# Finance Committee Meeting April 2023

# **Committee Members**

- N. Zuckerman, Chair
- A. Albert
- J. Barbas
- N. Brown
- S. Chu
- D. Jones
- B. Lopez
- H. Mihaltses
- J. Samuelsen
- S. Soliman
- L. Sorin
- V. Tessitore
- E. Velez

# **Finance Committee Meeting**

2 Broadway, 20th Floor Board Room New York, NY 10004 Monday, 4/24/2023 2:00 - 3:15 PM ET

#### 1. SUMMARY OF ACTIONS

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#### 2. PUBLIC COMMENTS PERIOD

# 3. APPROVAL OF MINUTES – MARCH 27, 2023

Finance Committee Minutes - Page 5

#### 4. 2023 COMMITTEE WORK PLAN

Work Plan - Page 14

#### 5. BUDGETS/CAPITAL

BudgetWatch (Handout available in the Exhibit Book and MTA.Info)

**Finance Watch** 

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#### 6. MTA HEADQUARTERS & ALL-AGENCY ITEMS

#### **Action Item**

Capital Markets-Based Reinsurance - Page 28

#### **Procurements**

MTAHQ Procurement Report - Page 31 MTAHQ Competitive Procurements - Page 35

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

# 8. NEW YORK CITY TRANSIT, and MTA BUS OPERATIONS

NYCT Procurement - Page 40

# 9. BRIDGES AND TUNNELS (No Items)

#### 10. FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY (No Items)

# 11. MTA CONSOLIDATED REPORTS

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Subsidy Reports - Page 51
Debt Service - Page 58
Positions - Page 60
Farebox Ratios - Page 63
MTA Ridership Report - Page 64
Fuel Hedge Program - Page 88

# 12. REAL ESTATE AGENDA

Real Estate Action Items - Page 91 Real Estate Info Items - Page 112

		FINANCE COMMI	TTEE
		APRIL 2023	
Action		Amount	Short Description
Capital Markets-Based Reinsurance			To obtain Board approval to allow First Mutual Transportation Assurance Company ("FMTAC") to undertake a capital markets-based reinsurance program by expanding FMTAC's current traditional capital markets-based reinsurance program to include a catastrophe ("cat") bond-based reinsurance transaction or similar parametric based reinsurance contracts.
<u>Agency</u>	<u>Vendor Name</u>	Total Amount	Summary of Action
MTAHQ	Michael Baker Engineering, Inc.	\$71,630,415	MTA is required by New York State law to contract with a nationally recognized independent transportation engineering firm to provide independent engineering oversight services for the MTA's 2020-2024 Capital Program, and to assume oversight responsibilities for prior capital program projects currently in progress.
MTAHQ	Hewlett Packard	\$17,000,000	Extend contract for 3 years with HP to continue to support and rollout advanced print management capabilities under the current scope of HP MPS offering.
MTA Real Estate	Vendor Name	Amount	Short Description
Acquisition of property from Extell Development Company for Phase 2 of the Second Avenue Subway Project, New York, NY	160 East 125 <sup>th</sup> Owner LLC ("Extell Owner"), a subsidiary of Extell Development Company	\$82,000,000 as described below	Authorization to acquire the Lot 20 Fee and the Lot 27 Easement and, in connection therewith, to grant to the Lot 27 owner a temporary construction access license agreement to use a 40' (reducing to 10' or less on January 31, 2024) strip of Lot 20 along its common boundary with Lot 27
License agreement with H.S. News Corp. for two retail spaces at the 59 St – Lexington Avenue Station, New York, NY	H.S News Corp.	See Staff Summary	Authorization to enter into a license agreement
Grant of an easement to Gershow Recycling Corporation for a freight sidetrack in Medford, NY	Gershow Recycling Corporation ("Gershow")	\$31,234.56	Grant of permanent easement
Acquisition of a permanent easement and the disposition of an existing easement in support of railroad operations in Sleepy Hollow, NY	Biddle Real Estate Ventures ("BREV")	\$20,000.00	Authorization to negotiate and enter into a permanent easement agreement with Grantor, and the disposition of an existing easement with Grantor

# Minutes of the **Metropolitan Transportation Authority Finance Committee Meeting** 2 Broadway, 20th Floor Board Room New York, NY 10004 Monday, March 27, 2023 Scheduled 2:00 PM

The following Finance Committee Members were present:

Hon. Neal Zuckerman, Chair

Hon. Andrew Albert

Hon. Norman E. Brown

Hon. Samuel Chu

Hon. David R. Jones

Hon. Blanca P. López

Hon. Haeda B. Mihaltses

Hon. Sherif Soliman

Hon, Lisa Sorin

Hon. Elizabeth Velez\*

The following Finance Committee Members were absent:

Hon. Jamev Barbas

Hon. John Samuelsen

Hon. Vincent Tessitore, Jr.

# The following Board Members were also present:

Hon. Gerard Bringmann

Kevin Willens, Chief Financial Officer, David Florio, Chief Real Estate Transactions and Operations Officer, David Keller, Acting Co-Deputy Chief, Management & Budget, Consolidated Analysis, Louis Montanti, Deputy Chief Procurement Officer, Jaibala Patel, Deputy Chief Financial Officer, Marcia Tannian\*, Director, Finance and Investor Relations, and Steve Weiss, Acting Co-Deputy Chief, Management & Budget, Agency Analysis also attended the meeting.

(\*Attended remotely)

Chair Zuckerman called to order the meeting of the Finance Committee at 1:57 PM.

#### 1. PUBLIC COMMENTS

There were three public speakers (\*\*live virtual comments): Lisa Daglian, Permanent Citizens Advisory Committee Jason Anthony, Amazon Labor Union Charlton D'Souza, Passengers United\*\*

To hear the content of public comments, as well as any part of the Finance Committee meeting, please refer to the video recording of the meeting produced by the MTA and available on the MTA website: https://new.mta.info/transparency/board-and-committee-meetings/march-2023.

#### 2. <u>APPROVAL OF MINUTES</u>

Upon motion duly made and seconded, the Committee approved the minutes of the February 21, 2023 meeting (see pages 5 through 15 of the Committee book) as amended.

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

On page 9, in the last sentence of the long paragraph, there was a reference to other New York counties in context to a paratransit discussion that incorrectly read "Westminster, Nassau, and Sussex" and should have reflected "Westchester, Nassau, and Suffolk" instead.

#### 3. COMMITTEE WORK PLAN

The approved 2023 Committee Work Plan was available in the Committee book (see pages 16 through 21 of the Committee book for the full Work Plan).

# 4. **BUDGETS/CAPITAL FINANCE**

#### A. <u>BudgetWatch:</u>

David Keller, Acting Co-Deputy Chief, Management & Budget, Consolidated Analysis provided highlights of the Budget Watch report (see the MTA website for the entire BudgetWatch <a href="https://new.mta.info/document/107701">https://new.mta.info/document/107701</a>). Acting Co-Deputy Chief noted that the report contains operating results through February and information on subsidies received through March and results are compared to the Adopted Budget.

**Revenues:** Acting Co-Deputy Chief Keller reported that farebox revenue was \$9 million, or 2.9% favorable for February, and YTD was \$11 million, or 1.6% favorable. The favorable results primarily reflected higher average fare as well as higher ridership than forecast in the Adopted Budget. In February, ridership was favorable by 4 million, or 3%, and YTD consolidated ridership was favorable by 3 million or 1%. He further noted that farebox revenue through February was \$268 million, or 29% below the pre-pandemic 2019 level for the same timeframe. In February toll revenue was \$8 million, or 5.2%, favorable, and YTD was \$20 million, or 6.0%, favorable, primarily due to higher than forecasted traffic, which is 4% above forecasted volume for both the month and YTD. When adjusted for the 2021 toll increase, toll revenue was \$40 million, or 14%, above the 2019 level for the same timeframe.

**Expenses:** In February, expenses were \$41 million, or 3%, favorable compared to Adopted Budget, and YTD expenses were \$82 million, or 3%, favorable. Of that favorable result, approximately 69%, or \$57 million, is attributable to favorable payroll and health and welfare costs due to vacancies, including additional overtime to cover for vacancies. Approximately \$16 million, or 20%, is attributable to lower electric power expenses, due lower prices and usage, and the remainder of the favorable result is predominantly due to timing. Regarding overtime (included in the overall expenses above), Acting Co-Deputy Chief Keller reported that overtime was \$16 million, or 21%, unfavorable in February, and YTD was \$19 million, or 12%, unfavorable.

The overtime expense overruns at NYCT, Metro-North, TBTA, and MTAHQ for MTA Police Department were primarily due to vacancy and absentee coverage. Lastly, for February debt service expenses were \$16 million, or 6% favorable, due to the timing of debt issuance and debt service deposits as well as lower than budgeted variable rates, and YTD debt service was \$15 million, or 3% favorable.

**Subsidies:** Acting Co-Deputy Chief Keller reported subsidies YTD through March were \$106 million, or 11%, unfavorable. He further noted that for the month of March, subsidies were \$50 million, or 12%, following lower than budgeted February results of \$46 million or 12%. He further reported that YTD through March, the Payroll Mobility Tax was unfavorable by \$9 million, or 2%, and Petroleum Business Tax was unfavorable by \$16 million, or 10%, and both unfavorable results are believed to be primarily due to timing. Acting Co-Deputy Chief Keller reported YTD the real estate transaction taxes, the Mortgage Recording Tax and Urban Tax attributed 69% of the overall unfavorable result. For YTD results, the MRT was unfavorable by \$61 million, or 39%, and Urban Tax was unfavorable by \$12 million, or 10%. For March, the real estate transaction taxes were \$33 million, or 35%, unfavorable, following lower than budgeted results for February of \$30 million, or 32%. He further noted that staff continues to monitor receipts and will revise the Mid-Year Forecast in July, if it is necessary. For the Capital Lockbox receipts, the real estate transfer tax ("mansion tax") and sales taxes combined were \$6 million, or 4%, favorable YTD through March.

**Overall:** Acting Co-Deputy Chief Keller commented that taken together, operating results through February and operating subsidies through March the results were favorable by \$23 million, or 3%, compared to the Adopted Budget.

Discussion: Chair Zuckerman commented he appreciates the chart in Budget Watch that shows the McKinsey recovery scenarios and revenue results plotted against the scenarios and noted that revenue seems to be tracking the high case scenario. Kevin Willens, Chief Financial Officer responded that most of the increase is due to the higher average ticket price, but ridership is approximately 1% higher than the mid-point scenario. Chair Zuckerman suggested having a sideby-side comparison with farebox revenue and actual ridership. Chair Zuckerman asked for a reminder about what comprises and drives the real estate transaction taxes. Acting Co-Deputy Chief Keller responded that there are two real estate transaction taxes in operating subsidies, the Mortgage Recording Tax and Urban Tax, which is only collected in the City on commercial properties over \$500,000. The Urban Tax is both a mortgage recording tax and real property transfer tax on those commercial properties. The Mortgage Recording Tax is comprised of two taxes, one is on mortgages of all properties within the twelve counties that encompass the MTA service area (which includes the five boroughs of the City), and the other is on mortgages of residential properties across the twelve counties that have six or fewer residential units. Chair Zuckerman asked what percentage the real estate transaction taxes represents in total subsidies. Acting Co-Deputy Chief Keller responded it would be approximately 20%, not including the revenues deposited into the Capital Lockbox. Chief Financial Officer Willens commented that within the operating budget the real estate transaction taxes are approximately \$1 billion, and then the real estate transaction taxes depositing into the Capital Lockbox are approximately \$300 million. Chair Zuckerman asked for a sense of how the real estate market is changing and impact on these subsidies. Acting Co-Deputy Chief Keller responded that March and February were similar, and because the real estate transaction taxes are so variable, the Adopted Budget anticipates the same amount each month.

Chief Financial Officer Willens commented that real estate transaction taxes are worrisome, for example the Mortgage Recording Tax is affected by changes in refinancings, so when interest rates rise, there are fewer refinancings. He further noted, that looking at overall results, YTD expenses are lower, ridership is slightly favorable, and fare revenue is favorable, but staff will continue to monitor the real estate transaction taxes and variability in those receipts due to interest rates. Additionally, he noted that the analysis of 2022 results included in the Committee Book (see page 62), and on a net cash basis, the results were \$187 million favorable better than projected, but net of timing, results in \$18 million favorable. He further commented that in November approximately \$776 million of federal COVID relief funds were projected to be used to close the gap in 2022, but only \$589 million was necessary, so the additional funds will be used for the timing savings. He commented that results are somewhat favorable, but subject to final audit and reconciliation.

#### B. FinanceWatch:

Marcia Tannian, Director, Finance and Investor Relations presented highlights from FinanceWatch (see pages 22 through 31 of the Committee book for the complete FinanceWatch report).

Finance Activities: Director Tannian reported that in March, a \$1.254 billion Sales Tax Revenue Bonds, Series 2023A (TBTA Capital Lockbox – City Sales Tax) transaction closed. Proceeds will be used to finance approved transit and commuter projects in the 2020-2024 Capital Program and are expected to fund a portion of the capital costs for the Central Business District Tolling Program (CBDTP). Director Tannian commented that the deal was priced when the market was somewhat stable, and was priced a day prior to when the news broke about the Silicon Valley Bank and Signature Bank so the transaction was ahead of the volatility in the market that followed those bank failures. She further noted that the transaction had a good response with more than \$3.3 billion in orders and 113 separate institutional investors, including insurance companies that invest in longer bonds, as the bonds have a maturity of 2063. Director Tannian thanked BoA Securities, the book-running senior manager, and the syndicate on the transaction for a successful result and job well done.

**Monthly Fuel Hedge Program:** Director Tannian reported that in February, MTA executed a fuel hedge of ultra-low sulfur diesel fuel on approximately 2.8 million gallons, at an average cost of \$2.5711/gallon. The details of the hedge are available in the FinanceWatch report.

**Discussion:** Board Member Soliman asked about the Sales Tax Revenue credit noting it is solely based on the City sales taxes that deposit in the Capital Lockbox, and why the State sales taxes are not included. Director Tannian responded that when the Sales Tax Revenue credit was launched in July 2022, utilizing the City sales tax only was more attractive because its deposits without appropriation, while the State sales tax must be appropriated, so it was a stronger credit and provided higher ratings without that appropriation aspect. She further noted that when the State sales tax revenue deposits in the Capital Lockbox it currently is available as PAYGO. Board Member Soliman asked whether there are plans to launch a credit with the State sales tax revenue or whether it will solely be treated as PAYGO. Director Tannian responded there are no immediate plans to create a credit with the State sales tax, but it is something under consideration.

Chief Financial Officer Willens confirmed that because the City Sales tax did not have an appropriation it was the first easily bondable stream, but the State portion may be used for a bond

credit at some point. He further noted that under consideration is whether some of the revenues streams are combined for purposes of a new credit, such as using the State sales tax and the mansion tax or CBDTP revenues, in order to meet the \$25 billion in the 2020-2024 Capital Program that is indicated from the combination of the revenue streams in the Capital Lockbox. He noted with the CBDTP revenues, they would need to be seasoned, showing a history of the revenues, before bonding on them would be as viable. Board Member Soliman asked to confirm whether the proceeds from the transaction may fund a portion of the CBDTP capital startup costs. Chief Financial Officer Willens indicated the proceeds would be used for the 2020-2024 Capital Program, and startup costs will ultimately be paid by CBDTP revenues.

Secretary's note: After the meeting, Chief Financial Officer Willens clarified it is anticipated once revenues are being generated from the CBDTP, if the CBDTP receives federal approval, the portion of the 2020-2024 Capital Program that otherwise would have been funded from Sales Tax Revenue Bonds, Series 2023A proceeds (used for initial CBDTP capital costs, if any) will be funded from CBDTP revenues, thereby offsetting the impact on the 2020-2024 Capital Program by using any Sales Tax Revenue Bond proceeds for CBDTP initial startup costs. Pending the availability of CBDTP revenues, the most cost-effective method of funding the startup costs is being used, such as the existing TBTA Second Subordinate Bond Anticipation Notes that were issued or proceeds from the Sales Tax Revenue Bonds issuances, but with the intent that CBDTP revenues will reimburse those cost outlays.

**CFO Comments:** Chair Zuckerman asked Chief Financial Officer Willens to provide an update on the impact to MTA from the recent bank failures. Chief Financial Officer Willens reported that MTA does not have direct exposure to the banks that failed, noting for daily cash management and holding of investment securities the accounts are with JP Morgan Chase and Bank of New York Mellon (BONY). He noted that for the debt portfolio, the Trustees are BONY and Wells Fargo, so these accounts are with global systemically important banks (G-SIBs), and the concern is more on the regional level that do not have the same regulatory scrutiny. The other exposure for MTA is with the variable rate portfolio and letters of credit that support it and enhance the ratings on those bonds. He commented that of the \$2.2 billion in variable rate debt supported by letters of credit, approximately \$1.6 billion is with banks that are G-SIBs (Barclays, State Street, TD Bank, Bank of America, and UBS), and the other approximately \$600 million is with large banks that are the next tier (PNC Bank, US Bank, and Bank of Montreal) and those banks have not shown anything concerning. He further noted that staff will monitor this exposure because during a financial crisis, when investors become uncomfortable with the banking system as a whole, they do not differentiate between strong banks and weak banks, but he is not particularly concerned at this time. Additionally, Chief Financial Officer Willens noted another type of potential exposure is on the pension portfolio, and some of the private equity investments that are held by different banks, and while a few of the fund managers had some money with Silicon Valley Bank, it has all be redeemed out of the bank, so at this time there does not seem to be any exposure to the pension portfolio investments.

**Discussion:** Board Member Jones asked whether the bank failures may affect bank lending on mortgages, and whether it could affect the receipts from real estate transaction taxes in the MTA budget. Chief Financial Officer Willens agreed that changes in bank lending because could affect real estate transaction taxes, most likely in the commercial real estate, which affects the Urban Tax, so there could be exposure with fewer transactions and less revenue to the MTA.

#### 5. MTA HEADQUARTERS AND ALL-AGENCY ITEMS

#### A. Action Items:

There were two action items (see pages 32 through 38 of the Committee Book for the first item, and page 39 of the Committee Book, and starting on page 64 of the Finance Committee Exhibit Book <a href="https://new.mta.info/document/107711">https://new.mta.info/document/107711</a> for the second item). Acting Co-Deputy Chief Keller presented the items, and staff were available to answer questions.

## 1. Authorization to File for and Accept Federal Grants

The first item was for Board approval to allow the MTA to file for and accept Federal grants for the Federal Fiscal year 2023 against the FFY 2024 appropriations.

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

#### 2. 2022 Annual Procurement Report

The second item was for Board authorization to file, with the State of New York, the annual MTA All-Agency Annual Procurement Report for 2022, in accordance with State Public Authorities Law, Section 2879.

**Discussion:** Chair Zuckerman asked for highlights of the report. Lou Montanti, Deputy Chief Procurement Officer responded that the report is a compilation of all the contracts awarded in 2022, which are added to the list of prior awards. Additionally, actual payments made through 2022 are listed.

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

#### B. Information Item:

There was one Report and Information Item, the MTA Prompt Payment Annual Report for 2022 (see pages 40 and 41 of the Committee book for the full report).

#### C. Procurement:

Deputy Chief Procurement Officer Montanti, reported there was one procurement for MTAHQ for \$34.3 million (see pages 43 through 52 of the Committee book). Additionally, he noted the procurement referenced on pages 44 and 45, and its staff summary on pages 47 and 48, related to the Independent Engineering Consultant will be deferred to the April Finance Committee.

#### 1. Masabi LLC

The procurement item seeks approval of a modification to extend a miscellaneous service contract with Masabi LLCI to continue administering the Mobile Ticketing Program for Long Island Rail Road and Metro-North for an additional three years to coincide with the anticipated 2025 substantial completion date of OMNY, at which time the OMNY system will take over providing the program to MTA customers. Deputy Chief Procurement Officer Montanti noted for the extension, Masabi initially proposed a 1.4% fee per ticket value for the first two years and

a 1.7% fee per ticket value for the third year. Through negotiations, Masabi's final proposal was a 1.25% per ticket value for the first two years and a 1.5% fee per ticket value for the third year. He commented that the negotiated lower percentage fees for the extension yields savings of \$3.2 million. The extension will ensure an uninterrupted mobile passenger ticketing process during the OMNY implementation period.

**Discussion:** Chair Zuckerman asked to confirm the extension goes to the end of the current mobile passenger ticketing system when OMNY takes over for the commuter railroads. Deputy Chief Procurement Officer Montanti confirmed and noted that if OMNY is implemented sooner, there is no obligation to continue with Masabi.

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

Secretary's note: Later in the meeting, Board Member Velez asked for clarification regarding the resolution on page 45 of the Committee Book, which is part of the procurement section, and whether action was taken. That discussion is listed here:

**Additional Discussion:** Board Member Velez noted within the resolution on page 45 there are references to Schedule A through Schedule E, which she did not see in the procurements. Deputy Chief Procurement Officer Montanti explained it is standard language tied to a series of sections from the State Public Authorities Law. Acting Co-Deputy Chief Keller commented the resolution is standard inclusion with the staff summary listing the procurements that are up for a vote. General Counsel Paige Graves added the resolution is tied to the All-Agency General Contract Procurement Guidelines and was voted on in the Corporate Governance Committee. Board Member Velez noted she wanted to make sure all items had been addressed because it the resolution does not seem to be tied to specific items and asked about the reference to a noncompetitive item. Deputy Chief Procurement Officer Montanti commented the non-competitive item for a bus simulator was approval to utilize an RFP rather than a competitive bid, so approval of a procurement process. General Counsel Graves commented the schedules listed in the resolution are standard schedules for general contract procurements. Board Member Soliman commented that it would be helpful to have explanations added with the resolutions, so the Board has fuller understanding of the procurement process. Chair Zuckerman agreed that would be helpful.

#### 6. METRO-NORTH RAILROAD/LIRR

The Committee book included one information item for LIRR which was considered and approved by the LIRR Committee meeting earlier in the day (see pages 51 and 52 of the Committee book). The item was seeking Board approval to award a 24-month contract to Railware, Inc. for the purchase and installation of a traffic control system software to replace the existing software system at the Jamaica Control Center because it is beyond its useful life.

## 7. NYCT/MTA BUS OPERATIONS

The Committee book included one joint information item for NYCT and MTA Bus which was considered and approved at the NYCT/MTA Bus Committee meeting earlier in the day (see pages 53 and 54 of the Committee book). The item was requesting the Board declare competitive bidding

impractical or inappropriate for the procurement of four Bus Operator Simulators, and it is in the public interest to issue a competitive Request for Proposals.

# 8. BRIDGES AND TUNNELS

There were no items for Bridges and Tunnels.

#### 9. FMTAC

There were no items for FMTAC.

# 10. MTA CONSOLIDATED REPORTS

This month's consolidated reports included February actuals versus Adopted Budget, including debt service; total positions by function, agency and occupational group; fuel hedge program; consolidated subsidies, farebox recovery and operating ratios; statements of operations; and ridership data and revenues passengers, and the preliminary 2022 year-end statement of operations (see pages 55 through 107 of the Committee book).

#### 11. REAL ESTATE AGENDA

David Florio, Chief Real Estate Transactions and Operations Officer, reported that there were nine real estate action items, including one item for MTAHQ, three for NYCT, one for LIRR, two for Metro-North and two for Bridges and Tunnels. In addition, there was one information item (see pages 108 through 136 of the Committee book for all real estate items).

#### A. Action Items:

#### **MTAHO**

1. All-Agency Real Property Disposition Guidelines and All-Agency Personal Property Dispositions Guidelines as required by Public Authorities Law Sections 2895-2897.

#### **New York City Transit**

- 2. Lease with M&H Ices of Coney Island LLC for a retail space at Stillwell Avenue Terminal Complex, Brooklyn, NY.
- 3. Lease with the City University of New York for the temporary parking relocation of NYCT buses in Jamaica, Queens. Chief Florio noted that the value of the lease was inaccurately listed in January, and the corrected number is in the staff summary.
- 4. An amendment to the license with Swyft Vending Operations for vending machines at various subway stations.

#### **LIRR**

5. Amendment of the lease with the Village of Greenport for an expanded vehicle queuing area for ferry operations in Greenport, NY.

#### Metro-North

- 6. A lease renewal with NYIP Owner II, LLC for warehouse space at 101 Executive Boulevard, Elmsford, NY.
- 7. An eminent domain resolution to acquire property interests for Phase I of the Brewster Yard Improvement Project in Southeast, NY.

#### **Bridges and Tunnels**

- 8. A license agreement with Knolls Cooperative for the installation of subsurface anchors in support of the Henry Hudson Bridge Kappock Street Wall Project at Knolls Crescent in the Bronx.
- 9. A license agreement with the NYC Fire Department for operation and maintenance of a fiber optic cable across the Whitestone Bridge.

#### B. Information Item:

1. A license agreement with Veselka for the Grand Central Terminal dining concourse, for an eatery serving Ukrainian food, which is scheduled to open in 2023. Veselka runs a similar kiosk at Essex Crossing and a diner serving traditional Ukrainian food in East Village.

**Discussion:** Chair Zuckerman asked for additional details on the error noted for the City University item. Chief Florio responded the annual rent was based on the 2021 appraisal with value of \$1 million, but what was missing in January was that the MTA had agreed to escalate the starting rent by 3% given the passage of time.

Board Member López asked about the location for Veselka. Chief Florio responded it will be in the southwest corner of the dining concourse in Grand Central Terminal.

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

#### 12. ADJOURNMENT

Upon motion duly made and seconded, the March 27, 2023 meeting of the Finance Committee was adjourned at 2:42 PM.

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

\*Secretary attended the March 27, 2023 meeting remotely via Zoom.

# **DRAFT 2023 Finance Committee Work Plan**

I. RECURRING AGENDA ITEMS Responsibility

Approval of Minutes Board Secretary

Finance Committee Work Plan

BudgetWatch
FinanceWatch
Procurements (if any)

Action Items (if any)

MTA CFO
MTA OMB
MTA Finance
Procurement
Agency

MTA Consolidated Reports MTA OMB

Real Estate Agenda MTA Real Estate

II. SPECIFIC AGENDA ITEMS Responsibility

May 2023

Action Items:

MTA Annual Investment Report MTA Treasury

Other:

DRAFT MTA Financial Statements Fiscal Year-End Twelve-Months

Ended December 2022 MTA Comptroller

Station Maintenance Billings MTA Comptroller

Annual Pension Fund Report (Audit Committee Members to be invited) MTA CIO
Annual FMTAC Meeting MTA RIM
Annual FMTAC Report MTA RIM

June 2023

Action Item:

PWEF Assessment MTA Capital Program Mgmt/

MTA OMB

**July 2023** 

2024 Preliminary Budget/July Financial Plan 2024-2027

(Joint Session with MTA Board) MTA OMB

Other:

DRAFT MTA Financial Statements 1st Quarter for the

Three-Months Ended March 2023 MTA Comptroller

September 2023

2024 Preliminary Budget/July Financial Plan 2024-2027 MTA OMB

(materials previously distributed)

October 2023

2024 Preliminary Budget/July Financial Plan 2024-2027 MTA OMB

(materials previously distributed)

Other:

DRAFT MTA Financial Statements 2<sup>nd</sup> Quarter for the Six-Months

Ended June 2023 MTA Comptroller

Annual Review of MTA's Derivative Portfolio - MTA Finance

Including Fuel Hedge

MTA 2023 Semi-Annual Investment Report MTA Treasury

November 2023

2024 Final Proposed Budget/November Financial Plan 2024-2027 MTA OMB

(Joint Session with MTA Board)

Other:

Station Maintenance Billing Update MTA Comptroller

Review and Assessment of the Finance Committee Charter MTA CFO

December 2023

Adoption of 2024 Budget and 2024-2027 Financial Plan MTA OMB

Action Items:

Authorization to Issue 2024 MTA and TBTA New Money Bonds,

Bond Anticipation Notes, and Refunding Obligations; Reimbursement

Resolutions for Federal Tax Purposes MTA Finance

Other:

Draft 2024 Finance Committee Work Plan MTA OMB

January 2024

Other:

Special Report: Finance Department 2023 Year-End Review MTA Finance

DRAFT MTA Financial Statements 3<sup>rd</sup> Quarter for the Nine-Months

Ended September 2023 MTA Comptroller

February 2024

Action Items:

2023 TBTA Operating Surplus B&T/MTA

Mortgage Recording Tax – Escalation Payments to Dutchess,

Orange and Rockland Counties MTA Treasury

Other:

February Financial Plan 2024-2027 MTA OMB

**March 2024** 

Resolution to Authorize the Execution, Filing and Acceptance of

Federal Funds MTA Grants Mgmt.

All-Agency Real Property Disposition Guidelines and All-Agency

Personal Property Disposition Guidelines MTA Real Estate/MTA

Corporate Compliance

All-Agency Annual Procurement Report MTA Procurement

Other:

MTA Prompt Payment Annual Report 2023 MTA Financial Operations

April 2024

Other:

Annual Report on Variable Rate Debt MTA Finance

#### **III. DETAILS**

#### May 2023

Action Item:

#### MTA Annual Investment Report

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

#### Other:

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

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

## Station Maintenance Billings

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

#### **Annual Pension Fund Report**

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

#### Annual Meeting of the First Mutual Transportation Assurance Company

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

#### **June 2023**

Action Item:

#### **PWEF Assessment**

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

#### **July 2023**

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

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

#### Other:

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

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

#### September 2023

2024 Preliminary Budget/July Financial Plan 2024-2027

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

#### October 2023

2024 Preliminary Budget/July Financial Plan 2024-2027

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

#### Other:

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

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

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

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

# MTA 2023 Semi-Annual Investment Report

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

#### November 2023

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

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

#### Other:

Station Maintenance Billing Update

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

#### Review and Assessment of the Finance Committee Charter

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

#### December 2023

#### Adoption of 2024 Budget and 2024-2027 Financial Plan

The Committee will recommend action to the Board on the Final Proposed Budget for 2023 and 2024-2027 Financial Plan.

#### Action Items:

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

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

#### Other:

#### **Draft 2024 Finance Committee Work Plan**

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

#### January 2024

#### Other:

#### Special Report: Finance Department 2023 Year-End Review

The MTA Finance Department will present a report that summarizes financing activities for 2023.

#### DRAFT MTA Financial Statements for the Nine-Months Ended, September 2023

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the nine-months ended, September 30, 2023.

#### February 2024

#### Action Items:

#### 2023 TBTA Operating Surplus

The MTA Comptroller should be prepared to answer questions on a staff summary requesting (1) transfer of TBTA 2023 Operating Surplus and Investment Income, (2) advances of TBTA 2023 Operating Surplus, and (3) the deduction from 2023 TBTA Operating Revenue, funds which shall be paid into the Necessary Reconstruction Reserve.

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

By State statute, Dutchess, Orange and Rockland Counties are entitled to a share of MTA's MRT-1 and MRT-2 tax receipts collected in these counties during the prior year. The amount may be no less than \$1.5 million for Dutchess and Orange Counties, and no less than \$2.0 million for Rockland County. If the annual amounts collected exceed 1989 collection levels (the statutorily determined base period), proportional upward "escalation" adjustments are mandated by statute. MTA Treasury and MTA Office of Management & Budget will be prepared to answer questions on the related Staff Summary authorizing the payments.

Other:

#### February Financial Plan 2024-2027

The MTA Office of Management & Budget will present, for information purposes, a revised 2024-2027 Financial Plan reflecting any technical adjustments from the Adopted Budget and the incorporation of certain "below-the-line" policy actions into the baseline.

#### March 2024

Action Items:

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

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

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

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

#### All-Agency Annual Procurement Report

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

Other:

#### MTA Annual Prompt Payment Status Report

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

# April 2024

Other:

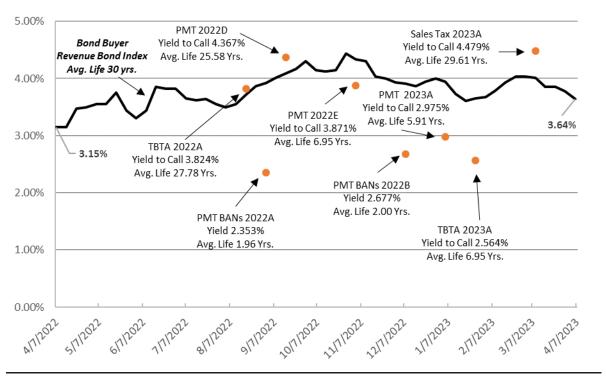
#### Annual Report on Variable Rate Debt

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

# **FinanceWatch**

April 24, 2023





# ADA Elevator Project – P3 Financing

In November 2022, the MTA Board approved and MTA entered into a Project Agreement with Elevated Accessibility Enhancements Operating Company, LLC (EAE) for the design, construction, financing and maintenance of the Americans with Disabilities Act accessibility upgrades at thirteen stations throughout New York City. EAE will proceed with the upgrades after it secures financing for the project. During the week of May 1, 2023, EAE intends to sell debt, which will be issued thru the NYS Transportation Development Corporation (a subsidiary of Empire State Development) with EAE acting as the borrower. The debt will be secured and paid by EAE's use of its pledged assets, including payments required to be made by the MTA under the Project Agreement.

# **Monthly Fuel Hedging Program**

#### \$3,982,200 Diesel Fuel Hedge

On March 29, 2023, MTA executed a 1,633,857 gallon ultra-low sulfur diesel fuel hedge with Cargill Incorporated at an all-in price of \$2.4373/gallon. Two of MTA's existing approved commodity counterparties participated in bidding on the transaction: Cargill Incorporated and J.P. Morgan Ventures Energy Corporation. The hedge covers the period from March 2024 through February 2025.

# METROPOLITAN TRANSPORTATION AUTHORITY FEBRUARY FINANCIAL PLAN - 2023 Adopted Budget Debt Service

#### March 2023 Monthly

(\$ in millions)

Debt Service for the month of March was \$245.3 million, which was \$27.2 million or 10.0% favorable due to refunding savings, savings from interest prepayment, and timing.

	Adopted Budget	Actual	Variance	% Var
Dedicated Tax Fund Bonds	\$33.9	\$22.2	\$11.7	34.4%
Transportation Revenue Bonds	135.5	126.8	8.7	6.4%
Payroll Mobility Tax Obligations	37.0	37.1	-0.1	-0.2%
2 Broadway COPs	0.5	0.1	0.4	81.1%
TBTA General Revenue Bonds	55.8	51.9	3.9	7.1%
TBTA Subordinate Revenue Bonds	8.7	7.2	1.5	16.8%
TBTA Second Subordinate BANs	1.1	0.0	1.1	100.0%
Debt Secured by Capital Lockbox Revenues	0.0	0.0	0.0	0.0%
Total Monthly Deht Service	\$272.5	\$245.3	\$27.2	10.0%

	\$272.5 <b>\$245.3</b>	\$27.2	10.0%
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#### March 2023 Year-to-Date

(\$ in millions)

Year-to-Date Debt Service expenses were \$776.2 million, which was \$41.9 million or 5.1% favorable due to lower than budgeted variable rates, refunding savings, and savings from interest prepayment. The positive variance was partially offset by timing.

	Adopted Budget	Actual	Variance	% Var
Dedicated Tax Fund Bonds	\$101.8	\$85.3	\$16.5	16.2%
Transportation Revenue Bonds	406.5	387.2	19.3	4.7%
Payroll Mobility Tax Obligations	111.6	116.2	-4.5	-4.1%
2 Broadway COPs	1.4	0.3	1.1	81.9%
TBTA General Revenue Bonds	167.5	167.8	-0.3	-0.2%
TBTA Subordinate Revenue Bonds	26.1	19.5	6.6	25.3%
TBTA Second Subordinate BANs	3.2	0.0	3.2	100.0%
Debt Secured by Capital Lockbox Revenues	0.0	0.0	0.0	0.0%

Total Year-To-Date Debt Service	\$818.1	\$776.2	\$41.9	5.1%

#### Notes:

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

Totals may not add due to rounding.

DEBT OUTSTANDING (\$ in M	illions)			ĺ		0.44. "		1	As of 4-11-202	23
Type of Credit						Outstanding	Synthetic			
Underlying Ratings Moody's /S&P / Fitch/ Kroll)	Series	BPA Sale Date	Series Original Final Maturity	Principal Iss. Amount	Fixed Amount	Variable Amount	Fixed Amount	Total Outstanding	TIC1	No
MTA Transportation	2002D	5/30/02	•	400.000	7.875	- Amount	200.000	207.875	5.25	110
Revenue Bonds	2002G	11/20/02	11/1/2026	400.000	-	17.465	46.805	64.270	3.61	
(A3/BBB+/A-/AA)	2003A	5/14/03	11/15/2032	475.340	17.460	-	-	17.460	4.49	
,	2005B	7/1/05	11/15/2035	750.000	52.890	-	-	52.890	4.80	
	2005D	11/2/05	11/1/2035	250.000	-	-	187.700	187.700	4.23	
	2005E	11/2/05	11/1/2035	250.000	-	75.078	112.600	187.678	3.27	
	2006B	12/20/06	11/15/2036	717.730	72.645	-	-	72.645	4.52	
	2008B	2/21/08	11/15/2030	487.530	17.385	-	-	17.385	3.80	
	2009A	10/15/09	11/15/2039	502.320	325.000	-	-	325.000	3.79	
	2010A	1/13/10	11/15/2039	363.945	363.945	-	-	363.945	4.44	
	2010B	2/11/10	11/15/2039	656.975	547.730	-	-	547.730	4.29	
	2010C	7/7/10	11/15/2040	510.485	382.185	-	-	382.185	4.27	
	2010E	12/29/10	11/15/2040	750.000	582.350	-	-	582.350	4.57	
	2012A	3/15/12	11/15/2042	150.000	50.000	100.000	-	150.000	2.27	
	2012B	3/15/12	11/15/2039	250.000	77.225	-	-	77.225	3.85	
	2012C	5/3/12	11/15/2047	727.430	63.010	-	-	63.010	4.22	
	2012E	7/20/12	11/15/2042	650.000	136.090	-	-	136.090	3.91	
	2012F	9/28/12	11/15/2030	1,268.445	20.000	-	-	20.000	3.17	
	2012G	11/13/12	11/1/2032	359.450	-	-	355.075	355.075	4.43	
	2012H	11/15/12	11/15/2042	350.000	40.770	-	-	40.770	3.70	
	2013A	1/24/13	11/15/2043	500.000	252.260	-	-	252.260	3.79	
	2013B	4/2/13	11/15/2043	500.000	277.930	-	-	277.930	4.08	
	2013C	6/11/13	11/15/2043	500.000	275.375	-	-	275.375	4.25	
	2013D	7/11/13	11/15/2043	333.790	175.410	-	-	175.410	4.63	
	2013E	11/15/13	11/15/2043	500.000	298.965	-	-	298.965	4.64	
	2014A	2/28/14	11/15/2044	400.000	173.385	-	-	173.385	4.31	
	2014B	4/17/14	11/15/2044	500.000	358.920	-	-	358.920	4.38	
	2014C	6/26/14	11/15/2036	500.000	195.515	-	-	195.515	3.32	
	2014D	11/4/14	11/15/2044	500.000	295.455	-	-	295.455	4.26	
	2015A	1/22/15	11/15/2045	850.000	723.955	-	-	723.955	4.14	
	2015B	3/19/15	11/15/2055	275.055	245.730	-	-	245.730	4.29	
	2015C	8/18/15		550.000	477.110	-	-	477.110	3.68	
	2015D	9/17/15	11/15/2035	407.695	287.535	-	-	287.535	3.67	
	2015E	9/10/15	11/15/2050	650.000	-	496.190	-	496.190	1.61	
	2015F	12/17/2015	11/15/2036	330.430	262.400	-	-	262.400	3.21	
	2016A 2016B	2/25/2016 6/30/2016	11/15/2056 11/15/2037	782.520 673.990	643.070 520.720	-	-	643.070 520.720	3.54 2.90	
		7/28/2016	11/15/2057	863.860	558.145	-	-	558.145		
	2016C 2016D	10/26/2016	11/15/2035	645.655	420.925	-	-	420.925	3.52 2.87	
	2010B 2017A	3/16/2017	11/15/2057	325.585	314.350	-	-	314.350	3.77	
	2017B	9/28/2017	11/15/2037	662.025	571.440		-	571.440	1.98	
	2017C	12/14/2017	11/15/2040	2,021.462	2,172.935		-	2,172.935	3.12	
	2017D	12/21/2017	11/15/2047	643.095	643.095			643.095	3.51	
	2018B	8/23/2018		207.220	170.475		-	170.475	2.71	
	2019A	2/6/2019	11/15/2048	454.150	454.150	_	_	454.150	4.16	
	2019B	5/14/2019	11/15/2052	177.185	177.185	_	_	177.185	3.83	
	2019C	8/14/2019	11/15/2049	422.430	422.430	_	_	422.430	3.39	
	2019D	11/7/2019	11/15/2048	241.745	241.745			241.745	3.62	
	2020A	1/16/2020	11/15/2054	924.750	924.750			924.750	3.46	
	2020B	3/27/2020	11/15/2046	162.660	-	121.855	-	121.855	2.53	
	2020C	5/14/2020	11/15/2055	1,725.000	1,725.000	-	-	1,725.000	5.17	
	2020D	9/18/2020	11/15/2050	900.000	900.000	-	-	900.000	4.49	
	2020E	11/13/2020	11/15/2045	419.915	419.915	-	-	419.915	4.01	
	2021A	2/12/2021	11/15/2050	700.000	700.000	-	-	700.000	3.05	
			•	30,519.867	19,036.835	810.588	902.180	20,749.603	3.77	
			-						WATIC	
TBTA General	2001C	12/19/01	1/1/2032	148.200	_	68.560	7.000	75.560	2.28	
Revenue Bonds	2002F	11/13/02	11/1/2032	246.480	102.935	-	-	102.935	1.18	
(Aa3/AA-/AA-/AA)	2003B	12/10/03	1/1/2033	250.000	-	58.610	59.815	118.425	2.59	
	2005A	5/11/05	11/1/2041	150.000	-	86.555	15.515	102.070	1.97	
	2005B	7/7/05	1/1/2032	800.000	-	-	555.000	555.000	3.74	
	2008B	3/27/08	11/15/2038	252.230	126.750		-	126.750	2.74	
	2009A	2/18/09	11/15/2038	475.000	1.540			1.540	3.25	
	2009B	9/17/09	11/15/2039	200.000	200.000	_	-	200.000	3.63	
	2010A	10/28/10	11/15/2040	346.960	263.020			263.020	3.45	
		6/6/12	11/15/2042	231.490	38.075	_		38.075	3.69	
	2012A									
	2012A 2012B						-		2.66	
	2012A 2012B 2013B	8/23/12 1/29/13	11/15/2032 11/15/2030	1,236.898 257.195	231.500 129.495	-	-	231.500 129.495	2.66 2.25	

Type of Credit	imons)					Outstanding			713 01 4-11-2025
W 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		DD . C .		n	T. 1	**	Synthetic	m . 1	
Underlying Ratings (Moody's /S&P / Fitch/ Kroll)	Series	BPA Sale Date	Series Original Final Maturity	Principal Iss.  Amount	Fixed Amount	Variable Amount	Fixed Amount	Total Outstanding	TIC1
(Moody \$75&1 7 FRCH/ KTOH)	2014A	2/6/14	11/15/2044	250.000	175.655	- Amount	- Amount	175.655	4.28
	2015A	5/15/15	11/15/2050	225.000	182.890	_	_	182.890	4.18
	2015B	11/16/15	11/15/2045	65.000	56.120	-	-	56.120	3.88
	2016A	1/28/16	11/15/2046	541.240	485.300	-	-	485.300	3.24
	2017A	1/19/17	11/15/2047	300.000	286.585	-	-	286.585	3.71
	2017B	1/19/17	11/15/2038	902.975	902.975	-	-	902.975	3.48
	2017C	11/17/2017	11/15/2042	720.990	720.990	-	-	720.990	2.81
	2018A	2/1/2018	11/15/2048	351.930	351.930	-	-	351.930	3.84
	2018B	8/30/2018	11/15/2031	270.090	270.090	-	-	270.090	2.75
	2018C	8/30/2018	11/15/2038	159.280	159.280	-	-	159.280	3.66
	2018D	10/4/2018	11/15/2038	125.000	98.985	-	-	98.985	2.58
	2018E Taxable	12/12/2018	11/15/2032	148.470	-	23.285	125.185	148.470	3.91
	2019A	5/23/2019	11/15/2049	150.000	150.000	-	-	150.000	3.71
	2019B Taxable	9/25/2019	11/15/2044	102.465	102.465	-	-	102.465	3.49
	2019C	12/3/2019	11/15/2048	200.000	200.000	-	-	200.000	3.04
	2020A	5/27/2020	11/15/2054	525.000	525.000	-	-	525.000	3.64
	2021A	3/31/2021	11/15/2056	400.000	400.000	-	-	400.000	3.56
	2022A	8/18/2022	11/15/2057	400.000	400.000	-	-	400.000	4.36
	2023A	2/14/2023	11/15/2039	828.225	828.225	-	-	828.225	2.82
			-	11,460.118	7,404.805	237.010	762.515	8,404.330	3.33
			=						WATIC
TBTA Subordinate	2013A	01/29/13	11/15/2032	653.965	291.490	_	_	291.490	3.13
Revenue Bonds	2013D Taxable	12/19/13	11/15/2032	313.975	59.290		_	59.290	3.89
(A1/A+/A+/AA-)	2013D Taxable	12/17/13	11/13/2032	313.773	37.270	_	_	37.270	3.07
(111/11/11/11/11/11/11/11/11/11/11/11/11			-	967.940	350.780			350.780	3.26
			=	307.3.0	2201700			350.700	WATIC
TDT A A A A A A A A A A A A A A A A A A	2021 1 7 127	06/10/01	11/1/2025	102.025	102.025			102.025	
TBTA 2nd Subordinate	2021A BANS	06/10/21	11/1/2025	192.835	192.835	-	-	192.835	0.69
Revenue Bonds									
(A1/NAF/A+/NAF)			_	102.025	102.025			102.025	0.60
			=	192.835	192.835	-	-	192.835	0.69
									WATIC
MTA Dedicated	2008A	6/25/08	11/1/2031	352.915	-	3.930	257.495	261.425	3.67
Tax Fund Bonds	2008B	8/7/08	11/1/2034	348.175	151.220	44.740	-	195.960	2.76
(NAF/AA/AA/NAF)	2009C	4/30/09	11/15/2039	750.000	750.000	-	-	750.000	4.89
	2010A	3/25/10	11/15/2040	502.990	388.330	-	-	388.330	3.91
	2012A	10/25/12	11/15/2032	959.466	272.075	-	-	272.075	3.07
	2016A	3/10/16	11/15/2036	579.955	515.605	-	-	515.605	2.98
	2016B	5/26/16	11/15/2056	588.305	561.240	-	-	561.240	3.36
	2017A	2/23/17	11/15/2047	312.825	296.545	-	-	296.545	3.97
	2017B	5/17/17	11/15/2057	680.265	672.550	-	-	672.550	3.56
	2022A	3/1/22	11/15/2052	377.955	377.955	-	-	377.955	3.27
			=	5,452.851	3,985.520	48.670	257.495	4,291.685	3.67
									WATIC
Payroll Mobility	2020A BANS	12/17/20	12/15/2023	2,907.280	2,907.280	-	-	2,907.280	1.36
Tax Obligations	2021A	5/5/21	5/15/2051	1,238.210	1,238.210	-	-	1,238.210	2.02
(NAF/AA+/AA+/AA+)	2021B	8/31/21	5/15/2056	369.195	369.195	-	-	369.195	3.53
	2021C	9/30/21	5/15/2051	853.629	848.225	-	-	848.225	2.88
	2022A	2/10/22	5/15/2057	592.680	592.680	-	-	592.680	3.18
	2022B	8/18/22	5/15/2042	1,000.015	1,000.015	-	-	1,000.015	2.82
	2022C	5/12/22	5/15/2057	927.950	927.950	-	-	927.950	4.48
	2022A BANS	9/1/22	8/15/2024	951.370	951.370	-	-	951.370	2.41
	2022D	9/15/22	5/15/2052	748.682	497.735	-	-	765.690	4.52
	2022E 2022B BANS	11/1/22 12/15/22	11/15/2057 12/16/2024	700.200 766.540	188.630 766.540	-	-	700.200 766.540	4.48 2.75
	2022B BANS 2023A	1/12/23	11/15/2037	764.950	764.950		_	764.950	3.10
	202311	1/12/23	11/15/2057	11,820.701	11,052.780	-	-	11,832.305	2.74
			=	,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			,	WATIC
Sales Tax Revenue Bonds	2022A	7/20/22	5/15/2062	700.000	700.000	-	-	700.000	4.38
TA Capital Lockbox - City Sales Tax)	2023A	3/15/23	5/15/2063	1,253.750	1,253.750	-	-	1,253.750	4.58
(NAF/AA+/AAA/NAF)								<u></u>	
•			-	1,953.750	1,953.750	-	-	1,953.750	4.51
			=						WATIC
			A III 3 A 7 TO A . I	62,368.061	43,977.305	1,096.268	1,922.190	47,775.288	3.32
			All MTA Total	02,00001					
Hudson Rail Yards Trust Obligations <sup>2</sup>	2016A	9/22/16	11/15/2056	1,057.430	682.430	-	-	682.430	4.28
Hudson Rail Yards Trust Obligations <sup>2</sup> (A3/NAF/NAF/A-)	2016A 2020A	9/22/16 3/27/20	=	1,057.430 162.660	682.430 121.855		-	121.855	4.28
9			11/15/2056	1,057.430	682.430	- - -	- - -		

#### Notes

<sup>(1)</sup> Fixed Rate TICs calculated as of issuance of Fixed Rate Bonds. Floating Rate TICs calculated from inception including fees. Any Unhedged Variable Rate Bonds that have been fixed to maturity are carried at the new Fixed Rate TIC. Synthetic Fixed Rate TICs include average swap rates plus current variable rate fees and estimated basis adjustments for life of swap. Synthetic Fixed Rate TICs do not include benefit of any upfront payments received by MTA. Variable Rate TICs include average remarketed plus current variable rate fees.

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

#### **Transportation Revenue Bonds**

#### TBTA General Revenue Bonds

Issu	ıe	TRB 2	2005D-2	TRB 2	2012G-1	TRB 2	2012G-4	TRB 2	2015E-1	TRB 2	2015E-3	TBTA	A 2001C
Remarketi	ng Agent	Morgai	n Stanley	Barclay	s Capital	Morga	n Stanley	Barclay	/s Capital	BofA S	ecurities	Gol	dman
Liquidity I	Provider	Bank of	Montreal	Bar	clays	Bank of	Montreal	Bar	clays	BofA	Merrill	State	Street
Type of L	iquidity	L	.oC	L	.oC	L	.oC	L	.oC	L	.oC	L	_oC
Par Outstan	iding (\$m)	7:	5.10	84	4.45	70	0.63	14	7.78	15	4.85	7!	5.56
Swap Notic	onal (\$m)	7	5.10	84	4.45	7(	0.63	N	one	N	one	7	<b>7.00</b>
			Spread		Spread		Spread		Spread		Spread		Spread
Date	SIFMA	Rate	to SIFMA	Rate	to SIFMA	Rate	to SIFMA	Rate	to SIFMA	Rate	to SIFMA	Rate	to SIFMA
3/29/2023	3.97%	3.90%	-0.07%	4.00%	0.03%	3.90%	-0.07%	4.00%	0.03%	3.88%	-0.09%	3.90%	-0.07%
3/30/2023	3.97%	3.88%	-0.09%	3.85%	-0.12%	3.88%	-0.09%	3.85%	-0.12%	3.80%	-0.17%	3.80%	-0.17%
3/31/2023	3.97%	3.80%	-0.17%	3.65%	-0.32%	3.80%	-0.17%	3.65%	-0.32%	3.62%	-0.35%	3.62%	-0.35%
4/1/2023	3.97%	3.80%	-0.17%	3.65%	-0.32%	3.80%	-0.17%	3.65%	-0.32%	3.62%	-0.35%	3.62%	-0.35%
4/2/2023	3.97%	3.80%	-0.17%	3.65%	-0.32%	3.80%	-0.17%	3.65%	-0.32%	3.62%	-0.35%	3.62%	-0.35%
4/3/2023	3.97%	3.15%	-0.82%	3.30%	-0.67%	3.15%	-0.82%	3.30%	-0.67%	3.16%	-0.81%	3.32%	-0.65%
4/4/2023	3.97%	3.00%	-0.97%	3.00%	-0.97%	3.00%	-0.97%	3.00%	-0.97%	3.00%	-0.97%	2.92%	-1.05%
4/5/2023	3.04%	2.80%	-0.24%	2.70%	-0.34%	2.80%	-0.24%	2.70%	-0.34%	2.68%	-0.36%	2.69%	-0.35%
4/6/2023	3.04%	2.55%	-0.49%	2.50%	-0.54%	2.55%	-0.49%	2.50%	-0.54%	2.42%	-0.62%	2.44%	-0.60%
4/7/2023	3.04%	2.55%	-0.49%	2.50%	-0.54%	2.55%	-0.49%	2.50%	-0.54%	2.42%	-0.62%	2.44%	-0.60%

#### **TBTA General Revenue Bonds**

#### **Dedicated Tax Fund Bonds**

Issi	ıe	TBTA 2003B-1		TBTA	2005B-3	TBTA 2	2005B-4c	DTF 2	2008A-1	DTF 2	008A-2a
Remarketi	ng Agent	U.S. E	Bancorp	Jefferies		U.S. Bancorp		TD Securities		TD Securities	
Liquidity	Provider	U.S.	Bank	State	Street	U.S.	Bank	TD	Bank	TD	Bank
Type of L	iquidity	L	.oC	L	.oC	L	.oC	L	.oC	L	.oC
Par Outstar	iding (\$m)	89	9.10	18	5.00	82	2.50	13	0.71	4	5.86
Swap Notic	Swap Notional (\$m)		0.49	18	5.00	82	2.50	12	8.75	4	5.28
			Spread		Spread		Spread		Spread		Spread
Date	SIFMA	Rate	to SIFMA	<u>Rate</u>	to SIFMA	<u>Rate</u>	to SIFMA	Rate	to SIFMA	Rate	to SIFMA
3/29/2023	3.97%	4.00%	0.03%	4.05%	0.08%	4.00%	0.03%	3.90%	-0.07%	3.90%	-0.07%
3/30/2023	3.97%	3.90%	-0.07%	3.77%	-0.20%	3.90%	-0.07%	3.75%	-0.22%	3.75%	-0.22%
3/31/2023	3.97%	3.75%	-0.22%	3.65%	-0.32%	3.75%	-0.22%	3.60%	-0.37%	3.60%	-0.37%
4/1/2023	3.97%	3.75%	-0.22%	3.65%	-0.32%	3.75%	-0.22%	3.60%	-0.37%	3.60%	-0.37%
4/2/2023	3.97%	3.75%	-0.22%	3.65%	-0.32%	3.75%	-0.22%	3.60%	-0.37%	3.60%	-0.37%
4/3/2023	3.97%	3.40%	-0.57%	3.20%	-0.77%	3.40%	-0.57%	3.40%	-0.57%	3.40%	-0.57%
4/4/2023	3.97%	3.05%	-0.92%	3.00%	-0.97%	3.05%	-0.92%	2.95%	-1.02%	2.95%	-1.02%
4/5/2023	3.04%	2.70%	-0.34%	2.65%	-0.39%	2.70%	-0.34%	2.65%	-0.39%	2.65%	-0.39%
4/6/2023	3.04%	2.50%	-0.54%	2.55%	-0.49%	2.50%	-0.54%	2.40%	-0.64%	2.40%	-0.64%
4/7/2023	3.04%	2.50%	-0.54%	2.55%	-0.49%	2.50%	-0.54%	2.40%	-0.64%	2.40%	-0.64%

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

	Issue TRB 2005E-1		TRB 2	2005E-2	TRB 20	002G-1g	TRB 2012A-2		
Remarketi	ng Agent	nt Barclays Capital		BofA S	ecurities	Gold	dman	Cla	arity
Liquidity	Provider	Bar	clays	BofA	Merrill	TD	Bank	Bank of	Montreal
Liquidit	Liquidity/Insurer		οС	L	.oC	L	оС	L	оС
Par Outstand	ding (\$m)	13	1.38	50	6.30	19.26		50	.00
Swap Notion	nal (\$m)	78	3.82	33	3.78	14.02		No	one
			Spread to		Spread to		Spread to		Spread to
Date	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
3/1/2023	2.80%	2.75%	-0.05%	2.74%	-0.06%	2.68%	-0.12%	2.80%	0.00%
3/8/2023	2.21%	2.25%	0.04%	2.14%	-0.07%	2.16%	-0.05%	2.30%	0.09%
3/15/2023	2.62%	3.00%	0.38%	2.69%	0.07%	3.18%	0.56%	4.15%	1.53%
3/22/2023	4.35%	4.40%	0.05%	4.46%	0.11%	4.40%	0.05%	4.79%	0.44%
3/29/2023	3.97%	4.00%	0.03%	3.87%	-0.10%	3.86%	-0.11%	4.10%	0.13%
4/5/2023	3.04%	3.00%	-0.04%	2.97%	-0.07%	2.93%	-0.11%	2.95%	-0.09%

#### **Transportation Revenue Bonds**

#### **Dedicated Tax Fund Bonds**

	Issue	TRB 2	012G-2	TRB 2020B-1		TRB 2	020B-2	DTF 20	008A-2b	DTF 2008B-3c	
Remarketi	ng Agent	TD Sec	curities	PNC	Capital	PNC (	PNC Capital		Capital	PNC Capital	
Liquidity	Provider	TD I	3ank	PNC	Bank	PNC	Bank	PNC	Bank	PNC	Bank
Liquidit	y/Insurer	Lo	оС	L	οС	L	oC	L	оС	Le	οС
Par Outstan	ding (\$m)	12	5.00	59.74		62	.12	84	.86	44	.74
Swap Notion	nal (\$m)	12	5.00	None		None		83.47		None	
			Spread to		Spread to		Spread to		Spread to		Spread to
Date	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
3/1/2023	2.80%	2.75%	-0.05%	2.80%	0.00%	2.80%	0.00%	2.80%	0.00%	2.80%	0.00%
3/8/2023	2.21%	2.15%	-0.06%	2.20%	-0.01%	2.20%	-0.01%	2.20%	-0.01%	2.20%	-0.01%
3/15/2023	2.62%	2.70%	0.08%	2.75%	0.13%	2.75%	0.13%	2.75%	0.13%	2.75%	0.13%
3/22/2023	4.35%	4.43%	0.08%	4.35%	0.00%	4.35%	0.00%	4.35%	0.00%	4.35%	0.00%
3/29/2023	3.97%	3.90%	-0.07%	3.97%	0.00%	3.97%	0.00%	3.97%	0.00%	3.97%	0.00%
4/5/2023	3.04%	2.95%	-0.09%	3.00%	-0.04%	3.00%	-0.04%	3.00%	-0.04%	3.00%	-0.04%

# TBTA General Revenue Bonds

	Issue	TBTA 2	005B-2a	TBTA 2	2005B-2b	
Remarket	ing Agent	Cla	arity	Clarity		
Liquidity	Provider	State	Street	State	Street	
Liquidi	ty/Insurer	L	оС	L	ОС	
Par Outstan	ding (\$m)	92	2.50	92	2.50	
Swap Notion	nal (\$m)	92	2.50	92	2.50	
			Spread to		Spread to	
Date	SIFMA	Rate	SIFMA	Rate	SIFMA	
3/1/2023	2.80%	2.75%	-0.05%	2.65%	-0.15%	
3/8/2023	2.21%	1.90%	-0.31%	2.15%	-0.06%	
3/15/2023	2.62%	2.70%	0.08%	4.60%	1.98%	
3/22/2023	4.35%	5.05%	0.70%	4.95% 0.60%		
3/29/2023	3.97%	4.20%	0.23%	3.90%	-0.07%	
4/5/2023	3.04%	2.45%	-0.59%	2.50%	-0.54%	

	Issue	TBTA	2005A	TBTA 2018E		
Remarket	ing Agent	Barclay	s Capital	UBS		
Liquidity	Provider	Bar	clays	U	IBS	
Liquidi	ty/Insurer	L	οС	LoC (	Taxable)	
Par Outstan	ding (\$m)	10:	2.07	148.47		
Swap Notio	nal (\$m)	15	5.52	125.19		
			Spread to		Spread to	
Date	SIFMA	Rate	SIFMA	Rate	SIFMA	
2/28/2023	2.80%	2.75%	-0.05%	4.60%	1.80%	
3/7/2023	2.21%	2.25%	0.04%	4.60%	2.39%	
3/14/2023	2.62%	3.00%	0.38%	4.66%	2.04%	
3/21/2023	4.35%	4.40%	0.05%	4.82%	0.47%	
3/28/2023	3.97%	4.00%	0.03%	4.82%	0.85%	
4/4/2023	3.04%	3.00%	-0.04%	4.85%	1.81%	

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

# **Transportation Revenue Bonds**

	TRB 2012G-3			
Remarketi	ng Agent	1	N/A	
Purch	ase Date	2/1	/2025	
Liquidit	y/Insurer	N	one	
Par Outstand	ding (\$m)	7	5.00	
Swap Notion	al (\$m)	7	5.00	
			Spread	
Date	SIFMA	<u>Rate</u>	to SIFMA	
3/2/2023	2.80%	3.23%	0.43%	
3/9/2023	2.21%	2.64%	0.43%	
3/16/2023	2.62%	3.05%	0.43%	
3/23/2023	4.35%	4.78%	0.43%	
3/30/2023	3.97%	4.40%	0.43%	
4/6/2023	3.04%	3.47% 0.43%		

# **TBTA General Revenue Bonds**

	TBTA 2003B-2		
Remarketi	ng Agent	1	N/A
Purch	ase Date	11/1	5/2024
Liquidit	y/Insurer	N	one
Par Outstand	ding (\$m)	29	9.33
Swap Notion	al (\$m)	29	9.33
			Spread
Date	SIFMA	<u>Rate</u>	to SIFMA
3/2/2023	2.80%	3.05%	0.25%
3/9/2023	2.21%	2.46%	0.25%
3/16/2023	2.62%	2.87%	0.25%
3/23/2023	4.35%	4.60%	0.25%
3/30/2023	3.97%	4.22%	0.25%
4/6/2023	3.04%	3.29%	0.25%

TRB 2015E-2 (not shown here) is a SIFMA FRN that is currently a direct purchase, outstanding par of \$193.57 million, part of our unhedged variable rate portfolio, and has a mandatory purchase date of 9/5/2023.

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

#### TBTA PMT & TBTA Senior General Revenue Bonds Transportation Revenue Bonds

Iss	ue	TBTA 2	005B-4a	TBTA PMT 2022E-2a		TRB 2002D-2a-1		TRB 2002D-2a-2		TRB 2002D-2b	
Remarketi	Remarketing Agent N/A		N/A		N/A		N/A		N/A		
Purchas	Purchase Date 2/1/2024		2024	4/1/	2026	4/1	/2024	4/1/2	2026	4/1/2024	
Liquidity	Liquidity Provider None		ne	Ne	one	None		No	ne	None	
Type of L	_iquidity	FF	RN	F	RN	F	RN	FF	RN	FRN	
Par Outstar	nding (\$m)	102	2.50	99	.56	50.00		50	.00	10	0.00
Swap Noti	onal (\$m)	102	2.50	88	3.33	5	0.00	50	.00	100.00	
			Spread to		Spread to		Spread to		Spread to		Spread to
Date	67% of SOFR	Rate	SOFR	Rate	SOFR	Rate	SOFR	Rate	SOFR	Rate	SOFR
3/29/2023	3.22%	3.60%	0.38%	4.27%	1.05%	3.77%	0.55%	4.02%	0.80%	3.77%	0.55%
3/30/2023	3.24%	3.62%	0.38%	4.29%	1.05%	3.79%	0.55%	4.04%	0.80%	3.79%	0.55%
3/31/2023	3.24%	3.62%	0.38%	4.29%	1.05%	3.79%	0.55%	4.04%	0.80%	3.79%	0.55%
4/1/2023	3.24%	3.62%	0.38%	4.29%	1.05%	3.79%	0.55%	4.04%	0.80%	3.79%	0.55%
4/2/2023	3.24%	3.62%	0.38%	4.29%	1.05%	3.79%	0.55%	4.04%	0.80%	3.79%	0.55%
4/3/2023	3.24%	3.62%	0.38%	4.29%	1.05%	3.79%	0.55%	4.04%	0.80%	3.79%	0.55%
4/4/2023	3.24%	3.62%	0.38%	4.29%	1.05%	3.79%	0.55%	4.04%	0.80%	3.79%	0.55%
4/5/2023	3.22%	3.60%	0.38%	4.27%	1.05%	3.77%	0.55%	4.02%	0.80%	3.77%	0.55%
4/6/2023	3.22%	3.60%	0.38%	4.27%	1.05%	3.77%	0.55%	4.02%	0.80%	3.77%	0.55%
4/7/2023	3.22%	3.60%	0.38%	4.27%	1.05%	3.77%	0.55%	4.02%	0.80%	3.77%	0.55%

#### **Transportation Revenue Bonds**

lss	ue	TRB 20	002G-1f	TRB 2005D-1		TRB 2002G-1h		TRB 2002G-1h		TRB 2012A-3	
Remarket	Remarketing Agent N/A		N/A			N/A	N	I/A	N/A		
Purcha	se Date	11/1	/2026	4/1/	2024	11/	1/2023	11/1	/2026	11/1	5/2042
Liquidity	Provider	No	one	N <sub>0</sub>	one	N	one	N <sub>1</sub>	one	N	one
Type of	Liquidity	FI	RN	F	RN	F	RN	F	RN	F	RN
Par Outsta	nding (\$m)	19	.27	11	2.60	7	<b>'</b> .00	18	3.75	5(	0.00
Swap Not	ional (\$m)	14	.03	11	2.60	N	one	18	3.75	None	
			Spread to		Spread to		Spread to		Spread to		Spread to
Date	67% of SOFR	Rate	SOFR	Rate	SOFR	Rate	SOFR	Rate	SOFR	Rate	SOFR
3/29/2023	3.22%	3.65%	0.43%	3.55%	0.33%	3.62%	0.40%	3.82%	0.60%	3.87%	0.65%
3/30/2023	3.24%	3.67%	0.43%	3.57%	0.33%	3.64%	0.40%	3.84%	0.60%	3.89%	0.65%
3/31/2023	3.24%	3.67%	0.43%	3.57%	0.33%	3.64%	0.40%	3.84%	0.60%	3.89%	0.65%
4/1/2023	3.24%	3.67%	0.43%	3.57%	0.33%	3.64%	0.40%	3.84%	0.60%	3.89%	0.65%
4/2/2023	3.24%	3.67%	0.43%	3.57%	0.33%	3.64%	0.40%	3.84%	0.60%	3.89%	0.65%
4/3/2023	3.24%	3.67%	0.43%	3.57%	0.33%	3.64%	0.40%	3.84%	0.60%	3.89%	0.65%
4/4/2023	3.24%	3.67%	0.43%	3.57%	0.33%	3.64%	0.40%	3.84%	0.60%	3.89%	0.65%
4/5/2023	3.22%	3.65%	0.43%	3.55%	0.33%	3.62%	0.40%	3.82%	0.60%	3.87%	0.65%
4/6/2023	3.22%	3.65%	0.43%	3.55%	0.33%	3.62%	0.40%	3.82%	0.60%	3.87%	0.65%
4/7/2023	3.22%	3.65%	0.43%	3.55%	0.33%	3.62%	0.40%	3.82%	0.60%	3.87%	0.65%

Staff Summary Page 1 of 3

Subject
Capital Markets-Based Reinsurance
Department
Finance
Department Head Name
Kevin Willens
Department Head Signature
Project Manager/Division Head
Nora Ostrovskaya, Acting Sr. Director, Strategic Initiatives
Claudia Ruben, Deputy Director, Risk Claims Mgmt

Board Action										
Order	Order To Date Approval Info Other									
1	Finance	4/25	Х							
2	Board	4/26	Х							

Date
April 25, 2023
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref #

Internal Approvals										
Order	Approval	Order	Approval							
1	Chief Financial Officer									
2	Legal									
3	Chief of Staff									

#### Purpose:

To obtain Board approval to allow First Mutual Transportation Assurance Company ("FMTAC") to undertake a capital markets-based reinsurance program by expanding FMTAC's current traditional capital markets-based reinsurance program to include a catastrophe ("cat") bond-based reinsurance transaction or similar parametric based reinsurance contracts. The purpose of the transaction is to reduce FMTAC's risk transfer rates through diversifying the reinsurer base from the traditional global reinsurance market to include capital markets. This will allow FMTAC to create additional savings by employing a strategy of maximizing tension/competition inside each market, as well as between the two markets.

#### **Discussion and Background:**

#### **Background:**

In the wake of Superstorm Sandy, FMTAC confronted reduced capacity offers from the traditional property reinsurance marketplace with higher pricing for annual renewals. Addressing the concern that MTA and its agencies might be exposed to reduced property risk coverage at higher cost, the Board authorized FMTAC to explore alternative means of obtaining reinsurance capacity through the capital markets, via insurance-linked securities ("ILS") or cat bond transactions. This effort to obtain capital markets-based reinsurance proved successful, culminating in FMTAC's entry into a \$200 million reinsurance agreement with MetroCat Re Ltd. ("MetroCat"), a Bermuda special purpose insurer, which fully collateralized the reinsurance policy through its issuance of cat bonds.

The reinsurance obtained from MetroCat through this inaugural ILS transaction augmented MTA's existing reinsurance program at a critical time; the inaugural transaction now also provides a model through which FMTAC can obtain future capital markets-financed property reinsurance coverage, in conjunction with coverage that may be obtained by FMTAC through traditional property reinsurance markets. In 2017, FMTAC successfully entered into another \$125 million capital markets-based reinsurance transaction and in 2020 into \$100 million transaction that allowed MTA to lower its property insurance costs.

With the assistance and guidance of a Board-approved ILS advisor, FMTAC and MTA anticipate exploring another capital markets-based reinsurance transaction in 2023. Prior to executing any such future capital markets-based reinsurance transaction in 2023, FMTAC and MTA seek Board action granting authority to finalize such transaction in the event capital market-financed property reinsurance coverage is in the best interest of FMTAC and MTA, subject to approval by the Chief Financial Officer.

#### **Discussion:**

On January 29, 2014, the Board approved FMTAC's use of a capital markets-based alternative, specifically ILS, to enhance

# **Staff Summary**



Page 2 of 3

its overall reinsurance portfolio. The ability to obtain capital markets-based reinsurance has proven to be an economically successful alternative for FMTAC because it is no longer dependent solely on traditional reinsurance brokers for its reinsurance needs. The reinsurance obtained through the inaugural ILS transaction augmented MTA's existing reinsurance program at a critical time; the inaugural transaction covered storm surge risk over a three-year period and expired in July 2016. The 2017 and 2020 transactions covered storm surge and earthquake risks. The 2020 transaction will remain outstanding until May 2023.

FMTAC is now seeking authorization to enter into a fourth MetroCat transaction covering storm surge or a similarly structured reinsurance contract; the proposed transaction is expected to augment the coverage that may be gained by FMTAC through traditional property reinsurance markets and is also estimated to result in property reinsurance cost savings for the MTA.

# **Alternatives:**

FMTAC and MTA could opt not to consider or pursue future capital markets-based insurance transactions sponsored by FMTAC. This alternative is undesirable, given FMTAC's prior experience in achieving cost effective catastrophe coverage and the additional leverage that a capital markets-based insurance transaction will provide to FMTAC's ability to structure its overall insurance portfolio on an annual basis.

#### **Recommendation:**

As part of the continuing effort to reduce FMTAC's reinsurance portfolio costs and seek competitive solutions for its reinsurance needs, it is recommended that the Board adopt the annexed resolution authorizing placement of part of FMTAC's property insurance program through a capital market based transaction.

Page 3 of 3

#### RESOLUTION

WHEREAS, FMTAC's use of capital markets-based alternative for its reinsurance needs has enhanced its overall reinsurance portfolio by lowering the cost of its reinsurance and encouraging competition among traditional providers and capital markets-based providers; and

WHEREAS, FMTAC desires to once again explore the cost effectiveness, practicability and feasibility of incorporating capital markets-based reinsurance alternatives in FMTAC's property insurance program; and

WHEREAS, utilizing a variety of capital markets-based reinsurance options will enable FMTAC to better determine the extent to which an expansion of its capital markets-based reinsurance alternatives can yield further cost savings.

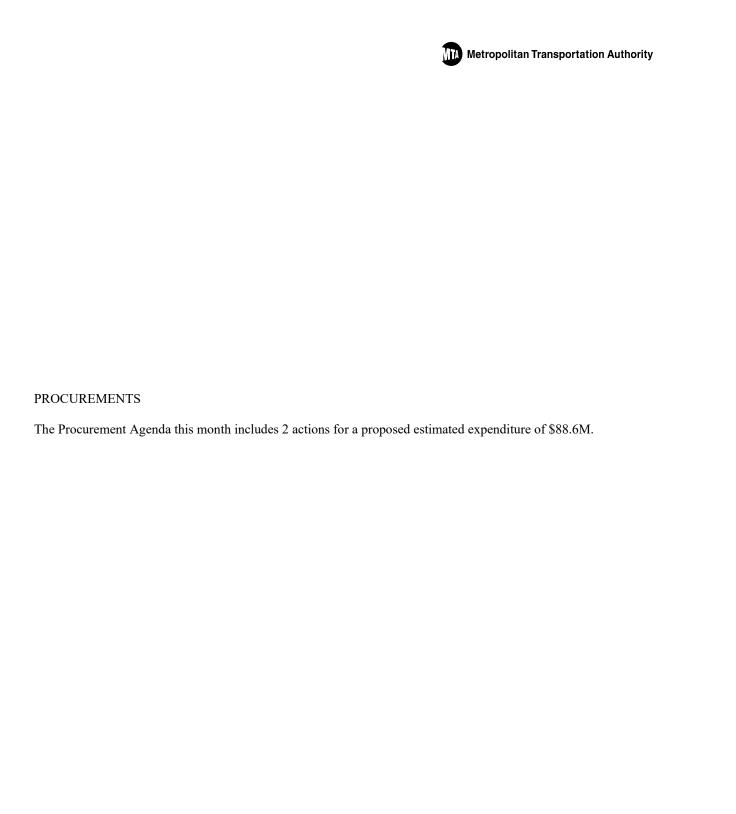
NOW THEREFORE, the Board resolves as follows:

1. In order to further allow FMTAC to seek cost effective, practical and feasible alternatives to traditional broker-based reinsurance and expand its capital markets-based reinsurance alternatives, the Chairman of FMTAC and FMTAC's authorized officers are hereby authorized, consistent with the terms of this Resolution, to execute and deliver reinsurance agreements and other necessary, desirable or appropriate agreements, contracts, documents, writings and other instruments with appropriate parties in connection with capital markets-based reinsurance transaction, and to take any other actions as may be deemed necessary, desirable or appropriate in connection therewith, provided, the Chief Financial Officer, following consultation with the Cat Bond and Risk Management team, determines entry into such alternative capital markets based reinsurance transaction is in the best interests of FMTAC and the MTA.



# **MTA Headquarters Procurements**

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



Subject	Request for Authorization to Award Various Procurements						April 21, 2023					
Departn		Procurement				Depar	tment					
Departn	nent Head Nam Kuvers	ne hen Ayer				Depar	tment Head Name					
Departn	nent Head Sign	ature				Depar	tment Head Signature					
Project	Project Manager Name Rose Davis Board Action						Internal Approvals					
Order	To	Date	Approval	Info	Other		Approval		Approval			
1	Committee	04/24/23					CAO					
2	Board	04/26/23					Legal					
							CFO					
					<b>Internal</b>	Approvals	(cont.)					
Order	er Approval O		Order	Approval		Order	Approval	Order	Approval			

#### **PURPOSE**

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

#### **DISCUSSION**

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

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

Procurements Requiring Majority Vote: # of Actions									
Schedule F:	Personal Service Contracts		\$	71.6 M					
Schedule J:	Modifications Miscellaneous Procurement Contracts		\$	17.0 M					
	SUBTOTAL	_	\$	88.6 M					
MTA Headquarters proposes to award Ratifications in the following categories: None									
	TOTA	J	\$	88.6 M					

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

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

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

# **BOARD RESOLUTION**

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

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

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

NOW, the Board resolves as follows:

- 1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
- 2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.
- 3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.
- 4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein and ratifies each action for which ratification is requested.
- 5. The Board authorizes the execution of each of the following for which Board authorization is required: (i) the miscellaneous procurement contracts set forth in Schedule E; (ii) the personal service contracts set forth in Schedule F; (iii) the miscellaneous service contracts set forth in Schedule G; (iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; (v) the contract modifications to purchase and public work contracts set forth in Schedule I; and (vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
- 6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.



# **APRIL 2023**

# LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

#### **Procurements Requiring Majority Vote:**

#### F. Personal Service Contracts

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

1. Michael Baker Engineering, Inc.

\$71,630,415

Staff Summary Attached

Four years plus three 12-month Options

Contract# 90000000004310

Contract award for the provision of oversight services of the MTA Capital Program as required by New York State Public Authorities Law 1263-4(b). Services to be provided by the Independent Engineering Consultant.

#### J. Modification to Miscellaneous Procurement Contracts

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

2. Hewlett Packard, Inc

\$17,000,000 (est.)

Staff Summary Attached

7 Years

Contract# 15253-0100 AWO 1

Modification of the all-agency managed print services program contract to continue managing and maintaining printers and multifunction devices.

#### Item Number: 1 SUMMARY INFORMATION Department **Vendor Name** Contract No. Office of Construction Oversight, Lewis Deara 90000000004310 Michael Baker Engineering, Inc. **Description:** Internal Approvals Independent Engineering Consultant/MTA Capital Program Order **Approval** Order **Approval** Total Amount: (not to exceed) \$71,630,415 **Procurement** Contract Term (including Options, if any) May 3, 2023-May 2, 2030 (Includes three 1-year options) 2 Legal ⊠Yes ☐ No ☐ N/A Option(s) included in Total Amount? ⊠ No Renewal? ☐ Yes **Procurement Type** CFO 3 □ Competitive □ Noncompetitive 4 **DDCR Solicitation Type** □ RFP □ Bid □ Other: **Funding Source** ☐ Operating ☐ Capital ☐ Federal ☐ Other:

#### Purpose

To recommend that the Board approve the award of a competitively negotiated personal services contract to Michael Baker Engineering Inc. ("Michael Baker") to provide oversight services of the MTA Capital Program for a four-year term with three 1-year options that may be renewed at the MTA's sole discretion, for a total not-to-exceed amount of \$71,630,415.

#### **Discussion**

The MTA requires the services of a nationally recognized independent transit engineering firm such as Michael Baker to perform periodic monitoring and oversight on projects in its capital program as required by New York State Public Authorities Law 1263-4(b). Under the contract, the Independent Engineering Consultant ("IEC") will provide the MTA Capital Program Committee ("CPC") with high-quality and professional observations, evaluations, recommendations, and reports concerning key elements of the MTA Capital Program, such as quality of work; adherence to project/program budgets; adherence to schedules, project scopes, and functional requirements; and effective program and project management controls. The IEC scope of work will also include facilitating risk assessments; project monitoring; design review, programmatic review; and D/M/WBE support. Additional tasks may be assigned, within the scope of this assignment, as requested by the CPC.

The MTA's Office of Construction Oversight ("Construction Oversight") will be responsible for assigning work to Michael Baker, with input from CPC, and will be responsible for monitoring work performed and the review and approval of corresponding invoices.

A Request for Proposals ("RFP") was publicly advertised in August 2022, and a notification advising potential proposers of the RFP's availability was emailed to 183 engineering firms. Subsequently, 84 vendors requested the RFP. Proposals were received from two firms: DACK Consulting Solutions ("DACK") and Michael Baker. Each proposal was evaluated based on the criteria set forth in the RFP, which included: (1) expertise and oversight experience of the staff proposed; (2) the expertise of the firm and experience in the public transportation sector; (3) understanding of the complete work scope, management approach, and quality control program; (4) reasonableness of cost and work estimates; and (5) proposer's diversity practices.

The MTA Selection Committee ("SC"), comprised of representatives from Construction Oversight, MTA Construction and Development, and the MTA Chairman's Office, evaluated both proposals utilizing the criteria set forth in the RFP. Based on its evaluation, the SC unanimously recommended Michael Baker as the most qualified firm to perform the required oversight services. The SC found that Michael Baker's team has the requisite depth of experience in transit and transportation engineering, construction management, signaling and train control systems, rolling stock, risk assessment, and quality management.

Staff Summary Page 2 of 2

After negotiations, Michael Baker submitted its Best and Final Offer ("BAFO") in the amount of \$68,219,443, which represented a reduction of \$22,631,076 (24.9 percent lower than the price in its original proposal, \$90,850,519). The reduction in pricing is attributed to (1) reduction of proposed number of personnel; (2) hourly rate adjustment; (3) profit and fee percentage reduction; and (4) MTA Audit Recommendation on overhead rate reduction. Escalation rates for the three 1-year options will be capped at 2.3 percent per year.

Based on an analysis performed by the Cost Price Unit, Michael Baker's BAFO price of \$68,219,443 (base, \$37,053,150, and three 1-year option periods, \$31,166,293) is fair and reasonable.

The approval request includes a line item for \$3,410,972 to cover additional services that may be identified relating to alternative creative approaches or unforeseen needs that if required will be administered under the strict direction of the Project Manager under the rates established in the contract. The additional line item will bring the not-to-exceed total amount to \$71,630,415.

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

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

### M/W/SDVOB Information

The Department of Diversity and Civil Rights has established 15 percent MBE, 15 percent WBE, and 6 percent SDVOB participation goals on the contract. Michael Baker has submitted an MWBE/SDVOB utilization plan that meets the MWBE/SDVOB goal requirements. Michael Baker Engineering, Inc. has not completed any MTA contracts with goals. Therefore, no assessment of its MWDBE/SDVOB is available at this time.

### **Impact on Funding**

The total not-to-exceed price of \$71,630,415 covers the total contract period: four-year base, plus the three 1-year renewal options. This contract is funded by each agency from within its capital program. The 2020–2024 Capital Program funds the oversight agenda for projects within that program. Subsequent capital programs, subject to MTA Board and Capital Program Review Board approval, will fund the oversight work anticipated for projects within those programs.

### Alternatives

None. New York State Public Authorities Law 1263-4(b) requires that a nationally recognized independent transit engineering firm be available for consultation with CPC and be involved in the oversight of the MTA Capital Program.

### Recommendation

Award a competitively negotiated personal services contract to Michael Baker to perform the services of an Independent Engineering Consultant.

### Schedule J: Modifications to Miscellaneous Procurement Contracts

Item Number: 2

Item Number. 2
Vendor Name (Location)
Hewlett Packard, Inc. (Palo Alto, California)
Description
All-Agency Managed Print Services (MPS)
Contract Term (including Options, if any)
October 28, 2016–April 30, 2023
Option(s) included in Total Amount?
Procurement Type   ☐ Competitive ☐ Noncompetitive
Solicitation Type
Funding Source
☐ Operating ☐ Capital ☐ Federal ☐ Other:
Requesting Department:
IT Client Support, Eric Weprin

Contract Number	AW	O/Mod. #
15253-0100	5	
Original Amount:	\$	16,940,000
Prior Modifications:	\$	0
Prior Budgetary Increases:	\$	0
Current Amount:	\$	16,940,000
This Request:	\$	(Est.) 17,000,000
% of This Request to Current Amount:		100.4%
% of Modifications (including This Request) to Original Amount:		100.4%

### Discussion

MTA is seeking Board approval to extend the all-agency competitive miscellaneous procurement contract awarded to Hewlett Packard, Inc. ("HP") to perform managed print services ("MPS") in the estimated amount of \$17 million for three years (May 1, 2023–April 30, 2026).

In May 2016, the Board approved the award of the contract to HP to perform MPS and related services for a three-year period with two 1-year options to be exercised at MTA's sole discretion. Under the contract, HP provides the following services: (1) Assessment of MTA's current printing infrastructure, including devices, supplies, and workflows, which assists HP and the MTA team to identify opportunities for optimization and cost savings; (2) designing a customized printing solution for the MTA (based on the assessment), which includes recommending new devices, software, and workflows; (3) installation and configuration of the new printing solution, which includes setting up software, configuring devices, and staff training; (4) monitoring and management of MTA's printing operations, which include maintaining devices, replacing supplies, and providing technical support; (5) continual reviews of the organization's printing processes and methods for optimization, including reducing paper usage, implementing new workflows or recommending new devices; and (6) steady reporting on printing usage and costs to assist the organization in making informed decisions regarding its printing needs. The contract was extended through April 30, 2023, to allow for the continuous, uninterrupted provision of MPS and related services.

To date, HP has provided excellent quality of service and technical support to the MTA under the MPS contract. MPS allows the MTA to better manage its print infrastructure, improve cost performance, optimize document generation, and reduce its environmental footprint due to the efficiencies realized by the MPS program. This contract extension will allow HP to continue to provide MPS and manage and maintain printers and multifunction devices without interruption.

Under this contract, the MPS program has resulted in a reduction in fleet size from 13,479 to a current device count of 5,500 (59 percent). This fleet reduction yields a \$16.1 million savings to the MTA, which includes a \$12.9 million savings in toner purchases and a \$3.2 million reduction in maintenance cost, paper usage due to duplex printing, as well as energy/power consumption from the reduced number of devices used in MTA offices and facilities.

This three-year contract extension is projected to cost \$17 million, as set forth below:

Device Type	Quantity	Annual Unit Price (Blended)	Annual Price	Est. 3-Ye	ar Total Price
Leased (co-term 4/30/2026)	2,410	\$1,070	\$2,578,700	\$	7,736,100
MTA-owned	1,716	\$685	\$1,175,460	\$	3,526,380
Estimated New (Lease or purchase)	1,132	\$1,030	\$1,165,960	\$	3,497,800
Licenses	1041	\$50,000/volume based	\$50,000	\$	150,000
Professional Services	5	127,915	\$639,575	\$	1,918,720
End-of-term buyout fee in the event that MTAHQ decides to keep leased devices (based on fair-market value)	2,388	\$71.64	\$171,000 for 2026 only	\$	171,000
,				Estimate	ed \$17,000,000

### Schedule J: Modifications to Miscellaneous Procurement Contracts

During this three-year extension, the MTA will prepare and conduct a new All-Agency miscellaneous procurement solicitation for MPS and related services for the maintenance and support of all devices under MPS and continue the fleet reduction initiative.

This contract has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including and requirements under federal, state, and local law regulations. Applicable cybersecurity requirements will be included in the contract modification.

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

In connection with a previous contract awarded to HP, HP was found to be responsible notwithstanding Significant Adverse Information ("SAI") pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Managing Director, in consultation with the MTA General Counsel in November 2017. No new SAI has been found relating to HP and HP has been found responsible.

### **Impact on Funding**

Funding is provided by the MTA IT Operating Budget.

### Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts



### Item Number: 1

Vendor Name (Location)
C2K Partners (New York, New York)
Description:
Post Award Consulting Services for the R211 Subway Car Contract
Contract Term (including Options, if any)
7 years (base) + 2 years (Option 1) + 1.5 years (Option 2)
Option(s) included in Total Amount?
Procurement Type  ☐ Competitive ☐ Noncompetitive
Solicitation Type ☐ RFP ☐ Bid ☐ Other: Modification
Funding Source
☐ Operating ☐ Capital ☐ Federal ☐ Other:
Requesting Department:
Department of Subways, Demetrius Crichlow

Contract Number	Modification #
R84505	9
Original Amount:	\$62,623,706
Prior Modifications:	\$30,430,570
Current Amount:	\$93,054,276
This Request:	\$23,664,468
% of This Request to Current Amount:	25.4%
% of Modifications (including This Request) to Original Amount:	86.4%

### **Discussion:**

NYC Transit is seeking Board approval to exercise Option 1 of Contract R84505, Post Award Consulting Services for the R34211 Subway Car Contract, awarded to C2K Partners ("C2K"), a joint venture comprised of LTK Engineering Services of New York LLP and CH2M Hill New York, Inc. ("CH2M"), in the estimated amount of \$23,664,468, to provide consulting support for Option 1 of the R34211 Subway Car Contract for the purchase of 640 additional subway cars, approved by the Board in October 2022. The base R34211 contract is for the design, manufacturing, and delivery of 440 closed-end cars (R211A), 20 open-gangway cars (R211T) for NYC Transit's "B" Division, and 75 cars (R211S) for Staten Island Railway.

Based on a competitive Request for Proposals ("RFP") solicitation, and after obtaining Board approval, the original contract (R84505) was awarded to C2K on March 1, 2018, in the amount of \$62,623,706, for a term of seven years. Support services under this contract include project management, quality management, and negotiations support. C2K also supports NYC Transit with (1) industrial design, car mock-up reviews, and on-site engineering reviews; (2) Buy America and U.S. Employment Plan audits; (3) various inspection services including first article inspection, pre-shipment inspection, on-site inspection; and (4) testing services.

There have been eight previous modifications to this contract to: (1) incorporate certain discounts on travel expenses; (2) address a cost reduction; (3) adjust the overhead rate of one of the subconsultants; (4) provide additional consulting support for procurement activities for the R211 Option 1 negotiations with Kawasaki Rail Car Inc.; (5) provide other administrative functions in support of the R34211 contract; (6) provide additional engineering support to ensure adequate staffing for NYC Transit's management of the R34211 Contract; and (7) add a new subconsultant. NYC Transit is currently processing Modification 8 to address cybersecurity requirements. The total value of the previous modifications was \$30,430,570.

The consulting services to be provided under this Option will primarily cover the inspection support and other engineering support that may be required for 640 R211A Option 1 subway cars for a term of two additional years.

C2K submitted its proposal of \$23,991,259 based on the estimated annual labor rate adjustment calculated in accordance with a price index formula set forth in the R84505 Contract, as well as the adjusted overhead rates and travel expenses. Negotiations resulted in the final price of \$23,664,468, which represents a reduction of \$326,791. Procurement and NYC Transit's Cost Price Analysis Unit have determined the price to be fair and reasonable.

CH2M has been found to be responsible notwithstanding Significant Adverse Information ("SAI") pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman and CEO in consultation with the MTA General Counsel in December 2013<sup>1</sup>. No new SAI has been found relating to CH2M and CH2M has been found to be responsible.

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

### Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts



C2K has certified pursuant to EO 16 that it is not doing business in Russia.

Impact	οn	Fun	dino
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This modification is funded with FTA funds from the 2020–2024 Capital Program.

<sup>1</sup>CH2M was acquired by Jacobs on December 15, 2017. No SAI has been found for Jacobs.

## METROPOLITAN TRANSPORTATION AUTHORITY February Financial Plan - 2023 Adopted Budget Accrual Statement of Operations by Category March 2023 Monthly (\$ in millions)

		Non-Reimbursable	rsable	Ī		Nellingal sable	anie					
	Adopted Budget	Actual	-Variance: Fav/(Unfav) Dollars Percent	v/(Unfav)- Percent	Adopted Budget	Actual	-Variance: Fav/(Unfav). Dollars Percent	tv/(Unfav)- Percent	Adopted Budget	Actual	-Variance: Fav/(Unfav)	v/(Unfav)- Percent
Revenue												
Farebox Revenue	\$359.8	\$385.1	\$25.3	7.0	\$0.0	\$0.0	\$0.0	A/N	\$359.8	\$385.1	\$25.3	7.0
Toll Revenue	182.6	198.5	15.9	8.7	0.0	0.0	0.0	Y/N	182.6	198.5	15.9	8.7
Other Revenue	90.2	82.5	(8.1)	(8.9)	0.0	0.0	0.0	A/N	90.5	82.5	(8.1)	(8.9)
Capital and Other Reimbursements	0.0	0.0	0.0	A/A	220.2	198.9	(21.3)	(9.7)	220.2	198.9	(21.3)	(9.7)
Total Revenues	\$633.0	\$666.1	\$33.1	5.2	\$220.2	\$198.9	(\$21.3)	(9.7)	\$853.2	\$865.0	\$11.8	4.
Expenses												
<u>Labor:</u>												
Payroll	\$490.2	\$479.0	\$11.2	2.3	\$70.8	\$61.0	\$9.7	13.7	\$560.9	\$540.0	\$20.9	3.7
Overtime	68.5	96.4	(27.9)	(40.7)	24.4	26.4	(1.9)	(6.7)	92.9	122.7	(29.8)	(32.0)
Health and Welfare	138.9	117.6	21.3	15.4	7.5	8.9		9.5	146.4	124.3	22.1	15.1
OPEB Current Payments	73.8	70.6	3.2	4.4	1.3	1.3		6.3	75.2	71.9	3.3	4.4
Pension	123.9	114.8	9.1	7.4	9.3	8.1	1.2	12.6	133.2	122.9	10.3	7.7
Other Fringe Benefits	85.4	83.2	2.3	2.7	26.3	24.3		7.6	111.7	107.5	4.3	3.8
Reimbursable Overhead	(47.7)	(47.4)	(0.3)	(0.0)	47.6	47.2		8.0	(0.1)	(0.1)	0.1	>100.0
Total Labor Expenses	\$933.1	\$914.1	\$19.0	2.0	\$187.2	\$175.1		6.5	\$1,120.4	\$1,089.2	\$31.1	2.8
now I now												
Flactric Dower	8516	8,50,5	(\$ 2 8)	(15.3)	108	40.4	00\$	(202)	2517	859.6	(628)	(15.3)
	23.7	216	(6.7.9)	() e	- 0	- 0	0.0	97.2	23.7	21.0	(97.9)	ς σ σ
Insurance		0.14	(1.4)	(0.70)	o o	5.0	) e	1 000	6.5	5.7		(18.5)
Claims	38.1	33.3	8,4	12.7	0.0	0.0	0.0	e V	38.1	33.3	8.4	12.7
Paratransit Service Contracts	40.8	44.2	(3.5)	(8.5)	0.0	0.0	0.0	A/N	40.8	44.2	(3.5)	(8.5)
Maintenance and Other Operating Contracts	82.8	73.5	9.3	11.2	5.7	7.7	(2.0)	(35.3)	88.5	81.2	7.3	8.2
Professional Services Contracts	49.4	42.7	6.7	13.5	16.0	0.9	10.0	62.4	65.4	48.8	16.6	25.4
Materials and Supplies	2.73	63.3	(2.6)	(9.7)	12.3	8.5	3.9	31.3	0.07	71.7	(1.7)	(2.5)
Other Business Expenses	19.3	22.3	(5.9)	(15.1)	(2.0)	(4.0)	(1.6)	(80.3)	17.3	21.9	(4.5)	(26.2)
Total Non-Labor Expenses	\$368.6	\$367.0	\$1.6	4.0	\$33.0	\$22.5	\$10.5	31.8	\$401.5	\$389.4	\$12.1	3.0
Other Expense Adjustments												
Other	\$0.5	\$0.9	(\$0.4)	(72.2)	\$0.0	\$0.0	\$0.0	A/N	\$0.5	\$0.9	(\$0.4)	(72.2)
General Reserve	0.0	0.0	0.0	A/A	0.0	0.0	0.0	A/N	0.0	0.0	0.0	ΑŅ
Total Other Expense Adjustments	\$0.5	\$0.9	(\$0.4)	(72.2)	\$0.0	\$0.0	\$0.0	A/A	\$0.5	\$0.9	(\$0.4)	(72.2)
Total Expenses Before Non-Cash Liability Adjs.	\$1,302.2	\$1,281.9	\$20.2	1.6	\$220.2	\$197.6	\$22.6	10.3	\$1,522.4	\$1,479.5	\$42.9	2.8
Depreciation	\$268.8	\$275.3	(\$6.5)	(2.4)	\$0.0	\$0.0	\$0.0	N/A	\$268.8	\$275.3	(\$6.5)	(2.4)
GASB 68 Pension Expense Adjustment	4.7	0.0	4.7	100.0	0.0	0.0	0.0	A/N	4.7	0.0	4.7	100.0
GASB 75 OPEB Expense Adjustment	7.8	0.0	7.8	100.0	0.0	0.0	0.0	A/N	7.8	0.0	7.8	100.0
GASB 87 Lease Adjustment Environmental Remediation	1.2	12.5	(11.3)	<(100.0)	0.0	0.0	0.0	A/N A/N	1.2	12.5	(11.3)	<(100.0)
	2	3	(t.o)	(11)	9	9	9		9	9	(†:0)	(1.21)
Total Expenses After Non-Cash Liability Adjs.	\$1,585.1	\$1,570.6	\$14.6	6:0	\$220.2	\$197.6	\$22.6	10.3	\$1,805.4	\$1,768.2	\$37.2	2.1
Less: B&T Depreciation & GASB Adjustments	\$17.7	\$16.5	\$1.2	6.9	\$0.0	\$0.0	\$0.0	0.0	\$17.7	\$16.5	\$1.2	6.9
Adjusted Total Expenses	\$1,567.4	\$1,554.1	\$13.3	6.0	\$220.2	\$197.6	\$22.6	10.3	\$1,787.6	\$1,751.6	\$36.0	2.0
Air in Charles	(8,000)	(0 000 9)	646.4	9	6	5		4 226 3	(4,004,4	(£ 3009)	9710	7
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Total Subsidies	\$541.6	\$514.1	(\$27.4)	(5.1)	\$0.0	\$0.0	\$0.0	A/N	\$541.6	\$514.1	(\$27.4)	(5.1)
Debt Service	272.5	245.3	27.2	10.0	0.0	0.0	0.0	Φ/N	272.5	245.3	27.2	10.0
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Notes: Totals may not add due to rounding

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

## METROPOLITAN TRANSPORTATION AUTHORITY February Financial Plan - 2023 Adopted Budget Accrual Statement of Operations by Category March 2023 Year-to-Date (\$ in millions)

		Non-Reimbursable	rsable			Reimbursable	able			Total		
	Adopted	Actual	-Variance: Fav/(Unfav) Dollars Percent	iv/(Unfav)- Percent	Adopted	Actual	-Variance: Fav/(Unfav)- Dollars Percent	av/(Unfav)- Percent	Adopted Budget	Actual	-Variance: Fav/(Unfav)- Dollars Percent	av/(Unfav)- Percent
Revenue												
Farebox Revenue	\$1,024.7	\$1,060.8	\$36.1	3.5	\$0.0	\$0.0	\$0.0	ĕ :	\$1,024.7	\$1,060.8	\$36.1	3.5
Oil Revenue	516.7	552.7	35.9	0.0	0.0	0.0	0.0	Ψ/N	516.7	552.7	35.9	0.7
Omitel and Other Deimburgements	2.1.12	183.1	(18.2)	(8.6) (8.7)	0.0	0.0	0.0	A/N 5	211.2	193.1	(18.2)	(8.6)
Capital and Other Reimbursements	0.0	0.0	0.0	Y Y	9.1.00	0.774	(79.3)	(14.4)	9.100	472.0	(79.3)	(14.4)
Total Revenues	\$1,752.6	\$1,806.5	\$53.9	2.7	\$551.9	\$472.6	(\$79.3)	(14.4)	\$2,304.5	\$2,279.1	(\$25.4)	(1.1)
Expenses												
<u>Labor:</u>			į									1
Payroll	\$1,440.7	\$1,367.5	\$73.2	5.1	\$186.5	\$151.0	\$35.6	19.1	\$1,627.2	\$1,518.4	\$108.8	6.7
Overtime	221.1	267.5	(46.4)	(21.0)	54.5	55.5	(1.1)	(2.0)	275.5	323.0	(47.5)	(17.2)
Health and Welfare	414.8	380.4	34.5	8.3	20.7	18.2	2.4	11.8	435.5	398.6	36.9	8.5
OPEB Current Payments	208.8	196.5	12.3	5.9	4.0	3.8	0.3	6.7	212.8	200.3	12.5	5.9
Pension	339.1	340.9	(1.8)	(0.5)	25.2	23.0	2.2	8.7	364.3	363.9	0.4	0.1
Other Fringe Benefits	264.7	256.9	7.8	3.0	65.5	57.5	8.1	12.3	330.2	314.3	15.9	4.8
Reimbursable Overhead	(112.3)	(105.1)	(7.1)	(6.3)	112.1	106.1	0.9	5.4	(0.1)	1.0	(1.1)	<(100.0)
Total Labor Expenses	\$2,776.8	\$2,704.4	\$72.4	2.6	\$468.5	\$415.0	\$53.5	4.11	\$3,245.4	\$3,119.4	\$125.9	3.9
Non-Labor												
Flectric Power	\$168.3	\$159.6	88	5.2	\$0.2	\$0.1	0.08	4 6	\$168.5	\$159.7	88	5.2
E-E-E-E-E-E-E-E-E-E-E-E-E-E-E-E-E-E-E-	62.0	64.5	2.5	i co	0.1	0.0	0.0	6.26	67.0	64.5	2.6	, e
Insurance	14.5	8.5	0.9	41.1	2.2	1.6	9.0	25.8	16.7	10.2	6.5	39.0
Claims	112.3	96.5	15.8	14.1	0.0	0.0	0.0	Ϋ́	112.3	96.5	15.8	14.1
Paratransit Service Contracts	114.6	119.7	(5.1)	(4.4)	0.0	0.0	0.0	A/N	114.6	119.7	(5.1)	(4.4)
Maintenance and Other Operating Contracts	225.2	209.5	15.7	7.0	16.2	14.3	1.9	11.9	241.4	223.7	17.6	7.3
Professional Services Contracts	143.4	153.0	(9.6)	(6.7)	40.3	15.9	24.4	60.5	183.7	168.9	14.8	8.1
Materials and Supplies	169.4	167.4	2.0	1.2	25.8	22.8	3.0	11.5	195.2	190.2	5.0	2.5
Other Business Expenses	26.0	64.5	(8.4)	(15.1)	(1.3)	0.2	(1.5)	<(100.0)	54.7	64.6	(6.6)	(18.1)
Total Non-Labor Expenses	\$1,070.7	\$1,043.1	\$27.7	5.6	\$83.4	\$54.9	\$28.4	34.1	\$1,154.1	\$1,098.0	\$56.1	4.9
Other Expense Adjustments												
Other	\$0.6	\$1.3	(\$0.7)	<(100.0)	\$0.0	\$0.0	\$0.0	A/N	\$0.6	\$1.3	(\$0.7)	<(100.0)
General Reserve	0.0	0.0	0.0	A/N	0.0	0.0	0.0	A/N	0.0	0.0	0.0	Ϋ́Z
Total Other Expense Adjustments	\$0.6	\$1.3	(\$0.7)	<(100.0)	\$0.0	\$0.0	\$0.0	A/A	\$0.6	\$1.3	(\$0.7)	<(100.0)
Total Expenses Before Non-Cash Liability Adjs.	\$3,848.1	\$3,748.8	\$99.4	2.6	\$551.9	\$470.0	\$81.9	14.8	\$4,400.1	\$4,218.8	\$181.3	1.4
Dantaciation	48087	0 0008	(624.3)	6	9	0	0	Ž	28057	0 0008	(62/43)	(3.0)
GASB 68 Pension Expense Adjustment	13.4	0.0	13.4	100.0	0.0	0.0	0.0	Z Z	13.4	0.0	13.4	100.0
GASB 75 OPEB Expense Adjustment	22.2	0.0	22.2	100.0	0.0	0.0	0.0	A/N	22.2	0.0	22.2	100.0
GASB 87 Lease Adjustment	3.6	12.5	(8.9)	<(100.0)	0.0	0.0	0.0	A/N	3.6	12.5	(8.9)	<(100.0)
Environmental Remediation	1.5	5.4	(3.9)	<(100.0)	0.0	0.0	0.0	N/A	1.5	5.4	(3.9)	<(100.0)
Total Expenses After Non-Cash Liability Adjs.	\$4,694.5	\$4,596.6	\$97.9	2.1	\$551.9	\$470.0	\$81.9	14.8	\$5,246.4	\$5,066.6	\$179.8	3.4
Less: B&T Depreciation & GASB Adjustments	\$53.2	\$49.5	\$3.6	6.9	\$0.0	\$0.0	\$0.0	0.0	\$53.2	\$49.5	\$3.6	6.9
Adjusted Total Expenses	\$4,641.4	\$4,547.1	\$94.3	2.0	\$551.9	\$470.0	\$81.9	14.8	\$5,193.3	\$5,017.1	\$176.2	3.4
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Net Surplus/(Deficit)	(\$2,888.7)	(\$2,740.6)	\$148.2	5.1	\$0.0	\$2.6	\$2.6	2,902.5	(\$2,888.7)	(\$2,737.9)	\$150.8	5.2
Total Subsidies	\$1,301.2	\$1,090.7	(\$210.6)	(16.2)	\$0.0	\$0.0	\$0.0	A/N	\$1,301.2	\$1,090.7	(\$210.6)	(16.2)
Debt Service	818.1	776.2	41.9	5.1	0.0	0.0	0.0	A/N	818.1	776.2	41.9	5.1

Notes: Totals may not add due to rounding

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

				March			March 2023 YEAR-TO-DATE
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)	ole ble)	Reason for Variance	Favorable (Unfavorable)	ole ble)	Reason for Variance
Farebox Revenue	Z Z	25.3	7.0	Passenger revenue was favorable at NYCT, MNR, and the LIRR by \$19.1M, \$4.3M, and \$1.7M respectively, mainly due to higher ridership.	.8 36.1	3.5	Passenger revenue was favorable at NYCT, MNR, and the LIRR by \$23.6M, \$10.9M, and \$1.7M respectively, mainly due to higher ridership.
Vehicle Toll Revenue	Z Z	15.9	8.7	Traffic volume was above budgeted levels	35.9	7.0	Traffic volume was above budgeted levels
Other Operating Revenue	<u>v</u> Ž	(8.1)	(8.9)	Timing of the following revenues was mostly responsible for the overall unfavorable outcome of (\$20.8M) at MNR mainly due to American Rescue Plan Act (ARPA) payment provided by the Federal Government; (\$1.9M) at the LIRR due to miscellaneous revenue and rental revenue; and (\$1.5M) at MTA Bus mainly due to Student reimbursements, advortising revenue, and lower recoveries. MTA HQ was unfavorable by (\$1.2M) due to lower rental income and Transit Museum Revenue. These results were partially offset by favorable variances mainly driven by a positive shift in the market value of the invested asset portfolio of \$16.8M at FMTAC, and \$0.8M at B&T mainly due to the timing of E-ZPass administrative fees.	(18.2)	(8.6)	MNR. MTA Bus, MTA HQ, and the LIRR were unfavorable by (\$24.7M) (\$3.8M), (\$3.8M) and (\$0.5M), respectively, reflecting the continuation of drivers referenced for the month. NVCT was unfavorable by (\$6.4M) mainly due to the timing of transit wireless revenue, lower paratransit subsidy and lower Metrocard surcharge. Partially offsetting these results were favorable outcomes of \$19.6M at FMTAC, and \$1.4M at B&T reflecting the continuation of drivers referenced for the month.
Payroll	X X	11.2	2.3	Vacancies contributed to the favorable outcomes of \$4.4M at the LIRR, \$3.2M at NYCT, \$2.8M at B8T, \$2.4M at MTA HQ, and \$1.6M at MTA BBs. Partially offsetting these results was an unfavorable outcome due to the timing of RWA payments (\$3.6M) at MNR.	73.2	5.1	Vacancies contributed to the favorable outcomes of \$38.1M at NYCT, \$14.4M at MTA HQ, \$12.3M at the LIRR, \$8.2M at B&T, and \$0.8M at \$18.7M Partially offsetting these results was an unfavorable outcome due to higher vacation payout, and higher cash out of sick and personal time at MTA Bus (\$0.6M).
Overtime	K K	(27.9)	(40.7)	Unfavorable outcomes resulted from overruns totaling (\$24.8M) at NVCT and (\$0.6M) at B&T both due to higher vacancylabsentee coverage requirements; (\$1.4M) at MTA HQ due to higher MTA PD deployment requirements; and (\$1.2M) at the LIRR due to higher scheduled/unscheduled service and vacancylabsentee coverage. These results were partially offset by a favorable variance of \$0.8M at MTA Bus due to lower unscheduled overtime, and programmatic maintenance.	(46.4)	(21.0)	NYCT, MTA HQ and B&T were unfavorable by (\$45.0M), (\$2.6M) and (\$1.2M), respectively, reflecting the continuation of drivers referenced for the month. MNR was unfavorable by (\$2.6M) mainly due to higher vacancy/absentee coverage requirements. These results were partially offset by a favorable variance of \$5.2M at MTA Bus due to the same factors noted for the month and lower weather-related overtime.
Health and Welfare	Z Z	21.3	15.4	NYCT was favorable by \$20.5M due to claims underruns and the timing of prescription rebate credits. Vacancies were responsible for the favorable variances of \$1.0M at the LIRR and \$0.9M at B&T and timing was responsible for favorable variances of \$0.8M at MTA Bus and \$0.5M at SIR. Partially offsetting these results was an unfavorable variance of \$2.7M) at MNR, mainly due to higher rates and labor costs.	34.5	80 60	NYCT, B&T, the LIRR, SIR, and MTA Bus were favorable by \$26.3M, \$3.0M, \$3.0M, \$0.9M, and \$0.9M, respectively, reflecting the continuation of drivers referenced for the month. MTA HQ was favorable by \$4.0M mainly due to vacancies. Partially offsetting these results was an unfavorable variance of (\$3.7M) at MNR mostly due to higher rates and labor costs.
OPEB - Current Payment	χ Υ	3.2	4.4	NYCT was favorable by \$2.1M mainly due to claims underruns and the timing of prescription rebate credits. MTA Bus was favorable by \$1.4M mainly due to timing, and the LIRR was \$1.3M favorable due to fewer retirees/beneficiaries. Partially offsetting these results was an unfavorable variance of (\$1.2M) at MTA HQ mainly due to higher retirees.	12.3	9.	NYCT, the LIRR, and MTA Bus were favorable by \$9.0M, \$3.6M, and \$2.5M, respectively, reflecting the continuation of drivers referenced for the month. Partially offsetting these results were unfavorable variances of (\$1.2M) at B&T, mainly due to timing, and (\$0.3M) at MTA HQ and (\$0.7M) at MNR, mainly due to higher retirees.
Pensions	Σ Z	9.7	7.4	MTA HQ and B&T were favorable by \$11.2M and \$1.8M, respectively, mainly due to timing. Partially offsetting these favorable variances were unfavorable variances of NYCT of (\$3.9M), mainly due to the timing of NYCERS expenses, and (\$0.5M) at MNR, mainly due to higher labor costs.	(1.8)	(0.5)	NYCT was unfavorable by (\$14.5M), reflecting the continuation of drivers referenced for the month. Partially offsetting these unfavorable results were favorable variances of \$5.3M at B&T, \$4.1M at MTA HQ, and \$2.0M at MNR, all due to the same factors noted for the month, and \$2.0M at the LIRR due to timing.

March 2023 YEAR-TO-DATE	Reason for Variance	The LIRR and MTA Bus were favorable by \$2.8M, and \$2.7M, respectively, reflecting the continuation of drivers referenced for the month. MTA HQ and B&T were favorable by \$2.1M and \$1.1M, respectively, mainly due to timing. MNR was favorable by \$1.7M mainly due to lower rates and a lower employee claim provision. These results were partially offset by an unfavorable variance of (\$3.0M) at NYCT mainly due to the timing of fringe benefits overhead credits and labor expenses.	The unfavorable outcome reflects lower project activity with variances of (\$4.0M) at MNR, (\$3.9M) at MTA HQ, and (\$2.5M) at NYCT. Partially offsetting these results was a favorable variance of \$3.3M at the LIRR mainly due to the timing of project activity.	NYCT and MTA HQ were favorable by \$11.7M and \$0.6M, respectively, due to lower consumption and timing. Partially offsetting these results were unfavorable variances of (\$2.9M) at MNR and (\$0.6M) at the LIRR, due to higher rates and timing.	MNR was favorable by \$2.7M mainly due to lower rates and usage and MTA Bus was favorable by \$0.8M mainly due to timing. These results are partially offset by an unfavorable variance of (\$1.3M) at NYCT mainly due to higher prices and timing.	FMTAC, NYCT and MTA Bus were favorable by \$2.5M, \$1.6M and \$0.8M, respectively, due to timing. MNR was favorable by \$1.0M mainly due to lower insurance premiums.	FMTAC and MTA Bus were favorable by \$8.6M and \$7.8M, respectively, reflecting the continuation of drivers referenced for the month. Other Agency variances were minor.	Unfavorable (\$5.1M) at NYCT mainly due to higher support costs.	MTA HQ and MTA Bus were favorable by \$11.4M and \$5.0M, respectively, reflecting the continuation of drivers referenced for the month. Timing of various expenses was mainly responsible for the favorable outcomes at the following agencies: the LIRR \$3.3M mainly due to loantrois coutcomes at the following agencies; hazardous waste cleanup, and joint facility expenses; B&T \$2.6M mainly due to E-ZPass equipment, MNR \$2.4M miscellaterous maintenance and operating contracts and equipment leases; and SIR \$0.5M mostly due to facility and maintenance services projects. These results were partially offset by an unfavorable variance of (\$9.0M) at NYCT mainly reflecting the continuation of drivers referenced for the month.
	ole (ble)	% 3.0 8.0	(6.3)	5.2	8.	1.14	14.1	(4.4)	7.0
	Favorable (Unfavorable)	<del>6</del>	(7.1)	& &	2.5	0.0	15.8	(5.1)	16.7
March	Reason for Variance	The overall favorable outcome was mainly attributable to the following agencies: MTA Bus \$2.4M due to the timing of interagency billing, payroll expenses and worker's compensation; LRR \$2.2M mainly due to lower Rational Retirement Taxes due to vacancies, and the timing of FELA indemnity reserves; and B&T \$0.6M due to timing. These results were partially offset by unfavorable variances of (\$2.3M) at NYCT mainly due to the timing of overhead credit and labor expenses, and (\$1.0M) at MNR mainly due to thigher labor costs and higher employee claim provision.	MTA HQ was unfavorable by (\$1.2M) mainly due to lower project activity. Partially offsetting this result was a favorable variance of \$0.7M at the LIRR mainly due to the timing of project activity. Other Agency variances were minor.	NYCT, the LIRR, and MNR were unfavorable by (\$3.9M), (\$2.2M), and (\$2.0M), respectively, due to higher rates and timing.	MNR was favorable by \$2.0M mainly due to lower rates and usage, and the LIRR was favorable by \$0.6M mainly due to lower usage	Timing was responsible for the unfavorable variance of (\$3.1M) at FMTAC and a favorable variance of \$0.7M at MTA HQ. Other Agency variances were minor.	MTA Bus was \$2.9M favorable due to the timing and FMTAC was favorable by \$1.8M due to lower claims than projected. Other Agency variances were minor.	Unfavorable (\$3.5M) at NYCT mainly due to higher support costs.	The overall favorable outcome was mainly attributable to the timing of various expenses at the following agencies: The LIRR \$6.5M mainly due to an accrual reversal for janitorial and custodial services, and the timing of facility maintenance contacts, and security services. MTA HQ \$3.7M mainly due to real estate rentals, IT expenses, construction services safety equipment supplies and homeless outreach; MTA Bus \$1.9M mainly due to facility maintenance, bus technology, tires and tubes, and security services; and \$1.2M at GCMCCC mainly due to maintenance activities at GCM. These results were partially offset by unfavorable variances mainly driven by the timing of the following expenses at NYCT (SSLM) mainly due to facility expense charges and subways car cleaning contracts, and (\$1.4M) at MNR mainly due to miscellaneous maintenance and operating contracts and equipment leases.
	ole ble)	2.7	(0.6)	(15.3)	8.8	(27.0)	12.7	(8.5)	11.2
	Favorable (Unfavorable)	<b>ଧ</b> ଧ	(0.3)	(7.9)	2.1	(1.4)	4 8.	(3.5)	ი. ი
	Nonreimb or Reimb	χ Σ	N N	X X	N N	N N	N R	Z Z	Ϋ́ Z
	Generic Revenue or Expense Category	Other Fringe Benefits	Reimbursable Overhead	Electric Power	Fuel	Insurance	Claims	Paratransit Service Contracts	Maintenance and Other Operating Contracts

March 2023 YEAR-TO-DATE	Reason for Variance	MTA HQ, NYCT, MTA C&D, and B&T were unfavorable by (\$13.6M), (\$3.8M), (\$13.6M) and (\$0.8M) reprecively, reflecting the continuation of drivers referenced for the month. These results were partially offset by favorable variances of \$5.0M at MTA Bus and \$1.0M at SIR, both due to the same factors noted for the month, and \$1.1M at MNR mainly due to lower consulting and engineering services expenses.	MTA Bus and LIRR were favorable by \$5.8M and \$1.9M, respectively, reflecting the continuation of drivers referenced for the month. These results were partially offset by an unfavorable variance of (\$4.8M) at MNR due to drivers referenced for the month.	NYCT was unfavorable by (\$4.0M) mainly due to higher credit/debit card processing fees. MTA HQ was unfavorable by (\$4.0M) mainly due to timing. MNR was unfavorable by (\$0.9M) due to higher West-of-Hudson subsky payments and higher credit/debit card processing fees. These results were partially offset by favorable variances of \$2.7M at B&T mainly due to timing and \$0.8M at FMTAC due to lower general & administrative, commissions, and safety loss control expenses.	Variance due to timing differences in project completions.	Timing differences in project completions and assets reaching beneficial use resulted in unfavorable variances of (\$25.6M) at GCMCOC, (\$4.3M) at MTA HQ and (\$2.6M) at the LIRR, and favorable variances of \$3.9M at NYCT, \$3.1M at B&T, and \$1.1M at SIR.	MTA Bus was favorable by \$13.4M.	Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change in OPEB liability (GASB 75). MTA Bus was favorable by \$22.2M.	GAAP required recognizing certain lease assets and liabilities for leases that previously were classified as operating leases based on contract provisions, including undvarble variances of (\$6.1M) at the LIRR, (\$3.7M) at MNR, and (\$0.5M) at both NYCT and MTA HQ, partially offset by a favorable variance of \$0.6M at B&T.	Unfavorable variance of (\$3.8M) at MNR. Other agency variances were minor.
	able rable)	(6.7)	1.2	(15.1)	*	(3.0)	*	*	*	*
	Favorable (Unfavorable)	6) (9)	2.0	(8.4)	(0.7)	(24.3)	13.4	22.2	(8.9)	(3.9)
March	Reason for Variance	Timing of the following expenses was mostly responsible for the overall favorable outcome of \$52 AM at MTA HQ mainly due to the 2022 accutal impact of MTA IT maintenance and repairs; \$1.5M at B8T mainly due to bond issuance expenses; \$1.5M at MTA Bus mostly due to bond issuance expenses; \$1.5M at MTA Bus mostly due to tranges, bus technology and service contracts; \$0.6M at SIR mainly due to COVID-19 cleaning requirements; and \$0.6M at the LIRR mainly due to Fiber Optic Network and various professional service and consultant contracts. These results were partially offset by unfavorable variances of (\$5.6M) at NYCT mainly due to the timing of real estate service charges, and (\$1.3M) at MTA C&D mostly due to the payment of a software subscription.	The overall unfavorable variance was mainly attributable to the following agencies: MNR (\$4.8M) primarily due to obsolete material reserves as well as timing of infrastructure repairs; NYCT (\$2.7M) mainly due to timing of vahicle materials and track and witch material expenses. These results were partially offset by favorable variances of \$1.3M at MTA Bus mainly due to lower usage of general maintenance material and the timing of the Shop Program, and \$0.9M at LIRR mainly due to the timing of modifications and RCM activity for revenue fleet.	NYCT was unfavorable by (\$0.9M) mainly due to higher credit/debit card processing fees. Other Agency variances were minor.	Variance due to timing differences in project completions.	Timing differences in project completions and assets reaching beneficial use resulted in unfavorable variances of (\$8.5M) at GCMGOC, (\$1.4M) at MTA HQ and (\$0.9M) at the LIRR, and favorable variances of \$2.6M at NYCT and \$1.0M at B&T.	MTA Bus was favorable by \$4.7M.	Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change in OPEB liability (GASB 75). MTA Bus was favorable by \$7.8M.	GAAP required recognizing certain lease assets and liabilities for leases that previously were classified as operating leases based on contract provisions, including unfavorable variances of (\$6.0M) at the LIRR, (\$4.0M) at MNR, and (\$1.8W) at NYCT.	Unfavorable variances were minor.
	ole able)	13.5	(9.7)	(15.1)	(72.2)	(2.4)	*	*	*	(72.1)
	Favorable (Unfavorable)	ଜା <i>୮</i>	(5.6)	(2.9)	(0.4)	(6.5)	4.7	7.8	(11.3)	(0.4)
	Nonreimb or Reimb	χ Υ	K Z	፳	N N	Z Z	χ.	N N	K K	Ä.
	Generic Revenue or Expense Category	Professional Service Contracts	Materials & Supplies	Other Business Expenses	Other Expense Adjustments	Depreciation	GASB 68 Pension Adjustment	GASB 75 Pension Adjustment	GASB 87 Lease Adjustment	Environmental Remediation

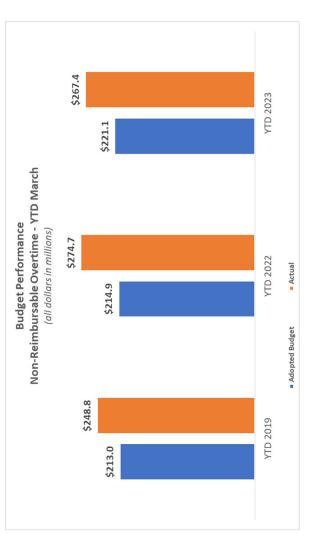
				March			March 2023 YEAR-TO-DATE
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)	ole ble)	Reason for Variance	Favorable (Unfavorable)	(6)	Reason for Variance
		↔	%		Θ	%	
Reimbursable revenue and expen vacancy assumptions, refinement the variance by Agency.	ise activity a ts to project	re primarily scheduling	influence,	Reimbursable revenue and expense activity are primarily influenced by the nature and timing of project activity. Accordingly, variances reflect the impact of the aforementioned influences as well as changes in reimbursement and vacancy assumptions, refinements to project scheduling, as well as project delays/accelerations. At MTAHQ, impacts reflect reimbursable directed patrol (police coverage) requirements. The following lists the major contributors of the variance by Agency.	ct the impact or rected patrol (g	the afo	rementioned influences as well as changes in reimbursement and verage) requirements. The following lists the major contributors of
Capital & Other Reimbursements	œ	(21.3)	(9.7)	Unfavorable variances: (\$13.0M) at MNR. (\$4.7M) at NYCT, (\$1.8M) at MTA HQ, (\$1.3M) at the LIRR, and (\$0.7M) at MTAC&D.	(79.3)	(14.4)	Unfavorable variances: (\$37.5M) at NYCT, (\$30.0M) at MNR, (\$8.4M) at MTA HQ, (\$4.6M) at MTAC&D, (\$0.9M) at SIR and B&T each, and (\$0.5M) at MTA Bus. Favorable variance: \$3.5M at the LIRR.
Payroll	œ	9.7	13.7	Favorable variances; \$7.1M at NYCT, \$1.7M at MNR, and \$1.2M at the LIRR. Unfavorable variance: (\$0.6M) at MTAC&D.	35.6	19.1	Favorable variances: \$28.2M at NYCT, \$7.3M at MNR, \$1.1M at the LIRR, and \$0.7M at SIR. Unfavorable variance: (\$2.6M) at MTAC&D.
Overtime	ď	(1.9)	(7.9)	Unfavorable variance: (\$2.1M) at NYCT. Favorable variance: \$0.7M at the LIRR. Other Agency variances are minor.	(1.1)	(2.0)	Unfavorable variances: (\$0.9M) at MTA HQ, and (\$0.7M) at NVCT. Favorable variance: \$0.8M at the LIRR. Other Agency variances are minor.
Health and Welfare	œ	0.7	9.5	Agency variances were minor.	2.4	11.8	Favorable variances: \$1.1M at MNR and \$0.9M at NYCT. Other Agency variances are minor.
OPEB Current Payment	œ	0.1	6.3	Agency variances were minor.	0.3	6.7	Agency variances were minor.
Pensions	œ	1.2	12.6	Favorable variance: \$0.5M at MNR. Other Agency variances were minor.	2.2	8.7	Favorable variances: \$0.9M at MNR and \$0.6M at MTAC&D. Other Agency variances were minor.
Other Fringe Benefits	œ	2.0	7.6	Favorable variance: \$1.7M at NYCT. Other Agencies variances were minor.	8.1	12.3	Favorable variances: \$7.1M at NYCT and \$1.1M at MNR. Other Agencies variances were minor.
Reimbursable Overhead	œ	0.4	0.8	Favorable variances: \$1.2M at MTA HQ and \$0.5M at MNR. Unfavorable variance: (\$0.7M) at the LIRR.	0.9	5.4	Favorable variances: \$3.9M at MTA HQ, \$2.9M at MNR, and \$2.5M at the NYCT. Unfavorable variance: (\$3.3M) at the LIRR.
Electric Power	œ	0.0	29.2	Agency variances were minor.	0.0	9.6	Agency variances were minor.
Fuel	œ	0.0	97.2	Agency variances were minor.	0.0	6.76	Agency variances were minor.
Insurance	æ	0.3	29.0	Agency variances were minor.	9.0	25.8	Favorable variance: \$0.5M at the LIRR. Other Agencies variances were minor.
Claims	œ	0.0	٠	No variance.	0.0		No variance.
Paratransit Service Contracts	œ	0.0	•	No variance.	0.0	•	No variance.
Maintenance and Other Operating Contracts	œ	(2.0)	(35.3)	Unfavorable variances: (\$0.8M) at NYCT, and (\$0.6M) at both the LIRR and MNR. Other Agency variances were minor.	1.9	11.9	Favorable variance: \$2.0M at MNR. Other Agency variances were minor.
Professional Service Contracts	œ	10.0	62.4	Favorable variances: \$6.6M at MNR, \$2.4M at MTAC&D, \$0.8M at MTA HQ, and \$0.6M at the LIRR.	24.4	60.5	Favorable variances: \$12.2M at MNR, \$8.9M at MTAC&D, and \$4.7M at MTA HQ. Unfavorable variance: (\$1.0M) at NYCT.
Materials & Supplies	œ	3.9	31.3	Favorable variances: \$3.5M at the MNR and \$1.1M at NYCT. Unfavorable variance: (\$0.7M) at the LIRR. Other Agency variances were minor.	3.0	11.5	Favorable variances: \$2.4M at NYCT and \$2.1M at the MNR. Unfavorable variance: (\$1.8M) at LIRR. Other Agency variances were minor.
Other Business Expenses	œ	(1.6)	(80.3)	Unfavorable variance: (\$1.8M) at NYCT. Other Agencies variances were minor.	(1.5)	*	Unfavorable variance: (\$2.0M) at NYCT. Favorable variance: \$0.5M at MTAC&D, Other Agencies variances were minor.

March	Generic Revenue Nonreimb Favorable Reason for Variance or Expense Category or Reimb (Unfavorable)	%I %I	Subsidies  NR (27.4) (5.1) The \$27.4M unfavorable variance mainly reflected unfavorable results for State Operating Assistance-18b of \$47.0M due to timing of accruals, lower MRT receipts of \$2.30M due to wasker residential mortgage activity in the MCTD, and lower Unfavorable residential mortgage activity in the MCTD, and lower Unfavorable variance was lower MTA Aid of \$6.0M due to weaker than expected NYC commercial real estate activity. Also contributing to the unfavorable variance was lower MTA Aid of \$6.3M due to timing. These were partially offset by favorable PBT of \$8.3M due to timing. These Subsidy of \$2.2M, PMT of \$8.9M, MTA Bus Subsidy of \$2.2M, and SIR Subsidy of \$2.2M, all timing-related.	Debt Service NR 27.2 10.0 Debt Service for the month of March was \$245.3 million, which was \$27.2 million or 10.0% favorable due to refunding savings, savings from interest prepayment, and timing.
jh .				as \$245.3 million, which was \$27.2 ding savings, savings from interest
	Favorable (Unfavorable)	% %	(210.6) (16.2)	41.9 5.1
March 2023 YEAR-TO-DATE	Reason for Variance		The \$210 6M unfavorable variance mainly reflected unfavorable results for MRT receipts of \$67.2M due to weaker residential mortgage activity in the MCTD. Unfavorable State Operating Assistance-180 of \$47.0M, PMT of \$42.1M and MTA Aid of \$37.1M, were all due to timing, Also contributing to the unfavorable variance were lower Urban Tax receipts of \$27.2M due to weaker than expected NYC commercial real estate activity, lower PBT of \$20.2M and Local Operating Assistance-180 of \$6.3M, both due to timing. These were offset by favorable receipts for CDOT Subsidy of \$10.7M, MTA Bus Subsidy of \$5.9M and SIR Subsidy of \$3.4M, all timing-related.	Year-to-Date Debt Service expenses were \$776.2 million, which was \$41.9 million or 5.1% favorable due to lower than budgeted variable rates, refunding asvings, and savings from interest prepayment. The positive variance was narially offset but fining

### **ALL AGENCIES**

### THE BIG PICTURE

- YTD March overspend of \$46M, 21% vs 2023 Adopted Budget, was due to increases of \$45M at NYCT, \$3M at both MTA HQ and MNR, and \$1M at B&T, partially offset by decrease of \$5M at MTA Bus.
- YTD March overtime was 7% higher vs YTD 2019, and 3% lower vs YTD 2022.
- at NYCT, \$1M at both MTA HQ and the LIRR, and \$0.6M at B&T, partially offset by a March overspend of \$28M, 41% vs the 2023 Adopted Budget, was due to increases of \$25M decrease of \$1M at MTA Bus.



## NON-REIMBURSABLE OVERTIME

### **Agency Detail**

NYCT: \$168M spent YTD and \$45M unfavorable, primarily due to higher vacancy/absentee coverage.

α

- LIRR: \$39M spent YTD and \$0.2M unfavorable, mainly due to higher vacancy/absentee coverage and programmatic/routine maintenance, partially offset by lower weather-related overtime and scheduled/unscheduled service
- MNR: \$25M spent YTD and \$3M unfavorable, mainly reflecting higher programmatic maintenance, scheduled service needs, and vacancy coverage requirements partially offset by fewer weather-related requirements.
- MTA Bus: \$20M spent YTD and \$5M favorable, mainly due to lower service requirements, less weather-related requirements, and maintenance.
- MTA HQ: \$7M spent YTD and \$3M unfavorable, reflecting increased MTA PD vacancy/absentee coverage.
- B&T: \$7M spent YTD and \$1M unfavorable, reflecting timing and vacancy/absentee coverage.
- SIR: \$1M spent YTD and slightly unfavorable, largely due to higher vacancy/absentee coverage.

### **ALL AGENCIES**

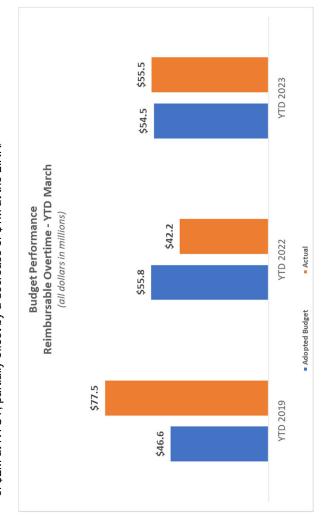
### THE BIG PICTURE

- YTD March overspend of \$1M, 2% vs 2023 Adopted Budget, was due to increases of \$1M
  at both MTA HQ and NYCT, partially offset by a decrease of \$1M at the LIRR.
- YTD March overtime was 28% lower vs YTD 2019, and 32% higher vs YTD 2022.
- March overspend of \$2M, 8% vs the 2023 Adopted Budget, was mostly due to an increase of \$2M at NYCT, partially offset by a decrease of \$1M at the LIRR.

## REIMBURSABLE OVERTIME

### **Agency Detail**

- **NYCT:** \$36M spent YTD and \$1M unfavorable, primarily due to higher vacancy/absentee coverage.
- **LIRR:** \$10M spent YTD and \$1M favorable, mainly due to the timing of project activity.
- MNR: \$8M spent YTD and slightly unfavorable compared to budget mainly due to higher Transportation flagging costs.
- MTA HQ: \$2M spent YTD and \$1M unfavorable, mainly reflecting increased MTA PD coverage requirements for the Transportation Security Grant Program (TSP).



### **METROPOLITAN TRANSPORTATION AUTHORITY**

### February Financial Plan - 2023 Adopted Budget Consolidated Subsidies - Accrual Basis March 2023

(\$ in millions)

	Cu	rrent Montl	า	Ye	ear-to-Date	
	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance
AMATOA DDT Dool Februar Truss and Other	J					
MMTOA, PBT, Real Estate Taxes and Other  Metropolitan Mass Transportation Operating Assistance (MMTOA)	_	_	_		_	
Metropolitan Mass Transportation Operating Assistance (MMTOA)	46.1	82.8	36.7	142.5	122.4	(20.2
Petroleum Business Tax (PBT)						(20.2
MRT(b)-1 (Gross)	33.5	20.3	(13.2)	100.4	62.3	(38.1
MRT(b)-2 (Gross)	19.4	9.5	(9.9)	58.2	29.1	(29.1
Other MRT(b) Adjustments	-	2.5	2.5	-	7.5	7.5
Urban Tax	41.7	31.7	(10.0)	125.0	97.8	(27.2
	\$140.6	\$146.9	\$6.3	\$426.1	\$319.1	(\$107.0
PMT and MTA Aid						
Payroll Mobility Tax (PMT)	168.7	177.6	8.9	407.9	365.8	(42.1
Payroll Mobility Tax Replacement Funds	-	-	-	-	-	`-
MTA Aid	70.7	64.4	(6.3)	70.7	33.6	(37.1
	\$239.4	\$242.0	\$2.6	\$478.6	\$399.4	(\$79.2
For-Hire Vehicle (FHV) Surcharge	20.0	27.0	(0.5)		07.0	
Subway Action Plan Account	28.3	27.8	(0.5)	84.8	87.3	2.5
Less: Transfer to Committed to Capital	-	-	-	-	-	-
Outerborough Transportation Account (OBTA)	-	-	-	-	-	-
Less: OBTA Projects	-	-	-	- 1	-	-
General Transportation Account	\$28.3	- \$27.8	- (\$0.5)	\$84.8	\$87.3	- \$2.5
		,			367.3	
Bus Lane Violations (General Transportation Account)	\$0.0	\$0.0	\$0.0	\$1.4	\$1.0	(\$0.4
Capital Program Funding from Lockbox Revenues						
Central Business District Tolling Program (CBDTP)	-	-	-	-	-	-
Real Property Transfer Tax Surcharge (Mansion)	26.0	33.1	7.2	77.9	84.1	6.2
Internet Marketplace Tax - State	12.8	12.8	-	38.3	38.3	-
Internet Marketplace Tax - City	14.5	14.5	(0.0)	43.4	43.4	(0.0
Less: Debt Service on Lockbox Bonds	(10.9)	(14.5)	(3.6)	(32.7)	(19.9)	12.7
Less: Lockbox Allocated to PAYGO	(42.3)	(45.9)	(3.6)	(126.9)	(145.8)	(18.9
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
State and Local Subsidies						
State Operating Assistance	47.0	_	(47.0)	47.0	_	(47.0
Local Operating Assistance	47.0	1.9	1.9	8.2	1.8	(6.3
New York City	-	1.5	1.9	0.2	1.0	(0.3
Nassau County				2.9		(2.9
· ·	-	1.9	1.9	1.9	-	
Suffolk County	-	1.9	1.9		1 0	(1.9
Westchester County	-	-	-	3.1	1.8	(1.3
Putnam County	-	-	-	0.1	-	(0.1
Dutchess County	-	-	-	0.1	-	(0.1
Orange County	-	-	-	0.0	- (0.0)	(0.0
Rockland County	-	-	-	0.0	(0.0)	(0.0
Station Maintenance	15.3	15.9	0.6	45.8	47.7	1.9
	\$62.2	\$17.8	(\$44.5)	\$100.9	\$49.5	(\$51.4
Investment Income	\$0.0	\$1.4	\$1.3	\$0.1	\$5.0	\$5.0
Subtotal: Taxes & State and Local Subsidies	\$470.5	\$435.7	(\$34.8)	\$1,092.0	\$861.4	(\$230.6
Other Funding Agreements						
City Subsidy for MTA Bus Company	43.2	48.9	5.7	129.6	135.4	5.9
City Subsidy for Staten Island Railway	6.0	8.8	2.8	12.8	16.2	3.4
CDOT Subsidy for Metro-North Railroad	21.8	20.6		66.9	77.6	10.7
CDOT Subsitive for Metro-Mortin Rallicati	\$71.0	\$78.4	(1.2) <b>\$7.3</b>	\$209.2	\$229.3	\$20.0
Subtotal, including Other Funding Agreements	\$541.6	\$514.1	(\$27.4)	\$1,301.2	\$1,090.7	(\$210.6
Inter agency Subsidy Transactions						
Inter-agency Subsidy Transactions	603	102.0	25.6	103 5	266.1	72 /
B&T Operating Surplus Transfer	68.2	103.8	35.6	192.5	266.1	73.6
	\$68.2	\$103.8	\$35.6	\$192.5	\$266.1	\$73.6
GROSS SUBSIDIES	\$609.8	\$618.0	\$8.2	\$1,493.7	\$1,356.8	(\$136.

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

Month of March 2023

	Variance	Variance	
Accrued Subsidies	Ś	%	Explanations
netropolitan Mass Transportation Operating Assistance (MMTOA)	0.0	%0.0	There were no MMTOA transactions in March. The first MMTOA transfer from the State for the year is expected in May.
etroleum Business Tax (PBT)	36.7	79.7%	The favorable accrual variances for the month was due to the timing of booking accruals by MTA Accounting. The year-to-date unfavorable variance was primarily due to a timing delay in in transfer from the State .
NRT(b)-1 (Gross)	(13.2)	-39.3%	The variances were below the budget for the month and YTD due to lower-than-expected mortgage activity.
nRT(b)-2 (Gross)	(6.9)	-50.8%	The variances were below the budget for the month and YTD due to lower-than-expected mortgage activity.
rban Tax	(10.0)	-24.0%	The unfavorable variances for the month and year-to-date were primarily due to lower-than-budgeted commercial real estate transactions in New York City.
ayroll Mobility Tax (PMT)	8.9	5.2%	The variance for the month was favorable to budget. The unfavorable year-to-date accrual variance was due to the timing of booking accruals by MTA Accounting.
ayroll Mobility Tax Replacement Funds	0.0	0.0%	There were no PMT Replacement Funds transactions in March. The first of five annual transfers from the State is expected in May.
лта Аід	(6.3)	-8.9%	The unfavorable accrual variances for the month and year-to-date were due to the timing of booking accruals by MTA Accounting.
or-Hire Vehicle (FHV) Surcharge (Subway Action Plan Account)	(0.5)	-1.7%	for-Hire Vehicle surcharge receipts for the month were close to budget, and year-to-date receipts were higher-than-budgeted.
us Lane Violations (General Transportation Account)	0.0	0.0%	There were no Bus Lane Violation transactions expected in March. The unfavorable YTD variance was due to the timing of receipts of payments
eal Property Transfer Tax Surcharge (Mansion)	7.2	27.6%	Real Property Transfer Tax Surcharge receipts for the month and year-to-date were favorable to the budget.
nternet Marketplace Tax - State	0.0	%0.0	The transactions for the month and year-to-date were on target with the budget.
nternet Marketplace Tax - City	(0:0)	0.0%	The transactions for the month and year-to-date were on target with the budget.
ess: Debt Service on Lockbox Bonds	(3.6)	32.8%	The variance was due to the timing of transfer of funds to pay debt service on lockbox bonds.
ess: Lockbox Allocated to PAYGO	(3.6)	8.5%	Favorable Real Property Transfer Tax Surcharge revenues in the operating account resulted in transfer to Lockbox for PAYGO.
tate Operating Assistance	(47.0)	-100.0%	There were no NYS 18-b transactions expected in March. The first NVS 18-b transfer for the year is expected in May.
ocal Operating Assistance	1.9	>100%	Variance was due primarily due primarily due to the timing of transfers .
rvestment Income	1.3	> 100%	The variances for the month and year-to-date were due to better-than-expected investment returns due to higher rates.
ity Subsidy for MTA Bus Company	5.7	13.2%	Variance was mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus.
ity Subsidy for Staten Island Railway	2.8	46.5%	Variance was mostly timing related. Drawdowns are related to the timing of cash obligations for Staten Island Railway.
DOT Subsidy for Metro-North Railroad	(1.2)	-5.4%	The unfavorable variance for the month was due to timing. The year-to-date was favorable also primarily due to timing.
&T Operating Surplus Transfer	35.6	52.3%	The favorable month and year-to-date variances were attributable to the timing of transfers.

Year-to-Date March 2023

Accrued Subsidies	Variance \$	Variance %	Explanations
Metropolitan Mass Transportation Operating Assistance (MMTOA)	0.0	0.0%	See the explanation for the month.
Petroleum Business Tax (PBT)	(20.2)	-14.2%	See the explanation for the month.
MRT(b)-1 (Gross)	(38.1)	-37.9%	See the explanation for the month.
MRT(b)-2 (Gross)	(29.1)	-50.1%	See the explanation for the month.
Urban Tax	(27.2)	-21.8%	See the explanation for the month.
Payroll Mobility Tax (PMT)	(42.1)	-10.3%	See the explanation for the month.
Payroll Mobility Tax Replacement Funds	0.0	0.0%	See the explanation for the month.
MTA Aid	(37.1)	-52.5%	See the explanation for the month.
For-Hire Vehicle (FHV) Surcharge (Subway Action Plan Account)	2.5	3.0%	See the explanation for the month.
Bus Lane Violations (General Transportation Account)	(0.4)	-28.9%	See the explanation for the month.
Real Property Transfer Tax Surcharge (Mansion)	6.2	7.9%	See the explanation for the month.
Internet Marketplace Tax - State	0.0	0.0%	See the explanation for the month.
Internet Marketplace Tax - City	(0.0)	0.0%	See the explanation for the month.
Less: Debt Service on Lockbox Bonds	12.7	-39.0%	See the explanation for the month.
Less: Lockbox Allocated to PAYGO	(18.9)	14.9%	See the explanation for the month.
State Operating Assistance	(47.0)	-100.0%	See the explanation for the month.
Local Operating Assistance	(6.3)	-77.6%	See the explanation for the month.
Investment Income	5.0	> 100%	See the explanation for the month.
City Subsidy for MTA Bus Company	5.9	4.5%	See the explanation for the month.
City Subsidy for Staten Island Railway	3.4	26.9%	See the explanation for the month.
CDOT Subsidy for Metro-North Railroad	10.7	16.0%	See the explanation for the month.
B&T Operating Surplus Transfer	73.6	38.3%	See the explanation for the month.

## METROPOLITAN TRANSPORTATION AUTHORITY February Financial Plan - 2023 Adopted Budget Consolidated Subsidies - Cash Basis March 2023 Monthly (\$ in millions)

	New	<b>New York City Transit</b>	ısit	Commu	Commuter Railroads	S	Staten Isla	Staten Island Railway		MTA Bus Company	Company		MTA Headquarters	uarters		TOTAL	
	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance A	Adopted ,	Actual Va	Variance Ac	Adopted A Budget	Actual Variance	nce Adopted Budget	ted Actual	ual Variance	Adopted Budget	Actual	Variance
MMTOA, PBT, Real Estate Toxes and Other Metropolitan Mass Transportation Operating Assistance (MMTOA) Petroleum Business Tax (PBT)	- 47.3	28.7	. (18.5)	, 80	5.1	(3.3)									. 55.6	33.8	
MRT(b)-1 (Gross)			. ' '			, ' '							4 4	19.0 (14.4)	33.4	19.0	(14.4)
other MRT(b) Adjustments	;	;	3													2.5	
Urban Tax	41.7 \$88.9	34.8 \$ <b>63.6</b>	(6.8) (\$25.4)	\$8.3	\$5.1	(\$3.3)						- 5/s	\$52.7 \$30.7	.7 (\$22.1)	41.7 (\$150.0	34.8 \$99.3	
PMT and MTA Aid																	
Payroll Mobility Tax (PMT) Payroll Mobility Tax Replacement Funds	89.4	97.4	8.0	26.8	24.9	(1.9)							52.5	55.2 2.8	168.7	177.6	8.9
MTA Aid	45.1	45.1	(0.0)	19.3	19.3	(0.0)							¢ ¢ 5 5 6 5 5	63.8	64.4	64.4	(0.0)
For Him Walida (PUV) Condemna			2			(Circh)		H	H			•					
ror-mre venicie (rnv) surange Subway Action Plan Account	31.6	27.8	(3.8)	,	,	,	,	•	,	•	,			1	31.6	27.8	(3.8)
Less: Transfer to Committed to Capital Outerborough Transportation Account (OBTA)																	
Less: OBTA Projects																	
קבובים וומוסאסונמים שבסמוני	\$31.6	\$27.8	(\$3.8)												\$31.6	\$27.8	(\$3.8)
Bus Lane Violations (General Transportation Account)												_	<u>.</u>			٠	
Capital Program Funding from Lockbox Revenues																	
Central Business District Tolling Program (CBDTP) Real Property Transfer Tax Surcharge (Mansion)	20.8	26.5	5.7	5.2	9.9	1.4									26.0		7.2
Internet Marketplace Tax - State	10.2	10.2	, (	2.6	2.6	, 9									12.8	12.8	. 9
Internet Warketplace Lay Less: Lockbox Allocated to PAYGO	(8.7)	(11.6)	(2.9)	(2.2)	(2.9)	(0.0)									(10.9)		(3.6)
LESS: Debt service on Lockbox Bonds	\$0.0\$	(36.7)	(\$0.0)	(8.5)	\$0.0	\$0.0									\$0.0	\$0.0	
State and Local Subsidies																	
State Operating Assistance Local Operating Assistance				7.3	1.9	(5.4)									7.3	1.9	(5.4)
New York City Nascent Country				0.5		(0.5)								-	0.5		(0.5)
Suffork County				1.9	1.9	(6.3)							_	-	1.9	1.9	(6.2)
Westchester County Putnam County				1.8		(1.8)									1.8		(1.8)
Dutchess County Orange County				0.0		(0.1)								-	0.1		(0.1)
Rockland County				0:0		(0.0)								1 1	0.0		(0.0)
				\$7.3	\$1.9	(\$5.4)						_		•	\$7.3	\$1.9	(\$5.4)
Investment income	\$0.0	\$0.6	\$0.5	\$0.0	\$0.8	\$0.8						_	_		\$0.0	\$1.4	\$1.3
Subsidy Adjustments												_					•
Subtotal: Taxes & State and Local Subsidies	\$255.0	\$234.4	(\$20.6)	\$61.8	\$52.0	(8.6\$)						- \$10	\$105.2 \$85.9	(\$19.3)	\$422.1	\$372.3	(\$49.7)
Other Funding Agreements	,									0.00	70 6	9			6	900	y
City Subsidy for Staten Island Railway	1	,	•	,	,	,	,	,	,	2 '	2 '	2 ,		'	,	·	
CDOT Subsidy for Metro-North Railroad				24.3 \$24.3	18.8 <b>\$18.8</b>	(5.6) (\$5.6)				\$43.0	\$49.6	\$6.6			24.3	18.8 \$ <b>68.3</b>	(5.6) \$1.0
Subtotal, including Other Funding Agreements	\$255.0	\$234.4	(\$20.6)	\$86.2	\$70.8	(\$15.4)					\$49.6	\$6.6 \$11	\$105.2 \$85.9	(\$19.3)	٠,	\$440.6	(\$48.8)
Inter-agency Subsidy Transactions																	
B&T Operating Surplus Transfer	21.0 <b>\$21.0</b>	7.72 <b>5.72</b>	6.8 <b>\$6.8</b>	28.8	36.1 <b>\$36.1</b>	7.3									49.8 \$49.8	63.9 \$63.9	14.1 \$14.1
SHOISINS	0 9265	63633	(\$13.8)	¢115.0	\$106.9	(\$8.1)	-	+	-	\$43.0	549.6	46.6	¢105 2 ¢85 Q	(6103)		\$504 5	(634.7)
GROSS SUBSIDIES	0.072¢	7:7076	(o·cré)	O'CTT¢	\$Too.5	(T-0¢)										5304.5	(554.7)

## METROPOLITAN TRANSPORTATION AUTHORITY February Financial Plan - 2023 Adopted Budget Consolidated Subsidies - Cash Basis March 2023 Year-to-Date (\$ in millions)

MATCH   Park Real Estate Towes and Other	Adopted Bugget   1,14,4)   23.5   1,12,13   1,23.5   1,23.5   1,23.5   1,23.5   1,23.5   1,23.5   1,23.5   1,23.5   1,25	(2.5) (2.5) (3.25) (3.89) (0.0) (5.89) (0.0) (2.6) (0.0) (2.5) (3.8) (3.8)	Adopted Actual Budget	Variance	Budg	ed Actual	Variance	Adopted Budget 100.1 100.1 58.2 5.8.2 5.8.2 5.8.2 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8 6.8	ed Actual Variet   1.0.1   68.6   1.0.2   1.0.	Adopted   Adopted   Suget   Suget	Actual  139.5  88.6  30.2  30.8  5338.8  87.3  87.3  87.3  87.3  \$87.3  \$87.3  \$87.3  \$87.3  \$1.0  \$1.	(16.9) (16.9) (16.9) (16.9) (16.9) (17.3) (17.3) (17.3) (17.3) (17.3) (17.3) (17.3) (17.3) (17.3) (17.3) (17.3) (17.3) (17.3) (17.3) (17.3) (17.3)
ating Assistance (MMTOA)  133.0  118.6  118.6  118.6  118.7  119.0  119.	23.5 23.5 23.5 64.9 64.9 19.3 \$84.2 15.6 7.7 8.7 8.7 8.7 8.7 8.7 8.7 8.7							100.1 58.2 5158.2 126.8 126.8	<u>.</u>			(16.9) (16.9) (17.5) (17.1) (12.1) (18.0) (19.4) (1
Insportation Operating Assistance (MMTOA)  In insportation Operating Assistance (MMTOA)  In its state of control operating Assistance (MMTOA)  In its state of control operation Account operati	23.5 23.5 64.9 64.9 19.3 584.2 15.6 7.7 8.7 8.7 8.7 8.7 8.7 8.7 8.7							100.1 58.2 58.2 1126.8 9126.8	<u>u</u>	· ·		(16.9) (31.5) (32.0) (7.80) (80.9) (9.4) (9.4) (9.4) (9.4) (7.3) (7.3) (7.3) (7.3) (7.3) (7.3) (1.2.7)
ents  MT)  MT)  MT)  MT)  MT)  MT)  MT)  MT	\$23.5 64.9 64.9 19.3 \$84.2 19.6 7.7 8.7 (6.5) (25.4) (25.4)							\$100.1 58.2 5158.2 \$126.8 126.8 	<u>.</u>			(315) (280) (280) (121) (580.9) (9.4) (6.0) (7.3
### 125.0	\$23.5 64.9 64.9 19.3 \$84.2 15.6 7.7 8.7 8.7 (6.5) (25.4)							\$128.2 \$158.2 \$126.8 \$126.8	<u>.</u>			(28.0) 7.5 (12.1) (13.1) (9.4) (0.0) (9.4) (7.3) (7.3) (7.3) (7.3) (7.3) (7.3) (7.3) (7.3) (7.3)
### 125.0   113.0   (12.1)   ### 125.0   113.0   (12.1)   ### 125.0   113.0   (12.1)   ### 125.0   113.0   (12.1)   ### 126.0   126.2   2.18.7   2.5   ### 126.0   2.18.7   2.5   ### 126.0   2.18.7   2.5   ### 126.0   2.2   2.2   ### 126.0   2.2   2.2   ### 126.0   2.2   2.2   ### 126.0   2.2   2.3   ### 126.0   2.2   2.3   ### 126.0   2.3   2.3   ### 126.0   2.3   2.3   ### 126.0   2.3   2.3   ### 126.0   2.3   2.3   ### 126.0   2.3   2.3   ### 126.0   2.3   2.3   ### 126.0   2.3   2.3   ### 126.0   2.3   2.3   ### 126.0   2.3   2.3   ### 126.0   2.3   2.3   ### 126.0   2.3   2.3   ### 126.0   2.3   2.3   ### 126.0   2.3   2.3   ### 126.0   2.3   2.3   ### 126.0   2.3   2.3   ### 126.0   2.3   ### 126.0   2.3   ### 126.0   2.3   ### 126.0   2.3   ### 126.0   2.3   ### 126.0   2.3   ### 126.0   2.3   ### 126.0   2.3   ### 126.0   2.3   ### 126.0   2.3   ### 126.0   2.3   ### 126.0   ### 126.0   2.3	\$23.5 64.9 64.9 19.3 \$84.2 19.3 66.5 7.7 8.7 8.7 8.7 8.7 8.7 8.7 8.7 8.7 8.7							\$158.2	•			(12.1) (12.1) (1880.9) (19.4) (10.0) (19.4) (10.0) (19.4) (10.0) (19.4) (19.4) (19.4) (19.4) (19.4) (19.4) (19.4) (19.4) (19.4)
### \$258.0 \$231.5 \$25.5	\$23.5 64.9 19.3 \$84.2 19.3 \$84.2 15.6 7.7 8.7 8.7 8.7 8.7 8.7 8.7 8.7 8.7 8.7							\$126.8	•			(\$80.9) (9.4) (0.0) (\$9.4) (0.0) (\$9.4) (7.3) (\$7.3) (\$7.3) (\$7.3) (\$1.3)
Mith the control of t	64.9 19.3 884.2 - - - - - - - - - - - - -							\$126.8 \$1				(9.4) (0.0) (\$9.4) (7.3) (\$7.3) (\$7.3) (\$7.3)
### 216.2 218.7 2.5 pjacement Funds 45.1 (0.0) ###	\$84.2   19.3   584.2   19.3   584.2   19.3   584.2   19.3							2126.8 2126.8				(9.4) (0.0) (59.4) (7.3) (50.4) (50.4) (18.9)
placement Funds 45.1 45.1 6.0 count count funds 6261.3 5261.3 5263.8 52.4 interest to Capital inted to Capital interests int	\$84.2 \$84.2							\$326.8		,		(59.4) (7.3) (7.3) (57.3) (50.4) (60.0)
### delical subsidies  #### delical subsidies  ##### delical subsidies  ##### delical subsidies  ##### delical subsidies  ###################################	\$84.2   \$84.2   \$ \$84.2   \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$							5126.8				(\$0.0) (7.3) (\$7.3) (\$7.3) (\$0.4) (\$0.0) (\$0.0) (\$1.2,7) (\$0.0)
Saction   Sact								\$126.8				(59.4) (7.3) (7.3) (87.3) (80.4) (60.0) (18.9)
### defined by the control of the co	15.6 17.7 17.7 1.7.7 1.25.4) (5.5) (5.5)											(7.3)
1,000   1,00	15.6 15.6 17.7 17.7 8.7 (6.5) (25.4)											(7.3)  (90.4)  (90.0)  (18.9)
inter to Capital  Account (SETA)  Account (SETA)  Account (SETA)  Account (SETA)  In Account (SETA)  In Account (SETA)  In Account (SETA)  In Combo check Revenues  In Town Lockbox Revenues  In Town Lo	15.6 15.6 7.7 8.7 (6.5) (25.4) (30.0)											(\$7.3) (\$0.4) (\$0.0) (0.0) (18.9)
Account \$94.7 \$87.3 (\$7.3)  rad Transportation Account) \$1.4 \$1.0 (\$0.4)  from Lockbox Revenues  Tax Surchage (Mansion) \$3.6 \$3.8 \$4.9 \$3.6 \$3.8 \$4.9 \$3.6 \$3.8 \$4.9 \$3.6 \$3.8 \$4.9 \$3.6 \$3.8 \$4.9 \$3.6 \$3.8 \$4.9 \$3.6 \$3.8 \$4.9 \$3.6 \$3.8 \$4.9 \$3.6 \$3.8 \$4.9 \$3.6 \$3.8 \$4.9 \$3.6 \$3.8 \$4.9 \$3.6 \$3.8 \$3.6 \$3.0 \$3.0 \$3.0 \$3.0 \$3.0 \$3.0 \$3.0 \$3.0	15.6 15.6 7.7 8.7 (6.5) (25.4) (80.0)											(\$7.3) (\$0.4) (6.2 - (0.0) (18.9)
Account   S94.7   S87.3   S7.3	15.6 7.7 8.7 8.7 (6.5) (25.4) (80.0)											(\$7.3) (\$0.4) 6.2 6.2 (0.0) (18.9)
Section   Sect	15.6 17.7 17.7 18.7 18.5 18.5 18.0 18.0 19.0 19.0											(\$7.3) (\$0.4) - - - - (0.0) 112.7 (18.9)
From Lockder Accounty   S1.4   S1.0   (\$0.4)	15.6 17.7 7.7 8.7 (6.5) (25.4) (30.0)											(50.4) 6.2 (0.0) 12.7
Trom Lockdox Revenues  1. Tolling Program (CBDTP)  2. State (Mansion)  3. State (Mansion)  4. State (Mansion)  5. State (Mansion)  5. State (Mansion)  6. State (Mansi	1.56 1.77 1.77 1.7.7 1.6.5.7 (50.0) (90.0)									77.1.38 433 (32		6.2 (0.0) 12.7 (18.9)
1 To Surface (Mansion) 62.3 67.3 4.9 7.2 1.10 (milling Program (EBDP)) 62.3 67.3 4.9 7.2 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	15.6 7.7 8.7 8.7 (6.5) (25.4) (80.0)									77.1.		6.2 - (0.0) 12.7 (18.9)
Tax Surtharge (Mansion) 62.3 67.3 4.9 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0	15.6 7.7 8.7 8.7 (6.5) (25.4) (80.0)							1 1 1		. 38: . 38: . 43.4		6.2 - (0.0) 12.7 (18.9)
ax - City 30.6 30.6 (0.0) ax - City 34.7 (15.9) (10.0) (26.1) (15.1) (15.9) (10.0) (26.1) (11.5) (11	7.7 8.7 (6.5) (25.4) (\$0.0)									. 38. . 43. . (32.		(0.0) 12.7 (18.9)
The PAYGO (26.1) (115.9) (10.0	8.7 (6.5) (25.4) (\$0.0)									- 43. - (32. - (126.		(0.0) 12.7 (18.9)
101.5    112.5    1	(\$5.4) (\$0.0) (\$0.0)									- (126.		(18.9)
90.0 \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 \$0.0 \$0.0	(\$0.0)				٠				-			
nnce  Marce  Mar										- 201		\$0.0
nnce  Marcon												
\$0.1 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1			-					•	1	, 1		, .
\$0.1 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1		11.5 4.2									11.5	4.7
\$0.1 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5										- 22.		2.9
\$0.1 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1		3.8 1.9	1		•	1		,	,	- 1		1.9
\$0.1 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1		1.8	1						1	1.8	1.8	
\$0.1 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1												(0.1)
\$0.1 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1	- 0:0	(0.0)	-	1						- 0.0	-	(0.0)
\$0.1 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1	- 0.0	(0.0)	1						1	- 0.0	,	(0.0)
\$0.1 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5 \$1.5	\$7.3	\$11.5 \$4.2								- \$7.3	\$11.5	\$4.2
\$615.5 \$585.2 (330.3)	\$0.0	\$3.5								- \$0.1	\$5.0	\$5.0
\$615.5 \$585.2 (\$30.3)	,											
\$615.5 \$585.2 (\$30.3)												
	(\$30.3) \$115.0 \$111.2	1.2 (\$3.8)		•				\$285.1	\$330.2 (\$	(\$54.8) \$1,015.6	\$926.6	(0.68\$)
Other Funding Agreements												
City Subsidy for MTA Bus Company					129.0	137.8	80			- 129.0	137.8	8.
DE PE	71.0									- 71.0	75.8	4.8
	\$71.0	\$75.8 \$4.8			\$129.0	\$137.8	\$8.8			- \$200.0	\$\$	\$13.6
Subtotal, including Other Funding Agreements \$186.	(\$30.3) \$186.0 \$187.0	7.0 \$1.0			\$129.0	\$137.8	\$8.8	\$285.1	\$230.2 (\$	(\$54.8) \$1,215.6	\$1,140.2	(\$75.4)
Inter-agency Subsidy Transactions												
98.3 153.5 55.2	55.2 123.7 186.9	6.9 63.2								- 222.0	340.4	118.4
ליניני היניני היניני	):C7T¢											†.011¢
GROSS SUBSIDIES \$713.8 \$738.7 \$24.9 \$309.	\$24.9 \$309.7 \$373.9	3.9 \$64.2	-		\$129.0	\$137.8	\$8.8	\$285.1	\$230.2 (\$	(\$54.8) \$1,437.6	\$1,480.6	\$43.0

## METROPOLITAN TRANSPORTATION AUTHORITY February Financial Plan - 2023 Adopted Budget Consolidated Subsidies - Cash Basis Variance Explanations

(\$ in millions)

### Month of March 2023

Cash Subsidies	Variance \$	Variance %	Explanations
Metropolitan Mass Transportation Operating Assistance (MMTOA)	0.0	%0:0	There were no MMTOA receipts expected in March. The first MMTOA payment for the year is expected in May.
Petroleum Business Tax (PBT)	(21.8)	-39.2%	The variances were unfavorable for the month and VTD due primarily to a timing delay in transfer of funds from NVS. Receipts will be monitrosed closely in subsengent months for any real transfer.
MRT(b)-1 (Gross)	(14.4)	-43.1%	inomistics coosely in succepture months for any real archae. The variances were below the budget for the month and YTD due to lower-than-expected mortgage activity.
MRT(b)-2 (Gross)	(10.3)	-52.9%	The variances were below the budget for the month and YTD due to lower-than-expected mortgage activity.
Urban Tax	(6.8)	-16.4%	Urban Tax receipts were unfavorable for the month and YTD due to weaker-than-expected commercial real estate activity in NYC.
Payroll Mobility Tax (PMT)	8.9	5.2%	Payroll Mobility Tax cash receipts were better than the budget for the month, but YTD remain slightly unfavorable. Receipts will be monitored for trends in subsequent months.
Payroll Mobility Tax Replacement Funds	0.0	%0:0	There were no PMT Replacement Funds expected in March. The first of five annual payments is expected in May.
MTAAid	(0.0)	-0.1%	MTA Aid receipts for the first quarter of the year were on target with the budget.
For-Hire Vehicle (FHV) Surcharge (Subway Action Plan Account)	(3.8)	-11.9%	The cash variances for the month and YTD were unfavorable to the budget due to lower-than-expected surcharge receipts.
Bus Lane Violations (General Transportation Account)	0.0	%0:0	There were no cash receipts expected for March. The unfavorable YTD variance was due to the timing of receipts of payments.
Real Property Transfer Tax Surcharge (Mansion)	7.2	27.6%	The cash variances were favorable to the budget for the month and YTD due to stronger-than-expected activity of large residential representance in NVC
Internet Marketplace Tax - State	0.0	%0:0	consections in rate. The cash receipts were on target with the budget for the month and year-to-date.
Internet Marketplace Tax - City	(0.0)	%0:0	The cash receipts were on target with the budget for the month and year-to-date.
Less: Debt Service on Lockbox Bonds	(3.6)	8.5%	The variance was due to the timing of transfer of funds to pay debt service on lockbox bonds.
State Operating Assistance	0.0	%0:0	There were no NYS Operating Assistance 18-b expected in March. The first of four annual payments is expected in May.
Local Operating Assistance	(5.4)	-74.3%	The unfavorable variance for the month was primarily due to timing of receipt of payments. YTD variance was favorable also due to
Station Maintenance	0.0	%0:0	nning or population. No receipts were expected in March or YTD.
Investment Income	1.3	> 100%	The variance was due to better-than-expected investment returns due to higher rates.
City Subsidy for MTA Bus Company	9.9	15.2%	Variances for the month and YTD were mostly timing-related; drawdowns are related to the timing of cash obligations for MTA Bus.
City Subsidy for Staten Island Railway	0.0	%0:0	No receipts were expected in March.
CDOT Subsidy for Metro-North Railroad	(5.6)	-22.9%	The unfavorable variance for the month was primarily due to timing. The YTD variance was favorable, also primarily due to timing.
B&T Operating Surplus Transfer	14.1	28.3%	The favorable month and YTD variances were attributable to the timing of transfers.

## METROPOLITAN TRANSPORTATION AUTHORITY February Financial Plan - 2023 Adopted Budget Consolidated Subsidies - Cash Basis Variance Explanations

(\$ in millions)

### Year-to-Date March 2023

Cash Subsidies	Variance \$	Variance %	Explanations
Metropolitan Mass Transportation Operating Assistance (MMTOA)	0.0	%0:0	See the explanation for the month.
Petroleum Business Tax (PBT)	(16.9)	-10.8%	See the explanation for the month.
MRT(b)-1 (Gross)	(31.5)	-31.5%	See the explanation for the month.
MRT(b)-2 (Gross)	(28.0)	-48.1%	See the explanation for the month.
Urban Tax	(12.1)	%9:6-	See the explanation for the month.
Payroll Mobility Tax (PMT)	(9.4)	-2.3%	See the explanation for the month.
Payroll Mobility Tax Replacement Funds	0.0	%0:0	See the explanation for the month.
MTA Aid	(0.0)	-0.1%	See the explanation for the month.
For-Hire Vehicle (FHV) Surcharge (Subway Action Plan Account)	(7.3)	-7.7%	See the explanation for the month.
Bus Lane Violations (General Transportation Account)	(0.4)	-28.9%	See the explanation for the month.
Real Property Transfer Tax Surcharge (Mansion)	6.2	7.9%	See the explanation for the month.
Internet Marketplace Tax - State	0.0	%0:0	See the explanation for the month.
Internet Marketplace Tax - City	(0.0)	%0:0	See the explanation for the month.
Less: Debt Service on Lockbox Bonds	(18.9)	14.9%	See the explanation for the month.
State Operating Assistance	0.0	%0:0	See the explanation for the month.
Local Operating Assistance	4.2	57.0%	See the explanation for the month.
Station Maintenance	0.0	%0:0	See the explanation for the month.
Investment Income	5.0	> 100%	See the explanation for the month.
City Subsidy for MTA Bus Company	8.8	%8.9	See the explanation for the month.
City Subsidy for Staten Island Railway	0.0	%0:0	See the explanation for the month.
CDOT Subsidy for Metro-North Railroad	4.8	%8.9	See the explanation for the month.
B&T Operating Surplus Transfer	118.4	53.3%	See the explanation for the month.

### METROPOLITAN TRANSPORTATION AUTHORITY FEBRUARY FINANCIAL PLAN - 2023 Adopted Budget

### Debt Service March 2023 Monthly

(\$ in millions)

	Adopted Budget	Actual	Variance	% Var	
Dedicated Tax Fund:					
NYC Transit	\$28.0	\$19.1	\$8.9		
Commuter Railroads	6.0	3.1	2.8		Refunding savings and savings from
Dedicated Tax Fund Subtotal	\$33.9	\$22.2	\$11.7	34.4%	interest prepayment.
MTA Transportation Revenue:					
NYC Transit	\$78.5	\$73.5	\$5.0		
Commuter Railroads	54.7	53.2	1.5		
MTA Bus	1.8	0.1	1.7		
SIRTOA	0.5	0.0	0.5		Refunding savings and savings from
MTA Transportation Revenue Subtotal	\$135.5	\$126.8	\$8.7	6.4%	interest prepayment.
PMT Bonds:					
NYC Transit	\$15.0	\$18.3	(\$3.3)		
Commuter Railroads	20.2	17.7	2.5		
MTA Bus Company	0.9	0.5	0.5		
SIRTOA	0.9	0.6	0.2		
PMT Bond Subtotal	\$37.0	\$37.1	(\$0.1)	-0.2%	
2 Broadway COPs:					
NYC Transit	\$0.3	\$0.1	\$0.3		
Bridges & Tunnels	0.0	0.0	0.0		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.1	0.0	0.1		
2 Broadway COPs Subtotal	\$0.5	\$0.1	\$0.4	81.1%	
TBTA General Resolution:					
NYC Transit	\$15.0	\$14.0	\$1.1		
Commuter Railroads	6.7	6.2	0.5		
Bridges & Tunnels	34.1	31.7	2.4		Refunding savings and timing of debt
TBTA General Resolution Subtotal	\$55.8	\$51.9	\$3.9	7.1%	service deposits.
TBTA Subordinate:					
NYC Transit	\$4.9	\$4.1	\$0.8		
Commuter Railroads	2.5	2.1	0.4		
Bridges & Tunnels	1.3	1.1	0.2		
TBTA Subordinate Subtotal	\$8.7	\$7.2	\$1.5	16.8%	Refunding savings.
TBTA 2nd Subordinate Subtotal	\$1.1	\$0.0	\$1.1	100.0%	
Debt Service Secured by Lockbox Revenues:					
NYC Transit	\$0.0	\$0.0	\$0.0		
Commuter Railroads	0.0	0.0	0.0		
MTA Bus	0.0	0.0	0.0		
SIRTOA	0.0	0.0	0.0		
Debt Service Secured by Lockbox Revs	\$0.0	\$0.0	\$0.0	0.0%	
Total Debt Service	\$272.5	\$245.3	\$27.2	10.0%	
<b>-</b>	T				
Debt Service by Agency:		# 100 T	***		
NYC Transit	\$141.8	\$129.0	\$12.8		
Commuter Railroads	90.1	82.3	7.8		
MTA Bus	2.7	0.6	2.1		
SIRTOA	1.4	0.7	0.7		
Bridges & Tunnels	36.5	32.8	3.7		
MTAHQ	0.0	0.0	0.0		

### Notes:

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

\$245.3

\$27.2

10.0%

\$272.5

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

Totals may not add due to rounding.

Total Debt Service

### METROPOLITAN TRANSPORTATION AUTHORITY FEBRUARY FINANCIAL PLAN - 2023 Adopted Budget

### Debt Service March 2023 Year-to-Date

(\$ in millions)

	Adopted Budget	Actual	Variance	% Var	
Dedicated Tax Fund:					
NYC Transit	\$83.9	\$73.3	\$10.6		Refunding savings, savings from interest
Commuter Railroads	17.9	12.0	5.9		prepayment, and lower than budgeted
Dedicated Tax Fund Subtotal	\$101.8	\$85.3	\$16.5	16.2%	variable rates.
MTA Transportation Revenue:					
NYC Transit	\$235.5	\$224.4	\$11.1		
Commuter Railroads	164.1	162.4	1.7		
MTA Bus	5.3	0.3	5.0		Refunding savings, savings from interest
SIRTOA	1.5	0.1	1.4		prepayment, and lower than budgeted
MTA Transportation Revenue Subtotal	\$406.5	\$387.2	\$19.3	4.7%	variable rates.
PMT Bonds:					
NYC Transit	\$44.5	\$57.5	(\$13.0)		
Commuter Railroads	61.2	55.3	5.9		
MTA Bus Company	3.1	1.4	1.7		Savings from interest prepayment, offset
SIRTOA	2.9	2.0	0.9		by timing of debt service deposits.
PMT Bond Subtotal	\$111.6	\$116.2	(\$4.5)	-4.1%	, , ,
2 Broadway COPs:		· ·	( ,		
NYC Transit	\$1.0	\$0.2	\$0.8		
Bridges & Tunnels	0.1	0.0	0.1		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.3	0.1	0.2		
2 Broadway COPs Subtotal	\$1.4	\$0.3	\$1.1	81.9%	
TBTA General Resolution:	****	7010	****		
NYC Transit	\$45.1	\$45.2	(\$0.1)		
Commuter Railroads	20.1	20.1	0.0		
Bridges & Tunnels	102.3	102.5	(0.2)		
TBTA General Resolution Subtotal	\$167.5	\$167.8	(\$0.3)	-0.2%	
TBTA Subordinate:	<b>V.0.1.0</b>	Ţ.G.1.G	(40.0)	0.270	
NYC Transit	\$14.7	\$11.0	\$3.7		
Commuter Railroads	7.6	5.7	1.9		
Bridges & Tunnels	3.8	2.9	1.0		
TBTA Subordinate Subtotal	\$26.1	\$19.5	\$6.6	25.3%	Refunding savings.
TBTA 2nd Subordinate Subtotal	\$3.2	\$0.0	\$3.2	100.0%	neranang saringsi
Debt Service Secured by Lockbox Revenues:	***	7010	***	1001070	
NYC Transit	\$0.0	\$0.0	\$0.0		
Commuter Railroads	0.0	0.0	0.0		
MTA Bus	0.0	0.0	0.0		
SIRTOA	0.0	0.0	0.0		
Debt Service Secured by Lockbox Revs	\$0.0	\$0.0	\$0.0	0.0%	
Debt delitice deduced by Lookbox Nevo	ψο.σ	Ψ0.0	ψ0.0	0.070	<u> </u>
Total Debt Service	\$818.1	\$776.2	\$41.9	5.1%	
Debt Service by Agency:	<u> </u>				
NYC Transit	\$424.7	\$411.5	\$13.1		
Commuter Railroads	271.1	255.5	15.6		
MTA Bus	8.4	1.7	6.7		
SIRTOA	4.4	2.1	2.3		
Bridges & Tunnels	109.5	105.4	4.1		
MTAHQ	0.0	0.0	0.0		

### Notes:

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

\$776.2

\$41.9

5.1%

\$818.1

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

Totals may not add due to rounding.

**Total Debt Service** 

### **METROPOLITAN TRANSPORTATION AUTHORITY** February Financial Plan - 2023 Adopted Budget

### **Total Positions by Function and Agency** March 2023

Function/Agency	Adopted Budget	Actual	Variance Favorable/ (Unfavorable)
Administration	4,373	3,561	811
NYC Transit	977	702	275
Long Island Rail Road	488	421	67
Grand Central Madison Concourse Operating Company	-	2	(2)
Metro-North Railroad	479	418	61
Bridges & Tunnels	77	45	32
Headquarters	2,148	1,795	353
Staten Island Railway	25	20	5
Construction & Development	66	84	(18)
Bus Company	113	74	39
Operations	31,416	30,167	1,249
NYC Transit	23,479	22,602	877
Long Island Rail Road	2,825	2,716	109
Grand Central Madison Concourse Operating Company	-	-	-
Metro-North Railroad	2,182 167	2,078	104 69
Bridges & Tunnels Headquarters	107	98	69
Staten Island Railway	152	137	- 15
Construction & Development	-	-	-
Bus Company	2,611	2,536	76
Maintenance	33,238	31,159	2,079
NYC Transit	22,898	21,611	1,287
Long Island Rail Road	4,555	4,319	236
Grand Central Madison Concourse Operating Company	-	-	-
Metro-North Railroad	4,028	3,701	327
Bridges & Tunnels	388	334	54
Headquarters	-	-	-
Staten Island Railway	226	189	37
Construction & Development	-	-	-
Bus Company	1,143	1,005	138
Engineering/Capital	1,847	1,604	243
NYC Transit	1,240	934	306
Long Island Rail Road	208	159	49
Grand Central Madison Concourse Operating Company	-	- 64	- (1)
Metro-North Railroad Bridges & Tunnels	63 158	64 128	(1) 30
Headquarters	-	120	-
Staten Island Railway	6	5	1
Construction & Development	146	291	(145)
Bus Company	26	23	` 3
Public Safety	2,776	2,240	536
NYC Transit	732	586	146
Long Island Rail Road	-	-	=
Grand Central Madison Concourse Operating Company	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	585	419	166
Headquarters	1,446	1,224	222
Staten Island Railway	-	-	-
Construction & Development	- 10	- 11	-
Bus Company	13	11	2
Total Positions	73,649	68,731	4,918

Note: Totals may differ due to rounding Positions data as of Apr 21, 2023 and are subject to revision as well as adjustments warranted by annual audit review.

### METROPOLITAN TRANSPORTATION AUTHORITY

### February Financial Plan - 2023 Adopted Budget **Total Positions by Function and Agency** March 2023

Category	Adopted Budget	Actual	Variance Favorable/ (Unfavorable)
Total Bacitions	72.640	CO 724	4.040
Total Positions NYC Transit	<b>73,649</b> 49,326	<b>68,731</b> 46,435	<b>4,918</b> 2,891
		7,615	460
Long Island Rail Road Grand Central Madison Concourse Operating Company	8,075	7,013	
Metro-North Railroad	6,752	6,261	(2) 491
Bridges & Tunnels	1,375	1,024	351
•	,	3,019	575
Headquarters Staten Island Railway	3,594 409	3,019	575 58
	212	375	
Construction & Development	3,906		(163)
Bus Company	3,900	3,649	258
Non-reimbursable	66,359	62,869	3,490
NYC Transit	44,533	42,666	1,866
Long Island Rail Road	6,820	6,639	182
Grand Central Madison Concourse Operating Company	-	2	(2)
Metro-North Railroad	6,006	5,756	250 <sup>°</sup>
Bridges & Tunnels	1,244	893	351
Headquarters	3,501	2,944	557
Staten Island Railway	355	332	23
Construction & Development	32	24	8
Bus Company	3,868	3,614	255
Reimbursable	7,289	5,862	1,428
NYC Transit	4,793	3,769	1,024
Long Island Rail Road	1,254	976	278
Grand Central Madison Concourse Operating Company	-,=	-	
Metro-North Railroad	746	505	240
Bridges & Tunnels	131	131	
Headquarters	93	75	18
Staten Island Railway	54	19	35
Construction & Development	180	351	(171)
Bus Company	38	35	3
Total Full Time	73,462	68,593	4,869
NYC Transit	49,158	46,313	2,845
Long Island Rail Road	8,075	7,615	460
Grand Central Madison Concourse Operating Company	=	2	(2)
Metro-North Railroad	6,751	6,260	491
Bridges & Tunnels	1,375	1,024	351
Headquarters	3,594	3,019	575
Staten Island Railway	409	351	58
Construction & Development	212	375	(163)
Bus Company	3,888	3,634	255
Total Full-Time Equivalents	187	138	49
NYC Transit	168	122	46
Long Island Rail Road	-	-	-
Grand Central Madison Concourse Operating Company	=	-	_
Metro-North Railroad	1	1	_
Bridges & Tunnels	-	-	_
Headquarters	_	_	_
Staten Island Railway	_	_	_
Construction & Development	_	_	_
Bus Company	18	15	3
- ···rpy	. •	.0	· ·

Note: Totals may differ due to rounding Positions data as of Apr 21, 2023 and are subject to revision as well as adjustments warranted by annual audit review.

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

FUNOTION/OCCUPATIONAL OPOUR	Adopted	A -41	Variance Favorable/
FUNCTION/OCCUPATIONAL GROUP	Budget	Actual	(Unfavorable)
Administration	4,373	3,561	811
Managers/Supervisors	1,586	1,303	283
Professional, Technical, Clerical	2,735	2,216	519
Operational Hourlies	52	43	9
Operations	31,416	30,167	1,249
Managers/Supervisors	4,016	3,611	405
Professional, Technical, Clerical	995	830	165
Operational Hourlies	26,405	25,725	680
Maintenance	33,238	31,159	2,079
Managers/Supervisors	6,086	5.601	485
Professional, Technical, Clerical	1,915	1,554	361
Operational Hourlies	25,237	24,004	1,233
Engineering/Capital	1,847	1.604	243
Managers/Supervisors	534	574	(40)
Professional, Technical, Clerical	1,311	1,028	283
Operational Hourlies	2	2	-
Public Safety	2,776	2.240	536
Managers/Supervisors	783	539	244
Professional, Technical, Clerical	149	156	(7)
Operational Hourlies	1,844	1,545	299
Total Positions	73,649	68,731	4,918
Managers/Supervisors	13,005	11,628	1,377
Professional, Technical, Clerical	7,104	5,784	1,320
Operational Hourlies	53,540	51,319	2,221

Note: Totals may differ due to rounding Positions data as of Apr 21, 2023 and are subject to revision as well as adjustments warranted by annual audit review.

### METROPOLITAN TRANSPORTATION AUTHORITY

### Farebox Recovery and Operating Ratios 2023 Adopted Budget and Actuals

FAREBOX RECO	VERY RATIOS	
	2023	2023
	Adopted Budget	Actual
	Full Year	Mar YTD
New York City Transit	23.7%	25.3%
Staten Island Railway	4.6%	4.2%
Long Island Rail Road	15.4%	15.7%
Metro-North Railroad	23.3%	23.9%
MTA Bus Company	15.9%	17.7%
MTA Total Agency Average	21.7%	23.1%

FAREBOX OPERATING	RATIOS	
	2023 Adopted	2023
	Budget	Actual
	Full Year	Mar YTD
New York City Transit	34.7%	34.3%
Staten Island Railway	7.6%	7.0%
Long Island Rail Road	24.9%	25.6%
Metro-North Railroad	33.5%	32.9%
MTA Bus Company	20.4%	20.2%
MTA Total Agency Average	32.0%	32.0%

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

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

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





## Report on Revenue Passengers and Vehicles Ridership Data Through February, 2023

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

Thursday, April 13, 2023

Revenue Passengers in February

	2021	2022	% Change	2023	% Change
MTA New York City Transit	57,993,365	94,808,725	63.48%	110,960,228	17.04%
MTA New York City Subway	39,170,408	70,027,806	78.78%	84,353,096	20.46%
MTA New York City Bus	18,822,957	24,780,919	31.65%	26,607,132	7.37%
MTA Staten Island Railway	77,293	145,316	88.01%	161,771	11.32%
MTA Long Island Rail Road	1,586,865	3,180,253	100.41%	4,296,380	35.10%
MTA Metro-North Railroad	1,301,932	2,793,315	114.55%	3,945,780	41.26%
East of Hudson	1,271,204	2,762,416	117.31%	3,872,227	40.18%
Harlem Line	425,370	896,586	110.78%	1,224,763	36.60%
Hudson Line	272,080	563,886	107.25%	777,399	37.86%
New Haven Line	573,754	1,301,944	126.92%	1,870,065	43.64%
West of Hudson	30,728	30,899	0.56%	73,553	138.04%
Port Jervis Line	20,442	19,487	-4.67%	41,371	112.30%
Pascack Valley Line	10,286	11,412	10.95%	32,182	182.00%
MTA Bus Company	4,144,587	5,935,627	43.21%	6,545,034	10.27%
MTA Bridges & Tunnels	18,255,564	23,453,884	28.48%	23,934,777	2.05%
Total All Agencies	65,104,040	106,863,235	64.14%	125,909,193	17.82%
Weekdays:	19	19		19	
Holidays:	_				
Weekend Days:	80	80		80	
Days	28	28		28	

Revenue Passengers Year-to-Date Through February

	2021	2022	% Change	2023	% Change
			96		26
MTA New York City Transit	119,886,028	181,611,507	51.49%	228,270,800	25.69%
MTA New York City Subway	80,293,939	133,575,192	%96.39	173,351,069	29.78%
MTA New York City Bus	39,592,089	48,036,315	21.33%	54,919,731	14.33%
MTA Staten Island Railway	158,785	282,906	78.17%	346,113	22.34%
MTA Long Island Rail Road	3,316,879	5,930,391	78.79%	8,929,150	50.57%
MTA Metro-North Railroad	2,688,486	5,158,205	91.86%	8,420,179	63.24%
East of Hudson	2,625,361	5,071,599	93.18%	8,273,909	63.14%
Harlem Line	872,845	1,662,308	90.45%	2,610,586	24.05%
Hudson Line	563,065	1,040,783	84.84%	1,656,178	59.13%
New Haven Line	1,189,452	2,368,507	99.13%	4,007,145	69.18%
West of Hudson	63,125	909'98	37.20%	146,270	68.89%
Port Jervis Line	41,857	52,637	25.75%	78,328	48.81%
Pascack Valley Line	21,268	33,969	59.72%	67,942	100.01%
MTA Bus Company	8,657,844	11,525,399	33.12%	13,440,451	16.62%
MTA Bridges & Tunnels	39,270,280	45,481,269	15.82%	49,676,506	9.22%
Total All Agencies (Excludes Bridges & Tunnels)	134,708,022	204,508,408	51.82%	259,406,693	26.84%
Weekdays:	38	39		40	
Holidays:	က	2		2	
Weekend Days:	18	18		17	
Davs	59	29		29	

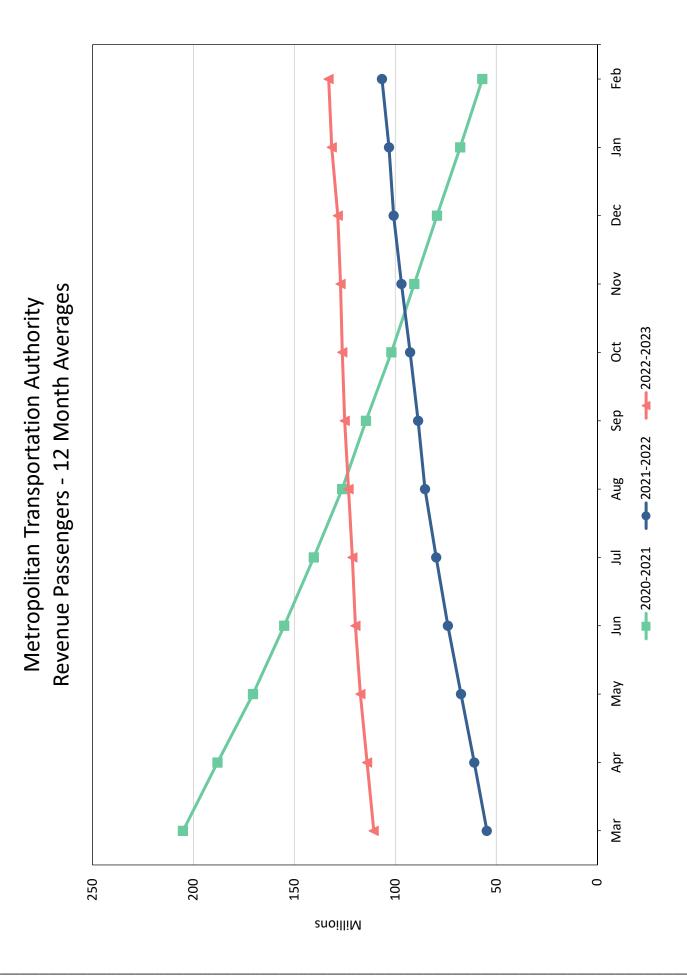
12 Month Average Revenue Passengers in February

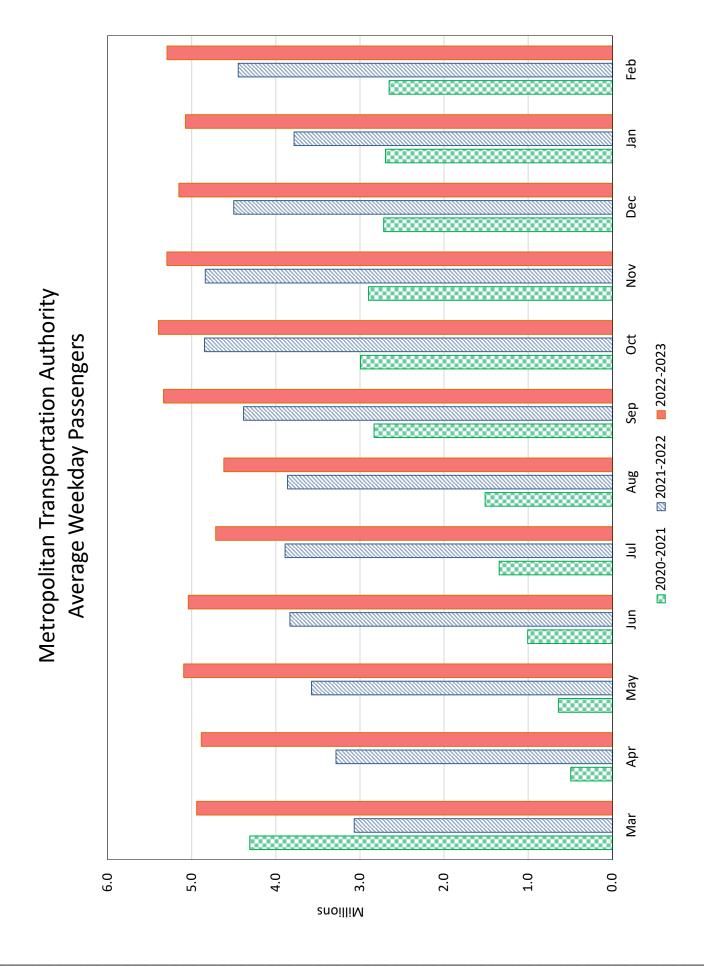
MTA New York City Transit MTA New York City Subway					
MTA New York City Subway	50,887,588	94,466,316	85.64%	116,929,342	23.78%
MTA New York City Bus	37,540,546	67,771,498	80.53%	87,765,836	29.50%
	13,347,043	26,694,818	100.01%	29,163,505	9.25%
MTA Staten Island Railway	75,182	132,655	76.45%	172,696	30.18%
MTA Long Island Rail Road	1,651,279	3,136,190	89.92%	4,628,273	47.58%
MTA Metro-North Railroad	1,390,714	2,765,977	98.89%	4,342,938	57.01%
East of Hudson	1,355,656	2,712,360	100.08%	4,263,480	57.19%
Harlem Line	453,716	862,151	90.02%	1,328,332	54.07%
Hudson Line	295,352	571,905	93.64%	885,767	54.88%
New Haven Line	606,588	1,278,304	110.74%	2,049,380	60.32%
West of Hudson	35,058	53,617	52.94%	79,458	48.19%
Port Jervis Line	22,450	33,695	20.09%	46,314	37.45%
Pascack Valley Line	12,608	19,923	58.01%	33,144	%98.39
MTA Bus Company	2,956,094	6,191,585	109.45%	7,043,013	13.75%
MTA Bridges & Tunnels	20,212,097	26,126,093	29.26%	27,541,588	5.42%
Total All Agencies	56,960,856	106,692,723	87.31%	133,116,261	24.77%
(Excludes Bridges & Tunnels)					
Weekdays:	19	19		19	
Holidays:	~				
Weekend Days:	80	80		80	
Days	28	28		28	

Average Weekday Revenue Passengers in February

	1202	2022	/o Cilange	2023	/o Ollaliga
MTA New York City Transit	2,358,321	3,938,640	67.01%	4,635,622	17.70%
MTA New York City Subway	1,598,244	2,900,121	81.46%	3,520,369	21.39%
MTA New York City Bus	760,077	1,038,520	36.63%	1,115,254	7.39%
MTA Staten Island Railway	3,450	6,752	95.71%	7,864	16.47%
MTA Long Island Rail Road	67,318	132,216	96.41%	197,744	49.56%
MTA Metro-North Railroad	53,527	114,372	113.67%	169,836	48.49%
East of Hudson	52,115	111,522	113.99%	165,866	48.73%
Harlem Line	17,683	36,663	107.33%	53,297	45.37%
Hudson Line	11,104	22,687	104.31%	33,122	46.00%
New Haven Line	23,328	52,172	123.65%	79,446	52.28%
West of Hudson	1,412	2,850	101.85%	3,971	39.31%
Port Jervis Line	901	1,654	83.56%	2,394	44.70%
Pascack Valley Line	511	1,196	134.11%	1,577	31.84%
MTA Bus Company	170,318	253,557	48.87%	280,639	10.68%
MTA Bridges & Tunnels	674,620	862,009	27.78%	881,111	2.22%
Total All Agencies	2,652,934	4,445,537	%22.29	5,291,705	19.03%
(Excludes Bridges & Tunnels)					
Weekdays:	19	19		19	
Holidays:	_			_	
Weekend Days:	∞	80		80	
Days	28	28		28	

Feb Jan Dec Nov Metropolitan Transportation Authority Oct **Revenue Passengers** Aug 2020-2021  $\exists$ Jun Мау Apr Mar 0 140,000,000 160,000,000 120,000,000 100,000,000 40,000,000 20,000,000 80,000,000 60,000,000





## Metropolitan Transportation Authority

	1000 0000	2024 2022	% Change	2000 0000	ريمولي / <sub>0</sub>
Revenue Passengers	2020-2021	2021-202	% Criange	2022-2023	% Criange
March	111,868,739	85,214,253	-23.83%	134,009,005	27.26%
April	12,991,065	87,913,158	576.72%	127,623,057	45.17%
May	16,775,123	94,999,393	466.31%	134,241,949	41.31%
June	26,571,727	104,488,753	293.23%	134,511,524	28.73%
July	36,325,814	106,438,208	193.01%	124,433,842	16.91%
August	39,944,116	105,598,284	164.37%	128,501,419	21.69%
September	74,555,203	116,061,968	55.67%	138,714,118	19.52%
October	82,209,881	129,326,346	57.31%	143,274,073	10.78%
November	74,207,489	125,875,991	69.63%	136,654,259	8.56%
December	73,373,096	119,887,907	63.39%	136,025,200	13.46%
January	69,603,982	97,645,173	40.29%	133,497,500	36.72%
February	65,104,040	106,863,235	64.14%	125,909,193	17.82%
Year-to-Date	134,708,022	204,508,408	51.82%	259,406,693	26.84%
12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
March	205,187,060	54,739,649	-73.32%	110,758,952	102.34%
April	188,100,728	60,983,157	-67.58%	114,068,110	82.05%
May	170,551,592	67,501,846	-60.42%	117,338,323	73.83%
June	155,074,189	73,994,932	-52.28%	119,840,221	61.96%
July	140,450,999	79,837,631	-43.16%	121,339,857	51.98%
August	126,408,968	85,308,812	-32.51%	123,248,451	44.47%
September	114,553,137	88,767,709	-22.51%	125,136,131	40.97%
October	101,978,938	92,694,081	-9.10%	126,298,441	36.25%
November	90,630,371	96,999,790	7.03%	127,196,630	31.13%
December	79,435,522	100,876,024	26.99%	128,541,404	27.43%
January	67,918,666	103,212,790	51.97%	131,529,098	27.43%
February	56,960,856	106,692,723	87.31%	133,116,261	24.77%
Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
March	4,309,649	3,068,087	-28.81%	4,941,511	61.06%
April	494,070	3,284,570	564.80%	4,884,649	48.72%
May	641,295	3,575,423	457.53%	5,094,325	42.48%
June	1,005,715	3,831,691	280.99%	5,038,644	31.50%
July	1,344,345	3,888,439	189.24%	4,713,737	21.22%
August	1,511,885	3,861,251	155.39%	4,618,275	19.61%
September	2,831,789	4,384,131	54.82%	5,334,636	21.68%
October	2,994,330	4,846,551	61.86%	5,395,890	11.33%
November	2,899,036	4,837,335	%98.99	5,293,356	9.43%
December	2,717,961	4,498,893	65.52%	5,151,718	14.51%
January	2,697,273	3,782,700	40.24%	5,073,703	34.13%
February	2,652,934	4,445,537	67.57%	5,291,705	19.03%

## **MTA New York City Transit**

Revenue Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
March	99,791,932	75,928,387	-23.91%	118,028,684	55.45%
April	12,157,660	78,246,327	543.60%	112,422,887	43.68%
May	15,606,118	84,358,496	440.55%	118,261,521	40.19%
June	24,368,767	92,401,189	279.18%	117,873,531	27.57%
July	33,040,655	93,878,423	184.13%	108,926,685	16.03%
August	36,328,385	93,100,697	156.28%	112,306,498	20.63%
September	65,707,256	102,392,081	55.83%	121,506,387	18.67%
October	72,674,353	114,290,430	57.26%	125,914,521	10.17%
November	65,842,026	111,235,816	68.94%	119,967,603	7.85%
December	65,247,880	106,152,436	62.69%	119,672,981	12.74%
January	61,892,663	86,802,782	40.25%	117,310,572	35.15%
February	57,993,365	94,808,725	63.48%	110,960,228	17.04%
Year-to-Date	119,886,028	181,611,507	51.49%	228,270,800	25.69%
12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
March	181,040,305	48,898,960	-72.99%	97,974,674	100.36%
April	166,028,702	54,406,349	-67.23%	100,822,721	85.31%
May	150,611,635	60,135,714	-60.07%	103,647,973	72.36%
June	137,042,589	65,805,082	-51.98%	105,770,668	60.73%
July	124,313,763	70,874,896	-42.99%	107,024,690	51.01%
August	112,099,966	75,605,922	-32.55%	108,625,173	43.67%
September	101,627,052	78,662,991	-22.60%	110,218,032	40.11%
October	90,535,861	82,130,997	-9.28%	111,186,706	35.38%
November	80,516,520	85,913,813	8.70%	111,914,355	30.26%
December	20,699,006	89,322,526	26.34%	113,041,067	26.55%
January	60,557,421	91,398,369	90.93%	115,583,383	26.46%
February	50,887,588	94,466,316	85.64%	116,929,342	23.78%
Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
March	3,805,197	2,732,281	-28.20%	4,337,640	28.76%
April	460,639	2,921,908	534.32%	4,281,949	46.55%
May	594,527	3,165,895	432.51%	4,463,694	40.99%
June	923,380	3,386,752	266.78%	4,397,250	29.84%
yluly	1,222,307	3,424,738	180.19%	4,098,977	19.69%
August	1,373,409	3,405,541	147.96%	4,022,285	18.11%
September	2,493,661	3,863,062	54.92%	4,653,538	20.46%
October	2,644,941	4,278,064	61.75%	4,713,183	10.17%
November	2,564,129	4,266,081	66.38%	4,616,607	8.22%
December	2,416,159	3,986,751	%00:59	4,510,539	13.14%
January	2,390,997	3,349,128	40.07%	4,422,662	32.05%
February	2,358,321	3,938,640	67.01%	4,635,622	17.70%

## MTA New York City Subway

Revenue Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
March	73,639,342	51,395,341	-30.21%	87,296,932	69.85%
April	11,795,394	53,236,649	351.33%	83,458,044	26.77%
May	15,316,407	58,397,777	281.28%	87,807,398	20.36%
June	23,911,163	65,475,928	173.83%	88,064,005	34.50%
July	32,482,176	66,973,313	106.18%	80,700,784	20.50%
August	35,153,119	66,418,585	88.94%	83,116,207	25.14%
September	42,660,693	73,405,353	72.07%	91,067,002	24.06%
October	47,957,127	83,415,225	73.94%	95,228,073	14.16%
November	43,618,698	82,331,344	88.75%	90,951,945	10.47%
December	43,658,492	78,633,267	80.11%	92,148,577	17.19%
January	41,123,531	63,547,386	54.53%	88,997,973	40.05%
February	39,170,408	70,027,806	78.78%	84,353,096	20.46%
Year-to-Date	80,293,939	133,575,192	%96.36%	173,351,069	29.78%
12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
March	136,340,615	35,686,879	-73.83%	70,763,297	98.29%
April	125,234,961	39,140,317	-68.75%	73,281,747	87.23%
May	113,945,545	42,730,431	-62.50%	75,732,548	77.23%
June	104,156,116	46,194,162	-55.65%	77,614,888	68.02%
July	95,237,470	49,068,423	-48.48%	78,758,844	60.51%
August	86,732,705	51,673,879	-40.42%	80,150,313	55.11%
September	78,348,697	54,235,934	-30.78%	81,622,117	50.49%
October	69,402,146	57,190,775	-17.60%	82,606,521	44.44%
November	61,309,977	60,416,829	-1.46%	83,324,904	37.92%
December	53,295,086	63,331,393	18.83%	84,451,180	33.35%
January	45,184,855	65,200,048	44.30%	86,572,062	32.78%
February	37,540,546	67,771,498	80.53%	87,765,836	29.50%
Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
March	2,820,420	1,850,071	-34.40%	3,197,206	72.82%
April	446,725	1,984,839	344.31%	3,169,427	29.68%
May	583,124	2,180,084	273.86%	3,302,051	51.46%
June	905,259	2,389,882	164.00%	3,275,343	37.05%
July	1,200,426	2,435,057	102.85%	3,035,863	24.67%
August	1,321,811	2,422,270	83.25%	2,975,213	22.83%
September	1,627,244	2,751,895	69.11%	3,477,313	26.36%
October	1,752,938	3,099,704	76.83%	3,553,053	14.63%
November	1,706,826	3,135,765	83.72%	3,487,594	11.22%
December	1,623,017	2,937,813	81.01%	3,455,889	17.63%
January	1,595,200	2,430,017	52.33%	3,345,640	37.68%
February	1,598,244	2,900,121	81.46%	3,520,369	21.39%

## MTA New York City Bus

Revenue Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
March	26,152,590	24,533,046	-6.19%	30,731,752	25.27%
April	362,266	25,009,678	6803.67%	28,964,843	15.81%
May	289,711	25,960,719	8860.91%	30,454,123	17.31%
June	457,604	26,925,261	5783.97%	29,809,526	10.71%
July	558,479	26,905,110	4717.57%	28,225,901	4.91%
August	1,175,266	26,682,112	2170.30%	29,190,291	9.40%
September	23,046,563	28,986,728	25.77%	30,439,385	5.01%
October	24,717,226	30,875,205	24.91%	30,686,448	-0.61%
November	22,223,328	28,904,472	30.06%	29,015,658	0.38%
December	21,589,388	27,519,169	27.47%	27,524,404	0.02%
January	20,769,132	23,255,396	11.97%	28,312,599	21.75%
February	18,822,957	24,780,919	31.65%	26,607,132	7.37%
Year-to-Date	39,592,089	48,036,315	21.33%	54,919,731	14.33%
12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
March	44,699,690	13,212,081	-70.44%	27,211,377	105.96%
April	40,793,741	15,266,032	-62.58%	27,540,974	80.41%
May	36,666,090	17,405,282	-52.53%	27,915,424	%86.09
June	32,886,473	19,610,920	-40.37%	28,155,780	43.57%
July	29,076,293	21,806,473	-25.00%	28,265,846	29.62%
August	25,367,262	23,932,044	-5.66%	28,474,860	18.98%
September	23,278,355	24,427,057	4.93%	28,595,915	17.07%
October	21,133,715	24,940,222	18.01%	28,580,185	14.59%
November	19,206,543	25,496,984	32.75%	28,589,451	12.13%
December	17,403,921	25,991,133	49.34%	28,589,887	10.00%
January	15,372,565	26,198,321	70.42%	29,011,321	10.74%
February	13,347,043	26,694,818	100.01%	29,163,505	9.25%
Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
March	984,777	882,210	-10.42%	1,140,434	29.27%
April	13,914	690,786	6634.66%	1,112,522	18.72%
May	11,403	985,811	8544.92%	1,161,643	17.84%
June	18,121	996,870	5401.14%	1,121,907	12.54%
July	21,881	089'686	4423.07%	1,063,114	7.42%
August	51,598	983,271	1805.63%	1,047,072	6.49%
September	866,417	1,111,167	28.25%	1,176,226	5.85%
October	892,003	1,178,360	32.10%	1,160,130	-1.55%
November	857,303	1,130,316	31.85%	1,129,013	-0.12%
December	793,142	1,048,938	32.25%	1,054,651	0.54%
January	795,797	919,111	15.50%	1,077,022	17.18%
February	760,077	1,038,520	36.63%	1,115,254	7.39%

## MTA Bus

March April May June July August September A,717,722 January A,144,587 Year-to-Date May April March April May April September	5,364,129 5,470,547 5,769,080 6,114,454 6,195,930 6,238,307 6,776,694	-6.21% 4907.52%	7,435,153	38.61%
26	5,705,17.2 5,769,080 6,114,454 6,195,930 6,238,307 6,776,694	4907.52%	000.1000.0000	- 1
56	5,470,547 5,769,080 6,114,454 6,195,930 6,238,307 6,776,694	4907.52%		/000
26	5,769,080 6,114,454 6,195,930 6,238,307 6,776,694		6,927,147	26.63%
26	6,114,454 6,195,930 6,238,307 6,776,694	4668.03%	7,217,396	25.10%
26	6,195,930 6,238,307 6,776,694	2945.49%	7,154,058	17.00%
26	6,238,307	2197.96%	6,722,847	8.50%
26	6.776.694	1337.92%	7,011,540	12.39%
26	. )) () ()	34.98%	7,339,892	8.31%
26	7,297,676	35.22%	7,399,768	1.40%
26	6,891,506	42.79%	7,065,112	2.52%
26	6,655,299	41.07%	6,802,786	2.22%
20	5,589,772	23.85%	6,895,416	23.36%
26	5,935,627	43.21%	6,545,034	10.27%
26	11,525,399	33.12%	13,440,451	16.62%
20	2021-2022	% Change	2022-2023	% Change
26	2,926,505	%92.69-	6,364,170	117.47%
26	3,373,280	-61.84%	6,485,554	92.26%
26	3,843,954	-51.65%	6,606,247	71.86%
26	4,336,761	-39.47%	6,692,880	54.33%
26	4,830,619	-23.81%	6,736,790	39.46%
26	5,314,324	-4.11%	6,801,226	27.98%
26	5,460,671	7.19%	6,848,159	25.41%
20	5,619,058	21.32%	6,856,667	22.03%
20	5,791,157	37.37%	6,871,134	18.65%
20	5,952,622	25.55%	6,883,425	15.64%
20	6,042,332	78.51%	6,992,229	15.72%
2020	6,191,585	109.45%	7,043,013	13.75%
	2021-2022	% Change	2022-2023	% Change
	195,148	-10.40%	279,099	43.02%
April 4,380	207,195	4630.75%	270,867	30.73%
May 5,023	222,226	4324.36%	280,548	26.24%
June 8,104	228,302	2717.10%	273,165	19.65%
July 10,762	230,396	2040.84%	258,612	12.25%
August 18,825	232,450	1134.81%	255,424	9.88%
September 191,813	263,162	37.20%	288,065	9.46%
October 197,739	282,129	42.68%	286,146	1.42%
November 189,644	272,727	43.81%	280,123	2.71%
December 176,015	256,577	45.77%	266,040	3.69%
January 176,149	223,575	26.92%	267,085	19.46%
February 170,318	253,557	48.87%	280,639	10.68%

## MTA Staten Island Railway

March April	200,584	91,130	-54.57%	194,498	113.43%
April	10.677				
	70.8	108.921	453 54%	160.878	47.70%
t.	23.457	98 984	321 98%	180 045	81.89%
,June	41,174	112,775	173.90%	176.302	56.33%
VINC	62.304	115.520	85.41%	136.617	18.26%
August	64.780	117.585	81.51%	145.975	24.14%
September	77,710	148,918	91.63%	184,153	23.66%
October	97,118	167,411	72.38%	185,090	10.56%
November	77,847	182,918	134.97%	188,105	2.84%
December	78,744	164,787	109.27%	174,579	5.94%
January	81,492	137,590	68.84%	184,342	33.98%
February	77,293	145,316	88.01%	161,771	11.32%
Year-to-Date	158,785	282,906	78.17%	346,113	22.34%
12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
March	342,090	090'99	%69.08-	141,269	113.85%
April	312,253	73,497	-76.46%	145,598	98.10%
May	280,141	79,791	-71.52%	152,353	90.94%
June	254,578	85,758	-66.31%	157,647	83.83%
July	232,085	90,193	-61.14%	159,405	76.74%
August	211,410	94,593	-55.26%	161,771	71.02%
September	187,534	100,527	-46.40%	164,707	63.84%
October	162,037	106,385	-34.35%	166,181	56.21%
November	140,268	115,141	-17.91%	166,613	44.70%
December	118,803	122,311	2.95%	167,429	36.89%
January	95,515	126,986	32.95%	171,325	34.92%
February	75,182	132,655	76.45%	172,696	30.18%
Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
March	8,575	3,958	-53.84%	7,815	97.44%
April	764	4,715	516.92%	7,181	52.28%
May	984	4,545	361.97%	7,760	70.74%
June	1,807	4,969	175.03%	7,487	%29.05
July	2,535	5,028	98.32%	6,281	24.93%
August	2,739	5,049	84.34%	5,900	16.86%
September	3,542	6,173	74.27%	7,914	28.19%
October	4,137	7,144	72.69%	8,295	16.11%
November	3,661	7,769	112.21%	8,087	4.09%
December	3,334	7,105	113.13%	7,558	6.38%
January	3,590	5,911	64.62%	7,843	32.69%
February	3,450	6,752	95.71%	7,864	16.47%

## MTA Long Island Rail Road

					2010
Revellue Passellyers	120202	202-1202	/o Cilalige	5707-2707	6
March	3,274,069	2,092,132	-36.10%	4,371,239	108.94%
April	253,571	2,199,648	767.47%	4,170,715	89.61%
May	515,918	2,511,071	386.72%	4,468,670	<b>44.36</b> %
June	1,113,087	3,107,640	179.19%	4,847,814	26.00%
July	1,621,375	3,309,454	104.11%	4,511,503	36.32%
August	1,747,284	3,294,846	88.57%	4,760,161	44.47%
September	2,041,823	3,630,469	77.81%	4,997,251	37.65%
October	2,174,853	3,940,612	81.19%	4,943,908	25.46%
November	1,896,355	3,949,969	108.29%	4,778,906	20.99%
December	1,860,130	3,668,045	97.19%	4,759,965	29.77%
January	1,730,014	2,750,138	58.97%	4,632,771	68.46%
February	1,586,865	3,180,253	100.41%	4,296,380	35.10%
Year-to-Date	3,316,879	5,930,391	78.79%	8,929,150	20.57%
12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
March	7,247,065	1,552,784	-78.57%	3,326,115	114.20%
April	6,624,526	1,714,957	-74.11%	3,490,371	103.53%
May	6,002,940	1,881,220	-68.66%	3,653,504	94.21%
June	5,451,002	2,047,432	-62.44%	3,798,519	85.53%
July	4,920,209	2,188,106	-55.53%	3,898,689	78.18%
August	4,405,699	2,317,069	-47.41%	4,020,799	73.53%
September	3,947,514	2,449,457	-37.95%	4,134,697	%08.89
October	3,453,066	2,596,603	-24.80%	4,218,305	62.45%
November	3,009,772	2,767,738	-8.04%	4,287,384	54.91%
December	2,525,849	2,918,397	15.54%	4,378,377	20.03%
January	2,072,374	3,003,407	44.93%	4,535,263	51.00%
February	1,651,279	3,136,190	89.92%	4,628,273	47.58%
Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
March	131,992	74,271	-43.73%	169,106	127.69%
April	10,320	80,959	684.49%	173,210	113.95%
May	21,012	99,149	371.87%	184,591	86.18%
June	41,528	111,901	169.46%	191,380	71.03%
July	60,288	123,086	104.16%	191,102	55.26%
August	68,889	117,645	75.88%	179,336	52.44%
September	78,788	136,128	72.78%	207,020	52.08%
October	80,530	148,316	84.17%	205,368	38.47%
November	80,008	154,992	93.72%	208,025	34.22%
December	69,004	132,186	91.56%	195,044	47.55%
January	73,051	114,792	57.14%	202,433	76.35%
Fohrian	67 349	422 246	06 41%	777 177	\00°

## MTA Metro-North Rail Road

2.882.2699         1,734.75         -39.70%         3979.431           450.910         1.887.75         -31.66%         3.979.431           906.636         2.261.761         344.67%         3.974.67%         4.459.818           1.306.836         2.261.761         344.67%         4.458.818         4.443.71           1.306.837         1.306.832         2.261.761         34.46%         4.144.317           1.306.847         3.500.217         94.46%         4.377.46           1.306.847         3.500.217         94.46%         4.561.489           1.306.855         2.268.891         7.0.66%         4.74.489           1.306.856         2.347.340         171.130%         4.664.332           2.688.744         1.208.340         91.86%         8.401.79           6.288.744         1.209.340         91.86%         8.401.79           6.706.422         1.776%         91.86%         8.401.79           6.706.422         1.776%         91.86%         8.401.79           6.706.423         1.776%         91.86%         8.401.79           6.706.424         1.776%         7.726%         3.705.62           5.706.425         1.776%         91.86%         4.44.439	Revenue Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
1,000,000   1,00	March	2,882,959	1,738,475	-39.70%	3,979,431	128.90%
608.055         2.261,761         344.87%         4,114,317           1.331,828         2.786.684         2.264.68         4,458.818           1.331,828         2.986.884         107.887         4,458.91           1.301,828         2.986.884         107.887         4,458.91           1.368,977         3.113,806         107.887         4,686.435           1.368,555         3.227         4,49%         4,686.435           1.368,555         3.244,891         70.56%         4,474.399           1.368,555         2.364.891         70.56%         4,474.399           2,688,486         5,188,205         11.76%         4,614.889           4,687,482         1,178         1,186.205         3,445,780           2,688,486         5,188,205         1,178         4,474.399           6,878,744         1,285,315         1,178         3,202.202           6,878,744         1,286,305         -7.58%         8,420,179           6,161,01         1,175%         6,68%         3,270,24           6,876,482         1,145,074         -7.75%         3,123,867           5,161,00         1,175%         4,424,399         3,278           6,204,482         1,445,074         1,	April	450.910	1.887.715	318.65%	3.941,431	108.79%
1,331,822   2,782,694   2,24,64%   4,459,818   1,331,822   2,938,884   1,707,881   4,752,48   1,366,523   2,846,849   1,707,881   4,897,884   4,77,245   4,896,73   1,366,523   3,630,217   1,266,53   1,366,525   2,846,81   1,272,48   4,449%   4,449%   4,890,748   4,890,748   4,890,744   4,496,61,744   4,	May	508.635	2,261,761	344.67%	4.114.317	81.91%
1,331,852	June	847,928	2,752,694	224.64%	4,459,818	62.02%
1,366,824   1,286,849   107,83%   4,277,245   1,566,847   1,566,847   1,366,520   3,600,277   34,49%   4,49%   4,40%   4,646,522   1,566,947   3,615,733   12,112,86   4,447,399   4,447,399   1,386,525   2,364,891   70,56%   4,447,399   4,450,499   4,440,499   4,440,499   4,440,499   4,440,49	July	1,331,852	2,938,882	120.66%	4,136,190	40.74%
1,077,881   3,113,806   82,32%   4,666,435     1,666,523   3,615,734   12,112%   4,49%   4,830,785     1,666,523   2,546,891   12,112%   4,644,552     1,301,932   2,793,316   12,112%   4,474,399     2,688,486   5,188,205   91,86%   8,420,179     2,020,2024   2,021,2022   % Change   2,022,2023     6,294,482   1,295,340   -61,17%   2,952,724     6,294,482   1,295,340   -61,17%   2,952,724     6,294,482   1,295,340   -61,17%   2,952,724     6,294,482   1,295,340   -61,17%   2,952,724     6,294,482   1,295,340   -61,17%   2,952,724     6,294,482   1,295,340   -61,17%   3,123,867     6,294,482   1,295,340   -61,17%   2,982,340     6,190   1,295,340   -1,1293,340   3,123,867     7,10,490   1,295,340   -61,107     1,808,421   2,241,941   -1,2,33   3,503,482     1,390,744   2,241,941   -1,2,33   3,957,44     1,290,744   2,264,995   2,944,99   4,246,899     1,390,744   2,765,977   98,89%   4,246,899     1,390,744   2,765,977   2,844,39%   1,514,22     1,10,49   83,600   323,36%   151,42     1,10,48   83,600   323,488   165,48     1,20,69   61,595   110,04%   116,274   110,275,37     1,20,54   116,274   117,54%   113,537     1,25,348   55,577   146,29%   117,537     1,20,348   1,39,74   116,274   117,54%   119,237     1,20,348   116,274   117,54%   119,237     1,20,348   116,274   117,54%   119,389     1,39,49   116,274   117,54%   119,389     1,39,548   116,274   117,54%   118,587     1,25,348   116,274   117,54%   118,587     1,25,348   116,274   117,54%   118,587     1,25,348   116,274   117,54%   118,587     1,25,348   116,274   117,54%   118,587     1,254,349   116,274   117,54%   118,587     1,254,340   116,274   117,54%   118,587     1,255,340   116,274   117,54%   118,587     1,255,340   116,274   117,54%   118,587     1,255,340   116,274   117,54%   118,587     1,255,340   116,274   117,54%   118,587     1,255,340   117,54%   117,54%   118,587     1,254,340   116,274   117,54%   117,54%     1,254,340   116,274   117,54%   117,54%     1,254,340   117,54%   117,54%   118,587     1,254,340   117,54%   117,54%   1	August	1,369,824	2,846,849	107.83%	4,277,245	50.24%
1886.523   3630.217   94.49%   4480,775     1.886.525   3.630.217   94.49%   4.654.522     1.386.555   3.247.340   121.12%   4.614.889     1.386.555   2.345.891   70.56%   4.654.539     2.888.486   5.188.202   70.56%   8.420.179     2.888.486   5.188.202   8.14.55%   8.420.179     2.888.486   2.345.80   41.45.74   2.352.202     6.294.422   1.255.340   -81.17%   2.952.724     6.294.422   1.45.044   -77.52%   3.123.84     5.766.422   1.45.04   -77.52%   3.123.84     5.766.422   1.45.04   -77.52%   3.278.246     5.766.422   1.45.04   -77.52%   3.278.246     5.766.422   1.45.04   -77.52%   3.278.246     5.766.422   1.45.04   -77.52%   3.278.246     5.766.422   2.24.038   -2.288%   3.42.038     3.166.43   2.24.038   -2.288%   3.42.038     4.396.714   2.266.147   3.03%   4.246.889     4.396.714   2.266.147   3.03%   4.246.889     1.390.714   2.266.147   3.23.36%   4.56.87     1.6.044   2.766.97   3.23.36%   4.246.889     1.6.044   2.266.14   3.22.201%   4.246.889     1.6.048   6.242   4.60%   4.246.889     1.6.048   6.722   2.88.43%   1.57.039     6.386   1.566.168   80.68%   1.57.27%   1.58.755     6.386   1.566.168   80.68%   1.55.757     6.386   1.566.182   1.65.757   1.00.42%   1.55.37     6.386   6.385   1.55.757   1.56.37     6.386   6.385   1.55.757   1.56.87     6.386   1.56.182   1.56.182   1.55.757     6.386   1.56.182   1.56.182   1.55.757     6.386   1.56.182   1.56.182   1.55.757     6.386   1.56.182   1.56.182   1.55.757     6.386   1.56.272   1.56.272   1.56.37     6.386   1.56.272   1.56.37   1.56.37     6.386   1.56.37   1.56.37   1.56.37     6.386   1.56.37   1.56.37   1.56.37     6.386   1.56.37   1.56.37   1.56.37     6.386   1.56.38   1.56.37   1.56.37     6.386   1.56.38   1.56.38   1.56.38     6.386   1.56.38   1.56.37   1.56.37   1.56.37     6.386   1.56.38   1.56.37   1.56.37   1.56.37     6.386   1.56.38   1.56.38   1.56.38   1.56.38     6.386   1.56.38   1.56.37   1.56.37   1.56.37     6.386   1.56.38   1.56.38   1.56.38   1.56.38     6.386   1.56.38   1.56.38   1.56.38   1.56.38     6.38	September	1,707,881	3,113,806	82.32%	4,686,435	50.51%
1,564,947   3,615,783   131,105%   4,644,552     1,366,555   2,364,891   70,566%   4,474,399     1,301,332   2,793,315   114,55%   4,614,899     1,301,332   2,793,315   114,55%   3,945,780     2,168,466   2,364,891   1,265,340   -81,17%   2,262,2023     6,576,442   1,45,074   -77,52%   3,278,246     5,161,071   1,79,898   -66,68%   3,278,246     5,161,071   1,79,898   -66,68%   3,278,246     4,465,049   1,976,033   -2,266,89   3,420,560     4,465,049   1,976,034   -12,23%   3,570,524     4,149,604   1,79,898   -66,68%   3,470,560     4,666,553   2,241,038   -2,286,89   3,770,534     1,506,432   2,411,941   -12,23%   3,957,44     2,265,131   2,241,038   2,560,167   13,03%   4,071,107     1,608,421   2,661,167   13,03%   4,342,938     1,390,74   2,765,977   98,89%   151,442     1,16,084   10,05,66   101,04%   158,785     1,16,084   100,566   101,04%   158,785     1,16,084   100,566   101,04%   115,309     6,349   100,566   101,04%   115,307     6,349   116,274   117,54%   117,537     6,349   116,274   117,54%   117,537     6,348   116,274   113,30%   113,307     6,348   116,274   117,54%   117,537     6,348   116,274   117,54%   117,537     6,349   116,274   113,37%   148,387     6,349   116,274   117,54%   117,54%   117,54%     6,349   116,274   117,54%   117,54%   118,387     6,349   116,274   113,37%   118,387     6,349   116,274   113,37%   118,387     6,349   116,274   113,37%   118,387     6,349   116,274   113,37%   118,387     6,349   116,274   113,37%   118,387     6,349   116,274   113,37%   118,387     6,349   116,274   113,37%   118,387     6,349   116,274   113,37%   118,387     6,349   116,274   113,37%   118,387     6,349   116,274   113,37%   118,387     6,349   116,274   113,37%   118,387     6,349   116,274   113,37%   118,387     6,349   116,274   113,37%   118,387     6,349   116,274   113,37%   118,387     6,349   116,274   113,37%   118,387     6,349   116,274   113,37%   118,37%     6,349   116,274   113,37%   118,37%     7,440   116,37%   116,37%   118,37%     7,440   116,37%   118,37%	October	1,866,523	3,630,217	94.49%	4,830,785	33.07%
1468 625   3.247,340   12112%   4614,889     1,301,322   2,733,345   144,56%   3,447,309     2,688,486   5,158,205   91,86%   8,420,179     2,688,486   2,733,345   144,56%   3,447,309     2,020,2021   2,021,2022   % Change   2,022,2023     6,878,734   1,265,340   -41,17%   2,952,774     6,294,482   1,45,074   -77,52%   3,123,867     5,706,492   1,561,168   -66,68%   3,420,565     5,706,492   1,561,168   -66,68%   3,420,565     4,449,600   1,976,903   -52,36%   3,520,282     4,49,600   1,976,903   -22,36%   3,520,282     4,49,600   1,976,903   -22,36%   3,520,282     4,49,600   1,976,903   -22,36%   3,520,282     4,49,600   1,976,903   2,411,941   -12,23%   3,650,182     1,390,714   2,560,167   13,03%   4,246,899     1,390,714   2,765,977   98,89%   4,246,899     1,796,904   1,05,66   101,04%   154,731     1,908   66,384   155,76   165,380     6,584   1,585   115,606   80,68%   117,54%   117,537     5,3445   6,594   116,274   117,54%   117,54%   117,537     5,3445   6,594   116,274   117,54%   117,537     6,5367   144,37,389   116,274   117,54%   117,537     6,5349   116,274   117,54%   117,537     6,5349   116,274   117,54%   117,537     6,5349   116,274   117,54%   117,54%   117,537     6,5349   116,274   117,54%   117,54%   118,586     6,584   116,274   117,54%   117,54%   118,586     6,584   116,274   117,54%   117,54%   118,586     6,584   116,274   117,54%   117,54%   117,537     6,5349   116,274   117,54%   117,54%   117,54%     6,5349   116,274   117,54%   117,54%   118,586     6,584   116,274   117,54%   117,54%   118,586     6,584   116,274   117,54%   117,54%   118,586     6,584   116,274   117,54%   117,54%   118,586     6,585   116,743   117,74%   118,586     6,585   116,743   117,74%   118,586     6,586   116,743   117,74%   118,586     6,586   116,743   117,74%   118,586     6,586   116,743   117,74%   118,586     6,586   116,743   117,74%   118,586     6,586   116,743   117,74%   118,586     6,586   116,748   118,586     6,586   116,748   118,586     6,586   116,748   118,586     6,586   116,74	November	1,564,947	3,615,783	131.05%	4,654,532	28.73%
1,386,555         2,344,891         70,56%         4,474,399           2,001,932         2,793,315         114,55%         3,945,780           2,686,486         5,186,205         91,86%         8,420,179           2,0020-2021         2021-2022         % Change         2022-2023           6,294,482         1,295,340         -81,17%         2,955,724           6,246,049         1,561,168         -72,64%         3,123,867           5,161,071         1,719,896         -66,68%         3,278,246           4,49,600         1,561,168         -72,64%         3,278,246           4,49,600         1,576,903         -52,38%         3,278,246           4,49,600         1,571,889         -66,68%         3,278,246           4,149,600         1,571,889         -66,88%         3,278,246           3,196,533         2,244,93         -72,24%         3,278,246           4,149,600         1,578,98         -66,88%         3,270,534           2,265,131         2,560,167         13,33%         4,246,889           1,390,714         2,560,167         13,03%         4,246,889           1,390,714         2,765,977         98,89%         4,242,838           1,390,71         2,76	December	1,468,620	3,247,340	121.12%	4,614,889	42.11%
1,301,932         2,793,315         141,65%         3,945,780           2,688,486         5,188,205         91,88%         8,420,179           2020-2021         2021-2022         % Change         2022-2023           6,878,734         1,295,340         -81,17%         2,952,724           6,294,482         1,415,074         -77,52%         3,123,867           5,706,492         1,719,898         -66,68%         3,420,506           4,445,049         1,853,817         -60,09%         3,420,506           4,445,040         1,853,817         -60,09%         3,420,508           3,196,453         2,241,941         -12,23%         3,70,582           2,747,993         2,241,941         -12,23%         3,870,582           2,747,993         2,241,941         -12,23%         3,870,582           1,390,714         2,560,167         13,03%         4,246,899           4,45,04         2,766,977         98,89%         4,246,899           1,390,714         2,766,977         98,89%         4,246,899           1,796         8,792         284,3%         157,731           1,974         8,800,792         28,43%         157,442           1,974         8,800,792         <	January	1,386,555	2,364,891	70.56%	4,474,399	89.20%
2,686,486         5,168,205         91.86%         91.86%         8,420,179           2020-2021         2021-2022         % Change         2022-2023           6,874,724         1,456,74         -77,52%         3,123,867           5,706,492         1,456,174         -77,52%         3,123,867           5,706,492         1,561,168         -72,64%         3,276,246           5,706,492         1,561,168         -72,64%         3,276,246           5,706,492         1,707,989         -66,68%         3,276,246           4,445,600         1,976,903         -52,36%         3,570,534           4,445,600         1,976,903         -22,38%         3,770,534           2,747,993         2,241,941         -12,23%         3,870,582           2,747,993         2,441,941         -12,23%         4,246,899           1,390,74         2,560,167         13,03%         4,246,899           1,45,004         2,561,69         46,08%         4,246,899           1,590,74         2,765,97         98,89%         4,246,899           1,590,74         2,220,103         -5,727%         147,862           1,596         8,600,167         -57,27%         147,862           1,598	February	1,301,932	2,793,315	114.55%	3,945,780	41.26%
2020-2021         2021-2022         % Change         2022-2023           6 8/8 / 734         1 (286) 340         -81 / 17%         2.962/724           6 (294, 482         1 (445) 074         -77.52%         2.962/724           5 (706, 492         1 (445) 074         -77.52%         3.123.867           5 (10, 071         1 (741) 898         -66.86%         3.420,506           4 (445) 040         1 (853.817         -60.09%         3.420,506           4 (445) 040         1 (876.903         -52.36%         3,520,282           4 (445, 04)         1 (876.903         -52.36%         3,520,282           2 (47) 043         2 (241.94)         -12.23%         3,670,582           2 (247) 93         2 (241.94)         -12.23%         3,671,444           2 (265,131         2 (260.167         13.03%         4,246.899           4 (286,202)         2 (411.94)         -12.23%         4,246.899           4 (384,21)         2 (561.695         46.08%         4,246.899           4 (384,21)         2 (541.695         46.08%         4,342.938           4 (384,21)         2 (41.697)         2 (84.89%         4,342.938           4 (396)         4 (307.17)         4,342.938         4,342.938	Year-to-Date	2,688,486	5,158,205	91.86%	8,420,179	63.24%
6,878,734       1,295,340       -81.17%       2,952,724         6,294,482       1,415,074       -77.52%       3,123,867         5,706,492       1,561,168       -76.64%       3,420,506         4,645,049       1,853,817       -66.68%       3,420,506         4,645,049       1,976,903       -52.36%       3,520,282         3,696,553       2,044,063       -43.35%       3,770,534         3,196,453       2,241,038       -29.89%       3,770,534         2,265,131       -12.23%       4,246,899         1,808,421       2,460,167       13,03%       4,246,899         1,390,714       2,560,167       13,03%       4,246,899         1,390,714       2,661,169       46.08%       4,246,899         1,390,714       2,669,169       2,61,696       46.08%       4,342,938         1,390,714       2,765,977       98.89%       4,342,938         1,390,714       2,765,977       98.89%       4,342,938         1,598       69,792       28.43%       117,48         1,798       83,609       323,36%       157,731         90,767       222,91%       169,36         66,984       105,42%       116,24%       1180,89	12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
6,294,482         1,415,074         -77.52%         3,123,867           5,706,492         1,561,168         -72.64%         3,278,246           5,106,492         1,561,168         -72.64%         3,278,246           4,645,049         1,276,903         -66.68%         3,420,506           4,149,600         1,976,903         -52.36%         3,583,482           3,996,553         2,044,063         -43.55%         3,870,582           2,746,433         2,241,038         -29.89%         3,770,534           2,746,432         2,241,038         -29.89%         3,770,534           3,196,423         2,241,038         -29.89%         3,870,582           2,741,941         -12,23%         3,870,582           2,741,941         -12,23%         4,246,899           1,390,714         2,641,695         46.08%         4,342,938           1,390,714         2,641,695         46.08%         4,342,938           1,596         2,741,941         -12,23%         4,342,938           1,598         66,349         5,727%         41,742,938           1,9,749         83,609         323,36%         155,300           4,445         1105,192         117,10%         158,765	March	6,878,734	1,295,340	-81.17%	2,952,724	127.95%
5,706,492         1,561,168         -72,64%         3,278,246           5,101,071         1,719,898         -66,68%         3,420,506           4,645,049         1,853,817         -60,09%         3,420,506           4,149,600         1,976,903         -52,36%         3,639,482           3,666,553         2,041,038         -29,89%         3,770,534           2,265,131         2,241,038         -29,89%         3,870,582           2,226,131         2,560,167         13,03%         4,424,689           4,347,993         2,411,941         -12,23%         3,870,582           2,226,131         2,560,167         13,03%         4,246,899           4,390,714         2,560,167         13,03%         4,246,899           4,390,714         2,641,695         46,08%         4,342,938           175,68         60,792         284,33%         147,862           19,749         83,609         323,36%         157,731           30,69         99,767         222,91%         169,362           44,453         105,48         95,42%         168,362           66,984         130,898         95,42%         180,514           66,984         116,27         117,40%	April	6,294,482	1,415,074	-77.52%	3,123,867	120.76%
5,161,071       1,719,898       -66.68%       3,420,506         4,645,049       1,833,817       -60.09%       3,520,282         4,645,049       1,976,903       -52.36%       3,639,482         3,196,653       2,094,03       -52.36%       3,770,534         3,196,433       2,241,341       -12.23%       3,870,582         2,747,993       2,241,941       -12.23%       3,877,634         2,265,131       2,560,167       13.03%       4,246,899         1,390,744       2,641,695       46.08%       4,246,899         1,390,744       2,765,977       98.89%       4,342,938         17,968       62,429       -57.27%       147,862         17,968       69,792       288,43%       161,462         19,749       83,609       323.36%       165,362         19,749       83,609       323.36%       165,362         50,024       100,566       101,04%       155,30         66,984       130,898       95,42%       180,54         66,984       130,898       95,42%       180,54         66,984       130,898       66,95%       177,63         66,984       130,698       66,95%       175,69	May	5,706,492	1,561,168	-72.64%	3,278,246	109.99%
4,645,049       1,853,817       -60.09%       3,520,282         4,149,600       1,976,903       -52.36%       3,639,482         3,196,453       2,094,063       -29.89%       3,770,534         2,747,993       2,241,038       -29.89%       3,870,582         2,747,993       2,411,941       -12.23%       4,071,107         1,808,421       2,600,167       13.03%       4,246,899         1,390,714       2,650,17       13.03%       4,246,899         1,390,714       2,765,977       98.89%       4,342,338         1,390,714       2,765,977       98.89%       4,342,338         146,084       62,429       -57,27%       147,852         146,084       62,429       -57,27%       157,731         30,896       99,767       222.91%       165,326         50,024       100,566       101.04%       178,099         66,984       130,896       95.42%       186,544         61,595       116,274       117,54%       178,699         65,349       116,274       117,54%       178,699         17,506       66,984       116,274       117,54%       117,699         18,445       116,274       117,54% <td< td=""><td>June</td><td>5,161,071</td><td>1,719,898</td><td>-66.68%</td><td>3,420,506</td><td>98.88%</td></td<>	June	5,161,071	1,719,898	-66.68%	3,420,506	98.88%
4,149,600       1,976,903       -52.36%       3,639,482         3,696,553       2,094,063       -43.35%       3,770,534         3,196,453       2,094,063       -43.35%       3,770,534         3,196,453       2,241,934       -12.23%       3,870,682         2,747,993       2,441,941       -12.23%       3,957,144         2,566,131       2,641,695       46.08%       4,071,107         1,808,471       2,765,977       98.89%       4,246,898         1,390,714       2,765,977       98.89%       4,342,938         1,390,744       2,745,977       98.89%       4,342,938         1,568       69,792       -57.27%       147,852         1,67,49       62,429       -57.27%       147,852         1,9749       69,767       22.2.91%       165,733         1,9749       8,609       323.36%       165,733         66,984       100,566       101.04%       178,099         66,984       135,767       120,42%       178,099         66,984       135,67       113,67%       113,69%       173,68         63,485       66,986       66,986       66,986       166,986       166,986       173,68         63,4	ylul	4,645,049	1,853,817	-60.09%	3,520,282	89.89%
3,696,553 2,094,063 4,335% 3,770,534 3,196,453 2,241,038 2,241,038 2,241,038 2,241,038 2,241,038 2,241,038 2,241,034 2,266,131 2,266,167 1,303% 4,246,899 4,246,899 4,246,899 4,246,899 4,246,899 4,246,899 4,246,899 4,246,899 4,342,938 4,342,938 4,342,938 4,342,938 4,453 105,192 117,10% 115,606 117,10% 115,606 110,04% 115,606 115,605 115,606 115,605 115,606	August	4,149,600	1,976,903	-52.36%	3,639,482	84.10%
3,196,453       2,241,038       -29.89%       3,870,582         2,747,993       2,411,941       -12.23%       3,957,144         2,265,131       2,560,167       13.03%       4,071,107         1,808,421       2,641,695       46.08%       4,246,899         1,390,714       2,765,977       98.89%       4,342,938         1,46,084       62,429       -57.27%       147,852         19,749       62,429       -57.27%       147,852         19,749       69,767       222.91%       169,362         48,453       105,192       117.10%       169,362         48,453       105,66       101.04%       155,330         60,984       136,898       95,42%       182,899         61,595       66,984       116,274       117.54%       172,537         53,485       89,295       66,986       173,67%       173,677         53,485       89,295       66,986       173,67%       173,67%         64,984       116,372       113,67%       173,67%       169,836	September	3,696,553	2,094,063	-43.35%	3,770,534	80.08
2,747,993       2,411,941       -12.23%       3,957,144         2,265,131       2,560,167       13.03%       4,071,107         1,808,421       2,641,695       46.08%       4,246,899         1,390,714       2,765,977       98.89%       4,342,938         1,390,714       2,765,977       98.89%       4,342,938         146,084       62,429       -57.27%       147,852         17,968       69,792       288.43%       151,442         19,749       83,609       323.36%       169,362         48,453       105,192       117.10%       158,765         50,024       100,566       101.04%       155,330         66,984       130,898       95,42%       180,514         61,595       66,98%       172,537         53,449       116,274       117,54%       172,537         53,57       114,372       113,67%       169,836         113,67%       135,7%       169,836	October	3,196,453	2,241,038	-29.89%	3,870,582	72.71%
2,265,131       2,560,167       13.03%       4,071,107         1,808,421       2,641,695       46.08%       4,246,899         1,390,714       2,641,695       46.08%       4,246,899         1,390,714       2,765,977       98.89%       4,342,938         2020-2021       Change       2022-2023         146,084       62,429       -57,27%       147,852         19,749       83,609       323,36%       157,731         30,896       99,767       222.91%       169,362         48,453       105,192       117,10%       158,765         50,024       100,566       101,04%       155,330         66,984       130,898       95,42%       178,099         66,984       136,595       66,95%       172,537         53,489       89,295       66,95%       173,614         53,489       96,295       66,95%       173,614         130,898       95,42%       172,537         130,898       95,42%       173,614         130,898       96,295       66,95%       173,614         131,67%       14,372       14,372       14,372         133,67       14,372       14,372       14,372 <th< td=""><td>November</td><td>2,747,993</td><td>2,411,941</td><td>-12.23%</td><td>3,957,144</td><td>64.06%</td></th<>	November	2,747,993	2,411,941	-12.23%	3,957,144	64.06%
1,808,421         2,641,695         46.08%         4,246,899           1,390,714         2,765,977         98.89%         4,246,899           1,390,714         2,765,977         98.89%         4,242,938           2020-2021         % Change         2022-2023           146,084         62,429         -57.27%         147,852           17,968         69,792         288.43%         151,442           19,749         83,609         323.36%         155,731           30,896         99,767         222.91%         169,362           48,453         105,192         117.10%         158,765           50,024         100,566         101.04%         158,765           66,984         130,896         95.42%         178,099           61,595         135,767         120.42%         180,514           53,489         66,984         116,274         117.54%         169,537           53,485         66,986         66,956         66,956         413,67%         173,68           53,489         66,986         66,986         66,986         66,986         66,986         173,67           53,485         66,986         66,986         66,986         66,986 <th< td=""><td>December</td><td>2,265,131</td><td>2,560,167</td><td>13.03%</td><td>4,071,107</td><td>29.05%</td></th<>	December	2,265,131	2,560,167	13.03%	4,071,107	29.05%
1,390,714         2,765,977         98.89%         4,342,938           2020-2021         2021-2022         % Change         2022-2023           146,084         62,429         -57.27%         147,852           17,968         63,792         288.43%         151,442           19,749         83,609         323.36%         157,731           30,896         99,767         222.91%         169,362           48,453         105,192         117.10%         158,765           50,024         100,566         101.04%         156,330           66,984         130,898         95.42%         182,899           61,595         116,274         117,54%         172,537           53,485         89,295         66.95%         169,836           53,485         144,372         113,67%         169,836	January	1,808,421	2,641,695	46.08%	4,246,899	%92.09
2020-2021         % Change         2022-2023           146,084         62,429         -57.27%         147,852           17,968         69,792         288.43%         151,442           19,749         83,609         323.36%         157,731           30,896         99,767         222.91%         169,362           48,453         105,192         117.10%         158,765           50,024         100,566         101.04%         178,099           66,984         130,898         95,42%         182,899           61,595         135,767         120.42%         180,514           53,489         89,295         66.95%         173,681           53,485         89,295         66.95%         173,681           53,57         113,67%         113,67%         169,836	February	1,390,714	2,765,977	%88.86%	4,342,938	57.01%
146,084     62,429     -57.27%     147,852       17,968     69,792     288.43%     151,442       19,749     83,609     323.36%     157,731       30,896     99,767     222.91%     169,362       48,453     105,192     117.10%     158,765       50,024     100,566     101.04%     158,765       66,984     130,898     95.42%     182,899       66,984     136,767     120,42%     180,514       53,489     116,274     117.54%     172,537       53,485     89,295     66,95%     173,67       74     113,67%     143,67%     169,836	Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
17,968     69,792     288.43%     151,442       19,749     83,609     323.36%     157,731       30,896     99,767     222.91%     169,362       48,453     105,192     117.10%     158,765       50,024     100,566     101.04%     155,330       66,984     130,898     95.42%     182,899       oer     61,595     116,274     117.54%     172,537       oer     53,485     89,295     66.95%     173,681       rv     53,527     114,372     113,67%     149,836	March	146,084	62,429	-57.27%	147,852	136.83%
19,749     83,609     323.36%     157,731       30,896     99,767     222.91%     169,362       48,453     105,192     117.10%     158,765       50,024     100,566     101.04%     155,330       66,984     130,898     95.42%     182,899       oer     61,595     116,274     117.54%     172,537       oer     53,485     89,295     66.95%     173,681       r     53,527     114,372     113,67%     169,836	April	17,968	69,792	288.43%	151,442	116.99%
30,896       99,767       222.91%       169,362         48,453       105,192       117.10%       158,765         ber       63,985       105,666       101.04%       155,330         -       66,984       130,898       95,42%       182,899         ber       66,984       130,898       95,42%       182,899         ber       61,595       116,274       117.54%       180,514         ber       53,489       66.984       116,274       117.54%       172,537         ber       53,485       89,295       66.95%       173,681         ber       53,527       114,372       113,67%       169,836	May	19,749	83,609	323.36%	157,731	88.65%
48,453     105,192     117.10%     158,765       50,024     100,566     101.04%     155,330       ber     63,985     115,606     80.68%     178,099       cer     66,984     130,898     95,42%     182,899       oer     61,595     135,767     120.42%     180,514       oer     53,449     116,274     117.54%     172,537       r     53,485     89,295     66.95%     173,681       r     53,577     114,372     113,67%     169,836	June	30,896	792'66	222.91%	169,362	%92.69
ber 63,985 10,0566 101.04% 155,330 155,330	ylul	48,453	105,192	117.10%	158,765	20.93%
63,985     115,606     80.68%     178,099       66,984     130,898     95,42%     182,899       61,595     135,767     120.42%     180,514       53,449     116,274     117.54%     172,537       53,485     89,295     66.95%     173,681       53,57     114,372     113,67%     169,836	August	50,024	100,566	101.04%	155,330	54.46%
66,984     130,898     95.42%     182,899       61,595     135,767     120.42%     180,514       53,449     116,274     117.54%     172,537       53,485     89,295     66,95%     173,681       53,527     114,372     113,67%     169,836	September	63,985	115,606	89.08	178,099	54.06%
61,595     135,767     120.42%     180,514       53,449     116,274     117.54%     172,537       53,485     89,295     66,95%     173,681       53,527     114,372     113,67%     169,836	October	66,984	130,898	95.42%	182,899	39.73%
53,449       116,274       117.54%       172,537         53,485       89,295       66.95%       173,681         53,527       114,372       113,67%       169,836	November	61,595	135,767	120.42%	180,514	32.96%
53,485 89,295 66.95% 173,681 53.527 114.372 113.67% 169.836	December	53,449	116,274	117.54%	172,537	48.39%
53.527 114.372 113.67% 169.836	January	53,485	89,295	66.95%	173,681	94.50%
00.00	February	53,527	114,372	113.67%	169,836	48.49%

# MTA Metro-North East-of-Hudson

2,183,357	Dovonilo Daccondore	2020-2024	2024_2022	% Change	2002-2003	% Change
43,157         1,100,00         -0.0.7%         3,938,190           497,247         1,500,00         -0.0.7%         3,938,190           80,247         2,268,822         347,83%         3,446,168           80,43,677         1,507,424         2,268,822         347,83%         4,401,173           1,301,424         2,883,706         12,159%         4,006,577           1,500,424         3,753,78         107,48%         4,006,577           1,501,424         3,561,900         122,13%         4,006,577           1,501,426         3,561,900         122,13%         4,006,577           1,501,426         3,561,900         122,13%         4,006,577           1,501,426         3,561,900         122,13%         4,006,512           1,501,426         3,561,400         122,13%         4,006,512           2,626,304         1,566,700         122,13%         4,006,512           6,177,626         1,284,02         7,75%         8,775,601           6,533,00         1,556,00         1,17,37%         8,775,601           6,633,00         1,556,00         1,17,37%         8,775,601           6,633,00         1,556,00         1,17,37%         8,745,87           6,617,62	Neveliue Fasseligers	1202020	4 705 606	/0 Cilalige	2022-2023	/0 OCD/
497.247 2.668.80 2.66.30% 4.00.577 8.846.488 4.065.577 8.66.30% 4.00.2030 4.40.1347 1.855.507 3.66.32% 3.846.488 4.00.65.577 8.66.800 2.66.30% 4.00.2030 4.00.2030 4.00.2031 2.762.4% 4.00.1347 1.30.6.4% 4.00.17.4% 4.00.17.4% 4.00.17.4% 4.00.17.4% 4.00.17.4% 4.00.17.17 1.50.14.4% 4.00.182 1.20.17.4% 4.00.17.17 1.20.14.19.19.19.19.19.19.19.19.19.19.19.19.19.	March	7,783,357	909,507,1	-38.72%	5,959,193	130.90%
497,247         2.26.8.82         347.83%         4.066.577           826,483         2.66.80         2.26.8.37         4.016.57           1,301,424         2.26.8.37         1.51.68%         4.01.20           1,301,424         2.863.706         121.58%         4.016.67           1,536,436         3.64.60%         94.60%         4.016.67           1,531,448         3.56.300         132.3%         4.56.61           1,534,148         3.56.300         132.3%         4.56.61           1,534,148         3.16.73         4.75.51         4.75.51           1,534,148         3.16.73         4.75.51         4.75.51           2,625,364         1.75.8%         4.75.61         4.71.51           2,625,364         1.36.74         4.71.34         3.35.84           6,745,384         1.384.02         7.75.7%         3.084.95           6,745,384         1.384.02         7.75.7%         3.084.87           5,594,761         1.528.20         7.75.8%         3.24.88           5,594,761         1.528.03         7.75.89         3.77.47           5,594,761         1.528.03         7.75.89         3.77.47           1,204         1.65.80         3.25.40%	April	434,767	1,853,507	326.32%	3,846,458	107.52%
2606.800         226.80%         4401,347           1,301,424         2,863,00         121,59%         4,401,347           1,301,424         2,863,00         121,59%         4,072,00           1,306,827         3,504,961         82,24%         4,041,76           1,531,48         3,564,300         132,13%         4,504,671           1,531,48         3,564,300         132,13%         4,566,43           1,534,481         3,667,599         122,10%         4,566,614           1,534,481         3,168,79         122,10%         4,566,614           1,534,481         1,364,072         136,73         4,616,289           1,271,204         2,762,416         11,31%         4,566,44           1,271,204         2,762,416         11,31%         4,566,44           1,271,204         2,762,416         11,31%         4,566,44           1,271,204         1,364,072         77,77%         3,872,227           2,626,341         1,364,072         77,77%         3,278,49           6,745,394         1,384,072         77,77%         3,278,49           6,745,394         1,384,072         77,77%         3,278,49           6,543,00         1,384,072         77,77% <t< td=""><td>May</td><td>497,247</td><td>2,226,822</td><td>347.83%</td><td>4,065,577</td><td>82.57%</td></t<>	May	497,247	2,226,822	347.83%	4,065,577	82.57%
1336,837   173,376   174,486   4,072,030     1336,837   2,773,79   177,48%   4,072,030     1,670,827   3,540,861   82,24%   4,040,476     1,534,188   3,546,861   125,10%   4,546,176     1,434,801   3,186,739   122,10%   4,616,516     1,434,801   3,186,739   122,10%   4,546,188     1,434,801   3,186,739   122,10%   4,016,82     1,271,244   1,273,13%   1,273,27     2,625,361   2,091,48   70,53%   4,401,682     1,271,202   2,007,48   1,265,844   1,266,844   2,173,14%   3,428,373     1,271,202   1,286,073   1,275%   3,273,909     1,606,309   1,664,063   6,671%   3,468,472     1,766,160   2,586,031   1,276, 84   4,170,96     1,366,66   2,173,260   1,00,68%   4,263,480     1,366,66   2,173,260   1,00,68%   4,263,480     1,366,66   2,173,260   1,00,08%   4,263,480     1,366,66   2,173,260   1,00,08%   1,170,98     1,170,24   6,73,27   1,12,77%   1,12,724     1,12,12   2,12,17%   2,12,17%   1,170,98     1,12,24   2,12,12   2,12,17%   1,170,98     1,12,12   2,12,10%   1,12,12     1,12,12   2,11,13,99%   1,14,468     1,12,12   2,11,13,99%   1,14,468     1,13,69%   1,13,69%   1,13,69%   1,14,688     1,13,69%   1,13,69%   1,13,69%   1,14,688     1,13,69%   1,13,69%   1,13,69%   1,14,688     1,13,69%   1,13,69%   1,14,688     1,13,69%   1,13,69%   1,14,69%   1,14,688     1,13,69%   1,13,69%   1,14,69%   1,14,688     1,13,69%   1,13,69%   1,14,69%   1,14,688     1,13,69%   1,13,69%   1,14,69%   1,14,688     1,13,69%   1,13,69%   1,14,69%   1,14,688     1,13,69%   1,14,59%   1,14,69%   1,14,688     1,13,69%   1,14,69%   1,14,69%   1,14,688     1,13,69%   1,14,69%   1,14,69%   1,14,69%   1,14,688     1,13,69%   1,14,69%   1,14,69%   1,14,688     1,13,69%   1,14,69%   1,14,69%   1,14,69%   1,14,69%     1,14,14   1,14,69%	June	826,483	2,696,800	226.30%	4,401,347	63.21%
1,336,837   1,336,837   1,336,837   1,336,837   1,336,837   1,336,837   1,336,837   1,336,837   1,336,837   1,344,981   8,22,4%   4,204,671   1,524,168   1,354,168   2,309,144   7,1531%   4,745,515   1,254,364   1,254,364   1,254,364   1,256,344   1,346,364   1,346,364   1,246,326   1,246,326   1,246,326   1,246,326   1,246,34	ylul	1,301,424	2,883,706	121.58%	4,072,030	41.21%
1,025,027   3,044,961   82,24%   4,540,176   1,025,027   3,554,306   94,50%   4,445,629   4,441,682   1,341,48   1,341,48   1,341,48   1,341,48   1,341,48   1,341,48   1,341,48   1,341,48   1,341,48   1,341,48   1,341,48   1,341,48   1,341,48   1,341,48   1,341,48   1,341,48   1,341,48   1,341,48   1,341,48   1,341,42   1,341,48   1,341,	August	1,336,837	2,773,378	107.46%	4,204,671	51.61%
1826 627         3 560 860         94 50%         4 745 515           1 424 801         3 554,300         132,13%         4 546,565           1 424 801         2 309,184         70.53%         4,546,565           1 424,104         2,782,416         117,31%         4,546,565           2 625,361         5,071,599         33.18%         4,401,682           2 625,361         5,071,599         33.18%         4,401,682           6 77,534         1,268,44         -41,33%         2,202,2023           6 74,5364         1,268,40         -77,59%         3,064,471           6 77,626         1,368,402         -77,59%         3,064,771           6 5,284,511         1,528,203         -76,69%         3,128,482           6 7,102         1,528,203         -77,69%         3,128,482           7 6,52,845         1,528,203         -77,69%         3,128,482           8 6,21,10         1,528,007         -72,69%         3,128,483           8 6,21,10         2,103,914         -29,90%         3,802,302           1,64,06,13         2,56,607         1,12,5%         3,96,621           1,706,160         2,103,91         4,103,90           1,704,106         2,103,00         4,10,	September	1,670,821	3,044,981	82.24%	4,540,176	49.10%
1,334,148   3,54,300   132,13%   4,546,209   1,344,168   1,344,168   2,309,144   70,53%   4,401,662   4,526,614   4,016,739   4,401,662   4,526,614   4,016,629   4,016,739   4,401,662   4,016,739   4,401,662   4,016,739   4,401,662   4,016,739   4,401,662   4,016,739   4,401,662   4,016,739   4,401,662   4,016,739	October	1,825,627	3,550,860	94.50%	4,745,515	33.64%
1,34,801   3,186,759   122,10%   4,526,614     1,374,801   2,782,46   17,33%   3,872,227     2,625,361   2,762,46   17,33%   3,872,327     2,625,361   2,762,402   3,18%   8,273,909     2,020-2021   2,021-2022   % Change   2,022-2023     6,745,384   1,286,022   1,528,203   -7,757%   3,004,571     5,584,761   1,528,203   -6,71,69   3,217,801     5,584,761   1,528,203   -6,71,6   3,359,46     4,552,845   1,875,203   -6,71,6   3,359,46     4,562,845   1,875,203   -6,71,6   3,359,46     4,562,845   1,875,203   -6,71,6   3,369,46     4,562,845   1,875,203   -6,71,6   3,369,46     1,366,60   2,586,02   46,54%   4,170,96     1,366,60   2,586,02   46,54%   4,170,96     1,366,60   2,712,360   100,08%   4,263,480     1,366,60   102,16   3,23,59%   155,496     1,366,60   102,16   3,23,59%   155,496     1,366,60   102,16   10,197%   154,196     1,269   112,320   80,52%   114,488     1,342   6,550   113,516   118,09%   165,782     1,342   6,560   113,516   118,09%   169,790     5,049   113,516   113,69%   165,866     6,145   113,516   113,69%   165,866     6,145   113,60%   113,516   113,60%   165,866     6,145   113,60%	November	1,531,148	3,554,300	132.13%	4,546,269	27.91%
1,354,156         2,300,184         70,53%         4,401,682           1,271,204         2,762,416         17,31%         3,872,227           2,65,361         5,071,599         93.18%         4,401,682           2,020-2021         2021-2022         % Change         2022-2023           6,745,364         1,266,844         -81,23%         2,888,492           6,174,626         1,326,072         -77,57%         3,204,801           5,584,761         1,582,039         -66,71%         3,359,846           4,562,345         1,684,063         -66,71%         3,359,846           4,562,345         1,684,063         -52,40%         3,370,148           3,621,119         2,050,145         -52,40%         3,570,148           3,621,149         2,050,146         -2,90%         3,570,148           3,621,140         2,588,092         46,54%         4,170,996           1,766,160         2,588,092         46,54%         4,170,996           1,756,160         2,712,360         100,08%         4,263,480           1,756,160         2,712,360         100,08%         4,263,480           1,734         81,246         323,59%         147,998           1,734         82,220	December	1,434,801	3,186,759	122.10%	4,526,614	42.04%
1,271,204         2,762,416         117,31%         3,872,27           2,625,361         5,071,599         93,18%         8,273,909           2,020,2021         2,021,2022         % Change         2,289,492           6,745,364         1,265,844         -81,23%         2,898,492           6,171,626         1,384,072         -77,57%         3,064,571           5,594,761         1,265,844         -77,57%         3,064,571           4,066,132         1,815,920         -60,11%         3,359,846           4,552,845         1,815,920         -60,11%         3,359,846           4,066,132         1,815,920         -60,11%         3,359,846           3,129,912         2,193,634         -52,40%         3,359,846           3,129,912         2,193,636         -12,15%         3,802,302           2,689,393         2,322,510         -12,15%         3,802,302           1,766,160         2,588,092         46,54%         4,170,996           1,735,656         2,712,360         100,08%         4,263,480           1,11,50         1,17,34         2,24,70%         3,25,480           1,11,50         1,12,40         2,24,70%         3,265,480           1,11,26         1,12,	January	1,354,158	2,309,184	70.53%	4,401,682	90.62%
2020-2021         5,071,599         93.18%         8,273,909           2020-2021         Change         2022-2023         6,745,964         1,266,844         -81,23%         2,898,402           6,745,364         1,266,844         -1,266,844         -77,57%         3,064,571         3,064,571           6,594,761         1,528,203         -72,69%         3,217,801         3,07,846         3,217,801           6,594,761         1,528,203         -72,69%         3,217,801         3,217,801         3,217,801           6,594,761         1,528,203         -72,69%         -72,69%         3,217,801         3,259,46           4,562,845         1,815,920         -60,11%         3,578,148         3,578,148         3,578,148           4,562,845         1,329,14         -29,90%         3,578,148         3,702,747         3,596,662           2,214,712         2,586,02         2,586,02         46,54%         4,170,996         4,170,996           1,756,160         2,743,76         2,743,76         3,596,662         2,710,76         4,170,996           1,756,160         2,743,76         2,580,92         46,54%         4,170,996         4,170,996           1,754         1,556         67,712,360         100,08%         <	February	1,271,204	2,762,416	117.31%	3,872,227	40.18%
2020-2021         2021-2022         % Change         2022-2023           6,745,364         1,265,844         -81,23%         2,898,492           6,171,626         1,384,072         -77,57%         3,064,571           5,059,309         1,684,063         -65,71%         3,064,571           5,059,309         1,684,063         -66,71%         3,568,48           4,562,845         1,835,603         -60,11%         3,458,873           4,066,132         1,835,631         -52,40%         3,578,148           3,429,91         2,185,920         -60,11%         3,578,148           3,4129,91         2,185,920         -60,11%         3,578,148           3,429,91         2,185,920         -60,11%         3,578,148           2,214,712         2,185,920         -60,11%         3,578,148           3,4129,91         2,183,84         3,002,302         3,606,21           4,55,656         2,182,509         40,008%         4,170,996           2,214,71         2,588,092         46,54%         4,170,996           4,1556         60,725         -57,10%         4,170,996           17,234         67,931         224,10%         4,263,480           17,234         67,931	Year-to-Date	2,625,361	5,071,599	93.18%	8,273,909	63.14%
6,745,364 1,265,844 -81,23% 2,898,492 2,898,492 1,384,072 -77,57% 3,064,571 5,589,4761 1,528,033 -72,69% 3,104,571 5,069,309 1,684,063 -66.71% 3,359,846 4,552,845 1,815,920 -60.11% 3,369,846 3,129,912 2,060,145 43.38% 3,702,747 3,129,912 2,060,145 43.38% 3,702,747 3,729,41 2,588,092 46.54% 4,170,996 1,766,160 2,588,092 46.54% 4,170,996 1,355,666 2,712,360 100,08% 4,263,480 1,756,160 2,588,092 46.54% 4,170,996 1,756,160 2,588,092 46.54% 4,170,996 1,756,160 2,588,092 46.54% 4,170,996 1,756,160 2,921 201,202,2023 1,12,24 67,196 101,766 101,766 101,766 101,766 101,766 101,766 101,77% 117,77% 115,724 117,72% 117,77% 117,77% 115,724 117,72% 117,77% 117,77% 115,724 117,488 11,246 65,124 112,320 80,52% 117,446 117,448 113,569 113,516 118,09% 119,09% 119,160 119,70% 119,160 119,160 113,516 111,82% 116,878 116,878 11,1522 113,99% 116,868 116,87	12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
6,171,626       1,384,072       -77.57%       3,064,571         5,594,761       1,582,03       -72.69%       3,217,801         5,594,761       1,684,663       -66.71%       3,289,46         4,562,845       1,884,663       -66.71%       3,458,873         4,066,132       1,935,631       -52.40%       3,578,148         3,129,912       2,050,145       -43.38%       3,702,747         2,089,333       2,986,507       -12.15%       3,802,302         2,14,712       2,588,092       46.54%       4,170,996         1,766,160       2,588,092       46.54%       4,170,996         1,756,160       2,588,092       46.54%       4,170,996         1,756,160       2,588,092       46.54%       4,170,996         1,756,160       2,588,092       46.54%       4,170,996         1,756,160       2,588,092       46.54%       4,170,996         1,756,160       2,712,360       100.08%       4,263,480         1,754       67,10%       117,556       147,556         1,10       81,246       323.59%       147,568         4,455       97,62       224,70%       164,166         62,20       112,320       80.52% <t< td=""><td>March</td><td>6,745,364</td><td>1,265,844</td><td>-81.23%</td><td>2,898,492</td><td>128.98%</td></t<>	March	6,745,364	1,265,844	-81.23%	2,898,492	128.98%
5,594,761       1,528,203       -72,69%       3,217,801         5,099,309       1,684,063       -66,77%       3,329,846         4,502,845       1,815,920       -60,11%       3,339,846         4,066,132       1,815,920       -60,11%       3,359,846         3,429,12       2,036,45       -43,38%       3,702,74         3,429,912       2,036,44       -29,90%       3,702,74         2,214,712       2,362,510       -12,15%       3,884,966         2,214,712       2,588,092       46,54%       4,170,996         1,766,160       2,588,092       46,54%       4,170,996         1,356,656       2,712,360       100,08%       4,263,480         17,34       60,725       -57,10%       144,552         19,180       81,246       323,56%       165,782         19,180       81,246       323,56%       165,786         44,655       97,864       101,97%       174,468         65,124       127,128       95,21%       174,688         65,124       13,569       67,40%       169,79         14,656       118,0%       118,0%       1174,688         14,656       112,128       118,0%       1174,688	April	6,171,626	1,384,072	-77.57%	3,064,571	121.42%
5,059,309         1,684,063         -66,71%         3,359,846           4,552,845         1,815,920         -60,11%         3,458,873           4,652,845         1,815,920         -60,11%         3,458,873           4,652,845         1,935,631         -52,40%         3,578,148           3,621,119         2,050,145         -43,38%         3,702,747           3,129,912         2,138,144         -29,90%         3,884,966           2,214,712         2,586,507         13,27%         3,884,966           2,214,712         2,588,092         46,54%         4,710,996           1,356,656         2,712,360         100.08%         4,263,480           1,356,656         2,712,360         100.08%         4,263,480           17,234         67,931         294.18%         147,963           17,234         67,931         294.18%         147,983           19,180         97,152         224,70%         154,776           48,455         97,84         117,320         80,52%         174,488           62,220         112,320         80,52%         174,488           65,124         127,128         95,21%         174,68           65,124         113,59%         17	May	5,594,761	1,528,203	-72.69%	3,217,801	110.56%
4,552,845       1,815,920       -60.11%       3,458,873         4,666,132       1,935,631       -52.40%       3,578,148         3,621,119       2,050,145       -43.38%       3,702,747         3,129,912       2,193,914       -29.90%       3,802,302         2,689,393       2,362,510       -12.15%       3,894,966         2,214,712       2,588,092       46.54%       4,170,996         1,766,160       2,588,092       46.54%       4,170,996         1,355,656       2,712,360       100.08%       4,263,480         4,1,556       60,725       -57.10%       144,552         17,234       67,331       294.18%       147,983         19,180       81,246       323.59%       165,782         47,066       97,152       224.70%       165,782         48,455       112,7128       95.21%       174,688         65,124       127,128       95.21%       174,688         65,124       127,128       95.21%       174,688         65,124       132,689       121,82%       165,789         14,468       65,124       132,689       121,82%       165,789         14,468       65,124       141,856       141,489	June	5,059,309	1,684,063	-66.71%	3,359,846	99.51%
4,066,132       1,935,631       -52.40%       3,578,148         3,621,119       2,050,145       -43.38%       3,702,747         3,129,912       2,183,914       -29.90%       3,802,302         2,688,393       2,362,510       -12.15%       3,884,966         2,214,712       2,588,092       46.54%       4,170,996         1,766,160       2,588,092       46.54%       4,170,996         1,355,656       2,712,360       100.08%       4,263,480         141,556       60,725       -57.10%       144,552         17,234       67,931       294,18%       147,893         19,180       81,246       323.59%       165,782         4,455       97,452       224,70%       165,782         4,455       97,864       101.97%       154,786         62,220       112,320       80.52%       174,648         65,124       112,320       80.52%       174,648         65,124       13,546       127,128       95,21%       174,648         65,049       113,516       140.90%       169,578       166,578         70,49       113,59%       113,59%       113,59%       166,578	ylul	4,552,845	1,815,920	-60.11%	3,458,873	90.48%
3,621,119       2,050,145       -43.8%       3,702,747         3,129,912       2,193,914       -29.90%       3,802,302         2,688,933       2,582,510       -12.15%       3,884,966         2,214,712       2,588,092       46.54%       4,170,996         1,766,160       2,588,092       46.54%       4,170,996         1,355,656       2,712,360       100.08%       4,263,480         141,556       60,725       -57.10%       144,552         17,234       60,725       -57.10%       144,552         19,180       81,246       323.59%       154,196         29,921       97,162       224,70%       154,76         48,455       97,864       101.97%       154,76         48,455       112,320       80,52%       174,648         65,124       112,320       80,52%       174,648         52,049       113,516       118,09%       165,78         51,942       86,950       67.40%       168,578         66,124       113,516       113,99%       165,866	August	4,066,132	1,935,631	-52.40%	3,578,148	84.86%
3,129,912       2,193,914       -29.90%       3,802,302         2,689,393       2,362,510       -12.15%       3,884,966         2,214,712       2,508,507       13.27%       3,996,621         1,766,160       2,588,092       46.54%       4,170,996         1,355,656       2,712,360       100.08%       4,263,480         4,170,996       2,712,360       100.08%       4,263,480         17,234       60,725       -57.10%       144,552         19,180       81,246       323.59%       165,782         44,455       97,152       224,70%       165,782         48,455       97,152       224,70%       165,782         48,455       97,152       224,70%       174,468         62,220       117,07%       90,52%       174,468         65,124       127,128       95,21%       174,648         59,818       13,569       12,182%       174,648         52,049       67,40%       67,40%       169,70         52,049       113,516       67,40%       169,70         61,942       67,40%       169,70       169,70	September	3,621,119	2,050,145	-43.38%	3,702,747	80.61%
2,689,393       2,362,510       -12.15%       3,884,966         2,214,712       2,508,507       13.27%       3,996,621         1,766,160       2,588,092       46.54%       4,170,996         1,355,656       2,712,360       100.08%       4,263,480         2020-2021       2021-2022       % Change       2022-2023         141,556       60,725       -57.10%       144,552         17,234       67,931       294.18%       147,983         19,180       81,246       323.59%       154,196         29,921       97,152       224.70%       165,782         48,455       102,165       117.07%       154,766         62,220       112,320       80.52%       174,468         65,124       127,128       95.21%       174,648         59,818       121,82%       174,648         52,049       86,950       67.40%       169,79         52,145       13,99%       168,578         65,145       141,522       113,99%       165,78	October	3,129,912	2,193,914	-29.90%	3,802,302	73.31%
2,214,712       2,508,507       13.27%       3,996,621         1,766,160       2,588,092       46.54%       4,170,996         1,355,656       2,712,360       100.08%       4,170,996         2,202-2021       Change       2022-2023         141,556       60,725       -57.10%       144,552         17,234       81,246       323.59%       154,196         29,921       97,152       224,70%       154,196         48,455       112,320       80.52%       174,468         62,220       112,320       80.52%       174,468         65,124       127,128       95.21%       174,648         59,818       127,128       95.21%       178,841         52,049       132,689       121,82%       165,780         51,942       86,950       67,40%       163,790         52,145       111,522       113,59%       163,790         65,146       113,516       113,99%       163,790         65,166       113,516       113,99%       163,790	November	2,689,393	2,362,510	-12.15%	3,884,966	64.44%
1,766,160         2,588,092         46.54%         4,170,996           1,355,656         2,712,360         100.08%         4,170,996           2020-2021         % Change         2022-2023           141,556         60,725         -57.10%         144,552           17,234         67,931         294.18%         147,983           19,180         81,246         323.59%         154,196           29,921         97,152         224,70%         165,782           48,455         102,165         117,07%         154,776           48,455         112,320         80.52%         174,468           65,124         132,689         121,82%         174,648           65,124         13,516         118,09%         169,790           51,942         86,950         67,40%         169,790           52,115         111,522         113,59%         168,786	December	2,214,712	2,508,507	13.27%	3,996,621	59.32%
1,355,656         2,712,360         100.08%         4,263,480           2020-2021         % Change         2022-2023           141,556         60,725         -57.10%         144,552           17,234         67,931         294.18%         147,983           19,180         81,246         323.59%         165,782           47,066         97,152         224.70%         165,782           48,455         97,864         101.97%         154,76           62,220         112,320         80.52%         174,468           65,124         127,128         95.21%         174,648           65,124         132,689         121.82%         168,578           59,818         113,516         118,09%         169,790           51,942         86,950         67.40%         168,790           52,145         111,522         113,99%         165,866	January	1,766,160	2,588,092	46.54%	4,170,996	61.16%
2020-2021         % Change         2022-2023           141,556         60,725         -57.10%         144,552           17,234         67,931         294.18%         147,983           19,180         81,246         323.59%         154,196           29,921         97,152         224.70%         154,796           48,455         97,864         101.97%         154,776           62,220         112,320         80.52%         174,468           65,124         127,128         95.21%         178,648           59,818         113,516         118.09%         168,578           51,942         86,950         67,40%         168,790           52,145         113,516         113,99%         165,866	February	1,355,656	2,712,360	100.08%	4,263,480	57.19%
141,556       60,725       -57.10%       144,552         17,234       67,931       294.18%       147,983         19,180       81,246       323.59%       154,196         29,921       97,452       224.70%       165,782         47,066       102,165       117.07%       154,776         ber       62,220       112,320       80.52%       174,468         -       65,124       127,128       95.21%       174,648         ber       59,818       132,689       121.82%       174,648         ber       52,049       113,516       118.09%       168,578         ber       52,145       41,552       113,99%       165,866	Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
17,234     67,931     294.18%     147,983       19,180     81,246     323.59%     154,196       29,921     97,152     224.70%     165,782       48,455     97,864     101.97%     154,776       5,124     112,320     80.52%     174,468       65,124     127,128     95.21%     174,468       5er     59,818     132,689     121.82%     174,648       5er     52,049     113,516     118.09%     168,578       7     65,145     113,516     67,40%     169,790       7     111,522     113,99%     165,866	March	141,556	60,725	-57.10%	144,552	138.04%
19,180       81,246       323.59%       154,196         29,921       97,152       224.70%       165,782         47,066       102,165       117.07%       154,776         ber       62,220       112,320       80.52%       174,468         -       65,124       127,128       95.21%       178,841         ber       65,124       127,128       95.21%       174,648         ber       59,818       132,689       121.82%       174,648         ber       52,049       113,516       118,09%       168,578         r       51,942       86,950       67.40%       169,790         r       52,115       111,522       113,99%       165,866	April	17,234	67,931	294.18%	147,983	117.84%
29,921       97,152       224.70%       165,782         47,066       102,165       17.07%       154,776         52,20       112,320       80.52%       174,468         62,220       112,320       80.52%       178,841         59,818       127,128       95.21%       178,841         52,049       113,516       118.09%       168,578         51,942       86,950       67.40%       169,790         74       11,522       113,59%       165,866	May	19,180	81,246	323.59%	154,196	89.79%
47,066     102,165     117.07%     154,776       48,455     97,864     101.97%     151,724       ber     62,220     112,320     80.52%     174,468       -     65,124     127,128     95.21%     178,841       oer     59,818     13,569     121.82%     174,648       oer     52,049     113,516     118.09%     168,578       r     51,942     86,950     67.40%     169,790       r     52,115     111,522     113,99%     165,866	June	29,921	97,152	224.70%	165,782	70.64%
ber 62,220 112,320 80.52% 174,468 177,44 80.52% 174,468 177,44 80.52% 174,468 177,44 80.52% 174,468 177,44 80.52% 177,468 177,	ylul	47,066	102,165	117.07%	154,776	51.50%
r     62,220     112,320     80.52%     174,468       65,124     127,128     95.21%     178,841       59,818     132,689     121.82%     174,648       52,049     113,516     118.09%     168,578       51,942     86,950     67.40%     169,790       52,115     111,522     113,99%     165,866	August	48,455	97,864	101.97%	151,724	55.04%
65,124     127,128     95.21%     178,841       59,818     132,689     121.82%     174,648       52,049     113,516     118.09%     168,578       51,942     86,950     67.40%     169,790       52,115     111,522     113,99%     165,866	September	62,220	112,320	80.52%	174,468	55.33%
.       59,818       132,689       121.82%       174,648         .       52,049       113,516       118.09%       168,578         51,942       86,950       67.40%       169,790         52,115       111,522       113.99%       165,866	October	65,124	127,128	95.21%	178,841	40.68%
52,049       113,516       118.09%       168,578         51,942       86,950       67.40%       169,790 <b>52,115 11,522 113.99% 165,866</b>	November	59,818	132,689	121.82%	174,648	31.62%
51,942 86,950 67.40% 169,790 109,790 52.115 111,522 113.99% 165,866	December	52,049	113,516	118.09%	168,578	48.51%
52.115 111.52 113.99% 165.866	January	51,942	86,950	67.40%	169,790	95.27%
	February	52,115	111,522	113.99%	165,866	48.73%

## MTA Metro-North Harlem Line

Kevenue Passengers March April May	<b>2020-2021</b> 921,624	<b>2021-2022</b> 565,594	% cnange -38 63%	2022-2023 1 286 998	% Change
March April May	921,624	565,594	-38 63%	1 286 908	21
April May				000,007,	127.55%
May	162,080	604,696	273.08%	1,223,332	102.31%
	173,611	701,869	304.28%	1,284,892	83.07%
June	273,887	828,393	202.46%	1,363,666	64.62%
ylul	430,221	870,467	102.33%	1,233,632	41.72%
August	426,425	834,378	95.67%	1,269,182	52.11%
September	559,731	995,604	77.87%	1,398,649	40.48%
October	600,349	1,136,140	89.25%	1,453,884	27.97%
November	530,307	1,121,485	111.48%	1,407,914	25.54%
December	493,511	1,024,878	107.67%	1,407,252	37.31%
January	447,475	765,723	71.12%	1,385,823	80.98%
February	425,370	896,586	110.78%	1,224,763	36.60%
Year-to-Date	872,845	1,662,308	90.45%	2,610,586	22.05%
12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
March	2,172,776	424,047	-80.48%	922,268	117.49%
April	1,988,145	460,931	-76.82%	973,821	111.27%
May	1,803,865	504,953	-72.01%	1,022,406	102.48%
June	1,634,453	551,162	-66.28%	1,067,012	93.59%
ylul	1,475,196	587,849	-60.15%	1,097,276	%99.98
August	1,322,436	621,845	-52.98%	1,133,510	82.28%
September	1,181,495	658,168	-44.29%	1,167,097	77.33%
October	1,023,378	702,817	-31.32%	1,193,575	69.83%
November	884,085	752,082	-14.93%	1,217,445	61.88%
December	734,331	796,362	8.45%	1,249,309	26.88%
January	587,535	822,883	40.06%	1,300,984	58.10%
February	453,716	862,151	90.02%	1,328,332	54.07%
Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
March	46,417	20,392	-26.07%	47,680	133.82%
April	6,469	22,470	247.37%	47,736	112.44%
May	6,829	26,041	281.34%	49,478	%00.06
June	10,065	30,182	199.88%	52,039	72.42%
ylul	15,804	31,313	98.14%	47,817	52.71%
August	15,702	29,800	88.78%	46,367	25.60%
September	21,195	37,068	74.89%	54,556	47.18%
October	21,722	41,202	%89.68	55,739	35.28%
November	21,248	42,450	%82.66	56,248	32.51%
December	18,162	36,968	103.54%	52,193	41.18%
January	17,502	29,218	66.94%	54,194	85.48%
February	17,683	36,663	107.33%	53,297	45.37%

## MTA Metro-North Hudson Line

Section	Revenue Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
10 689	March	564,119	369,388	-34.52%	782,021	111.71%
108.831   444.263   344.97%   943.628   943.638   943.	April	699.06	405.149	346.84%	806.510	%90.66
189 227   205 34%   205 34%   205 348   202 543   205 348   202 543   205 348   202 543   205 348   205		108.831	484.263	344.97%	843.628	74.21%
292,573         628,627         144,86%         888,194           314,183         623,164         98,34%         908,463           373,703         560,0561         568,02%         949,810           421,834         773,198         125,04%         908,430           325,266         731,988         125,04%         907,144           300,724         649,113         115,88%         905,714           200,986         1,040,783         84,84%         10,414,25           553,065         1,040,783         84,84%         16,657,73           1,382,21         2021,202         % Change         16,657,17           1,447,41         386,97         -64,52%         178,96           837,74         40,819         -41,00%         178,96           847,74         386,97         -64,52%         183,13           868         422,42%         36,54%         178,96           87,74         46,86%         27,54%         14,46%	June	189,227	577,791	205.34%	929,489	80.87%
314,183   563,154   98,34%   908,463     472,183   762,068   90,65%   1,041,268     300,724   762,068   112,604%   104,426     200,724   476,89   175,86%   104,426     200,724   476,89   175,86%   104,428     200,724   476,89   175,86%   104,739     202,2024   2021,2022   % Change   2022,2023     1,382,231   28,323   36,31   75,88%   606,291     1,47,412   396,07   37,139   44,22%   608,684     1,40,015   386,97   44,58%   608,684     1,47,416   44,0819   44,22%   608,684     202,2024   52,08   44,28%   608,684     202,2024   52,08   44,28%   608,684     36,044   50,062   14,46%   884,484     376,88   54,78   45,29%   813,113     202,2024   202,09   44,7%   20,28%   30,807     4,113   17,479   22,28%   30,807     4,113   17,479   22,28%   30,807     4,113   17,479   22,28%   30,807     4,113   17,479   22,28%   30,807     4,113   17,479   22,28%   30,807     4,113   17,479   22,28%   30,807     4,113   17,479   22,28%   30,807     4,113   17,479   22,28%   30,807     4,113   17,479   22,28%   30,807     4,113   17,479   22,28%   30,807     4,113   23,27   27,186   32,38%   32,599     4,140   23,27   12,57%   31,89%   32,599     4,140   23,27   12,57%   31,89%   31,899     4,140   23,27   12,57%   31,89%   32,599     4,140   23,27   12,57%   40,44%   33,899     4,140   23,27   12,87%   31,89%   31,899     4,140   23,27   12,87%   31,89%   31,899     4,140   23,27   12,87%   31,89%   31,899     4,140   23,27   11,27%   31,89%   31,899     4,140   23,27   11,27%   31,89%   31,899     4,140   23,27   11,27%   31,89%   31,899     4,140   23,27   11,27%   31,89%   31,899     4,140   23,27   11,27%   31,89%   31,899     4,140   23,27   11,27%   31,89%   31,899     4,140   23,27   11,27%   31,89%   31,899     4,140   23,27   11,27%   31,89%   31,899     4,140   23,27   11,27%   31,89%   31,899     4,140   23,27   11,27%   31,89%   31,89%   31,899     4,140   23,27   11,27%   31,89%   31,89%   31,89%   31,89%   31,89%   31,89%   31,89%   31,89%   31,89%   31,89%   31,89%   31,89%   31,89%   31,89%   31,89%   31,89%	VINC	292,573	628,627	114.86%	868,194	38.11%
473 730         560,561         58 02%         949,810           282 266         771,936         80 685%         1,041,428           282 266         773,986         156,04%         905,574           200,724         478 73,987         158,5%         905,574           200,986         649,113         115,85%         905,574           563,065         1,040,783         84,84%         1,656,178           5202-2021         2021-2022         % Change         2022-2023           1,382,231         278,124         -78,81%         606,291           1,265,067         306,331         -75,86%         603,737           1,147,412         306,331         -75,86%         603,737           1,040,015         306,331         -75,86%         603,737           1,040,015         306,331         -75,86%         603,737           1,147,412         306,331         -45,25%         603,737           1,147,412         306,331         -46,25%         603,737           1,147,412         306,334         -45,25%         603,737           1,147,412         306,334         -47,62%         603,737           1,147,42         40,30%         -41,00%         771,836	August	314,183	623,154	98.34%	908,463	45.78%
1,000,000,000,000,000,000,000,000,000,0	September	373,730	590,561	58.02%	949,810	60.83%
202, 266         731,988         125,04%         937,914           200,986         46,81,13         115,88%         905,574           200,986         476,897         163,88%         905,574           227,080         563,886         107,25%         777,399           853,065         1,040,783         84,84%         1,686,178           1,382,231         2021,2022         % Change         2022,2023           1,282,231         279,124         -79,81%         606,291           1,282,231         279,124         -79,81%         606,291           1,282,231         279,124         -79,81%         606,291           1,286,067         306,331         -76,86%         606,291           1,447,412         368,997         -64,52%         606,291           837,768         42,749         49,53%         742,732           837,74         40,819         -27,53%         742,732           847,425         440,819         -27,53%         742,732           850,44         522,09         440,819         44,100         772,670           863,57         57,87         44,66%         867,974           863,385         440,819         44,20%         44,20% <td>October</td> <td>421,834</td> <td>762,036</td> <td>80.65%</td> <td>1,041,426</td> <td>36.66%</td>	October	421,834	762,036	80.65%	1,041,426	36.66%
200,724         649,113         115,68%         905,574           272,080         653,886         107,28%         877,79           272,080         1,040,783         84,84%         1,656,178           663,065         1,040,783         84,84%         1,656,178           2020,2021         2021,2022         % Change         2022,2023           1,282,231         279,124         -76,88%         600,621           1,147,412         306,331         -75,86%         609,893           936,714         376,897         -44,52%         609,893           936,74         330,002         -76,62%         609,893           936,74         337,002         -76,62%         609,893           936,74         40,136         -10,00%         772,670           647,425         49,189         -10,00%         742,732           747,116         40,189         -27,53%         795,86           559,044         503,062         -10,00%         772,670           647,425         494,189         -27,53%         795,86           559,044         503,062         -10,00%         772,670           863,047         503,048         51,46%         867,974	November	325,266	731,988	125.04%	937,914	28.13%
200,986         476,897         63.89%         978,779           520,080         1,040,783         1,07.28%         777,399           563,065         1,040,783         84.44%         1,566,178           1,382,331         2021-2022         % Change         2022-2023           1,147,412         305,331         -75,86%         690,291           1,040,015         386,97         -64,52%         690,893           837,588         422,749         -49,53%         772,870           847,16         460,169         -27,53%         772,870           847,685         460,169         -27,53%         772,870           647,860         532,095         -14,46%         884,484           503,022         -10,01%         813,413         484,484           552,095         14,46%         93,64%         885,767           295,35         57,905         93,64%         885,767           2020-2021         2021-2022         % Change         885,767           286,535         57,905         93,64%         885,767           286,535         57,905         93,64%         885,767           11,275         21,749         324,96%         32,689	December	300,724	649,113	115.85%	905,574	39.51%
272,080         563,886         107,25%         777,399           563,065         1,040,783         84,84%         1,566,178           2020-2021         2021-2022         % Change         2022-2023           1,362,231         279,124         -79,81%         606,291           1,266,067         306,331         -75,86%         608,937           1,404,016         386,997         -44,56%         608,993           89,744         397,002         -57,62%         698,993           87,788         422,749         -41,05%         772,670           87,746         40,85%         -77,66%         698,993           87,427         440,819         -77,66%         698,993           87,427         440,889         -77,67         772,670           87,686         520,98         -14,05%         772,670           87,886         53,062         -14,46%         884,484           376,886         57,302         -14,46%         884,767           295,352         571,905         93,64%         865,767           202,202         50,005         14,46%         884,767           202,302         11,46%         32,64%         865,767           8	January	290,986	476,897	63.89%	878,779	84.27%
563,065         1,040,783         84.84%         1,656,178           2020-2021         2021-2022         % Change         2022-2023           1,382_231         -75,86%         606,291           1,265,074         306,331         -75,86%         606,844           1,47,412         386,977         -70,66%         609,684           1,447,412         386,977         -70,66%         609,893           936,714         336,977         -70,66%         609,893           837,883         336,977         -70,66%         609,893           847,456         440,819         -41,00%         772,670           647,425         440,819         -41,00%         772,670           647,425         440,819         -41,00%         772,670           464,860         552,095         14,46%         834,484           376,885         57,587         45,29%         867,974           464,860         552,095         14,46%         867,974           464,860         552,095         14,46%         867,974           464,860         552,095         14,46%         867,974           2020-2021         2021,072         454,97%         867,67%           44,13	February	272,080	563,886	107.25%	777,399	37.86%
2020-2021         2021-2022         % Change         2022-2023           1,382,231         279,124         -79,81%         606,291           1,265,067         305,331         -75,86%         608,291           1,147,412         386,331         -75,86%         608,684           1,147,412         386,617         -70,66%         608,684           1,040,015         386,937         -64,52%         698,933           986,744         387,002         -57,62%         718,966           837,588         440,819         -41,00%         772,670           647,425         469,169         -27,53%         795,952           559,044         503,062         -10,01%         813,113           464,860         53,065         14,46%         834,484           376,885         547,587         45,29%         867,974           286,717         13,074         -54,47%         28,662           28,717         13,074         -54,47%         30,807           4,113         17,479         324,88%         31,689           4,13         17,479         324,88%         32,596           11,276         21,767         110,19%         38,160           11,	Year-to-Date	563,065	1,040,783	84.84%	1,656,178	59.13%
1,382,231         279,124         -79.81%         606,291           1,265,067         305,331         -75.86%         609,684           1,144,12         386,977         -64.52%         669,684           1,040,015         386,977         -64.52%         669,684           1,040,015         386,977         -64.52%         669,684           837,588         442,749         -49.53%         718,956           847,425         440,816         -27.53%         778,572           647,425         440,169         -27.53%         775,570           7559,044         532,095         14.46%         884,484           84,885         532,095         14.46%         884,484           84,885         532,095         14.46%         885,767           296,352         571,905         93.64%         885,767           28,777         13,074         -54.47%         58,656           855         22,107         110.19%         32,596           11,275         22,107         110.19%         32,596           11,275         22,107         110.19%         32,529           11,376         22,107         110.19%         32,529           10,847	12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
1,265,067       305,331       -75,86%       639,737         1,147,412       336,17       -70,66%       669,684         1,040,015       38,997       -64,52%       698,993         396,714       397,002       -75,62%       718,965         837,588       422,749       -49,53%       742,732         747,116       40,816       -27,53%       772,670         647,425       469,169       -27,53%       772,670         647,425       469,169       -27,53%       772,670         747,116       440,810       -27,53%       772,670         755,904       532,062       -10,01%       834,484         376,885       547,587       45,29%       867,974         295,352       571,905       93,64%       885,767         2020-2021       2021-2022       % Change       2022-2023         3,578       14,759       324,98%       31,689         6,835       20,700       202,84%       36,699         11,775       21,746       57,82%       36,160         11,779       22,107       110,19%       32,529         11,779       27,185       120,53%       32,529         11,044       32,65	March	1,382,231	279,124	-79.81%	606,291	117.21%
1,147,412         336,617         -70,66%         669,684           1,040,015         388,997         -64,22%         698,993           936,714         387,002         -57,62%         718,966           837,588         42,749         -49,53%         742,732           747,116         440,169         -27,53%         742,732           647,425         469,169         -27,53%         772,670           559,044         503,062         -10,01%         813,113           464,860         532,095         14,46%         881,3113           376,885         547,587         45,29%         885,767           296,352         571,905         93,64%         885,767           28,717         13,074         -54,47%         31,699           4,113         17,479         324,98%         31,699           6,835         20,700         202,84%         32,596           11,275         21,861         32,52%         32,529           11,275         21,861         32,52%         32,52%           11,275         27,186         57,82%         32,529           11,377         27,186         120,53%         32,529           11,040         2	April	1,265,067	305,331	-75.86%	639,737	109.52%
1,040,015 368,997 -64,52% 698,993 396,744 368,997 -64,52% 718,966 837,588 422,749 -40,03% 772,670 647,416 440,819 -27,53% 772,670 647,425 469,169 -27,53% 772,670 559,044 500 532,095 14,46% 867,974 296,352 571,905 93.64% 867,974 296,352 571,905 93.64% 867,974 296,352 571,905 312,46% 30,807 4,113 79 22,107 110,19% 32,599 11,275 21,67 10,19% 32,599 11,279 27,071 82,87% 36,160 11,087 27,071 82,87% 33,699 11,087 27,071 12,57% 33,699 11,087 27,071 12,57% 33,699 11,087 27,071 12,57% 33,699 11,087 27,071 12,57% 33,699 11,087 27,071 12,57% 33,699 11,087 27,071 12,57% 33,699	May	1,147,412	336,617	-20.66%	669,684	98.95%
936,714       397,002       -57.62%       718,956         837,588       422,749       -49.53%       742,732         747,116       440,819       -41.00%       772,670         647,425       469,169       -27.53%       795,952         559,044       503,062       -10.01%       813,113         464,860       532,096       14.46%       867,974         376,885       547,587       45.29%       867,974         295,352       571,905       93.64%       885,767         28,717       13,074       -54.47%       28,662         3,578       14,759       324,98%       31,699         6,835       20,700       202.84%       34,689         11,275       22,107       110.19%       32,596         11,3779       22,107       110.19%       32,596         11,377       27,71       82,87%       33,610         12,327       27,071       82,87%       33,610         11,076       17,886       61,49%       33,610         11,076       17,886       61,49%       33,610         11,076       17,886       61,49%       33,610	June	1,040,015	368,997	-64.52%	698,993	89.43%
837,588       422,749       49.53%       742,732         747,116       440,819       41.00%       772,670         647,425       569,044       503,062       -10.01%       813,113         464,860       532,095       14.46%       834,484         376,885       547,587       45.29%       867,974         205,352       571,905       93.64%       867,974         205,352       571,905       93.64%       885,767         206,352       571,905       93.64%       885,767         207,17       13,074       -54.47%       28,662         3,578       14,759       312.46%       31,899         6,835       20,700       202.84%       34,689         10,518       22,107       110.19%       32,596         11,275       21,746       57.82%       36,160         12,327       27,071       82.87%       32,529         10,547       22,107       112.57%       33,698         10,847       23,057       112.57%       33,698         10,847       23,057       114,80%       33,698         11,076       17,886       61,49%       33,699	ylul	936,714	397,002	-57.62%	718,956	81.10%
747,116       440,819       -41.00%       772,670         647,425       469,169       -27.53%       795,952         559,044       503,062       -10.01%       813,113         464,860       532,095       14.46%       884,844         376,885       547,587       45.29%       883,484         295,352       571,905       93.64%       885,767         28,717       13,074       -54.47%       28662         3,578       14,759       324,98%       31,699         6,835       20,700       202.84%       32,596         11,275       21,861       93.89%       32,529         12,327       27,71       82.87%       36,160         14,803       27,71       82.87%       32,529         11,076       17,861       93.89%       33,698         11,076       17,866       61.48%       33,698         11,076       17,866       61.48%       33,698         11,076       17,866       61.48%       33,698	August	837,588	422,749	-49.53%	742,732	75.69%
647,425       469,169       -27.53%       795,952         559,044       503,062       -10.01%       813,113         464,860       532,095       14.46%       867,974         376,885       547,587       45.29%       867,974         295,352       571,905       93.64%       867,974         296,352       571,905       93.64%       867,974         28,717       13,074       -54.47%       2022-2023         3,578       14,759       312.46%       30,807         4,113       17,479       324.98%       31,699         6,835       20,700       202.44%       32,529         11,275       21,746       57.82%       32,529         12,327       27,071       82.87%       32,529         10,847       22,186       61.43%       33,698         11,076       22,186       61.44%       32,439         11,077       22,071       112,57%       32,529         11,084       61.44%       33,698       33,698         11,076       73,697       414,404       33,698	September	747,116	440,819	-41.00%	772,670	75.28%
559,044       503,062       -10.01%       813,113         464,860       532,095       14,46%       834,484         376,885       547,587       45.29%       867,974         295,352       571,905       93.64%       867,974         295,352       571,905       93.64%       885,767         28,717       13,074       -54,47%       2022-2023         3,578       14,759       312.46%       30,807         4,113       17,479       324.98%       31,699         6,835       20,700       202.84%       34,689         10,518       22,107       110.19%       32,529         11,275       21,861       93.89%       32,529         13,779       27,071       82.87%       38,610         12,327       27,185       112.57%       36,160         11,076       23,057       112.57%       33,698         41,107       32,057       414,34%       33,698	October	647,425	469,169	-27.53%	795,952	69.65%
464,860       532,095       14.46%       834,484         376,885       547,587       45.29%       867,974         295,352       571,905       93.64%       867,974         2020-2021       Change       2022-2023         28,717       13,074       -54.47%       28,662         3,578       14,759       312.46%       30,807         4,113       17,479       324.98%       34,689         6,835       20,700       202.84%       34,689         10,518       22,107       110.19%       32,529         11,275       21,746       57.82%       36,160         14,803       27,071       82.87%       36,160         11,076       12,327       22,186       112,57%       33,610         44,404       23,057       44,404       33,610	November	559,044	503,062	-10.01%	813,113	61.63%
376,885         547,587         45.29%         867,974           295,352         571,905         93.64%         867,974           2020-2021         Change         2022-2023           28,717         13,074         -54.47%         28,662           3,578         14,759         324,98%         30,807           4,113         17,479         324,98%         34,689           6,835         20,700         202.84%         34,689           10,518         22,107         110,19%         32,596           11,275         21,76         57,82%         36,160           14,803         27,071         82,87%         36,160           12,327         27,185         120,53%         32,529           10,847         23,057         112,57%         33,616           11,076         17,86         61,49%         33,616           11,076         32,529         33,616         33,616	December	464,860	532,095	14.46%	834,484	56.83%
295,352         571,905         93.64%         885,767           2020-2021         2021-2022         % Change         2022-2023           3,578         14,759         312.46%         28,662           4,113         17,479         324.98%         31,699           6,835         20,700         202.84%         34,689           10,518         22,107         110.19%         32,596           11,275         21,861         93.89%         32,529           13,779         21,746         57.82%         36,160           12,327         27,071         82.87%         38,610           10,847         23,657         112.57%         33,690           11,076         23,657         112.57%         33,690           11,076         24,48         57.82%         36,160           11,08         27,071         82.87%         36,160           11,08         27,08         61.49%         33,690           11,076         23,657         112.57%         33,690           11,076         24,99         41,49         33,690           11,08         41,49         57,89         41,49	January	376,885	547,587	45.29%	867,974	58.51%
2020-2021         % Change         2022-2023           28,717         13,074         -54,47%         28,662           3,578         14,759         312.46%         30,807           4,113         17,479         324.98%         31,699           6,835         20,700         202.84%         34,689           10,518         22,107         110.19%         32,596           11,275         21,861         93.89%         32,529           13,779         21,746         57.82%         36,160           14,803         27,071         82.87%         38,610           10,847         23,657         112.57%         33,698           11,076         17,866         61.49%         33,698	February	295,352	571,905	93.64%	885,767	54.88%
28,717       13,074       -54,47%       28,662         3,578       14,759       312.46%       30,807         4,113       17,479       324.98%       31,699         6,835       20,700       202.84%       34,689         10,518       22,107       110.19%       32,529         11,275       21,861       93.89%       32,529         13,779       21,746       57.82%       36,160         14,803       27,071       82.87%       36,160         27,185       120.53%       32,529         10,847       23,057       112.57%       36,160         11,076       17,866       61.49%       33,698	Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
3,578       14,759       312.46%       30,807         4,113       17,479       324.98%       31,699         6,835       20,700       202.84%       34,689         10,518       22,107       110.19%       32,596         11,275       21,861       93.89%       32,529         13,779       21,746       57.82%       36,160         14,803       27,071       82.87%       38,610         27,185       120.53%       32,529         21,106       17,86       61.49%       33,698	March	28,717	13,074	-54.47%	28,662	119.23%
4,113     17,479     324.98%     31,699       6,835     20,700     202.84%     34,689       10,518     22,107     110.19%     32,596       11,275     21,861     93.89%     32,529       13,779     21,746     57.82%     36,160       14,803     27,071     82.87%     38,610       27,185     120.53%     32,529       27,185     120.53%     32,529       28,057     112.57%     36,160       11,076     17,886     61.49%     33,698       11,076     17,886     61.49%     33,698	April	3,578	14,759	312.46%	30,807	108.74%
6,835 20,700 202.84% 34,689 34,689 10,518 22,107 110.19% 32,596 32,596 11,275 21,861 93.89% 32,529 36,160 21,746 57,82% 36,160 38,610 27,071 82.87% 38,610 32,529 27,185 120.53% 32,529 36,160 34,608	May	4,113	17,479	324.98%	31,699	81.36%
ber 10,518 22,107 110,19% 32,596 12,529 14,275 21,861 93.89% 32,529 35,160 14,803 27,071 82.87% 38,610 32,529 36,100 27,071 82.87% 38,610 32,529 36,160 10,847 23,057 112.57% 36,160 33,698 31,600 31,076 31,	June	6,835	20,700	202.84%	34,689	67.57%
ber 11,275 21,861 93.89% 32,529 13,779 21,746 57.82% 36,160  - 14,803 27,071 82.87% 38,610  27,071 82.87% 32,529  27,185 120.53% 32,529  27,185 120.53% 32,529  27,185 120.53% 33,698  27,180 61.49% 33,698	July	10,518	22,107	110.19%	32,596	47.44%
13,779     21,746     57.82%     36,160       14,803     27,071     82.87%     38,610       12,327     27,185     120.53%     32,529       10,847     23,057     112.57%     36,160       11,076     17,886     61.49%     33,698       44,404     22,627     404,34%     33,698	August	11,275	21,861	93.89%	32,529	48.80%
14,803     27,071     82,87%       12,327     27,185     120.53%       10,847     23,057     112.57%       11,076     17,886     61.49%       14,004     14,004	September	13,779	21,746	57.82%	36,160	66.28%
. 12,327 27,185 120.53% 10,847 23,057 112.57% 11,076 17,886 61.49%	October	14,803	27,071	82.87%	38,610	42.62%
10,847     23,057     112.57%       11,076     17,886     61.49%       41,104     22,637     404.34%	November	12,327	27,185	120.53%	32,529	19.66%
11,076 17,886 61.49%	December	10,847	23,057	112.57%	36,160	56.83%
14 104	January	11,076	17,886	61.49%	33,698	88.41%
11,104	February	11,104	22,687	104.31%	33,122	46.00%

# MTA Metro-North New Haven Line

1,297,614   770,624   40,61%   1,870,174   1,870,174   1,870,174   1,870,174   1,870,174   1,870,174   1,870,176   1,870,176   1,870,176   1,870,176   1,870,875   1,870,875   1,870,875   1,970,975   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,975   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,875   1,970,975   1,970,875	Revenue Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
182,016   943,662   363,50%   1516,615   1	March	1.297.614	770.624	-40.61%	1.870.174	142.68%
100   100			040,000	2000		7 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
24866 1,000,660 384,48% 1,187,077 256.29 1,136,461 130.29% 2,106,192 256.29 1,136,461 130.29% 2,107,026 256.29 1,136,461 130.29% 2,107,026 257,304 1,626,769 136,16% 2,101,176 803,444 1,162,769 136,16% 2,23,064 2,208,444 6,17,810 42,82% 1,130,066 2,208,444 6,17,810 42,82% 1,130,066 2,208,444 6,10,00,827 4,130,8% 1,130,064 2,208,444 6,18,304 4,130,8% 1,120,203 2,208,444 6,18,304 4,130,8% 1,120,204 1,130,104 1,100,100 1,102,1928 229,96% 1,170,906 1,130,104 1,100,100 1,102,1928 229,96% 1,170,1906 1,100,100 1,100,100 1,102,1928 229,96% 1,102,202 2,00,42 2,00,42 2,00,60 2,140,305 31,009 1,102,1928 229,96% 1,102,202 2,00,42 2,00,42 2,00,60 2,140,305 31,009 1,102,1928 229,96% 1,102,202 2,00,42 2,00,42 2,00,60 2,140,305 31,009 1,102,1928 229,96% 1,102,40 2,00,42 2,00,42 2,00,42 2,00,60 2,00,42 2,00,42 2,00,42 2,00,42 2,00,503 2,00,42 2,00,42 2,00,42 2,00,42 2,00,60 2,00,42 2,00,42 2,00,42 2,00,42 2,00,60 2,00,42 2,00,42 2,00,42 2,00,42 2,00,42 2,00,503 2,00,42 2,00,42 2,00,42 2,00,42 2,00,42 2,00,503 2,00,42 2,00,42 2,00,42 2,00,42 2,00,503 2,00,42 2,00,42 2,00,42 2,00,42 2,00,503 2,00,42 2,00,42 2,00,42 2,00,42 2,00,42 2,00,503 2,00,42 2,00,42 2,00,42 2,00,42 2,00,42 2,00,503 2,00,42 2,0	April	182,018	843,662	363.50%	1,816,615	115.32%
1,200,616   2,556   18%   1,000,616   2,000,616   2,000,616   2,000,616   2,000,616   2,000,616   2,000,616   2,000,616   2,000,616   2,000,616   2,000,616   2,000,616   2,000,444   1,000,616   1,	May	214,805	1,040,690	384.48%	1,937,057	86.13%
F08 GD0         1,384,612         193,29%         1,970,205           556 GD0         1,386,617         97,44%         1,970,205         2,027,026           737,360         1,486,817         97,44%         10,770%         2,290,026           61,566         1,686,817         97,44%         10,770%         2,290,026           61,566         1,662,684         10,677%         2,290,044         2,213,788           61,566         1,168,537         146,66%         2,200,044         2,213,788           61,567         1,189,452         1,512,789         146,60%         2,200,044           61,703         1,189,452         1,512,784         1,517,788         2,137,744           60,704         1,189,452         2,388,607         99,13%         4,007,145           1,189,452         2,388,607         99,13%         4,007,145           2,180,337         2,248         66,633         7,4 03%         1,552,710           2,180,409         1,107,810         1,107,30         1,107,30         1,773,40           1,190,109         1,107,80         1,107,40         1,773,40         1,773,40           1,190,109         1,107,80         1,107,40         1,773,40         1,773,40	June	363,369	1,290,616	255.18%	2,108,192	63.35%
13.15.845         170.66%         2.027.028           13.440         1,315.845         170.66%         2.027.028           803.444         1,622.684         1,057.79%         2.500.708           640.668         1,700.827         151.76%         2.250.708           640.668         1,700.827         151.76%         2.250.708           640.668         1,700.827         151.76%         2.250.708           615.688         1,066.563         173.39%         4,007.145           615.688         1,106.56.53         173.29%         4,007.145           1,189.422         2,88.507         96.13%         4,007.145           2,200.2021         2,201.2022         % Change         2,137.080           2,344.841         763.904         61.78 (1)         7,61.013           2,344.844         763.904         61.78 (1)         7,61.013           1,300.109         951.78         65.30 (1)         7,703.90         1,62.20 (1)           1,455.701         1,200.20         1,100.50         1,100.50         1,100.50         1,100.50           1,101.740         1,101.740         2,200.20         1,101.20         1,101.20         1,101.20           4,101.740         1,101.740         1,1	July	578,630	1,384,612	139.29%	1,970,205	42.29%
14.88 817 97.84%   2.191.716     80.3444   1.62.664   10.570%   2.260.05     615.66	August	596,229	1,315,845	120.69%	2,027,026	54.05%
te         1,622,664         1,100,857         1,170,828         1,170,928         1,170	September	737,360	1,458,817	97.84%	2,191,716	50.24%
640.566         1,700.827         151,76%         2,200,442           640.566         1,512,764         1,512,764         1,512,764         1,512,764         2,132,368           615.686         1,066.583         7,223%         2,137,060         2,137,060           773,754         1,301,344         1,56,573         99,13%         4,007,145           2020,2021         2,366,507         99,13%         4,007,145           2014,0357         52,736         1,369,333         1,369,334           2,444         67,866,33         -74,03%         1,555,710           2,543,484         666,633         -74,03%         1,555,710           1,592,509         831,037         -53,25%         1,500,641           1,592,509         891,037         -53,25%         1,701,906           1,459,103         951,180         -1,116%         1,701,906           1,459,103         1,107,366         -1,115%         1,844,00           1,105,271         1,117,36         -1,115%         1,844,00           1,105,271         1,117,36         -1,115%         1,117,36           1,117,36         1,117,36         -1,115%         1,117,36           1,117,36         1,115%         1,117,36	October	803,444	1,652,684	105.70%	2,250,205	36.15%
640 566         1 512 769         138 16%         2213 788           640 566         1 512 769         138 16%         2213 788         2213 788           640 566         1 301 344         1 505 28         1 500 56         1 512 789         2 137 788           1 189 452         2 368, 507         39 13%         4,007,145         4,007,145           2 2020-2021         2 2021-2022         % Change         2022-2023           3 190, 357         562,673         -42,36%         1,451,013           2 2,948,44         686,633         -74,03%         1,451,013           2 140,355         81,085         -61,18%         1,451,013           1 622,609         961,037         -53,25%         1,701,006           1 622,609         961,188         -39,95%         1,62,541           1 459,110         1,107,366         -11,15%         1,62,541           1 1051,928         -39,95%         1,62,541         1,62,562           1 1051,928         -39,95%         1,62,541         1,701,306           1 1051,928         -39,95%         1,701,306         1,701,306           1 1051,928         -1,107,306         -1,107,306         1,107,306         1,107,306           1 13,022,020	November	675,575	1,700,827	151.76%	2,200,442	29.37%
665.698         1,066,563         73.23%         2,137,080           tee         1,136,44         1,26,2%         1,307,044         1,26,2%         2,137,080           tee         1,136,452         2,386,507         99.13%         4,007,145         4,007,145           2,202,202.1         2,203,202.2         2,203,202.2         2,202,202.2         2,202,202.2         3,202,202.2           2,344,44         61,76,103         562,673         -82,36%         1,450,103         1,450,103         1,450,103         1,450,103         1,450,103         1,450,103         1,450,103         1,450,103         1,450,103         1,450,103         1,450,103         1,450,103         1,450,103         1,450,103         1,450,203         1,500,203         1,450,203         1,440,203         1,440,203         1,440,203	December	640,566	1,512,769	136.16%	2,213,788	46.34%
te         4,30,564         1,301,944         1,269,2%         4,007,145           te         1,189,422         2,386,07         99,13%         4,007,145           2020-2021         2021-2022         % Change         2022-2023           3,190,357         652,673         -42,36%         1,451,013           2,944,44         668,633         -40,36%         1,559,710           2,044,444         668,633         -40,36%         1,559,710           2,384,841         668,633         -40,36%         1,552,710           1,906,1095         81,037         -53,26%         1,562,861           1,906,1096         861,037         -53,26%         1,762,981           1,480,50         1,107,368         -11,15%         1,562,881           1,140,63         891,037         -53,26%         1,762,981           1,140,63         1,140,366         -11,15%         1,156,287           1,140,63         1,140,366         -11,17%         1,156,287           1,140,64         1,140,366         1,140,360         1,156,287           1,140,65         1,140,366         1,140,366         1,157,366           1,140,65         1,140,366         1,157,36         1,157,366	January	615,698	1,066,563	73.23%	2,137,080	100.37%
tot         1,189,452         2,368,607         99.13%         4,007,146           2020-2021         2021-2022         % Change         2022-2023           3,190,357         562,673         -82,36%         1,369,333           2,918,414         617,810         -78,83%         1,451,013           2,643,444         668,633         -74,03%         1,552,613           2,543,444         763,904         -67,13%         1,552,641           1,906,109         831,089         -61,18%         1,622,641           1,906,109         951,158         -43,80%         1,774           1,459,110         1,021,926         -11,15%         1,774           1,246,265         1,107,366         -11,15%         1,812,774           1,1246,265         1,160,500         -11,15%         1,912,827           801,540         1,276,22         51,87%         2,049,380           801,554         1,177,36         51,87%         2,049,380           801,540         1,278,30         410,74%         2,020,2023           806,588         1,278,30         410,74%         2,21,86         73,019           8,239         1,378,30         46,270         255,36%         73,019	February	573,754	1,301,944	126.92%	1,870,065	43.64%
2020-2021         2021-2022         % Change         2022-2023           3,190,357         562,673         -82,38%         1,389,333           2,918,414         617,810         -78,83%         1,451,013           2,948,484         666,33         -74,03%         1,525,710           2,348,484         666,33         -74,03%         1,525,710           2,348,841         763,904         -67,93%         1,525,710           1,905,109         831,069         -61,18%         1,525,710           1,905,109         951,158         -43,80%         1,701,906           1,462,10         1,021,928         -29,96%         1,812,774           1,245,26         1,107,366         -11,15%         1,812,774           1,015,521         1,107,366         -11,15%         1,812,774           806,588         1,278,304         110,74%         2,049,380           666,588         1,278,304         1,074,9         6,814,93           806,588         1,278,304         1,074,9         6,813,00           7,187         30,702         327,21%         6,814,99           8,239         37,72         387,94         74,948           20,448         58,56         105,89%	Year-to-Date	1,189,452	2,368,507	99.13%	4,007,145	69.18%
3,190,357         562,673         -82,36%         1,369,933           2,498,444         617,810         -78,83%         1,451,013           2,643,484         666,633         -74,03%         1,525,710           2,384,841         763,904         -67,97%         1,525,710           2,384,841         763,904         -67,97%         1,525,710           1,906,109         891,037         -53,25%         1,701,906           1,906,109         951,158         -23,80%         1,701,906           1,459,10         1,07,366         -11,15%         1,701,906           1,06,109         951,158         -29,96%         1,812,774           1,459,10         1,07,366         -11,15%         1,854,409           1,015,521         1,107,36         -11,15%         1,854,409           1,015,521         1,180,050         16,20%         1,952,870           801,740         1,276,22         51,87%         2,049,380           801,740         1,276,22         51,87%         2,049,380           806,48         2,272         37,21%         66,422         27,259         -8,89%         68,210           8,239         20,745         46,270         256,36%         17,36 <td< th=""><th>12 Month Averages</th><th>2020-2021</th><th>2021-2022</th><th>% Change</th><th>2022-2023</th><th>% Change</th></td<>	12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
2.918,414       617,810       -78.33%       1,451,013         2.643,484       668,633       -74.03%       1,525,710         2.344,841       763,904       -67.97%       1,525,710         2.346,841       763,004       -67.97%       1,525,710         1,906,109       891,037       -53.25%       1,701,906         1,692,509       951,158       -29.96%       1,701,906         1,459,110       1,021,928       -29.96%       1,772,981         1,245,10       1,071,522       -1.11,5%       1,812,74         1,245,10       1,071,622       -1.11,5%       1,812,74         1,245,10       1,217,622       51.87%       2,002,037         801,740       1,217,622       51.87%       2,049,380         606,588       1,278,304       110,74%       2,049,380         64,22       27,728       -58.96%       68,210         64,22       27,28       -58.96%       69,439         8,239       37,726       357.21%       79,055         20,745       46,270       255.36%       77,364         21,478       46,270       265.36%       77,364         22,304       53,491       115.1%       70.54	March	3,190,357	562,673	-82.36%	1,369,933	143.47%
2,643,484         686,633         -74,03%         1,525,710           2,384,841         763,904         -67,13%         1,525,710           2,344,841         763,904         -67,13%         1,525,710           1,906,109         831,069         -61,18%         1,642,641           1,459,110         1,021,928         -29,96%         1,776,1906           1,459,110         1,021,928         -29,96%         1,812,774           1,246,265         1,107,366         -11,15%         1,854,409           1,015,521         1,140,366         16,22%         1,854,409           1,015,521         1,140,36         1,217,82         20,00,037           606,588         1,278,304         110,74%         2,049,380           66,422         27,289         -58,96%         1,912,827           7,187         30,702         327,21%         69,439           8,239         37,726         357,91%         72,049,380           13,021         46,270         255,36%         73,019           13,021         46,270         255,36%         73,019           13,021         46,270         26,38%         74,364           27,246         58,856         105,80%         84,492 <td>April</td> <td>2,918,414</td> <td>617,810</td> <td>-78.83%</td> <td>1,451,013</td> <td>134.86%</td>	April	2,918,414	617,810	-78.83%	1,451,013	134.86%
2,384,841       763,904       -67,97%       1,593,842         2,140,935       831,069       -61,18%       1,642,641         1,906,109       891,037       -53,25%       1,701,906         1,692,509       951,158       -29,96%       1,770,906         1,246,265       1,107,366       -11,15%       1,812,74         1,246,265       1,107,366       -11,15%       1,812,74         1,015,521       1,180,050       16,20%       1,912,827         801,740       1,277,830       10,74%       1,912,827         801,740       1,277,830       10,74%       2,049,380         66,422       27,289       -58,96%       68,210         7,187       30,702       327.21%       69,439         8,239       46,270       255,36%       73,019         13,021       46,270       255,36%       73,019         20,745       48,745       136,36%       84,492         22,36       66,43       63,567       96,38%       84,492         22,36       66,43       63,567       96,38%       86,867         22,36       63,49       10,54%       81,466         23,38       63,49       10,54%       81,466 </td <td>May</td> <td>2,643,484</td> <td>686,633</td> <td>-74.03%</td> <td>1,525,710</td> <td>122.20%</td>	May	2,643,484	686,633	-74.03%	1,525,710	122.20%
2,140,935       831,069       -61.18%       1,642,641         1,906,109       891,037       -53.25%       1,701,906         1,692,509       891,037       -53.25%       1,701,906         1,692,509       1,021,928       -29.96%       1,702,981         1,246,265       1,107,366       -11.15%       1,812,774         1,015,521       1,180,050       16.20%       1,912,827         801,740       1,278,304       110.74%       2,002,037         606,588       1,278,304       110.74%       2,049,380         66,422       27,28       -58.96%       68,210         7,187       30,702       -58.96%       68,20         8,239       8,239       -58.96%       68,439         8,239       8,239       -58.96%       68,439         8,239       8,239       -58.36%       79,055         20,745       46,204       115.13%       72,828         21,478       46,204       115.13%       72,828         22,043       63,055       140,28%       84,492         23,040       53,491       70.548       81,466         23,328       52,746       36,486       105.86%       81,466 <t< td=""><td>June</td><td>2,384,841</td><td>763,904</td><td>%26.79-</td><td>1,593,842</td><td>108.64%</td></t<>	June	2,384,841	763,904	%26.79-	1,593,842	108.64%
1,906,109       891,037       -53.25%       1,701,906         1,692,509       1,692,609       43.80%       1,762,981         1,446,265       1,107,366       -11,15%       1,812,774         1,246,265       1,180,050       16.20%       1,912,827         801,740       1,278,304       116.20%       1,912,827         801,740       1,278,304       110.74%       2,002,037         606,588       1,278,304       110.74%       2,049,380         66,422       27,259       -58,96%       68,210         7,187       30,702       37,21%       68,210         7,187       30,702       37,21%       68,420         13,021       46,270       255.36%       79,055         20,745       48,745       134.98%       74,364         21,478       46,204       115.13%       72,828         22,436       105.80%       84,492         23,040       53,65       140.80%       86,871         23,040       53,491       132.17%       80,225         23,328       52,172       123.56%       79,446	July	2,140,935	831,069	-61.18%	1,642,641	97.65%
1,692,509       951,158       -43.80%       1,762,981         1,459,110       1,021,928       -29.96%       1,812,774         1,246,265       1,107,366       -11.15%       1,854,409         1,015,521       1,180,050       16.20%       1,912,827         801,740       1,278,304       110.74%       2,002,037         606,588       1,278,304       110.74%       2,002,037         66,422       27,259       -58.96%       68,210         7,187       30,702       37.21%       68,210         8,239       37,726       357.91%       73,019         13,021       46,270       256.36%       74,364         21,478       46,204       115,13%       74,364         27,246       53,856       105.80%       84,492         26,243       63,055       140.28%       86,871         23,364       53,491       70.4%       81,88         23,328       52,172       123.65%       78,46	August	1,906,109	891,037	-53.25%	1,701,906	91.00%
1,459,110       1,021,928       -29.96%       1,1812,774         1,246,265       1,107,366       -11.15%       1,854,409         1,015,521       1,180,050       16.20%       1,912,827         801,740       1,217,622       51.87%       2,002,037         606,588       1,278,304       110,74%       2,049,380         66,422       27,259       -58.96%       68,210         7,187       30,702       37.21%       69,439         8,239       37,726       357.91%       73,019         13,021       46,270       255.36%       74,364         20,745       48,745       115,13%       72,828         20,746       53,67       96,38%       84,492         26,243       58,56       105,80%       84,492         26,243       53,491       70,54%       81,898         23,364       52,172       132,17%       80,225         23,364       52,446       70,54%       79,46	September	1,692,509	951,158	-43.80%	1,762,981	85.35%
1,246,265       1,107,366       -11.15%       1,854,409         1,015,521       1,180,050       16.20%       1,912,827         801,740       1,278,304       110.74%       2,002,037         806,588       1,278,304       110.74%       2,002,037         2020-2021       2021-2022       % Change       2,0249,380         66,422       27,259       -58.96%       68,210         7,187       30,702       37.21%       69,439         8,239       37,726       357.91%       79,655         13,021       46,270       255.36%       74,364         21,478       46,270       255.36%       74,364         21,478       46,204       115.13%       72,828         27,246       58,567       96.38%       84,492         26,243       63,055       140.28%       85,871         23,404       53,46       70.54%       79,46         23,328       52,172       123.65%       79,46	October	1,459,110	1,021,928	-29.96%	1,812,774	77.39%
4,015,521         1,180,050         16.20%         1,912,827           801,740         1,217,622         51.87%         2,002,037           606,588         1,278,304         110.74%         2,002,037           2020-2021         2021-2022         % Change         2,049,380           66,422         27,259         -58,96%         68,210           7,187         30,702         327,21%         69,439           8,239         37,726         357,24%         69,439           13,021         46,270         255,36%         73,019           21,478         46,204         115,13%         74,364           27,246         53,507         96,38%         84,492           28,598         58,856         105,80%         84,492           26,243         53,491         132,17%         80,225           23,364         39,846         70,54%         79,446           23,328         52,172         123,65%         79,446	November	1,246,265	1,107,366	-11.15%	1,854,409	67.46%
606,588         1,217,622         51.87%         2,002,037           606,588         1,278,304         110.74%         2,049,380           2020-2021         Change         2,049,380           66,422         27,259         -58.96%         68,210           7,187         30,702         327.21%         69,439           8,239         37,726         357.91%         73,019           13,021         46,204         115,13%         74,364           21,478         46,204         115,13%         72,828           27,246         53,507         96,38%         84,492           26,243         63,055         140,28%         86,871           23,304         53,846         70,54%         81,898           23,328         52,172         123,65%         79,446	December	1,015,521	1,180,050	16.20%	1,912,827	62.10%
606,588         1,278,304         110.74%         2,049,380           2020-2021         2021-2022         % Change         2,022-2023           66,422         27,259         -58.96%         68,210           6,422         27,259         -58.96%         68,210           7,187         30,702         327.21%         69,439           8,239         37,726         357.91%         73,019           13,021         46,270         255.36%         73,019           20,745         48,745         134.98%         74,364           21,478         46,204         115.13%         72,828           27,246         53,507         96.38%         84,492           26,243         63,055         140.28%         85,871           23,040         53,491         70.54%         81,898           23,328         52,172         123,65%         79,46           79,46         52,172         123,65%         79,46	January	801,740	1,217,622	51.87%	2,002,037	64.42%
2020-2021         % Change         2022-2023           66,422         27,259         -58.96%         68,210           7,187         30,702         327.21%         69,439           8,239         37,726         357.91%         73,019           13,021         46,270         255.36%         73,019           20,745         48,745         134.98%         74,364           21,478         46,204         115.13%         72,828           27,246         53,507         96.38%         83,752           28,598         58,856         105.80%         84,492           26,243         63,055         140.28%         85,871           23,040         53,491         132.17%         81,898           23,328         52,172         123,65%         79,446	February	606,588	1,278,304	110.74%	2,049,380	60.32%
66,422       27,259       -58.96%       68,210         7,187       30,702       327.21%       69,439         8,239       37,726       357.91%       73,019         13,021       46,270       255.36%       79,055         20,745       48,745       134,98%       74,364         21,478       46,204       115.13%       72,828         21,478       46,204       115.13%       72,828         28,598       53,507       96.38%       84,492         28,598       63,055       140.28%       85,871         26,243       63,055       140.28%       85,871         23,040       53,491       132.17%       81,898         79,446       70.54%       79,446	Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
7,187       30,702       327.21%       69,439         8,239       37,726       357.91%       73,019         13,021       46,270       255.36%       79,055         20,745       48,745       134.98%       74,364         21,478       46,204       115.13%       72,828         21,478       46,204       115.13%       72,828         22,246       53,607       96.38%       84,492         3er       26,243       63,055       140.28%       85,871         3er       23,040       53,491       132.17%       80,225         79,446       70,54%       79,446	March	66,422	27,259	%96'89-	68,210	150.22%
8,239       37,726       357.91%       73,019         13,021       46,270       255.36%       79,055         20,745       48,745       134.98%       74,364         21,478       46,204       115.13%       72,828         27,246       53,507       96.38%       83,752         3er       26,243       63,055       140.28%       85,871         3er       23,040       53,491       132.17%       80,225         79,446       70.54%       79,446	April	7,187	30,702	327.21%	69,439	126.17%
13,021     46,270     255.36%     79,055       20,745     48,745     134,98%     74,364       ber     21,478     46,204     115.13%     72,828       c     27,246     53,507     96.38%     84,492       c     28,598     58,856     105.80%     84,492       c     26,243     63,055     140.28%     85,871       c     23,040     53,491     132.17%     80,225       c     23,364     39,846     70.54%     81,898       c     23,328     52,172     123.65%     79,446	May	8,239	37,726	357.91%	73,019	93.55%
20,745       48,745       134.98%       74,364         21,478       46,204       115.13%       72,828         27,246       53,507       96.38%       83,752         28,598       58,856       105.80%       84,492         26,243       63,055       140.28%       85,871         23,040       53,491       132.17%       80,225         73,364       39,846       70.54%       81,898         79,446	June	13,021	46,270	255.36%	79,055	70.85%
ber     21,478     46,204     115.13%     72,828       ber     27,246     53,507     96.38%     83,752       ex     28,598     58,856     105.80%     84,492       ber     26,243     63,055     140.28%     85,871       ber     23,040     53,491     132.17%     80,225       c     23,364     39,846     70.54%     81,898       c     79,446	July	20,745	48,745	134.98%	74,364	52.56%
27,246     53,507     96.38%     83,752       28,598     58,856     105.80%     84,492       26,243     63,055     140.28%     85,871       23,040     53,491     132.17%     80,225       23,364     39,846     70.54%     81,898       23,328     52,172     123.65%     79,446	August	21,478	46,204	115.13%	72,828	57.62%
28,598     58,856     105.80%     84,492       26,243     63,055     140.28%     85,871       23,040     53,491     132.17%     80,225       23,364     39,846     70.54%     81,898       23,328     52,172     123,65%     79,446	September	27,246	53,507	%86.38%	83,752	26.53%
26,243     63,055     140.28%     85,871       23,040     53,491     132.17%     80,225       23,364     39,846     70.54%     81,898       23,328     52,172     123.65%     79,446	October	28,598	58,856	105.80%	84,492	43.56%
23,040       53,491       132.17%       80,225         23,364       39,846       70.54%       81,898         23,328       52,172       123.65%       79,446	November	26,243	63,055	140.28%	85,871	36.18%
23,364 39,846 70.54% 81,898 7 23,328 <b>52,172 123,65% 79,446</b>	December	23,040	53,491	132.17%	80,225	49.98%
23,328 52,172 123,65% 79,446	January	23,364	39,846	70.54%	81,898	105.54%
	February	23,328	52,172	123.65%	79,446	52.28%

# MTA Metro-North West-of-Hudson

2021-2022         % Change         2022-2023         %           3.2.869         -167.00%         40,238         40,238           3.4.939         206.81%         48,740         48,740           5.5.76         81.33%         64,160         72,574           68.825         85,77%         122.73%         64,160           7.3,471         122.73%         64,160         72,574           68.825         85,77%         146,229         72,574           68.825         85,77%         146,229         72,574           60.681         79,13%         88,275         82,77           60.681         79,13%         88,275         82,77           60.681         77,14%         72,71         73,638           86,606         37,20%         146,270         72,717           87,835         -64,73%         60,660         60,445           37,808         -70,50%         60,445         60,660           37,808         -70,50%         60,445         60,660           37,808         -89,90%         61,408         61,408           44,31         -15,65%         72,40%         61,408           43,61         16,67         72,40%<	Revenue Passengers	2020-2021	0000 7000			
111   11   11   11   11   11   11		1000 000	2021-2022	% Change	2022-2023	% Change
16,143	March	99,602	32,869	%00'.29-	40,238	22.42%
1,388   2,968   1,064%   8,740     20,445   56,844   160,64%   6,8471     30,485   66,176   66,8825   61,378   64,171     30,987   66,176   66,8825   61,378   64,171     30,987   66,176   66,8825   61,378   64,178     30,3819   60,581   779,138   62,770     30,728   65,707   71,95%   72,717     30,728   65,707   71,95%   72,717     30,728   65,707   77,98%   72,717     30,728   66,707   77,195%   72,717     30,202   77,708   77,708   66,602     46,707   77,88   66,808   77,807     50,204   77,88   66,808   61,409     50,419   77,88   66,808   61,409     50,419   73,44   74,724   29,18%   66,787     66,541   74,724   29,18%   66,732     66,541   74,724   29,18%   66,787     66,541   74,724   29,18%   66,787     66,541   74,724   29,18%   73,488     66,642   73,48   73,48     73,44   73,48   74,78   73,48     73,48   73,48   73,48     73,48   73,48   73,48     73,48   73,48   73,48     73,48   73,48   73,48     73,48   73,48   73,48     73,48   73,48   73,48     73,48   73,48   73,48     73,48   73,48   73,48     74,41   73,48   73,48     74,41   73,48   73,48     74,41   73,48   73,48     74,41   73,48   73,48     74,41   73,48   73,48     74,41   73,48   73,48     74,41   73,48   73,48     74,41   73,48   73,48     74,41   73,48   73,48     74,41   73,48   73,48     74,41   73,48   73,48     74,41   73,48   73,48     74,41   73,48   73,48     74,41   73,48   73,48     74,41   73,48   73,48     74,41   73,48     74,41   73,48   73,48     74,41   73,48     74,41   73,48     74,41   73,48     74,41   73,48     74,41   73,48	April	16,143	34,208	111.91%	94,973	177.63%
21,445         55,894         160,64%         56,471           30,428         55,774         123,3%         64,160           32,048         73,471         123,3%         64,160           40,896         73,471         146,259         64,160           40,896         79,357         94,05%         146,254           33,3819         60,581         79,13%         108,263           63,428         66,19%         72,174           30,728         60,581         77,19%         108,263           63,425         66,64         77,18%         72,177           111,732         20,899         0.56%         72,177           111,724         20,497         77,89%         61,409           111,724         20,407         77,89%         61,409           111,724         20,56%         70,50%         61,409           92,204         37,896         77,89%         61,409           92,204         47,74%         29,90%         61,409           92,204         47,74%         29,90%         61,409           92,204         47,74%         29,90%         61,409           92,204         47,14         29,90%         61,409	Mav	11,388	34,939	206.81%	48.740	39.50%
30,428         55,176         81,33%         64,160           32,987         73,471         122,3%         64,160           37,090         68,825         85,71%         146,259           40,886         79,357         94,05%         65,70           30,728         66,17%         108,253         65,70           30,728         60,681         71,95%         72,71           30,728         60,684         77,95%         108,253           63,425         63,425         77,178         88,250           63,425         63,426         72,717           30,728         60,689         72,20%           63,425         71,78%         74,427           111,731         2021,2022         76,189%         60,445           111,731         32,965         -70,56%         60,445           111,731         32,965         -70,56%         60,445           111,731         32,965         -70,56%         61,409           92,204         41,724         -29,18%         60,445           75,434         41,714         -29,18%         77,948           50,419         51,66%         56,60%         73,46%           50,419	June	21,445	55,894	160.64%	58,471	4.61%
22.987         73.471         122.73%         72.574           40.896         73.471         122.73%         72.574           40.896         73.695         86.71%         146.229           40.896         73.819         81.91%         106.233           22.397         66.067         71.38%         85.277           23.379         86,606         37.20%         72.573           23.372         86,606         37.20%         72.573           23.371         20.89         0.68%         72.573           117.731         20.49%         60.445         60.445           111.731         20.49         -77.88%         60.445           111.731         20.49%         -60.445         60.445           111.731         20.49%         -61.334         60.445           20.40         41.271         -20.59%         61.409           85.59         44.274         -20.59%         61.409           85.59         56.61         2.46%         79.486           42.261         49.431         -15.65%         72.178           85.59         56.49%         73.489         75.903           35.05         5.64%         75.486     <	VINC	30,428	55,176	81.33%	64,160	16.28%
37,060         68,825         85,71%         446,259           33,799         68,825         85,71%         446,259           33,799         61,4837         94,05%         86,270           33,797         55,707         71,95%         72,777           30,728         60,581         79,13%         88,275           63,125         60,581         79,13%         72,577           2020-2021         50,899         0.58%         73,207           11,733         20,497         -77,88%         60,660           101,762         74,77%         50,56%         61,409           82,204         77,88%         -47,78%         60,660           83,468         44,277         -74,77%         50,56%         61,409           83,468         44,271         -50,56%         61,409         61,409           83,468         44,271         -50,56%         61,439         77,478           85,59         44,431         -45,66%         77,486         76,903           86,59         44,431         -45,66%         77,486         77,486           86,59         44,431         -45,66%         76,903         3,903           86,59         46,431	August	32,987	73,471	122.73%	72,574	-1.22%
40.896	September	37,060	68,825	85.71%	146,259	112.51%
33.799         61,483         81,91%         108,263           32.387         65,707         71,98%         108,275           30,728         30,899         0.56%         72,174           30,728         30,899         0.56%         72,171           63,125         86,606         37.20%         146,270           133,371         20,497         -77,88%         54,232           111,731         29,497         -77,88%         54,232           111,731         29,497         -77,87%         60,460           82,204         37,898         -64,79%         60,660           83,488         41,271         -56,86%         61,409           83,488         41,271         -56,86%         61,409           83,488         41,271         -56,86%         61,409           85,699         44,318         -41,78%         67,787           86,541         47,124         -56,86%         67,787           86,541         47,124         -56,86%         67,787           86,549         44,318         -1,66%         74,486           87,949         56,66         77,68%         74,486           87,010         27,22         76,48% </td <td>October</td> <td>40,896</td> <td>79,357</td> <td>94.05%</td> <td>85,270</td> <td>7.45%</td>	October	40,896	79,357	94.05%	85,270	7.45%
3.3 819         60,681         79.13%         88.275           3.3 37         55,707         71.6%         72,717           30,728         90,899         0.56%         73.533           63,125         86,606         37.20%         73.633           63,126         30,899         0.56%         73.20%           113,371         2021-2022         % Change         2022-2023           113,371         20,402         -77.88%         61,345           111,731         32,966         -70.50%         60,445           111,731         32,968         -58,90%         61,449           92,204         41,271         -50.56%         61,449           83,468         44,271         -50.56%         61,439           66,541         47,124         -20,18%         68,734           66,541         47,124         -20,18%         61,348           56,599         49,431         -15,65%         61,458           56,49         53,603         52,84%         75,488           42,261         53,603         52,84%         75,488           42,261         53,64         52,94%         75,488           569         73,48         73,64 <td>November</td> <td>33,799</td> <td>61,483</td> <td>81.91%</td> <td>108,263</td> <td>%60.92</td>	November	33,799	61,483	81.91%	108,263	%60.92
32.397         56.707         71.95%         72.717           63,126         66,66         37.20%         72.717           63,125         86,606         37.20%         73.653           63,126         37.20%         76.202           103.371         2021-2022         % Change         2022-2023           133.371         29.497         -77.88%         64.222           117.31         32.965         -70.60%         60.660           101.762         35.835         -64.79%         60.660           92.204         37.896         -58.90%         61.409           83.468         41.774         -50.55%         61.409           85.99         47.124         -29.18%         67.787           86.541         47.124         -29.18%         67.787           86.543         47.124         -29.18%         67.787           86.549         47.124         -29.18%         66.28%         77.48           86.541         47.124         -29.18%         66.28%         77.48           86.543         42.24         47.124         -29.18%         66.28%         77.48           86.540         42.24         53.603         26.84%	December	33,819	60,581	79.13%	88,275	45.71%
83,728         30,899         0.56%         73,553           84,125         86,606         37.20%         146,270           133,371         29,497         -77.88%         54,232           113,371         29,497         -77.88%         54,232           11,731         29,497         -77.88%         64,439           11,731         29,497         -77.88%         64,232           101,762         35,835         -77.80%         60,666           92,204         41,271         -50,55%         61,409           83,468         41,271         -50,55%         61,409           86,541         47,124         -29,18%         68,280           86,599         44,31         -15,66%         74,486           86,599         49,431         -15,66%         74,486           80,504         51,661         24,6%         75,903           80,504         53,603         26,48%         75,903           81,661         52,94%         75,903           82,056         53,617         52,94%         75,903           82,056         53,617         42,26%         75,903           869         73,60%         72,22%         76,50%	January	32,397	55,707	71.95%	72,717	30.53%
63,125         86,606         37,20%         146,270           2020-2021         % Change         2022-2023           13,371         29,497         -77,89%         54,232           122,837         31,002         -74,77%         59,285           101,722         32,965         -70,50%         60,445           101,722         37,896         -70,50%         60,445           92,204         37,896         -58,90%         61,409           92,244         37,896         -58,90%         61,334           75,434         41,271         -50,55%         61,334           66,541         41,271         -29,18%         61,334           66,541         41,271         -29,18%         61,334           50,49         41,774         -29,18%         61,38           50,49         51,661         2,46%         77,486           42,261         53,603         26,84%         74,486           42,261         53,617         62,34%         73,448           45,29         1,704         -62,38%         77,948           56         2,364         168,04%         3,596           73         2,364         316,64%         3,596	February	30,728	30,899	0.56%	73,553	138.04%
2020-2021         2021-2022         % Change         2022-2023           133.371         29,497         -77.88%         54,232           112,857         31,002         -74.77%         59,295           111,731         32,965         -76.05%         60,445           101,762         35,835         -64.79%         60,445           92,204         37,896         -89,90%         61,409           83,468         41,271         -50,55%         61,334           66,541         47,271         -50,55%         61,334           66,541         47,271         -50,18%         68,280           88,599         49,431         -15,65%         77,486           66,541         47,124         -29,18%         68,280           66,541         47,124         -29,18%         68,280           85,59         49,431         -15,65%         77,486           42,261         53,603         26,84%         72,178           50,419         51,661         2,46%         73,486           45,261         53,603         53,94%         73,486           4,529         1,704         -62,38%         73,586           569         2,702	Year-to-Date	63,125	86,606	37.20%	146,270	%68.89
133,371       29,497       -77.88%       54,232         1122,857       31,002       -74.77%       59,295         101,762       35,835       -64,79%       60,646         92,204       37,898       -58.90%       61,409         83,468       41,271       -50.55%       61,409         66,541       41,271       -50.55%       61,334         66,549       43,118       -15.65%       67,787         66,541       47,124       -29.18%       68,280         50,419       51,661       2.46%       72,178         42,261       53,603       26.84%       75,903         35,628       53,617       52.94%       74,486         42,261       53,603       26.84%       75,903         35,629       44,31       -15.65%       74,486         42,261       53,603       26.84%       75,903         45,291       45,668       17,486       3,59         73       1,861       153.83%       3,59         74       2,364       315,63%       3,59         74       2,364       315,63%       3,59         75       2,544       102,71%       4,058	12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
122,867       31,002       -74,77%       59,295         111,731       32,965       -70,50%       60,445         101,762       38,965       -70,50%       60,445         92,204       37,896       -68,90%       61,409         83,468       41,271       -50,55%       61,334         66,541       47,124       -29,18%       67,787         66,541       47,124       -29,18%       68,280         50,419       51,661       2,46%       72,178         42,261       53,603       26,84%       75,903         35,658       53,677       75,903         42,261       53,603       26,84%       75,903         42,261       53,603       26,84%       75,903         45,29       1,661       153,69       75,903         4,59       1,861       1,564       75,903         4,59       1,861       1,861       1,864       75,903         4,59       1,861       1,864       3,508       3,579         1,769       2,104       102,71%       4,058         1,743       2,346       37,00%       3,971         1,412       2,850       10,188%       3,571	March	133,371	29,497	-77.88%	54,232	83.86%
111,731       32,965       -70,50%       60,445         101,762       35,835       -64,79%       60,660         92,204       37,898       -58,90%       61,409         83,468       41,271       -50,55%       61,409         66,541       43,918       -41,78%       67,787         66,541       47,124       -29,18%       68,280         50,419       49,431       -15,65%       68,280         50,419       49,431       -15,65%       68,280         50,419       49,431       -15,65%       77,486         42,261       53,603       26,84%       75,903         35,638       53,647       52,94%       77,486         4,529       1,704       -62,38%       77,486         569       2,364       315,63%       3,459         569       2,364       315,63%       3,589         1,569       2,702       72,22%       3,689         1,766       3,286       86,12%       3,699         1,777       3,770       102,71%       4,058         1,442       2,850       101,85%       3,971	April	122,857	31,002	-74.77%	59,295	91.26%
101,762   35,835   -64,79%   60,660     92,204   37,898   -58,90%   61,409     83,468   41,271   -50,55%   61,409     66,541   47,124   -29,18%   67,787     66,541   47,124   -29,18%   67,787     56,549   49,431   -15,65%   67,787     50,419   53,603   26,84%   72,178     50,419   53,603   26,84%   72,178     4,529   1,704   -62,38%   3,300     734   1,861   153,53%   3,555     1,869   2,702   72,22%   3,685     1,766   2,702   72,22%   3,686     1,766   3,286   86,12%   3,591     1,860   3,770   102,71%   4,058     1,412   2,850   101,85%   3,971     1,412   2,850   101,85%   3,971     1,412   2,860   2,060     1,412   2,860   2,060     1,412   2,860   2,060     1,412   2,860   2,060     1,412   2,860   2,060     1,412   2,860   2,060     1,412   2,860   2,060     1,413   2,860     1,413   2,860     1,414   2,480     1,480   2,480     1,480   2,480     1,480   2,480     1,480	May	111,731	32,965	-70.50%	60,445	83.36%
92,204 37,898 -58.90% 61,409 83,468 41,271 -50.55% 61,334 75,434 41,271 -50.55% 61,334 75,434 47,124 -29.18% 68,280 56,541 47,124 -29.18% 68,280 50,419 51,661 2.46% 72,178 35,623 26.84% 72,418 4,529 1,704 -62.38% 3,300 734 1,861 1,861 168.04% 3,581 1,569 2,702 72,22% 3,939 1,766 3,286 86.12% 3,939 1,766 3,286 86.12% 3,939 1,569 3,770 102.71% 4,088 1,5412 2,345 52.02% 3,971 1,412 2,850 101,85% 3,971	June	101,762	35,835	-64.79%	099'09	69.27%
83,468       41,271       -50.55%       61,334         75,434       43,918       -41.78%       67,787         66,541       47,124       -29.18%       68,280         58,599       51,661       2.46%       72,178         50,419       51,661       2.46%       74,486         42,261       53,603       26,84%       75,903         45,261       53,617       52,94%       75,903         4,529       1,704       -62,38%       79,458         4,529       1,704       -62,38%       3,499         5,614       168.04%       3,579         1,387       2,364       315.63%       3,579         1,769       2,702       72,22%       3,666         1,769       3,286       86,12%       3,686         1,777       3,770       102.71%       4,058         1,740       2,36       97,00%       3,999         1,440       2,36       97,00%       3,971         4,412       5,00%       3,971	yluly	92,204	37,898	-58.90%	61,409	62.04%
75,434       43,918       -41.78%       67,787         66,541       47,124       -29.18%       66,280         58,599       51,661       2.46%       72,178         50,419       51,661       2.46%       74,486         42,261       53,603       26.84%       75,903         35,058       53,617       52.94%       75,903         4,529       1,704       -62.38%       3,300         734       1,861       158.58%       3,579         1,387       2,364       315.63%       3,589         1,387       3,027       118.25%       3,589         1,569       2,702       72.22%       3,606         1,777       3,078       73.20%       5,866         1,777       3,078       72.22%       5,866         1,400       2,758       97.05%       3,959         1,543       2,364       52.02%       3,959         1,543       2,364       32.06%       3,959         1,543       2,365       101.85%       3,971	August	83,468	41,271	-50.55%	61,334	48.61%
66,541       47,124       -29.18%       68,280         56,599       49,431       -15.65%       72,178         50,419       51,661       2.46%       74,486         42,261       53,603       26.84%       74,86         2020-2021       53,603       26.84%       75,903         4,529       1,704       -62.38%       79,458         734       1,861       153.53%       3,459         569       2,364       315.63%       3,579         1,387       3,027       118.25%       3,606         1,569       2,702       72.22%       3,606         1,766       3,286       86.12%       4,058         1,777       3,770       102.71%       4,058         1,400       2,758       97.05%       5,866         1,400       2,345       52.02%       3,891         1,412       2,850       101.85%       3,971	September	75,434	43,918	-41.78%	67,787	54.35%
58,599       49,431       -15,65%       72,178         50,419       51,661       2.46%       74,486         50,419       53,603       26,84%       75,903         35,058       53,617       52.94%       75,903         45,204       2021-2022       % Change       2022-2023         4,529       1,704       -62.38%       3,459         569       1,704       -62.38%       3,459         569       2,364       315,63%       3,579         1,387       3,027       118.25%       3,606         1,569       2,702       72.22%       3,606         1,766       3,286       86,12%       4,058         1,777       3,770       102.71%       4,058         1,400       2,758       97.05%       3,971         4,412       2,850       101.85%       3,971	October	66,541	47,124	-29.18%	68,280	44.89%
50,419       51,661       2.46%       74,486         42,261       53,603       26.84%       75,903         35,058       53,617       52.94%       79,458         2020-2021         4,529       1,704       -62.38%       3,300         734       1,861       15.53%       3,459         569       2,364       315.63%       3,535         975       2,614       18.26%       3,535         1,387       3,027       118.25%       3,606         1,766       3,286       86.12%       3,606         1,766       3,770       102.71%       4,058         1,400       2,758       97.05%       3,971         1,412       2,850       101.85%       3,971	November	58,599	49,431	-15.65%	72,178	46.02%
42,261         53,603         26.84%         75,903           35,058         53,617         52.94%         79,458           2020-2021         Change         2022-2023           4,529         1,704         -62.38%         3,300           734         1,861         15.53%         3,459           569         2,364         315.63%         3,535           975         2,614         168.04%         3,535           1,387         3,027         118.25%         3,606           1,769         2,702         72.22%         3,606           1,766         3,286         86.12%         4,058           1,777         3,078         73.20%         4,058           1,400         2,758         97.05%         3,971           4,412         2,850         101.85%         3,971	December	50,419	51,661	2.46%	74,486	44.18%
35,058         53,617         52.94%         79,458           2020-2021         2021-2022         % Change         2022-2023           734         1,704         -62.38%         3,300           734         1,861         15.53%         3,459           569         2,364         315.63%         3,459           975         2,864         315.63%         3,579           1,387         3,027         118.25%         3,589           1,569         2,702         72.22%         3,606           1,766         3,270         102.71%         4,058           1,777         3,078         73.20%         5,866           1,400         2,758         97.05%         3,971           1,442         2,850         101.85%         3,971	January	42,261	53,603	26.84%	75,903	41.60%
2020-2021         % Change         2022-2023           4,529         1,704         -62.38%         3,300           734         1,861         153.53%         3,459           569         2,364         315.63%         3,559           975         2,614         168.04%         3,579           1,387         3,027         118.25%         3,989           1,569         2,702         72.22%         3,606           1,766         3,286         86.12%         4,058           1,777         3,078         73.20%         4,058           1,400         2,758         97.05%         3,959           1,543         2,345         52.02%         3,971	February	35,058	53,617	52.94%	79,458	48.19%
4,529       1,704       -62.38%       3,300         734       1,861       153.53%       3,459         569       2,364       315.63%       3,579         975       2,614       168.04%       3,579         1,387       3,027       118.25%       3,989         1,569       2,702       72.22%       3,606         3,770       102.71%       4,058         1,860       3,770       102.71%       4,058         1,777       3,078       73.20%       5,866         1,400       2,758       97.05%       3,959         1,400       2,345       52.02%       3,971         3,971	Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
734     1,861     153.53%     3,459       569     2,364     315.63%     3,535       975     2,614     168.04%     3,579       1,387     3,027     118.25%     3,989       amber     1,569     2,702     72.22%     3,606       aver     1,766     3,286     86.12%     4,058       mber     1,777     3,078     73.20%     4,058       ary     1,543     2,345     52.02%     3,891       ary     1,412     2,850     101.85%     3,971	March	4,529	1,704	-62.38%	3,300	93.73%
569       2,364       315.63%       3,535         975       2,614       168.04%       3,579         1,387       3,027       118.25%       3,989         1,569       2,702       72.22%       3,606         3,286       86.12%       3,631         1,766       3,770       102.71%       4,058         3er       1,777       3,078       73.20%       5,866         1,400       2,758       97.05%       3,959         1,543       2,345       52.02%       3,971         ry       1,412       2,850       101.85%       3,971	April	734	1,861	153.53%	3,459	85.89%
975       2,614       168.04%       3,579         1,387       3,027       118.25%       3,989         1,569       2,702       72.22%       3,606         -       1,766       3,286       86.12%       4,058         oer       1,777       3,078       73.20%       5,866         oer       1,400       2,758       97.05%       3,959         r       1,543       2,345       52.02%       3,891         ry       1,412       2,850       101.85%       3,971	May	569	2,364	315.63%	3,535	49.56%
1,387     3,027     118.25%     3,989       1,569     2,702     72.22%     3,606       -     1,766     3,286     86.12%     4,058       -     1,860     3,770     102.71%     4,058       oer     1,777     3,078     73.20%     5,866       oer     1,400     2,758     97.05%     3,959       r     1,543     2,345     52.02%     3,891       ry     1,412     2,850     101.85%     3,971	June	975	2,614	168.04%	3,579	36.90%
ber 1,569 2,702 72.2% 3,606 3,606 3,286 86.12% 3,631 4,058    - 1,766 3,286 86.12% 4,058 3,770 102.71% 4,058 5,866 5,866 3,959 1,543 2,345 52.02% 3,891 3,891    - 1,543 2,850 101.85% 3,971	ylul	1,387	3,027	118.25%	3,989	31.80%
Joer     1,766     3,286     86.12%     3,631       1,860     3,770     102.71%     4,058       er     1,777     3,078     73.20%     5,866       er     1,400     2,758     97.05%     3,959       1,543     2,345     52.02%     3,891       y     1,412     2,850     101.85%     3,971	August	1,569	2,702	72.22%	3,606	33.46%
er 1,860 3,770 102.71% 4,058 4,058 er 1,777 3,078 73.20% 5,866 er 1,400 2,758 97.05% 3,959 1,543 2,345 52.02% 3,891 3,971 <b>2,850 101.85%</b> 3,971	September	1,766	3,286	86.12%	3,631	10.50%
1,777     3,078     73.20%     5,866       1,400     2,758     97.05%     3,959       1,543     2,345     52.02%     3,891       1,412     2,850     101.85%     3,971	October	1,860	3,770	102.71%	4,058	7.62%
1,400     2,758     97.05%     3,959       1,543     2,345     52.02%     3,891       1,412     2,850     101.85%     3,971	November	1,777	3,078	73.20%	5,866	80.59%
1,543     2,345     52.02%     3,891       1,412     2,850     101.85%     3,971	December	1,400	2,758	92.05%	3,959	43.52%
1,412 2,850 101.85% 3,971	January	1,543	2,345	52.02%	3,891	65.89%
	February	1,412	2,850	101.85%	3,971	39.31%

# MTA Metro-North Port Jervis Line

March April May June July	58,741	21,160	-63.98%	25 620	21.08%
April May June July		)			
Aprii May June July	0000	1 0 00	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	700.7
May June July	689,6	20,955	116.28%	51,912	147.73%
June July	7,326	22,216	203.25%	31,455	41.59%
ylul	14,076	35,310	150.85%	36,500	3.37%
	20,169	35,426	75.65%	42,394	19.67%
August	22,064	40,004	81.31%	43,139	7.84%
September	24,445	40,395	65.25%	82,665	104.64%
October	26,753	55,159	106.18%	49,676	-9.94%
November	22,298	40,504	81.65%	62,195	53.55%
December	21,976	40,571	84.62%	51,884	27.88%
January	21,415	33,150	54.80%	36,957	11.48%
February	20,442	19,487	-4.67%	41,371	112.30%
Year-to-Date	41,857	52,637	25.75%	78,328	48.81%
12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
March	78,828	19,318	-75.49%	34,066	76.35%
April	72,693	20,257	-72.13%	36,646	80.91%
May	66,196	21,497	-67.52%	37,416	74.05%
June	60,516	23,267	-61.55%	37,515	61.24%
July	54,781	24,538	-55.21%	38,096	55.25%
August	49,425	26,033	-47.33%	38,357	47.34%
September	44,869	27,363	-39.02%	41,880	23.05%
October	39,864	29,730	-25.42%	41,423	39.33%
November	35,480	31,247	-11.93%	43,230	38.35%
December	30,926	32,796	6.05%	44,173	34.69%
January	26,427	33,774	27.80%	44,490	31.73%
February	22,450	33,695	%60.03	46,314	37.45%
Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
March	2,671	1,089	-59.22%	1,874	72.08%
April	441	1,189	169.76%	1,996	67.88%
May	366	1,500	310.14%	2,170	44.70%
June	640	1,620	152.96%	2,186	34.92%
July	920	1,923	109.06%	2,410	25.35%
August	1,049	1,628	55.23%	2,145	31.77%
September	1,165	1,930	65.71%	1,994	3.31%
October	1,217	2,618	115.16%	2,363	-9.73%
November	1,172	2,028	73.08%	3,099	52.79%
December	806	1,848	104.57%	2,275	23.10%
January	994	1,359	36.75%	2,138	57.38%
February	901	1,654	83.56%	2,394	44.70%

MTA Metro-North Pascack Valley Line

2000-2021         2021-2022         % Change         2022-2023           4,44         11,709         71,349         40,68         14,618         40,6	2020-2021         2021-2022         % Change         2022-202-202-202-202-202-202-202-202-20						
4,086  1,1709	40,861     11709     71,44%     1       40,664     13,253     16,538%     4       4,002     20,584     119,33%     1       10,589     10,589     119,33%     1       10,589     19,760     92,51%     1       10,282     33,467     20,59%     1       10,282     33,467     20,59%     1       11,413     24,188     71,10%     9       11,4843     20,189     71,10%     9       10,286     11,412     20,189     1       10,389     22,557     105,40%     3       10,286     11,442     20,50%     3       21,268     33,669     50,72%     3       45,535     10,179     69,13%     2       50,180     22,557     10,10,40     69,13%     2       45,535     11,447     74,82%     2     2       45,535     11,487     71,482%     2     2       45,535     11,487     71,482%     2     2       45,535     11,487     71,482%     2     2       50,163     10,179     11,482%     2     2       11,480     11,487     71,482%     2     2       11,480 <td< th=""><th>Revenue Passengers</th><th>2020-2021</th><th>2021-2022</th><th>% Change</th><th>2022-2023</th><th>% Change</th></td<>	Revenue Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
6 454 12.25 113.2% 105.3% 43.061 10.259 113.2% 117.3% 10.05.3% 43.061 10.923 33.467 205.3% 21.10.7 11.501 11.843 24.199 71.10% 22.197.1 11.843 24.199 71.10% 22.197.1 11.843 22.001 68.96% 22.436 11.843 22.001 68.96% 22.182.2 11.843 20.010 68.96% 22.182.2 11.843 20.010 68.96% 22.182.2 11.843 20.010 68.96% 22.182.2 11.843 20.010 68.96% 22.182.2 11.843 20.010 68.96% 22.182.2 11.447 20.01.202 % Change 20.02.2023 11.447 7.74.87 7.74.82% 22.182.2 11.447 7.74.82% 22.182.2 11.447 7.74.82% 22.182.2 11.448 11.447 7.74.82% 22.182.2 11.449 2.18.84 2.18.84 2.18.84 2.18.84 11.464 2.18.84 2.18.84 2.18.84 11.464 2.18.84 2.18.84 2.18.84 11.464 2.18.84 2.18.84 2.18.84 11.464 2.18.84 2.18.84 2.18.84 11.464 2.18.84 2.18.84 2.18.84 11.464 2.18.84 2.18.84 2.18.84 11.464 2.18.84 2.18.84 2.18.84 11.464 2.18.84 2.18.84 2.18.84 11.464 2.18.84 2.18.84 2.18.84 11.464 2.18.84 2.18.84 2.18.84 11.464 2.18.84 2.18.84 11.464 2.18.84 2.18.84 11.464 2.18.84 2.18.84 11.464 2.18.84 2.18.84 11.464 2.18.84	6,454 (13,223 105,35% (10,259 10,25% (10,259 10,25% (10,259 10,259 10,25% (10,259 10,25% (10,259 10,25% (10,259 10,25% (10,259 10,25% (10,259 10,25% (10,259 10,25% (10,259 10,25% (10,259 10,25% (11,26) 10,25% (11,26) 10,25% (11,26) 10,25% (11,26) 10,25% (10,25% (11,26) 10,25% (10,25% (10,25% (11,26) 10,25% (10,25% (11,26) 10,25% (12,25% (1	March	40,861	11,709	-71.34%	14,618	24.84%
4,062         12,723         213,22%         17,285           1,0293         19,760         92,51%         17,285           1,0243         12,750         20,54%         17,765           1,0245         28,467         20,53%         21,766           1,1501         28,467         22,537%         63,634           1,1501         20,970         68,96%         36,564           1,1501         20,970         68,96%         36,564           1,1501         20,970         68,96%         36,564           1,1501         20,070         68,96%         36,564           2,126         10,546         10,564         36,564           2,126         10,540%         10,567         36,564           2,126         10,745         10,546         32,182           2,126         10,745         10,746         11,36%         31,44           41,243         11,366         10,745         17,86%         22,649           50,163         10,745         17,86%         20,313           41,44         11,36%         10,745         14,86%           50,163         11,36%         11,36%         20,314           41,46         1	4,062     12,723     213,22%     1       1,0263     10,723     213,22%     1       1,0263     10,923     33,467     206,39%     2       1,1561     28,430     125,37%     2       1,14,143     24,149     7,110%     4       1,1,501     20,979     82,41%     4       1,1,843     20,979     82,41%     4       1,1,843     20,979     82,41%     4       1,1,843     20,979     82,41%     4       1,0,982     22,578     6     4       2,1,68     33,969     99,72%     9       2,1,68     33,969     99,72%     9       45,53     1,147     10,95%     3       44,53     1,147     1,414     1,414     1       2,06     1,143     1,147     1,414     1       3,04     1,144     1,147     1,414     1       45,53     1,146     1,148     1,148     1       2,14     1,144     1,144     1,144     1       2,14     1,144     1,148     1,148     1       2,14     1,144     1,148     1,148     1       2,14     1,144     1,156     1,148     1	April	6,454	13,253	105.35%	43,061	224.92%
7,389         20,584         179,33%         21,971           10,299         33,467         265,39%         21,971           10,299         33,467         266,39%         21,666           11,443         24,19         7,10%         85,594           11,443         20,379         82,43%         28,439           11,443         20,379         82,43%         85,594           10,286         11,412         10,59%         85,391           10,286         11,412         10,59%         35,391           20,26,2021         2021,2022         35,46%         35,469           54,543         10,179         81,33%         35,302           45,533         10,179         81,33%         35,302           45,543         10,179         81,33%         22,492           30,133         11,467         -14,82%         22,318           45,543         10,179         81,33%         22,302           45,544         11,467         -14,82%         23,148           20,133         11,467         -14,82%         23,148           45,554         11,467         -14,82%         23,148           20,133         11,348         -21,35% </td <td>7,389     10,584     179,33%     20,584     179,33%     20,10,259     10,259     10,259     10,259     10,259     10,259     10,259     10,259     10,259     10,259     10,259     10,259     20,278     20,27</td> <td>May</td> <td>4,062</td> <td>12,723</td> <td>213.22%</td> <td>17,285</td> <td>35.86%</td>	7,389     10,584     179,33%     20,584     179,33%     20,10,259     10,259     10,259     10,259     10,259     10,259     10,259     10,259     10,259     10,259     10,259     10,259     20,278     20,27	May	4,062	12,723	213.22%	17,285	35.86%
10,259   19,750   92,51%   21,766   21,766   21,766   21,766   21,767   2	10,259 19,750 92,51% 26,109,23 33,467 206,33% 26,109,23 1,12,615 28,407 11,501 24,198 71,10% 11,501 20,1979 82,41% 4 4 11,501 20,0199 82,41% 20,0199 82,41% 20,0199 82,41% 20,0199 82,41% 20,0196 11,501 20,0199 82,41%	June	7,369	20,584	179.33%	21,971	6.74%
10 923   33 467   206 39%   29 435   29 435   126 15   28 430   125 37%   28 145   28 146   14 141   24 146   24 140   126 16   28 430   125 37%   25 63 44   28 141   24 146   20 1070   68 36%   25 63 44   26 68   22 507   20 50%   20 30 30 31   20 30 10 30 20   20 30 30 30   20 30 30 30   20 30	10,923   33,467   206.39%   26,1461   1,561   24,148   24,148   71,10%   34,148   71,10%   34,148   71,10%   34,148   71,10%   34,148   71,10%   34,148   71,10%   34,148   71,10%   34,148   71,10%   34,148   71,248   34,443   71,248   34,248   34,248   34,443   34,448   34,444   34,444   34,448   34,444	VluC	10,259	19,750	92.51%	21,766	10.21%
12.615   28.430   125.37%   63.594   14.443   24.196   71.10%   26.594   11.501   20.0101   68.96%   26.584   46.068   20.010   68.96%   26.391   20.010   20.0109   20.0109   20.0109   20.0100   20.0109   20.0102	12,616   28,430   125,37%   68,141,413   14,143   24,1486   71,10%   20,179   22,1486   71,10%   20,179   22,1486   71,10%   20,179   22,1486   21,286   21,286   21,286   21,286   21,286   21,286   21,286   21,248   2	August	10,923	33,467	206.39%	29,435	-12.05%
14,143   24,198   71,10%   36,594     14,143   20,979   82,47%   46,088     10,982   21,567   105,40%   36,780     10,982   21,442   10,95%   35,780     2020-2021   2021-2022   % Change   2022-2023     24,543   10,179   48,38%   20,155     25,145   23,145   23,468   23,145     41,246   10,476   74,82%   23,029     41,246   11,467   74,82%   23,029     41,246   11,359   45,83%   22,317     23,145   11,359   45,83%   22,317     23,145   11,359   45,83%   22,317     23,145   11,359   45,83%   22,317     14,83   19,829   25,23%   31,413     15,834   19,829   25,23%   31,414     14,60   10,43   10,43   10,43     15,834   19,829   25,23%   1,426     1,858   672   12,136   1,464     203   864   325,52%   1,366     467   1,104   10,51%   1,460     601   1,104   136,55%   1,664     602   1,047   10,651%   1,664     603   1,162   73,41%   1,175     614   605   1,044   1,176     617   617   618     618   619   73,43%   1,178     619   610   73,43%   1,178     611   71,666   73,443%   1,176     612   79,77   79,664     613   79,664   1,176   1,176     614   605   1,044   1,176   1,176     615   79,664   1,178   1,178     616   73,443%   1,178     617   79,664     618   79,664   1,178   1,178     619   73,443%   1,178     610   73,443%   1,178     611   73,743   7,178     612   79,778   7,178     613   7,178   7,178     614   7,166   7,178     615   7,178   7,178     617   7,186   7,143     618   7,143   7,143     618   7,143   7,143     618   7,143   7,143     618   7,143   7,143     618   7,143   7,143     618   7,143   7,143     618   7,143   7,143     7,144   7,165   7,178     7,166   7,178   7,178     7,184   7,184   7,184     7,184   7,184   7,184     7,184   7,184   7,184     7,184   7,184   7,184     7,184   7,184   7,184     7,184   7,184   7,184     7,184   7,184   7,184     7,184   7,184   7,184     7,184   7,184   7,184     7,184   7,184   7,184     7,184   7,184   7,184     7,184   7,184   7,184     7,184   7,184   7,184     7,184   7,184   7,184     7,184   7,184   7,184     7,184   7,184   7,184     7,184	14,143     20,198     71,10%     3       11,501     20,079     82,4%     4       11,843     20,010     68,96%     3       10,982     11,412     10,54%     3       21,268     33,969     59,72%     6       41,248     10,54%     -81,34%     5       45,535     11,447     -81,34%     2       45,535     11,467     -74,82%     2       41,246     10,745     -74,82%     2       44,243     11,467     -74,82%     2       30,565     11,467     -74,82%     2       26,676     17,349     -34,80%     2       23,143     16,556     -69,53%     2       23,40,49     16,556     -45,33%     2       26,676     17,34     -32,3%     3       15,834     18,864     -3,23%     3       15,834     19,923     58,01%     3       15,836     67     126,68%     6       467     1,104     136,58%     6       467     1,104     146,38%     6       520     1,044     17,66%     9       601     1,144     106,58%     6       602     1,144     106,68% <td< td=""><td>September</td><td>12,615</td><td>28,430</td><td>125.37%</td><td>63,594</td><td>123.69%</td></td<>	September	12,615	28,430	125.37%	63,594	123.69%
11,501	11,501     20,979     82,41%     4       10,982     22,557     105,40%     3       10,986     11,412     10,95%     3       21,268     11,412     10,95%     3       20,20,201     20,21,2022     % Change     2022,22       84,543     10,179     -81,34%     2       50,163     10,745     -78,58%     2       45,535     11,467     -74,82%     2       44,535     10,745     -74,82%     2       34,043     15,238     -64,30%     2       226,676     15,238     -55,24%     2       23,149     18,864     -3,23%     2       16,834     18,864     -3,23%     2       15,834     19,829     25,23%     3       15,834     19,829     25,23%     3       15,838     615     -66,92%     2       15,838     675     10,14     10,15       203     864     32,52%     3       467     1,144     116,83%     2       1,356     1,25,63%     2     2       1,366     10,44     11,48     32,52%       1,366     10,44     11,48     32,52%       1,46     1,44     1	October	14,143	24,198	71.10%	35,594	47.09%
11843   20,010   66,96%   36,391   36,391   36,391   36,286   32,66%   36,760   36,770   36	11,843 20,010 68.96% 10,982 21,567 105.40% 10,982 21,268 33,969 59,72% 6 59,72% 6 59,72% 6 59,72% 6 59,72% 6 59,72% 6 59,72% 6 59,72% 6 59,72% 6 59,72% 7,42% 10,745 -81,24% 2 20,565 11,24% 12,568 -69,53% 7,423 11,369 11,24% 15,238 -55,24% 2 20,565 11,369	November	11,501	20,979	82.41%	46,068	119.59%
10,982         22,557         105,40%         35,760           21,268         33,969         59,72%         67,342           2020-2021         2021-2022         % Change         2022-2023           54,535         10,179         -81,34%         20,165           41,246         10,179         -81,34%         20,165           41,246         12,568         -69,53%         23,145           37,423         11,467         -74,82%         23,145           37,423         15,359         -69,53%         23,145           37,423         15,359         -64,30%         23,145           26,676         16,566         -45,83%         23,145           26,677         17,394         -34,80%         26,848           29,433         18,184         -3,133%         26,848           19,829         18,284         -3,23%         30,413           15,834         19,829         55.20%         1,464           2020-2021         2021-2022         % Change         2022-2023           18,834         10,923         58,01%         20,158           1,385         10,620         10,61%         11,464           202         10,049	10,982         22,557         105.40%         3           21,688         33,969         59,72%         6           21,688         33,969         59,72%         6           64,543         10,179         -81,34%         2022-22           50,183         10,745         -78,58%         2           50,183         10,745         -78,58%         2           41,246         12,568         -69,53%         2           37,423         11,467         -74,86%         2           30,665         16,568         -69,53%         2           3,4043         16,526         -45,83%         2           26,676         17,394         -3,480%         2           26,676         17,394         -3,480%         2           26,676         16,556         45,83%         2           15,829         25,23%         3         3           15,834         19,829         25,23%         3           15,84         -3,23%         40,43         41,829         45,23%           203         20,20,20         40,923         56,23%         2           203         20,20,20         1,104         1,104 <th< td=""><td>December</td><td>11,843</td><td>20,010</td><td>%96.89</td><td>36,391</td><td>81.86%</td></th<>	December	11,843	20,010	%96.89	36,391	81.86%
10,286         11,412         10,95%         32,182           21,268         33,969         59,72%         67,942           24,543         10,179         -81,34%         20,165           50,163         10,745         -78,85%         20,165           50,163         10,745         -78,85%         20,165           50,163         10,745         -78,85%         20,165           44,246         12,568         -69,53%         23,145           37,423         13,359         -64,30%         23,145           30,565         16,566         -65,24%         22,371           20,676         17,394         -21,35%         28,948           19,493         18,184         -21,35%         28,948           19,829         25,24%         25,344           15,834         18,829         25,23%         30,313           15,834         18,829         25,23%         31,44           15,834         18,829         25,23%         31,44           200,2020         20,20,202         32,23%         31,44           203         18,64         -3,23%         31,44           203         18,64         -3,23%         1,46 <td>10,286         11,412         10,95%         9           21,268         33,969         59,72%         6           50,163         10,179         -81,34%         6           50,163         10,179         -81,34%         2           50,163         10,179         -81,34%         2           45,536         11,467         -78,88%         2           44,538         11,446         -78,88%         2           37,433         16,738         -64,36%         2           30,565         16,556         -64,36%         2           23,169         18,184         -21,35%         2           19,493         18,184         -21,33%         2           19,493         18,864         -3,23%         2           11,608         18,864         -3,23%         3           15,834         18,864         -3,23%         3           15,834         18,864         -3,23%         3           15,834         18,864         -3,23%         3           15,84         -3,23%         45,60%         3           2020-2021         2021-2022         % Change         2022-2           203         2</td> <td>January</td> <td>10,982</td> <td>22,557</td> <td>105.40%</td> <td>35,760</td> <td>58.53%</td>	10,286         11,412         10,95%         9           21,268         33,969         59,72%         6           50,163         10,179         -81,34%         6           50,163         10,179         -81,34%         2           50,163         10,179         -81,34%         2           45,536         11,467         -78,88%         2           44,538         11,446         -78,88%         2           37,433         16,738         -64,36%         2           30,565         16,556         -64,36%         2           23,169         18,184         -21,35%         2           19,493         18,184         -21,33%         2           19,493         18,864         -3,23%         2           11,608         18,864         -3,23%         3           15,834         18,864         -3,23%         3           15,834         18,864         -3,23%         3           15,834         18,864         -3,23%         3           15,84         -3,23%         45,60%         3           2020-2021         2021-2022         % Change         2022-2           203         2	January	10,982	22,557	105.40%	35,760	58.53%
21,268         33,969         59,72%         67,942           2020-2021         2021-2022         % Change         2022-2023           54,543         10,175         -81,34%         22,649           50,185         10,175         -78,63%         22,649           45,535         11,467         -74,82%         22,649           41,246         15,588         -69,63%         23,145           30,565         13,369         -64,30%         23,145           30,565         15,238         -55,24%         22,977           20,676         17,394         -24,80%         26,877           23,143         18,184         -21,35%         26,877           15,84         18,184         -21,35%         26,877           15,84         19,829         25,23%         30,313           15,84         19,829         25,23%         31,413           15,88         19,829         26,23%         1,456           2020-2021         15,829         26,23%         1,456           203         10,433         16,82%         1,464           203         203         203         33,44           203         203         203         20	21,268         33,969         59,72%         6           2020-2021         2021-2022         % Change         2022-2022           54,543         10,179         -61,34%         2           50,163         10,179         -61,34%         2           45,536         11,467         -74,82%         2           41,246         11,467         -74,82%         2           37,423         11,467         -74,82%         2           34,043         11,268         -68,53%         2           34,043         15,238         -55,24%         2           26,676         17,394         -58,3%         2           23,119         18,864         -3,23%         2           19,433         18,864         -3,23%         3           15,834         19,829         25,23%         3           15,834         19,829         25,23%         3           15,834         19,829         25,23%         3           203         203         49,829         45,23%         3           203         203         40,82%         40,72%         40,72%           203         203         40,82%         40,72% <td< td=""><td>February</td><td>10,286</td><td>11,412</td><td>10.95%</td><td>32,182</td><td>182.00%</td></td<>	February	10,286	11,412	10.95%	32,182	182.00%
2020-2021         2021-2022         % Change         2022-2023           64,543         10,179         -81,34%         20,165           50,163         10,745         -78,58%         22,649           44,535         11,467         -74,82%         22,649           44,246         12,568         -69,53%         23,145           34,043         16,238         -55,24%         23,145           20,565         17,394         -34,80%         26,867           20,676         17,394         -34,80%         26,867           23,119         18,184         -21,35%         28,948           19,493         18,864         -3,23%         30,313           15,834         18,864         -3,23%         31,44           15,834         19,829         55,23%         31,44           15,834         19,829         56,23%         33,144           2020-2021         2021-2022         \$6.01%         33,144           203         18,864         -3,23%         31,44           15,834         19,923         58.01%         20,22,2023           203         864         325,52%         1,464           203         10,04         73,43%<	2020-2021         2021-2022         % Change         2022-202           54,543         10,179         -81,34%         2           50,163         10,745         -78,58%         2           45,535         11,467         -74,82%         2           41,246         12,568         -64,30%         2           34,423         15,58         -64,30%         2           36,565         15,38         -55,24%         2           26,676         17,394         -34,80%         2           28,119         18,184         -21,35%         2           19,493         18,864         -3,23%         3           15,844         19,329         55,23%         3           15,844         19,329         55,23%         3           15,844         19,329         55,23%         3           15,844         19,923         58,01%         3           2020-2021         2021-2022         % Change         2022-2           203         10,049         71,049         73,43%           467         1,049         73,43%         4           605         1,049         73,43%         4           605	Year-to-Date	21,268	33,969	59.72%	67,942	100.01%
54,543       10,179       -81.34%       20,165         60,163       10,745       -78.58%       22,649         41,246       12,568       -69.53%       23,029         41,246       12,568       -69.53%       23,145         37,423       15,238       -55.24%       23,313         30,565       16,566       -45.83%       26,977         26,676       17,394       -24.80%       26,877         23,119       18,864       -21.35%       28,948         19,433       18,864       -3.23%       30,313         15,834       19,829       25.23%       31,413         15,834       19,829       25.23%       31,413         15,834       19,829       25.23%       31,413         15,834       19,829       25.23%       31,413         15,834       19,829       25.23%       31,413         15,834       19,829       25.23%       11,426         15,834       11,43       11,426       11,426         13,835       11,426       11,426       11,426         14,60       11,44       136,83%       11,426         14,60       11,44       17,64       125,66%       <	54,543       10,179       -81,34%       2         45,535       10,745       -7482%       2         41,246       12,568       -69,53%       2         41,246       13,359       -64,30%       2         37,423       15,238       -55,24%       2         30,565       17,394       -24,83%       2         26,676       17,394       -24,83%       2         23,119       18,864       -3,23%       3         19,493       18,864       -3,23%       3         15,834       19,829       25,23%       3         15,834       19,829       25,23%       3         15,834       19,829       25,23%       3         15,834       19,829       25,23%       3         15,834       19,829       25,23%       3         1,864       -3,23%       58,01%       3         1,884       -3,23%       68,01%       3         1,884       -3,23%       58,01%       3         1,884       -3,23%       66,22%       2         203       672       129,15%       2         203       203       864       325,62%	12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
50,163       10,745       -78.58%       22,649         45,535       11,467       -74.82%       23,029         44,246       12,688       -69.53%       23,145         37,423       13,369       -64.30%       23,145         34,043       16,556       -45.83%       25,907         26,676       17,394       -34.80%       26,907         23,119       18,144       -21.35%       28,948         19,439       18,644       -3.23%       30,313         15,834       19,829       25,23%       31,413         15,834       19,829       25,23%       31,413         1,560       19,829       25,23%       31,413         1,583       661       129,15%       1,426         1,836       671       129,15%       1,426         203       864       325,52%       1,364         467       1,104       136,35%       1,569         601       1,049       73,43%       1,569         604       1,049       73,43%       1,694         605       1,049       73,43%       1,757         511       1,146       136,44%       1,757         604	50,163     10,745     -78.58%     2       45,535     11,467     -74.82%     2       41,246     12,568     -69.53%     2       41,246     12,568     -69.53%     2       37,423     13,238     -55.24%     2       30,565     16,556     -45.83%     2       26,676     17,394     -34.80%     2       26,676     17,394     -34.80%     2       26,676     17,394     -34.80%     2       19,433     18,844     -21.35%     2       19,834     19,829     55.23%     3       15,834     19,829     55.23%     3       1,858     615     -66.92%     3       1,858     672     129.15%       203     672     129.15%       203     672     129.15%       467     1,104     136.86%       467     1,104     136.86%       603     1,104     73.43%       604     1,156     79.17%       643     1,169     73.43%       643     1,169     134.11%       549     987     134.11%       648     134.11%	March	54,543	10,179	-81.34%	20,165	98.11%
45,535       11,467       -74,82%       23,029         41,246       12,568       -69,53%       23,145         37,423       13,359       -64,30%       23,313         34,043       15,266       -45,83%       23,313         30,565       16,566       -45,83%       25,977         26,676       17,394       -34,80%       26,857         26,676       17,394       -21,35%       28,948         19,493       18,864       -21,35%       28,948         15,834       19,829       25,23%       31,413         15,608       19,829       55,23%       31,443         2020-2021       2021-2022       56,01%       33,144         203       615       -66,92%       1,464         203       864       325,52%       1,464         203       864       325,52%       1,594         467       1,104       136,35%       1,594         643       1,162       79,17%       1,694         605       1,049       73,43%       1,784         643       1,696       136,4%       1,757         649       96       19,64%       1,757         649	45,535     11,467     -74.82%     2       41,246     12,568     -69.53%     2       37,423     13,359     -69.53%     2       34,03     16,268     -65.24%     2       30,565     16,566     -45.83%     2       26,676     17,394     -34.80%     2       23,119     18,184     -21.35%     2       19,493     18,184     -21.35%     2       19,829     25.23%     3       12,608     19,829     25.23%     3       1,858     672     19,923     58.01%     3       2020-2021     2021-2022     % Change     2022-2       1,858     672     129.15%     6       203     864     325.52%     66.92%       467     1,104     136.35%     6       503     1,049     73.43%     6       604     1,049     73.43%     6       605     1,049     73.43%     6       549     10,49     134.11%     14.196       641     1,196     134.11%	April	50,163	10,745	-78.58%	22,649	110.78%
41,246     12,568     -69,53%     23,145       31,423     13,359     -64,30%     23,313       34,043     15,238     -55,24%     22,977       26,676     17,394     -34,80%     26,867       26,676     17,394     -34,80%     26,907       26,676     17,394     -34,80%     26,907       19,493     18,184     -21,35%     28,948       19,824     19,829     25,23%     30,313       12,608     19,829     25,23%     31,413       12,608     19,923     58,01%     33,144       203     672     129,15%     1,464       203     864     325,52%     1,365       335     995     196,86%     1,366       467     1,104     136,86%     1,59       643     1,162     79,17%     1,694       605     1,049     73,43%     1,684       606     1,049     73,43%     1,684       643     1,049     73,43%     1,57       643     1,049     73,41%     1,57       644     1,049     73,41%     1,57       649     910     83,37%     1,57       640     1,464     1,54     1,54       640<	41,246 12,568 -69.53% 2 37,423 13,559 -64.30% 2 34,043 15,288 -65.24% 2 26,676 17,394 -34.80% 2 23,19 18,184 -71.35% 2 19,493 18,184 -71.35% 3 15,834 19,829 25.23% 3 12,608 18,184 -21.35% 3 12,608 18,184 -21.35% 3 12,608 18,184 -21.35% 3 12,608 18,184 19,829 25.23% 3 12,608 19,923 58.01% 3 2020-2021 2021-2022 % Change 2022-2 203 864 325.52% 2 203 864 325.52% 2 203 864 136.35% 16.51% 6 601 1,104 136.35% 12.69% 6 601 1,105 79.17% 6 601 1,145 79.17% 6 603 1,146 18.33% 2 604 1,146 18.33% 2 605 1,146 18.33% 2 605 1,146 18.33% 2 607 1,146 18.33% 2 608 134.11% 11.156 134.11% 2 608 134.11% 11.156 134.11%	May	45,535	11,467	-74.82%	23,029	100.83%
37,423     13,359     -64.30%     23,313       34,043     15,238     -55.24%     22,977       30,565     16,566     -45.83%     26,907       26,676     17,394     -34.80%     26,857       23,119     18,484     -21.35%     28,948       19,493     18,864     -3.23%     30,313       15,834     19,829     25.23%     31,413       12,608     19,923     58.01%     33,144       2020-2021     2021-2022     % Change     2022-2023       203     672     129.15%     1,426       203     864     325.52%     1,365       33     1,074     106.51%     1,594       467     1,104     136.56%     1,594       601     1,152     79.17%     1,594       603     1,049     73.43%     2,766       497     910     83.37%     1,577       511     1,146     144.14%     1,577       514     1,146     144.14%     1,577	37,423     13,359     -64,30%     2       34,043     16,556     -55,24%     2       26,676     17,394     -34,80%     2       26,676     17,394     -21,35%     2       23,119     18,844     -21,35%     2       19,493     18,844     -3,23%     3       15,834     19,829     25,23%     3       12,608     19,829     25,23%     3       2020-2021     2021-2022     % Change     2022-2       1,858     672     126,92%     3       603     864     325,52%     2022-2       467     1,104     136,35%     106,51%       601     1,356     125,69%     11,074       603     1,149     73,43%     11,049       604     1,149     73,43%     11,049       605     1,149     73,41%     14,11%	June	41,246	12,568	-69.53%	23,145	84.15%
34,043 15,238 -55.24% 22,977 30,565 16,566 45,83% 22,977 20,719 18,184 -21.35% 28,948 19,493 18,844 -3.23% 30,313 15,834 19,823 58.01% 30,313 12,608 19,829 25,23% 31,443 1,858 615 615 -66.92% 1,464 203 864 325,52% 1,365 335 995 196.86% 1,394 467 1,1074 136.35% 1,394 467 1,1074 136.55% 1,694 601 1,356 125.69% 1,694 605 1,049 73,43% 2,766 497 987 79,64% 1,757 541 1,166	34,043     15,238     -55.24%     2       30,565     16,566     45.83%     2       26,676     17,334     -34.80%     2       23,119     18,184     -21.35%     2       19,493     18,864     -21.35%     3       15,834     19,829     25.23%     3       15,834     19,829     25.23%     3       15,834     19,829     25.23%     3       203     672     126.15%     2022-2       203     864     325.52%     2022-2       467     1,104     136.35%     160.86%       467     1,104     136.35%     106.51%       601     1,374     106.51%     279.17%       605     1,049     73.43%     279.47%       549     987     79.64%       511     1,196     134.11%	July	37,423	13,359	-64.30%	23,313	74.51%
30,565       16,556       -45.83%       25,907         26,676       17,394       -34.80%       26,857         23,119       18,184       -21.35%       26,857         19,493       18,864       -21.35%       30,313         15,834       19,829       25.23%       31,413         15,608       19,829       25.23%       31,413         2020-2021       2021-2022       % Change       2022-2023         1,858       672       129,15%       1,426         293       672       129,15%       1,484         467       1,104       136,35%       1,366         467       1,104       136,35%       1,394         467       1,104       136,35%       1,394         601       1,104       136,35%       1,394         603       1,165       73,43%       2,766         497       910       83,37%       1,684         549       987       73,41%       1,577         541       1,496       1,434       1,577         541       1,496       1,446       1,757	30,565     16,556     -45.83%     2       26,676     17,394     -34.80%     2       23,119     18,184     -21.35%     2       19,493     18,864     -21.35%     3       15,834     19,829     25.23%     3       12,608     19,923     58.01%     3       2020-2021     2021-2022     % Change     2022-2       293     672     129.15%     2022-2       203     864     325.52%     2022-2       467     1,104     136.86%     467       601     1,104     136.86%     125.69%       603     1,104     73.43%     14.65       604     1,104     73.43%     14.10%       605     1,049     73.43%     14.10%       605     1,049     73.43%     14.10%       607     1,196     83.37%     987     79.64%       511     1,196     134.11%     134.11%	August	34,043	15,238	-55.24%	22,977	20.79%
26,676       17,394       -34.80%       26,857         23,119       18,184       -21.35%       28,948         19,493       18,864       -3.23%       30,313         15,834       19,829       25.23%       31,413         12,608       19,829       25.23%       31,413         12,608       19,829       26.23%       31,413         1,858       615       -66.92%       1,464         203       672       129.15%       1,464         203       864       325.52%       1,365         467       1,104       136.35%       1,365         520       1,104       136.35%       1,579         601       1,366       1,460         603       1,164       73.43%       2,766         497       987       79.64%       1,757         514       1,196       134.11%       1,577	26,676 17,394 -34.80% 2 23,119 18,184 -21.35% 2 19,493 18,184 -21.35% 2 115,834 19,829 25.23% 3 12,608 19,829 25.23% 3 12,608 19,829 25.23% 3 1,858 615 -66.92% 2 293 672 129.15% 2 203 864 325.52% 2 335 995 196.86% 467 1,104 136.35% 601 1,356 125.69% 643 11,452 79.17% 605 614 1,452 79.17% 605 614 1,496 134.11% 1,196 134.11%	September	30,565	16,556	-45.83%	25,907	56.48%
23,119       18,184       -21,35%       28,948         19,493       18,864       -3.23%       30,313         15,834       19,829       25,23%       31,413         12,608       19,823       58.01%       33,144         2020-2021       % Change       2022-2023         1,858       615       -66,92%       1,426         203       672       129.15%       1,464         203       864       325,52%       1,365         335       995       196.86%       1,366         601       1,104       136.35%       1,460         601       1,104       73.43%       1,694         605       1,049       73.43%       2,766         497       987       79.64       1,752         511       1,196       134.11%       1,572         511       1,196       134.11%       1,572	23,119     18,184     -21,35%     2       19,493     18,864     -3.23%     3       15,834     19,829     25,23%     3       12,608     19,923     58.01%     3       2020-2021     2021-2022     % Change     2022-2       1,858     615     -66.92%     2022-8       293     864     325.52%     325.52%       467     1,104     136.35%     1,074     106.51%       601     1,356     125.69%     1,176     1,176       604     73.43%     1,169     73.43%       605     987     79.64%       511     1,196     134.11%	October	26,676	17,394	-34.80%	26,857	54.40%
19,493       18,864       -3.23%       30,313         15,834       19,829       25.23%       31,413         12,608       19,923       58.01%       33,144         2020-2021         1,858       615       -66.92%       1,426         293       672       129.15%       1,464         203       864       325.52%       1,365         467       1,104       136.86%       1,365         520       1,074       106.51%       1,579         643       1,145       79.17%       1,694         605       1,049       73.43%       2,766         497       987       79.64%       1,752         511       1,144.1%       1,44.1%	19,493     18,864     -3.23%     3       15,834     19,829     25.23%     3       12,608     19,923     58.01%     3       2020-2021     2021-2022     % Change     2022-2       1,858     615     -66.92%     2022-2       293     864     325.52%       335     995     196.86%       467     1,104     136.35%       601     1,356     125.69%       643     1,152     79.17%       605     10,049     73.43%       497     987     79.64%       511     1,196     134.11%	November	23,119	18,184	-21.35%	28,948	29.20%
15,834         19,829         25.23%         31,413           12,608         19,923         58.01%         33,144           2020-2021         % Change         2022-2023           1,858         615         -66.92%         1,426           293         672         129.15%         1,464           203         864         325.52%         1,365           335         995         196.86%         1,365           520         1,074         106.51%         1,460           601         1,759         1,694           497         1,049         73.43%         2,766           497         910         83.37%         1,572           511         1,196         134.11%         1,572           511         1,196         1,341%         1,577	15,834     19,829     25.23%     3       12,608     19,923     58.01%     3       2020-2021     % Change     2022-2       1,858     615     -66,92%     2022-2       203     864     325.52%     2022-2       335     995     196.86%     2022-2       467     1,104     136.35%     601       601     1,356     125.69%     605       643     1,152     79.17%     910     83.37%       549     987     79.64%     14.11%       511     1,196     134.11%	December	19,493	18,864	-3.23%	30,313	%69.09
12,608         19,923         58.01%         33,144           2020-2021         2021-2022         % Change         2022-2023           1,858         615         -66.92%         1,426           293         672         129.15%         1,464           203         864         325.52%         1,365           335         995         196.86%         1,365           467         1,104         136.35%         1,579           601         1,074         106.51%         1,460           603         1,156         79.17%         1,694           605         1,049         73.43%         2,766           497         987         79.64%         1,752           511         1,196         134.11%         1,577           511         1,196         134.11%         1,577	12,608         19,923         58.01%         3           2020-2021         2021-2022         % Change         2022-2           1,858         615         -66.92%         2022-2           293         672         129.15%         2022-2           203         864         325.52%         2022-2           335         995         196.86%         2022-2           467         1,104         136.35%         106.51%           601         1,54         106.51%         115.69%           6043         1,152         79.17%         20.43%           497         910         83.37%         26.4%           549         987         79.64%           511         1,196         134.11%	January	15,834	19,829	25.23%	31,413	58.42%
2020-2021         % Change         2022-2023           1,858         615         -66.92%         1,426           293         672         129.15%         1,464           203         864         325.52%         1,365           335         995         196.86%         1,394           467         1,104         136.35%         1,579           520         1,074         106.51%         1,460           601         1,356         125.69%         1,694           643         1,152         79.17%         1,694           605         1,049         73.43%         2,766           497         987         79.64%         1,752           511         1,196         134.11%         1,577	2020-2021         % Change         2022-2           1,858         615         -66.92%         2022-8           293         672         129.15%         203           203         864         325.52%         35.52%           335         995         196.86%         467           467         1,104         136.35%         106.51%           601         1,356         125.69%         11.56           643         1,152         79.17%         79.43%           497         910         83.37%         79.64%           549         987         79.64%         73.4.11%	February	12,608	19,923	58.01%	33,144	%96.39
h 1,858 615 -66.92% 1,426 293 672 129.15% 1,464 203 864 325.52% 1,365 335 995 196.86% 1,394 467 1,104 136.35% 1,579 set 601 1,074 106.51% 1,694 mber 605 1,049 73.43% 2,766 mider 605 14.96 134.11% 1,752 mider 605 14.166 1,752 mider 605 14.166 1,684 mider 73.43% 1,752 mider 79.64% 1,752 mider 79.64% 1,752	n     1,858     615     -66.92%       293     672     129.15%       203     864     325.52%       335     995     196.86%       467     1,104     136.35%       st     520     1,074     106.51%       oer     601     1,356     125.69%       mber     643     1,152     79.17%       any     549     987     79.64%       any     511     1,196     134.11%	Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
293     672     129.15%     1,464       203     864     325.52%     1,365       335     335     995     196.86%     1,394       467     1,104     136.35%     1,579       st     467     1,074     106.51%     1,460       per     601     1,356     125.69%     1,637       mber     643     1,152     79.17%     1,694       mber     605     1,049     73.43%     2,766       mber     497     910     83.37%     1,684       ary     549     987     79.64%     1,752       mary     541     1,196     134.11%     1,577	293     672     129.15%       203     864     325.52%       335     995     196.86%       467     1,104     136.35%       amber     601     1,704     106.51%       mber     643     1,156     125.69%       mber     605     1,049     73.43%       ary     549     987     79.64%       ary     511     1,196     134.11%	March	1,858	615	-66.92%	1,426	132.09%
st 325.52% 1,365 335 995 196.86% 1,394 467 1,104 136.35% 1,579 smber 601 1,074 106.51% 1,694 mber 605 1,049 73.43% 2,766 mber 605 987 79.64% 1,752 ary 549 987 79.64% 1,572	203     864     325.52%       335     995     196.86%       467     1,104     136.35%       smber     520     1,074     106.51%       oer     601     1,356     125.69%       mber     605     1,162     79.17%       ary     549     987     79.64%       ary     511     1,196     134.11%	April	293	672	129.15%	1,464	117.73%
335       995       196.86%       1,394         467       1,104       136.35%       1,579         ber       520       1,074       106.51%       1,460         -       601       1,356       125.69%       1,637         -       643       1,152       79.17%       1,694         -       605       1,049       73.43%       2,766         -       910       83.37%       1,684         -       549       987       79.64%       1,752         -       549       1496       134.11%       1,577	335       995       196.86%         467       1,104       136.35%         520       1,074       106.51%         601       1,356       125.69%         5er       643       1,152       79.17%         5er       905       1,049       73.43%         7       549       987       79.64%         7       511       1,196       134.11%	May	203	864	325.52%	1,365	58.02%
467     1,104     136.35%     1,579       520     1,074     106.51%     1,460       ber     601     1,356     125.69%     1,637       oer     643     1,152     79.17%     1,694       oer     605     1,049     73.43%     2,766       oer     497     910     83.37%     1,684       oer     987     79.64%     1,752       rv     511     1,196     134.11%     1,577	467     1,104     136.35%       520     1,074     106.51%       ber     601     1,356     125.69%       e     643     1,152     79.17%       ber     605     1,049     73.43%       ber     605     1,049     73.43%       ber     987     79.64%       c     511     1,196     134.11%	June	335	966	196.86%	1,394	40.12%
ber 601 1,074 106.51% 1,460 1,460 1,074 ber 601 1,356 125.69% 1,637 1,637 1,694 1,152 79.17% 1,694 2,766 2,7	ber 620 1,074 106.51% 601 1,356 125.69% oer 643 1,152 79.17% oer 605 1,049 73.43% oer 497 910 83.37% 7 549 987 79.64% ry 511 1,196 134.11%	yluly	467	1,104	136.35%	1,579	43.02%
er 601 1,356 125.69% 1,637 1,637 1,637 1,637 1,694 1,152 79.17% 1,694 1,694 1,145 1,049 73.43% 2,766 1,684 1,684 1,752 1,146 1,34.11% 1,557 1,577	oer 601 1,356 125.69% 643 12,152 79.17% er 605 1,049 73.43% er 83.37% er 910 83.37% 549 987 79.64% <b>y</b> 511 1,196 134.11%	August	520	1,074	106.51%	1,460	36.03%
er 643 1,152 79.17% 1,694 1,694 er 605 1,049 73.43% 2,766 7.549 er 910 83.37% 1,684 1,752 549 987 79.64% 1,752	er 643 1,152 79.17% er 605 1,049 73.43% er 910 83.37% 549 987 79.64% <b>y</b> 511 1,196 134.11%	September	601	1,356	125.69%	1,637	20.73%
605     1,049     73.43%     2,766       497     910     83.37%     1,684       549     987     79.64%     1,752       541     1,196     134.11%     1,577	605     1,049     73.43%       497     910     83.37%       549     987     79.64%       511     1,196     134.11%	October	643	1,152	79.17%	1,694	47.05%
497     910     83.37%     1,684       549     987     79.64%     1,752       511     1.196     134.11%     1.577	497     910     83.37%       549     987     79.64%       511     1,196     134.11%	November	605	1,049	73.43%	2,766	163.66%
549 987 79.64% 1,752 511 1.196 134.11% 1.577	549 987 79.64% <b>511 1,196 134.11</b> %	December	497	910	83.37%	1,684	84.96%
511 1.196 134.11% 1.577	511 1,196 134.11%	January	549	286	79.64%	1,752	77.61%
		February	511	1,196	134.11%	1,577	31.84%

MTA Bridges & Tunnels

18.26		7000 0000	2000	0, Chouse	0000	0,000
18,944,839	Revenue Passengers	2020-2021	2021-2022	% Cılanıye	2022-2023	% Criange
149,730,341   24,866,449   155,86%   27,0379,191   24,866,449   155,86%   28,000,1860   20,001,860   26,000,286   26,002,86   26,002,86   26,002,86   26,002,86   26,002,86   26,002,86   26,002,86   26,002,86   26,002,86   26,002,86   26,002,86   26,002,86   26,002,86   26,002,86   26,002,86   26,002,86   26,002,86   27,057,244   12,73%   22,62%   28,002,86   26,	March	18,934,838	24,335,629	78.52%	27,361,079	12.43%
14,953,991   26,848,127   79,54%   28	April	9,730,391	24,896,449	155.86%	27,396,543	10.04%
20,000,1860 27,835,062 39,16% 28,1473,91 473	May	14,953,991	26,848,127	79.54%	28,870,275	7.53%
24,423,978 28,002,003 20,004 24,423,978 28,009,238 15,019 24,402,527 28,079,713 14,91% 28,000 21,579,713 14,91% 28,000 21,579,713 28,041,77 22,62% 28,000 21,579,713 28,041,77 22,62% 29,000 21,579,713 28,041,57 22,62% 29,000 21,579,713 28,041,57 22,62% 29,000 22,020,2021 22,073,86 48,8% 29,000 22,020,2021 20,02,021 36,4% 29,000 22,020,2021 20,02,021 36,4% 29,000 22,020,020 21,026,001 13,02% 29,000 22,027,488 02 22,047,77 23,09% 29,000 22,277,489 22,062,490 1,104% 20,000 22,277,489 22,026,490 1,104% 20,000 22,277,489 22,026,490 1,104% 20,000 22,277,489 22,026,490 1,104% 20,000 22,277,489 22,026,490 1,104% 20,000 22,277,489 22,026,490 1,104% 20,000 22,277,489 22,026,490 1,104% 20,000 22,277,489 22,026,490 1,104% 20,000 22,277,489 22,026,490 1,104% 20,000 20,735,860 26,860,490 1,104% 20,000 26,265 38,000 30,000,77 1,13,00% 30,000 24,4 300 28,66 39,000 30,000,77 1,13,00% 30,000 24,4 30,00 24,4 30,00 826,60 30,000 24,589 36,000 30,000,77 1,13,00% 30,000 24,5	June	20,001,850	27,835,062	39.16%	28,850,283	3.65%
24,423,978 24,423,978 24,423,978 24,423,286 24,436,287 24,436,287 21,189,990 21,189,990 21,114,778	July	23,322,086	28,032,603	20.20%	28,709,393	2.41%
24,002,326 24,002,326 21,579,179 21,689,900 26,641,772 21,689,719 21,671,176	August	24,423,978	28,090,238	15.01%	29,193,767	3.93%
24,436,257 21,436,257 21,579,179 21,579,179 21,014,716 22,027,385 48,284 28,4772 26,015,011 20,026% 21,014,716 22,027,385 48,284 28,484,269 22,027,389 28,484,269 22,027,389 22,384,183 22,2027,203 22,386,183 22,386,183 22,386,184 22,387,195,802 22,317,489 22,271,489 22,271,489 22,271,489 22,271,489 22,286,744 24,528,010 22,271,489 22,286,744 24,528,010 22,271,489 22,286,74	September	24,002,326	27,057,244	12.73%	28,141,660	4.01%
1,50,0,0,0,0,0,0,0,0,0,0,0,0,0,0,0,0,0,0	October	24,436,257	28,079,713	14.91%	28,333,321	0.90%
1,579,179	November	21,889,990	26,841,772	22.62%	26,910,144	0.25%
1,014,716   22,027,385   4.82%   2.5     18,255,564   23,453,844   28,48%   2.3     18,255,564   24,481,269   15,82%   4.9     2020-2021   2021-2022   % Change   2021-2022     26,864,143   20,062   21,306,001   -1,3.64%   2.6     26,864,143   20,662,00   21,364%   2.6     24,488,002   21,366,004   21,368,004   21,364%   2.6     23,466,269   23,569,47   0,44%   2.6     23,466,269   23,569,47   0,44%   2.6     22,271,489   24,826,10   13,02%   2.7     21,966,74   24,826,10   13,02%   2.7     21,966,74   25,682,900   23,91%   2.7     21,566,346   24,826,210   13,02%   2.7     21,266,74   25,682,900   23,91%   2.7     20,212,097   26,126,093   23,26%   2.3     20,212,097   26,126,093   23,26%   2.3     20,212,097   26,126,093   23,26%   2.3     20,212,097   26,126,093   23,26%   2.3     21,366,144   24,26,26%   13,60%   2.3     22,214,300   891,508   23,75%   13,60%     22,214,300   826,046   19,45%   13,60%     23,46,141   24,687   24,687   24,687   24,687     24,687   24,687   24,687   24,687   24,687     24,481   24,687   24,687   24,687   24,687     24,481   24,687   24,687   24,687   24,687     24,481   24,687   24,687   24,687   24,687   24,687     24,481   24,687   24	December	21,579,179	26,015,011	20.56%	27,056,085	4.00%
18,255,564   23,453,884   28,48%   23,339,	January	21,014,716	22,027,385	4.82%	25,741,729	16.86%
te         39,270,280         45,481,269         15.82%         49,481,269         45,280,499         40,481,269         40,481,269         40,481,269         40,481,269         40,481,269         40,481,269         2020,202         2020,202         2020,203<	February	18,255,564	23,453,884	28.48%	23,934,777	2.05%
2020-2021         2021-2022         % Change         2020           26.884,183         20.682,163         -23.09%         26           25,390,092         21,926,001         -13.64%         26           24,188,802         22,926,001         -13.64%         26           24,188,802         22,917,179         -5.30%         26           23,004,994         23,962,490         4.16%         26           23,004,994         23,962,490         4.16%         26           22,586,764         24,268,012         7.44%         26           22,274,899         24,268,012         7.44%         27           21,266,747         25,238,858         17,14%         27           21,586,717         25,608,511         21,37%         27           20,735,856         26,288,58         17,14%         27           20,775,856         26,608,511         21,37%         27           20,212,097         26,126,093         23,26%         27           20,212,097         26,126,093         23,26%         27           20,212,097         26,126,093         23,26%         27           20,212,097         26,126,093         23,26%         27	Year-to-Date	39,270,280	45,481,269	15.82%	49,676,506	9.22%
26,864,183         20,662,163         -23.09%         26,590           25,390,002         21,926,001         -13.64%         26,590           24,198,802         22,917,179         -6,30%         26,50           23,466,269         23,669,947         -0.44%         26,56           23,004,994         23,962,490         4.16%         26,56           22,586,704         24,286,112         7.44%         26,56           21,965,346         24,228,68         10.11%         27,27           21,965,346         24,226,88         17,14%         27,27           21,966,717         25,228,858         17,14%         27,27           20,735,856         25,608,511         21,37%         27,27           20,735,856         25,608,511         21,37%         27,27           20,735,856         25,608,511         21,37%         27,27           20,735,856         25,608,511         21,37%         27,34%           20,735,856         26,126,093         23,52%         27,34%           20,735,856         26,126,093         23,52%         27,34%           861,634         35,28%         13,20%         27,34%           861,634         35,34%         36,20%         3	12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
25,390,092     21,926,001     -13.64%     26,       24,198,802     22,917,179     -5.30%     20,       23,466,269     23,669,47     0.44%     26,       22,566,764     23,662,490     4.16%     26,       22,27,489     24,526,88     10.11%     26,       22,27,489     24,826,210     13.02%     27,       21,986,346     24,826,210     13.02%     27,       21,546,717     25,238,858     17.14%     27,       21,546,717     25,692,900     23.91%     27,       20,735,856     25,692,900     23.91%     27,       20,735,856     26,126,933     29.26%     27,       20,212,097     26,126,093     23.52%     27,       20,212,097     26,126,093     23.52%     27,       356,124     865,159     73.34%     27,       862,651     863,935     139,79%     27,       861,531     928,954     34.20%     28,60%       8826,609     905,977     17,98%     960%       8826,609     905,977     13.60%     960%       8836,744     920,747     13.78%     960%       770,755     916,787     13.60%     96.33%       773,895     781,842     96.33%     9	March	26,864,183	20,662,163	-23.09%	26,378,214	27.66%
24,198,802     22,917,179     -5.30%     26,26       23,466,269     23,569,947     0.44%     26,26       23,004,994     23,626,90     4.16%     26,26       22,304,994     24,268,012     7.44%     26,26       22,586,764     24,226,80     10.11%     26,26       21,965,346     24,522,588     17.14%     27,27       21,965,346     24,526,30     13.02%     27,27       21,965,717     25,238,858     17.14%     27,27       20,736,856     25,692,900     23.91%     27,27       20,736,856     26,126,093     29.26%     27,27       20,212,097     26,126,093     29.26%     27,27       20,212,097     26,126,093     29.26%     27,27       862,651     806,159     23.52%     27,27       862,651     861,508     73.34%     86,158       861,4300     883,335     13.79%     86,00%       882,609     905,977     9.60%       882,609     906,977     13.78%     86,00%       882,609     906,977     18.95%     770,755       893,000     771,81     876,000     873,000       893,000     878,945     113,60%     878,000       893,000     878,945     113,60% <td>April</td> <td>25,390,092</td> <td>21,926,001</td> <td>-13.64%</td> <td>26,586,555</td> <td>21.26%</td>	April	25,390,092	21,926,001	-13.64%	26,586,555	21.26%
23,466,269     23,569,947     0.44%     26,269       23,004,994     23,962,490     4.16%     26,26       22,286,764     24,268,012     7.44%     26,27       22,271,489     24,562,588     10.11%     27,77       21,965,346     24,826,210     13.02%     27,77       21,986,717     25,238,618     17.14%     27,77       20,735,856     25,692,900     23.91%     27,27       20,735,866     25,692,900     23.91%     27,27       20,212,097     26,126,093     29.26%     27,27       20,212,097     20,21-2022     % Change     20,27       662,651     806,159     23.52%     27,27       74,300     891,508     73.34%     806,159       691,531     928,054     34.20%     81,70%       782,883     928,945     17.98%     906,97       809,244     916,787     18,95%     770,755       73,389     73,418     876,946     19,45%       73,389     73,800     73,800     73,800       73,4181     876,946     19,45%     73,25%       73,4181     73,600     73,600     73,800       73,4181     73,600     73,800     73,800       73,4181     73,600     73,	May	24,198,802	22,917,179	-5.30%	26,755,067	16.75%
23,004,994     23,962,490     4.16%     26,       22,586,764     24,268,012     7.44%     26,       22,271,489     24,268,012     7.44%     26,       22,271,489     24,522,588     10.11%     27,       21,965,346     24,826,210     13.02%     27,       21,965,346     24,826,210     13.02%     27,       21,965,346     24,826,210     13.74%     27,       20,735,856     25,692,900     23.91%     27,       20,712,097     26,126,093     29.26%     27,       20,712,097     26,126,093     29.26%     27,       20,212,097     2021,202     % Change     202,       652,651     863,694     34.20%     202,       782,983     928,945     17.98%     88,       826,609     906,971     9.60%     906,971       809,244     920,747     18,56%     734,181       770,755     916,787     19,45%     733,895       733,895     781,842     653%       733,895     781,842     653%	June	23,466,269	23,569,947	0.44%	26,839,669	13.87%
22,586,764     24,268,012     7.44%     26,271,489       22,271,489     24,522,588     10.11%     27,271,489       21,965,346     24,826,210     13.02%     27,27,27,27,27,27,27,27,27,27,27,27,27,2	July	23,004,994	23,962,490	4.16%	26,896,068	12.24%
22,271,489     24,522,588     10.11%     27, 27, 489       21,965,346     24,826,210     13.02%     27, 27, 27, 27, 27, 27, 27, 27, 27, 27,	August	22,586,764	24,268,012	7.44%	26,988,029	11.21%
21,965,346     24,826,210     13.02%     27,       21,546,717     25,238,858     17.14%     27,       21,098,671     25,608,511     21.37%     27,       20,735,856     25,692,900     23.91%     27,       20,212,097     26,126,093     29.26%     27,       20,212,097     26,126,093     29.26%     27,       20,212,097     2021-2022     % Change     202       652,651     806,159     23.52%     202       366,124     853,935     13.34%     202       691,531     928,054     34.20%     202       782,983     928,054     17.98%     826,609       809,244     920,747     13.78%     770,755       734,181     876,946     19.45%     73.34       734,181     876,946     19.45%     73.50%       734,181     876,946     19.45%     73.50%       734,181     876,946     19.45%     73.50%	September	22,271,489	24,522,588	10.11%	27,078,397	10.42%
21,546,717     25,238,858     17.14%     27,21,098,671     21,37%     27,21,098,671     21,37%     27,27,27%     27,2	October	21,965,346	24,826,210	13.02%	27,099,531	9.16%
21,098,671       25,608,511       21.37%       27,         20,735,856       25,692,900       23.91%       27,         20,212,097       26,126,093       29.26%       27,         2020-2021       2021-2022       % Change       27,         652,651       806,159       23.52%       202         356,124       853,935       139.79%       202         514,300       891,508       73.34%       691,531       928,054       34.20%         782,983       928,054       17.98%       17.98%       826,609       905,971       9.60%         809,244       920,747       13.78%       770,755       916,787       18.95%       73,4181       876,946       19.45%         733,895       731,846       65.3%       73.5%       73.5%       73.5%       73.5%	November	21,546,717	25,238,858	17.14%	27,105,229	7.39%
20,735,856       25,692,900       23.91%       27,         20,212,097       26,126,093       29.26%       27,         20,212,097       26,126,093       29.26%       27,         2020-2021       2021-2022       % Change       202,26%         652,651       806,159       23.52%       202,20         356,124       86,159       73.34%       23.75%       23.75%         691,531       928,054       34.20%       73.84%       22.85%         801,733       928,945       17.98%       805,044       905,971       9.60%         809,244       920,747       13.78%       770,755       781,845       781,8	December	21,098,671	25,608,511	21.37%	27,191,985	6.18%
20,212,097         26,126,093         29.26%         27.           2020-2021         2021-2022         % Change         202.           652,651         806,159         23.52%         202.           356,124         865,935         139.79%         202.           514,300         891,508         73.34%         202.           691,531         928,054         34.20%         77.98%           817,733         928,945         17.98%         13.60%           809,244         920,747         13.78%         770,755           734,181         876,946         19.45%         77.45%           733,895         781,842         6.53%	January	20,735,856	25,692,900	23.91%	27,501,514	7.04%
2020-2021         2021-2022         % Change         2021           652,651         806,159         23.52%         2023           356,124         853,935         139.79%         73.34%           514,300         891,508         73.34%         73.34%           691,531         928,054         34.20%         77.98%           817,733         928,945         17.98%         73.60%           809,244         920,747         13.78%         770,755           734,181         876,946         19.45%           733,895         781,842         6.53%	February	20,212,097	26,126,093	29.26%	27,541,588	5.42%
652,651 806,159 23.52% 356,124 853,935 139.79% 514,300 891,508 73.34% 691,531 928,054 34.20% 782,983 928,054 17.98% 817,733 928,945 13.60% 826,609 905,971 9.60% 809,244 920,747 13.78% 770,755 916,787 18.95% 733,895 781,842 6.53%	Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
356,124 853,935 139,79% 514,300 891,508 73.34% 691,531 928,054 34.20% 782,983 928,054 17.98% 817,733 928,945 13.60% 905,971 9,60% 901,571 13.78% 901,787 18.95% 901,787 18.95% 901,787 18.95% 901,787 18.95% 901,787 18.95% 901,787 18.95% 901,787 18.95% 901,787 18.95% 901,787 18.95% 901,787 18.95% 901,787 18.95% 901,787 18.95% 901,787 18.95% 901,787 18.95% 901,787 18.95%	March	652,651	806,159	23.52%	905,293	12.30%
514,300 891,508 73.34% 691,531 928,054 34.20% 782,983 923,759 17.98% 817,733 928,945 13.60% 905,971 960% 905,244 920,747 13.78% 770,755 916,787 18.95% 905,971 95% 905,971 19.45% 905,971 91,45% 905,971	April	356,124	853,935	139.79%	927,646	8.63%
ber 82,983 928,054 34.20% 782,983 923,759 17.98% 817,733 928,945 13.60% 905,971 9.60% 905,971 13.78% 920,747 13.78% 920,747 13.78% 9516,787 18.95% 9516,787 18.95% 9516,787 18.95% 9516,787 19.45% 9516,787 19	May	514,300	891,508	73.34%	952,430	6.83%
ber     82,983     923,759     17.98%       ber     817,733     928,945     13.60%       ber     826,609     905,971     9.60%       ber     809,244     920,747     13.78%       ber     770,755     916,787     18.95%       ber     734,181     876,946     19.45%       ber     73,895     781,842     6.53%	June	691,531	928,054	34.20%	967,507	4.25%
ber 826,609 905,971 9,60% 905,971 9,60% 909,244 920,747 13.78% 916,787 18.95% 916,787 19.45% 916	July	782,983	923,759	17.98%	943,405	2.13%
326,609       905,971       9.60%         809,244       920,747       13.78%         770,755       916,787       18.95%         734,181       876,946       19.45%         733,895       781,842       6.53%	August	817,733	928,945	13.60%	943,677	1.59%
809,244     920,747     13.78%       770,755     916,787     18.95%       734,181     876,946     19.45%       733,895     781,842     6.53%	September	826,609	905,971	%09.6	952,441	5.13%
770,755 916,787 18.95% 734,181 876,946 19.45% 733,895 781,842 6.53%	October	809,244	920,747	13.78%	928,697	0.86%
734,181 876,946 19.45% 733,895 781,842 6.53%	November	770,755	916,787	18.95%	916,878	0.01%
733,895 781,842 6.53%	December	734,181	876,946	19.45%	902,319	2.89%
/827 70 000 030	January	733,895	781,842	6.53%	860,796	10.10%
6/4,620 862,009 2/./8%	February	674,620	862,009	27.78%	881,111	2.22%

### Fuel Hedge Program

### **Current ULSD Hedges**

Date	Gallons Hedged	Percent of Expected Gallons Purchased*	Weighted Average Hedge Price for Each Month	2022 Adopted Budget (February Plan) Forecasted Commodity Price	2023 Adopted Budget (February Plan) Forecasted Commodity Price
April-23	2,763,744	54	2.28	2.03	3.06
May-23	2,995,075	57	2.35	2.03	3.06
June-23	2,852,867	53	2.43	2.03	3.06
July-23	3,141,480	62	2.50	2.03	3.06
August-23	3,009,763	53	2.58	2.03	3.06
September-23	2,854,250	54	2.62	2.03	3.06
October-23	2,854,323	53	2.66	2.03	3.06
November-23	2,659,407	52	2.72	2.03	3.06
December-23	2,479,089	47	2.76	2.03	3.06
January-24	2,756,162	56	2.79	1.99	2.72
February-24	2,703,685	53	2.80	1.99	2.72
March-24	2,798,962	50	2.78	1.99	2.72
April-24	2,361,472	46	2.79	1.99	2.72
May-24	2,246,246	42	2.78	1.99	2.72
June-24	2,022,553	37	2.73	1.99	2.72
July-24	1,832,425	36	2.73	1.99	2.72
August-24	1,647,442	29	2.67	1.99	2.72
September-24	1,323,223	25	2.67	1.99	2.72
October-24	1,111,992	21	2.65	1.99	2.72
November-24	854,524	17	2.61	1.99	2.72
December-24	660,783	12	2.56	1.99	2.72
January-25	410,536	8	2.51	2.02	2.57
February-25	213,224	4	2.44	2.02	2.57

<sup>\*</sup> Expected gallons purchased are based on pre covid consumption.

### Annual Impact as of April 19, 2023

		(\$ in millions)	)
	2023	2024	2025
<u>Ultra Low Sulfur Diesel</u>			
Current Prices vs. 2023 Adopted Budget	\$27.142	\$18.019	\$14.371
Impact of Hedge	4.829	( <u>5.395</u> )	0.000
Net Impact: Fav/(Unfav)	\$31.971	\$12.624	\$14.371
Compressed Natural Gas			
Current Prices vs. 2023 Adopted Budget	\$30.726	(\$13.344)	(\$30.097)
Impact of Hedge	0.000	0.000	0.000
Net Impact: Fav/(Unfav)	\$30.726	(\$13.344)	(\$30.097)
Summary			
Current Prices vs. 2023 Adopted Budget	\$57.867	\$4.676	(\$15.727)
Impact of Hedge	4.829	( <u>5.395</u> )	0.000
Net Impact: Fav/(Unfav)	\$62.696	(\$0.720)	(\$15.727)

## APRIL 2023 MTA REAL ESTATE FINANCE COMMITTEE AGENDA ITEMS

#### 1. ACTION ITEMS

#### METROPOLITAN TRANSPORTATION AUTHORITY

**a.** Acquisition of property from Extell Development Company for Phase 2 of the Second Avenue Subway Project, New York, NY

#### MTA NEW YORK CITY TRANSIT

 b. License agreement with H.S. News Corp. for two retail spaces at the 59 St – Lexington Avenue Station, New York, NY

#### MTA LONG ISLAND RAIL ROAD

**c.** Grant of an easement to Gershow Recycling Corporation for a freight sidetrack in Medford, NY

#### MTA METRO-NORTH RAILROAD

**d.** Acquisition of a permanent easement and the disposition of an existing easement in support of railroad operations in Sleepy Hollow, NY

#### 2. INFORMATION ITEMS

a. Permit with the Town of Ossining for access and parking at Metro-North's Ossining Station

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

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

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

## METROPOLITAN TRANSPORTATION AUTHORITY

Page 1 of 3

Subject ACQUISITION OF PROPERTY IN SUPPORT OF SECOND AVENUE SUBWAY – PHASE 2
Department
TRANSIT ORIENTED DEVELOPMENT
Department Head Name
ROBERT PALEY
Department Head Signature
Project Manager Name
ROBAIR REICHENSTEIN

Date APRIL 26, 2023	
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref. #	

		<b>Board Acti</b>	on		
Order	То	Date	Approval	Info	Other
1	Finance Committee	04/24/2023	X		
2	Board	04/26/2023	x		

	Internal Appro	ovals	
Order	Approval	Order	Approval
1	Legal		
2	Chief Administrative Officer		
3	Chief Financial Officer		

AGENCY: Metropolitan Transportation Authority ("MTA")

COUNTERPARTY: 160 East 125<sup>th</sup> Owner LLC ("Extell Owner"), a subsidiary of Extell Development Company

LOCATION: 181 East 124th Street, New York, NY, Block 1773, Lot 20 ("Lot 20") and 140-160 East 125th

Street, New York, NY, Block 1773, Lot 27 ("Lot 27")

ACTIVITY: (i) Acquisition of required property interests

(ii) Grant of temporary construction access license and entry permit

PROPERTY INTERESTS: Fee simple interest in Lot 20 (the "Lot 20 Fee")

Permanent volumetric subgrade easement for a ventilation tunnel beneath Lot 27 (the "Lot

27 Easement")

ACTION REQUESTED: Authorization to acquire the Lot 20 Fee and the Lot 27 Easement and, in connection

therewith, to grant to the Lot 27 owner a temporary construction access license agreement to use a 40' (reducing to 10' or less on January 31, 2024) strip of Lot 20 along its common

boundary with Lot 27

COMPENSATION: \$82,000,000 as described below

## FINANCE COMMITTEE MEETING Acquisition of Property in Support of the Second Avenue Subway – Phase 2(Cont'd.) Page 2 of 3

#### **COMMENTS:**

The MTA needs to acquire the Lot 20 Fee and the Lot 27 Easement as part of the expansion of the Second Avenue Subway – Phase 2 ("SAS Phase 2"). SAS Phase 2 will extend service on the Second Avenue /Q line from the subway line's existing terminus at 96<sup>th</sup> Street to a new station to be constructed at 125<sup>th</sup> Street (the "New Station") that will also provide a direct connection to the existing 4/5/6 Lexington Avenue 125<sup>th</sup> St Station, arguably the most critical improvement to public transportation for the residents of East Harlem in over 100 years. This acquisition is required for the future 125<sup>th</sup> Street Station, ancillary facilities, infrastructure to provide necessary ventilation, and construction staging. As a critical piece of property for SAS Phase 2, this acquisition is required prior to the award of federal funds for the project. Acquiring these interests via negotiated acquisition will avoid a condemnation process that would likely have been significantly more expensive. The MTA will work to maximize future potential development opportunities on any property acquired in support of SAS Phase 2.

The Lot 20 Fee is required for the New Station and for certain ancillary facilities to be located at the eastern end of the New Station ("Ancillary Facilities") as well as for construction staging, lay down and soil excavation and extraction from the below-grade tunneling for SAS Phase 2. The Lot 27 Easement is required for the construction of an "adit tunnel" that will provide necessary ventilation between the cavern to be excavated for the New Station and the Ancillary Facilities to be constructed on Lot 20. The Lot 20 Fee and the Lot 27 Easement were included in a Determination and Findings for SAS Phase 2 pursuant to the New York's Eminent Domain Procedure Law ("EDPL") and referenced in the attached Staff Summary dated June 23, 2021. Failure to acquire the Lot 20 Fee and Lot 27 Easement now risks the current SAS Phase 2's 125th Station design, NEPA environmental approvals, and federal funding, all of which would result in significant incremental project delay and expense.

Lot 20 and Lot 27, while separately subdivided tax lots, are a single lot for zoning purposes and are subject to an existing Zoning Lot Declaration and Zoning Lot Development Agreement (the "ZLDA") between Extell Owner and an affiliated entity. The ZLDA will be amended and restated by Extell Owner and its affiliate immediately prior to but concurrently with the acquisition of Lot 20 by the MTA, and the MTA will acquire title to Lot 20 subject to the amended and restated ZLDA. The amended and restated ZLDA will allocate to Extell Owner a disproportionate share of development rights from Lot 20 to Lot 27 to enable Extell Owner to construct a new building planned by Extell Owner for Lot 27. As a result, certain development rights that otherwise would be appurtenant to Lot 20 but in excess of those development rights that MTA will require for the construction of the planned New Station and the Ancillary Facilities on Lot 20, will not be transferred to MTA in connection with its acquisition of the Lot 20 Fee. By allowing Extell Owner to retain for its benefit as the owner of Lot 27 these excess development rights, the MTA was able to reduce the compensation that Extell Owner would have otherwise required for the Lot 20 Fee.

The Lot 20 Fee was appraised by an independent appraiser engaged by the MTA at \$45,400,000, and the Lot 27 Easement was appraised at no/negligible value. The Federal Transit Administration ("FTA"), which is expected to provide funding for SAS Phase 2, concurred with this appraised valuation. The MTA made an offer to Extell Owner based on the appraisal. This offer was subsequently rejected by Extell Owner, whose appraiser had valued Lot 20 at \$114,000,000. After extensive negotiations, the MTA and Extell Owner arrived at a proposed purchase price of \$82,000,000 (the "Negotiated Purchase Price") for the Lot 20 Fee and zero compensation for the Lot 27 Easement. The Negotiated Purchase Price is within the projected SAS Phase 2 budget for the required Property Interests.

- The Negotiated Purchase Price, effectuated in a negotiated arrangement, is preferable to the financial costs and uncertainties that would result from a condemnation taking. MTA Legal determined that the Negotiated Purchase Price is reasonable in light of the risks associated with eminent domain litigation. On top of the usual valuation risk for the property being acquired, there is the likelihood of additional compensation that would be payable to Extell Owner under the EDPL due to the impairment and/or delay of Extell's development project on Lot 27.
- FTA has concurred on the acquisition of the Lot 20 Fee and the Lot 27 Easement for the Negotiated Purchase Price.

## FINANCE COMMITTEE MEETING Acquisition of Property in Support of the Second Avenue Subway – Phase 2(Cont'd.) Page 3 of 3

In connection with the sale of Lot 20, the MTA will grant to Extell Owner a construction access license and entry permit to use a portion of Lot 20 along the common property line (i.e., the easterly border of Lot 20) as a construction staging and construction work area, in order to facilitate the construction of the foundation for the new building being on Lot 27 pursuant to a construction access license agreement to be entered into between the MTA and Extell Owner ("the "Construction Access License Agreement"). The construction access license is initially for a 40-foot-wide area along the easterly border of Lot 20 for a term expiring on January 31, 2024. The construction access license will then contract to an approximately ten-foot-wide strip or less for a term expiring on the anniversary of the closing of the acquisition of the required Property Interests. The owner of Lot 27 will pay the MTA the fair market value for the use of the construction access area calculated at a rate of \$36.00 per square foot. FTA has confirmed that no further approval would be required for the construction access license.

Based on the foregoing, MTA TOD requests Board authorization:

- (i) for the MTA to negotiate and enter into a purchase and sale agreement with Extell Owner for the acquisition of the Lot 20 Fee and the Lot 27 Easement on the terms and conditions set forth above and such other terms or conditions as the Chair and Chief Executive Officer of the MTA or a designee deems necessary or appropriate, and to execute and deliver any and all other necessary and appropriate transaction documents, agreements (including the Lot 27 Easement agreement), documents, writings, and other instruments, including modifications and supplements, and to take all such actions as shall be necessary or desirable consistent with the transaction documents, including without limitation, the payment of the aforesaid Negotiated Purchase Price, and customary transactional costs and expenses, necessary to consummate the acquisition of the Lot 20 Fee and the Lot 27 Easement from Extell Owner for the Negotiated Purchase Price and
- (ii) to enter into the Construction Access License Agreement, on the terms and conditions set forth above and such other terms or conditions as the Chair and Chief Executive Officer of the MTA a designee deems necessary or appropriate.

Page 1 of 8

Subject			
DETERMINATION AND FINDINGS			
Department			
REAL ESTATE			
Department Head Name			
JOHN N. LIEBER			
Department Head Signature			
Project Manager Name			

**HELENE CINQUE/ ROBAIR REICHENSTEIN** 

Date	
JUNE 23, 2021	
Vendor Name	
Contract Number	
	•
Contract Manager Name	11/
Table of Contents Ref. #	

Board Action					
Order	То	Date	Approval	Info	Other
1	Finance Committee	6/23//21	х		
2	Board	6/23//21	х		

Internal Approvais				
Order	Approval	Order	Approval	
1	Legal			
2	Chief Developmen Officer			
3	Chief Financial Of licer			

AGENCY: Metropolitan Transportation Authority ("M.TA")
PROJECT: Second Avenue Subway Project (the "Project")

ACTIVITY: Acquisition of Fee Interest and Fermanent and Temporary Easements in Properties

Listed on the Attached Determination and Findings for Contract 2 of Phase 2 of the

Project

ACTION REQUESTED: Approval of Determination and Findings Under the New York Eminent Domain

Procedure Law with respect to the acquisition of property needed to facilitate the

Project

#### COMMENTS:

MTA requires various property intracts in the east side of Manhattan, in order to complete the work in Contract 2 of Phase 2 of the Second Avenue 2 Sab vay Project. Contract 2 work covers construction of the launch box for the Tunnel Boring Machine(s), bored tunnels north starting at 120th Street and Second Avenue and running to the end of the train storage trac (s or 125th Street between Malcolm X Blvd. and Adam Clayton Powell Jr. Blvd. and the construction shafts used for the excavation of the mined 125th Street Station. These property interests are set forth in a chart on the cached Determination and Findings. Efforts will be made to acquire these property interests by negotioned agreements. In those instances where MTA cannot reach agreements with the affected property owners. It gal proceedings must be commenced under Article 2 of the New York State Eminent Domain Procedure Lav ("EDPL").

On Marc 1, 20, 2021, MTA held an EDPL public hearing to describe the public uses, benefits, purposes and location of the work elements covered by Contract 2; the property interests to be acquired, and Contract 2's general impact on the environment. Notices of this public hearing were published in newspapers, as required under the EDPL. Property owners affected tenants and other interested parties were also given advance notice of the hearing by certified mail. MTA Construction & Development ("MTA C&D") personnel attended this virtual hearing.

Following a presentation by MTA's hearing officer, 3 speakers made statements about Contract 2, the Project and the proposed property acquisitions. In addition, written submissions with comments about Contract 2, the Project and the proposed property acquisitions were received by MTA prior to the end of the written submission period at the close of business on April 13, 2021 at 5:30 p.m. The following summarizes the comments received: (a) that the construction will cause an adverse impact on parking; (b) expressing concern as to the amount of just compensation that will be paid; (c) requesting that a certain development site not be taken by eminent domain;

### FINANCE COMMITTEE MEETING [DETERMINATION AND FINDINGS] (Cont'd.)



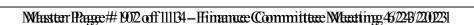
Page 2 of 8

(d) requesting that the Q line be extended; (e) expressing concern over the taking of a minority-owned commercial property; and (f) alleging issues with respect to the hearing notice. All comments have been given careful, extensive and due consideration by MTA. Moreover, MTA, MTA C&D and project staff will continue to work with property owners, tenants and other potentially affected parties as the Project moves forward in an effort to mitigate project-related impacts as much as possible.

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

A copy of the Determination and Findings under the EDPL is attached for the Board's consideration and approval.

MTA staff hereby requests Board approval of the attached Determination and Findings This action will authorize MTA staff and counsel to continue with the EDPL proceedings to acquire the required property interests described tot beierence british in the Determination and Findings by eminent domain, if necessary.



FINANCE COMMITTEE MEETING
[DETERMINATION AND FINDINGS] (Cont'd.)



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

#### CONTRACT 2--PHASE 2 OF THE SECOND AVENUE SUBWAY PROJECT

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

- 1. **EDPL Public Hearing**. On March 30, 2021, MTA held a virtual EDPL public hearing to inform the public and to receive the public's comments on proposed property acquisitions in Contract 2 of Phase 2 of the Second Avenue Subway Project (the "Project"). All oral comments received at the hearing and all written comments received by the end of the written submission period following the hearing have been reviewed, made part of the record, and given due consideration.
- 2. Location of Property Required for Contract 2. The location and nature of the property interests required for Contract 2, and hereby approved for acquisition, are as described on the chart below.

At the March 30, 2021 public hearing and in letters and maps mailed to property owners and interested parties prior to the public hearing, MTA provided more detailed descriptions of the required property interests and estimated time frames when the public rty interests would be needed for Contract 2.

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

3. Public Use, Purpose and Benefits. With respect to the Project in general, the Second Avenue Subway will be a new, two-track, after van ately 8.5-mile rail line with 16 new stations extending the length of Manhattan's East Side corrido, from a terminal station at 125<sup>th</sup> Street and Lexington Avenue in Harlem to Hanover Square in Level Manhattan. The new line will make the neighborhoods of the East Side more accessible not only to those who live there, but to visitors and workers traveling from other parts of New York City as well. No, only will the Second Avenue Subway serve existing neighborhoods on the densely developed East Side of Manhattan, it will also support emerging growth in several areas, including East Harlem, the Lawer East Side and Chinatown.

The Secund Avenue Subway will provide for two subway services in the East Side corridor. The first will be a full-length Second Avenue route operating between 125<sup>th</sup> Street and Hanover Square with 16 new stations serving this area. The second service will operate along Second Avenue from 125<sup>th</sup> Street to 63<sup>rd</sup> Street, where it will divert west along the existing 63<sup>rd</sup> Street Line and terminate at the existing Lexington Avenue/63<sup>rd</sup> Street Station; it will then join the existing Broadway Line via an existing tunnel connection and serve existing express stations along Seventh Avenue and Broadway before crossing the Manhattan Bridge to Brooklyn. Passengers traveling to Lower Manhattan on this route could transfer for local service to destinations south of Canal Street.

As a result, passengers traveling between East Harlem and the Upper East Side will be able to reach both the eastern and western sides of Lower Manhattan. Passengers traveling to and from Brooklyn also will

### FINANCE COMMITTEE MEETING [DETERMINATION AND FINDINGS] (Cont'd.)



Page 4 of 8

be better served by the new service to the East Side provided both through the Broadway Line service and the anticipated free transfers to be provided at several stations, including the Grand Street B/D Line and the Second Avenue F line. Subway passengers from the Bronx will benefit from free transfers at the Lexington Avenue 4/5/6 125<sup>th</sup> Street Station, among others.

The Second Avenue Subway will provide more flexibility for passengers traveling along the antern side of Manhattan, where subway service is currently limited to one line — the several ever rowded Lexington Avenue Line — for much of the area. The new Second Avenue service that will provide a needed alternative to the Lexington Avenue Line in the event of shutdowns to that service due to emergencies or breakdowns. Finally, with a new connection at 125<sup>th</sup> Street, the Project will also improve regional access to the various East Side neighborhoods from the existing Metro-North Railroad.

The Second Avenue Subway is already partially open. Currently, the nor bern terminal for the Q train is on Second Avenue and 96th Street. The line runs south to 63rd Street vinere it joins the existing Broadway Line The instant project, which is the second phase of the Second Avenue Subway, will extend the Q service further north in Manhattan to 125th Street and Lexington Avenue.

Contract 2 is the second of four Contracts in Phase 2 of the Project. Phase 2 covers construction of the subway line from East 96<sup>th</sup> Street, north along Second Avenue to East 125<sup>th</sup> Street and Lexington Avenue, which will connect to the current northern terminal of the Project on Second Avenue and 96<sup>th</sup> Street, which joins the Broadway subway line at East 63<sup>rd</sup> Street. The work elements covered by Contract 2 are critical for the completion of the Second Avenue Subway as they consist of the construction of the launch box for the Tunnel Boring Machine(s); bored tunnels rorth starting at 120<sup>th</sup> Street and Second Avenue and running to the end of the train storage track on 125<sup>th</sup> Street between Malcolm X Blvd. and Adam Clayton Powell Jr. Blvd. together with construction that sused for the excavation of the mined 125<sup>th</sup> Street Station.

4. Reasons for Selecting the Location Covered by Contract 2: The property interests necessary to be acquired for Contract 2 are generally located on Second Avenue between East 119th Street and East 120th Street as well as along 125th Street as the work covered by Contract 2 consists of the construction of the launch box for the Tunnel Loring Machine(s); bored tunnels north starting at 120th Street and Second Avenue and running to the and of the train storage tracks on 125th Street between Malcolm X Blvd. and Adam Clayton Power J. B. c., together with construction shafts used for the excavation of the mined 125th Street Station. MTA vii utilize properties to be acquired for this work as entrances and ancillary facilities that will be constructed in subsequent contracts. The Project's specific location and alignment within this area were determined after years of detailed planning, environmental review and public outreach. MTA and the Federal Transit Administration ("FTA") fully evaluated alternatives during that process, as set forth in detail in the Final Environmental Impact Statement for the Second Avenue Subway ("FEIS") issued in April 2004. In July 2004, FTA issued a Record of Decision for the Project, which signified that the project is eligible for continued federal funding and support. Additionally, MTA prepared a Supplemental Environmental Assessment ("SEA") for Phase 2 of the Project, for which FTA issued a Finding of No Significant Impact ("FONSI") in November 2018. Finally, FTA issued a Supplemental Environmental Assessment Re-Evaluation in August 2020. The FEIS, Record of Decision, SEA and Supplemental Environmental Assessment Re-Evaluation, and all evaluations and environmental findings presented in the FEIS, Record of Decision, SEA and Supplemental Environmental Assessment Re-Evaluation are hereby incorporated by reference.

### FINANCE COMMITTEE MEETING [DETERMINATION AND FINDINGS] (Cont'd.)



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**5. General Effect of Contract 2 on the Environment and Residents of the Locality.** The environmental impacts of the Project as a whole and for Phase 2 are thoroughly covered in the FEIS, the SEA and Supplemental Environmental Assessment Re-Evaluation. The general environmental impacts under Contract 2 are summarized as follows:

Construction activities under Contract 2 will result in unavoidable increases in traffic, truck convernents, dust, noise, and vibrations in the areas nearby. In the construction zone from 118th Street to 12 st Street, approximately half of Second Avenue and some of the adjacent sidewalk will be closed at a time to facilitate construction. In the vicinity of the 125th Street Station, there will be two stalling areas for the mining and construction of the station cavern at the southeast corners of 125th Street and Lexington Avenue, and 125th Street and Park Avenue; each occupying the full length of the Avenue between 124th and 125th Streets. There will also be an extraction shaft and staging site on 125th Street, approximately 300 feet west of Malcom X Blvd. In these areas, trucks will travel to and from the site making deliveries and removing earth and other materials. Certain construction activities could require restricting access to buildings for several hours. In most cases, safe access to buildings an alternative street-level businesses, will be maintained throughout the construction period, although pedestrian and vehicular access will be altered or restricted by the construction of sidewalk sheds and the removal of parking and travel lanes, and the visibility of some businesses will be reduced. To help min mize potential impacts, MTA will make every reasonable effort to maintain access; control dust, noise and vibration; screen construction activities; control rodents and pests; and minimize the discuptions, where practicable.

Contract 2 will impact on transportation as it will require that up to half of the width of the Second Avenue roadway be closed at the construction work zone for the 120th Street Tunnel Boring Machine Launch Box site. A minimum of four lanes will be maint lines on Second Avenue for vehicular traffic adjacent to work zones by prohibiting curbside parking pick ups/drop-offs and deliveries, relocating bus stops and narrowing sidewalks to a minimum of 7 inet. Construction activity for Contract 2 will also increase traffic volumes on Streets and Avenues within the project area and will generate an increase in the volume of truck traffic through the project area for soil removal from and materials deliver to the construction sites.

With respect to socio-economic impacts, businesses could be adversely affected by the disruptions associated with construction activities, such as reduced pedestrian and vehicular access, removal of parking, and reduction in the visibility of some businesses, particularly retail establishments with outdoor activities on the side talk, which may have to be removed when construction is occurring nearby. Though temporary, these disruptions could affect the businesses' revenue streams and could make the areas in the vicinity of construction activities less desirable locations while construction is underway. To help mitigate these in pacts, MTA will promote high-quality design of sidewalk sheds, such as the addition of windows. Detter lighting, and good store signage around construction sites. MTA will coordinate with businesse, in each phase to address access/delivery issues; and provide special loading and unloading areas on nearby side streets to locations where access will be curtailed in front of buildings during construction. In those designated side street areas, parking may be prohibited to allow more reliable deliveries and pick-ups.

There are no open space impacts resulting from Contract 2.

With respect to displacement and relocation, properties at 120<sup>th</sup> Street and Second Avenue will be acquired for an ancillary facility for the 116<sup>th</sup> Street Station, which will also be used to support the launch and operation of the tunnel boring machine(s). Another ancillary facility will be located on property at the

### FINANCE COMMITTEE MEETING [DETERMINATION AND FINDINGS] (Cont'd.)



Page 6 of 8

southeast corner of Lexington Avenue and 125<sup>th</sup> Street, which was recently demolished in preparation of a development site and is being coordinated with the MTA for the station entrance and ancillary building. The ancillary and entrance site at Park Avenue and 125<sup>th</sup> Street is a vacant lot that will require no displacement. The displacement at the Ancillary A site on West 125<sup>th</sup> Street consists of a single commercial retail store. This business may be eligible for relocation benefits and assistance under the Uniform Relocation Assistance and Real Property Acquisition Act ("URA"). Temporary construction easements also will be needed along portions of the tunnel route. These easements will 5 below ground and will not require any displacements.

With respect to archeological resources, research that was done for the FEIS found that the area along Second Avenue and along 125<sup>th</sup> Street was sensitive for Native American resources at a depth of up to 23 feet below the surface. MTA will perform additional work to determine whether any archaeological resources are actually present and whether those resources are significant and eligible for the State and National Register of Historic Places. Mitigation measures such as data resovery, public interpretation, or additional analysis and curation, will be developed and implement dewhere future work confirms the presence of significant archaeological resources (i.e., resources that are eligible for listing on the State and National Registers) that will be adversely affected by the Poje it.

With respect to air quality, construction activities, including truck trips, congestion, and diversions to existing traffic, will not result in significant adverse impacts to air quality. To the maximum extent practicable, MTA's contractors will be required to follow measures to reduce construction-related impacts to air quality. These measures include dust covers for trucks, water spray misting of exposed soil areas, and using safe chemical dust suppressants to trust and control spoils at construction areas. In addition, a fence of an appropriate height will surround the construction sites to reduce wind-borne dust. To reduce emissions from construction equipment, obsel emission controls for non-road equipment will be required. These controls will require the all heavy equipment use ultra-low sulfur diesel fuel and diesel particulate filters, or other retrofit to the logy, in accordance with MTA policies. In addition, idling time for all diesel equipment will be limited to 3 consecutive minutes, except in certain limited circumstances.

With respect to noise and vibration, construction activities will result in some increased noise and vibration impacts. These impacts vie e fully evaluated in the FEIS, and measures will be taken to mitigate the noise and vibration levels. Mining operations in rock will use drilling and controlled blasting, and except for some limited locations who evertical blasting may occur, most of the noise will be contained underground and is not expected to be discernible. Vertical blasting is blasting that must be performed to create vertical access or ventilation sharts to the street. At locations where vertical blasting will occur, noise from the blasting will be discernible to nearby residences and businesses for a very short period of time (that is, for the several-second duration of the blast) but will be limited to the hours of 7am to 10pm. In general, due to the short duration of these events, average hourly noise levels will not be significantly affected by the blasts. Noise will also be generated from ground improvement and trucking activities, slurry wall construction, spoils removal at stations and from the tunnels, and other activities. To reduce noise associated with such construction, performance standards will be established by MTA and included with contract documents that must be met by all contractors during construction.

Prior to construction, ambient noise measurements will be taken at noise-sensitive locations. Once construction begins, monitoring stations will be established to provide MTA with the ability to monitor its contractors to ensure compliance with the performance standards. Contractors will also be required to develop noise monitoring and reporting protocols and to obtain certificates of equipment noise

### FINANCE COMMITTEE MEETING [DETERMINATION AND FINDINGS] (Cont'd.)



Page 7 of 8

compliance from MTA or its designee for all construction equipment employed throughout the project. Ultimately, at the time of construction, MTA's contractors will be able to select from a range of noise abatement measures to ensure that construction noise does not exceed the performance standards.

With respect to ground borne noise and vibration, construction will result in varying degrees of ground vibration, depending on the stage of construction, the equipment and construction methods employed, and the distance from the construction to buildings and vibration-sensitive structures. Due to the close proximity of sensitive receptors, vibration levels during a large portion of the period of construction will be perceptible. MTA will implement a rigorous program of special measure to rinimize potential impacts to uses (such as hospitals and other medical facilities) and structures (such as historic buildings) that are sensitive to vibration levels. Construction Protection Plans ("CPPs") will be developed for Phase 2 contracts that will include measures to protect Built and Archaeological properties prior to and during construction. The CPPs will outline the specific requirements for preparatruction surveys, vibration monitoring and thresholds, and crack and settlement monitoring to construction built properties are protected during construction.

With respect to utility relocation impacts, utility services will be maintained throughout construction, except for planned temporary outages. Outages during the day will be limited to a few hours. If utility work requires the complete closure of the roadway and shutting off utility services for several hours, it will generally occur overnight. Residents and business is will be notified in advance of these disruptions.

With respect to contaminated materials impacts, there is a potential that during construction contaminated soil, soil gas, or groundwater will be uncovered, either in locations where research indicated a potential problem or in other unexpected locations. Preventive measures will be undertaken to protect the safety of the public, community residents, and construction workers, as well as transit workers and the larger environment where the preliminary investigation has indicated that construction has the potential to encounter containing ted materials.

In sum, all practical means to a vaid or minimize environmental harm from the work covered by Contract 2 will be adopted. MTA will incorporate into design, construction, and operation all mitigation measures identified in the FEIS, SEA and Supplemental Environmental Assessment Re-Evaluation, as well as any additional measure and entitled during final design. These measures constitute all practicable mitigation measures and will a largest Contact 2-related impacts to the fullest extent practicable.

#### **COMMENTS**

At the public hearing, oral comments were received from the public, and it was stated that written comments would be accepted until the close of business on April 13, 2021.

The following summarizes the comments received: (a) that the construction will cause an adverse impact on parking; (b) expressing concern as to the amount of just compensation that will be paid; (c) requesting that a certain development site not be taken by eminent domain; (d) requesting that the Q line be extended; (e) expressing concern over the taking of a minority-owned commercial property; and (f) alleging issues with respect to the hearing notice.

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

### FINANCE COMMITTEE MEETING [DETERMINATION AND FINDINGS] (Cont'd.)



Page 8 of 8

#### **DETERMINATION**

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

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

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

ANYONE SEEKING JUDICIAL REVIEW OF THE ABOVE DETERMINATION A 'D I INDINGS MUST COMMENCE A LEGAL PROCEEDING IN ACCORDANCE WITH EDPL § 207 NO LATER THAN 30 DAYS AT TER MITA COMPLETES ITS TWO-DAY PUBLICATION OF THIS DOCUMENT, OR A SYNOPSIS THEREOF. UNDER EDPL § 207 AND § 208, THE EXCLUSIVE VENUE FOR SUCH PROCEEDING IS THE APPELLATE DIVISION, FIRST JUDICIAL DEPARTMENT, 27 MADISON, VENUE, NEW YORK, NEW YORK 10010.

Acquisition of fee interests and permanent and emporary easements for construction of the launch box for the Tunnel Boring Machine(s), bored tunnel cavern mining and future station entrance and ancillary facilities.

Block	Lot(s)	Type of Interest	Property Address
1909	4/	Permanent Full Taking	120 West 125th Street, NY, NY
1773	1)	Permanent Full Taking	1801-1805 Park Avenue, NY, NY
	0)		100-110 East 125th Street, NY, NY/
	h V		101-109 East 124th Street, NY, NY
1773	69	Permanent Full Taking	1815 Park Avenue, NY, NY
1773	Part of	Permanent Full Taking	142-168 East 125th St/
	Lot 20	Temporary Easement	2051-2061 Lexington Avenue, NY, NY
1773	Part of	Permanent Full Taking	149-167 East 124th Street, NY, NY
	Lot 27	Temporary Easement	
1 /3	Part of	Permanent Partial Taking &	149-167 East 124th Street, NY, NY
	Lot 27	Permanent Subsurface Easement	
1784	23	Permanent Full Taking	2327 Second Avenue, NY, NY
1784	122	Permanent Full Taking	2325 Second Avenue, NY, NY
1784	24	Permanent Full Taking	2329 Second Avenue, NY, NY
1784	25	Permanent Full Taking	2331 Second Avenue, NY, NY
1784	26	Permanent Full Taking	2333 Second Avenue, NY, NY
1784	27	Permanent Full Taking	2335 Second Avenue, NY, NY
1784	28	Permanent Full Taking	2337 Second Avenue, NY, NY
1784	120	Permanent Full Taking	N/A East119th Street, NY, NY
1784	128	Permanent Full Taking	246 East 120th Street, NY, NY

## MTA NEW YORK CITY TRANSIT



Page 1 of 2

Subject LICENSE AGREEMENT WITH H.S. NEWS CORP. FOR TWO RETAIL SPACES AT 59 ST – LEXINGTON AVENUE STATION
Department REAL ESTATE
Department Head Name DAVID FLORIO
Department Head Signature
Project Manager Name RAY SMYTH

	Page 1 of 2
Date	
APRIL 26, 2023	
Vendor Name	
Contract Number	
- Contract Hambon	
Contract Manager Name	
Table of Contents Ref. #	
1	

	Board Action				
Order	То	Date	Approval	Info	Other
1	Finance Committee	04/24/2023	X		
2	Board	04/26/2023	х		

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

AGENCY: MTA New York City Transit ("NYCT")

LICENSEE: H.S. News Corp.

LOCATION: 59 ST – Lexington Avenue Station, Manhattan

ACTIVITY: Operation of travel convenience retail units

ACTION REQUESTED: Authorization to enter into a license agreement

TERM: Ten (10) years, subject to at will revocation on 60 days' notice, at no cost to NYCT

SPACE: Two units totaling approximately 230 square feet

COMPENSATION:

Period	Total Annual Compensation	Total Monthly Compensation
License Year 1	\$72,000.00	\$6,000.00
License Year 2	\$74,160.00	\$6,180.00
License Year 3	\$76,384.00	\$6,365.33
License Year 4	\$78,675.00	\$6,556.25
License Year 5	\$81,035.00	\$6,752.91
License Year 6	\$83,466.00	\$6,997.50
License Year 7	\$85,970.00	\$7,164.16
License Year 8	\$88,549.00	\$7,379.08
License Year 9	\$91,206.00	\$7,600.50
License Year 10	\$93,942.00	\$7,828.50

#### Matropolitan Transportation Authority

### FINANCE COMMITTEE MEETING LICENSE AGREEMENT WITH H.S. NEWS CORP. FOR TWO RETAIL SPACES AT 59 ST - Page 2 of 2 LEXINGTON AVENUE SUBWAY STATION (Cont'd)

#### COMMENTS:

Pursuant to the attached July 22, 2020 MTA Board policy modification for the licensing of real property for vacant spaces, extended June 29, 2022, MTA Real Estate advertised the two vacant retail units via a Solicitation of Interest for Available MTA Retail Units in September 2021. The first qualified proposal was received from Mr. Harkirtan Singh, the sole owner of H.S. News Corp., who also recently leased the vacant retail units at 59 St – Columbus Circle station. H.S. News Corp proposes to invest more than \$69,000.00 for the build out of the new retail locations and Mr. Singh will provide a personal guaranty of the construction, operation, and maintenance of each of the units.

After careful evaluation of H.S. News Corp's proposal and a satisfactory background investigation, it was determined that MTA Real Estate would proceed with H.S. News Corp's proposal. Mr. Singh's financials support the proposed improvements as well as his payment of compensation throughout the 10-year term. The present value of the rental stream is \$570,270. The proposed compensation falls within an acceptable competitive range, as determined by a broker's opinion of value of the rent, taking into consideration the challenging market conditions caused by the COVID-19 pandemic.

Based on the foregoing, MTA Real Estate requests authorization for NYCT to enter into a license agreement with H.S. News Corp. on the above-described terms and conditions.

Page 1 of 1

6Subject	
<b>EXTENSION OF A TEMPORARY MODIFICATIO</b>	N
TO POLICIES AND PROCEDURES FOR THE	
LICENSING OF REAL PROPERTY FOR VACAN	NΤ
SPACES	
Department	
REAL ESTATE	
Department Head Name	
DAVID FLORIO	
Department Head Signature	
Project Manager Name	
ARTURO ESPINOZA	

Date	
JUNE 29, 2022	
Vendor Name	4
Contract Number	4
Contract Manager Name	0,
Table of Contents Ref. #	,5

	Board Action				
Order	То	Date	Approval	Info	Other
1	Finance Committee	6/27/22	х		
2	Board	6/29/22	х		

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

AGENCY: All Agencies, excluding Grand Central Terminal

PURPOSE: To obtain MTA Board approval to extend a temporary modification to Real Estate Policies

and Procedures for the Licensing of Real Property, as adopted November 29, 2011.

EXPIRATION: Amended expiration date is August 1, 2023.

#### COMMENTS:

This is to request a one-year extension of the expiration date of the attached policies and procedures modification, adopted July 22, 2020, to address a surge of vacancies in the MTA retail portfolio brought about by the decline in ridership due to the Covid-19 pandemic. Ridership levels remain depressed and continue to directly impact retail tenants who are dependent on consistent ridership to generate sales revenue.

Following adoption of the July 22, 2020 modification, Real Estate adopted procedures in pursuing and consummating deals for vacant retail spaces. They are summarized as follows: 1) identify and have an independent opinion of value of the vacant space prepared; 2) issue a solicitation document containing information on the vacant space and post the solicitation on the Real Estate website; 3) review and evaluate proposals, on a first-come, first-serve basis, for adherence to the submission criteria; and 4) perform due diligence on the proposers. Where there are multiple proposals, Real Estate may select the most responsible proposal as determined by the selection criteria.

While the established processes resulted in generating interest in the retail portfolio, MTA Real Estate has experienced limited success in completing deals given the ongoing, depressed ridership and therefore is asking for more time for implementation.

Based on the foregoing, MTA Real Estate recommends adoption of extending the expiration date of the modification to the MTA Real Estate Policies and Procedures for the Licensing of Real Property on the terms and conditions set forth above.

## MTA LONG ISLAND RAIL ROAD



Page 1 of 1

Subject GRANT OF EASEMENT TO GERSHOW RECYCLING CORPORATION IN MEDFORD, NY
Department
REAL ESTATE
Department Head Name
DAVID FLORIO
Department Head Signature
Project Manager Name
ROBERT GOLDBERG

Date APRIL 26, 2023	
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref. #	

	Board Action					
Order	Order To Date Approval Info Other					
1	Finance Committee	04/24/2023		х		
2	Board	04/26/2023		Х		

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

AGENCY: MTA Long Island Rail Road ("LIRR")

GRANTEE: Gershow Recycling Corporation ("Gershow")

LOCATION: LIRR's Montauk Branch adjacent to 71 Peconic Avenue, Medford, New York

ACTIVITY: Grant of a permanent easement EASEMENT AREA: Approximately 2,723 square feet

USE: Operation of a sidetrack

TERM: Perpetual

ACTION REQUESTED: Approval of terms

COMPENSATION: \$31,234.56

#### **COMMENTS:**

MTA Real Estate issued a Request for Proposals for the above location on February 1, 2023. One proposal was received from Gershow who owns the adjacent property at 71 Peconic Avenue, Medford, New York. Gershow operates 9 recycling facilities throughout Long Island, and in support of its operations at the Medford facility, contracts with New York and Atlantic Railway ("NYAR") for freight service. Use of the easement area will allow Gershow to make improvements to its internal rail track design to support operational flexibility of freight service by NYAR.

Gershow submitted a complete, detailed proposal demonstrating that they have the financial capability to complete the transaction along with wire confirmation of the required 10% down payment of \$3,123.45 of proposed compensation of \$31,234.56, which exceeds the fair market value as determined by an independent appraisal.

Based on the foregoing, MTA Real Estate is requesting approval to enter into an easement agreement with Gershow, based on the above-described terms and conditions.

## MTA METRO-NORTH RAILROAD



Subject
ACQUISITION OF PERMANENT EASEMENT &
DISPOSITION OF EXISTING EASEMENT IN
SLEEPY HOLLOW, NEW YORK

Department
REAL ESTATE
Department Head Name
DAVID FLORIO
Department Head Signature

Project Manager Name
NEIL MASTROPIETRO

	Page 1 of 1
Date	
APRIL 26, 2023	
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref. #	

	Board Action					
Order	То	Date	Approval	Info	Other	
1	Finance Committee	04/24/2023	х			
2	Board	04/26/2023	х			

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

AGENCY: MTA Metro-North Railroad ("Metro-North")
GRANTOR: Biddle Real Estate Ventures ("BREV")

LOCATION: Section 115, Block 1 portion of Lot 1.6/3 in the Village of Sleepy Hollow, Town of Mt.

Pleasant, Westchester County, New York

ACTIVITY: Acquisition of a permanent easement on Grantor's property for Metro-North access to the

Hudson Line Right-of-Way ("ROW"); and the extinguishing of existing easement on

Grantor's property

ACTION REQUESTED: Authorization to enter into a permanent easement agreement with Grantor, and the

disposition of an existing easement with Grantor

COMPENSATION: Easement granted in exchange for disposal of existing, currently unused easement and

reimbursement of legal and engineering costs to Grantor not to exceed \$20,000

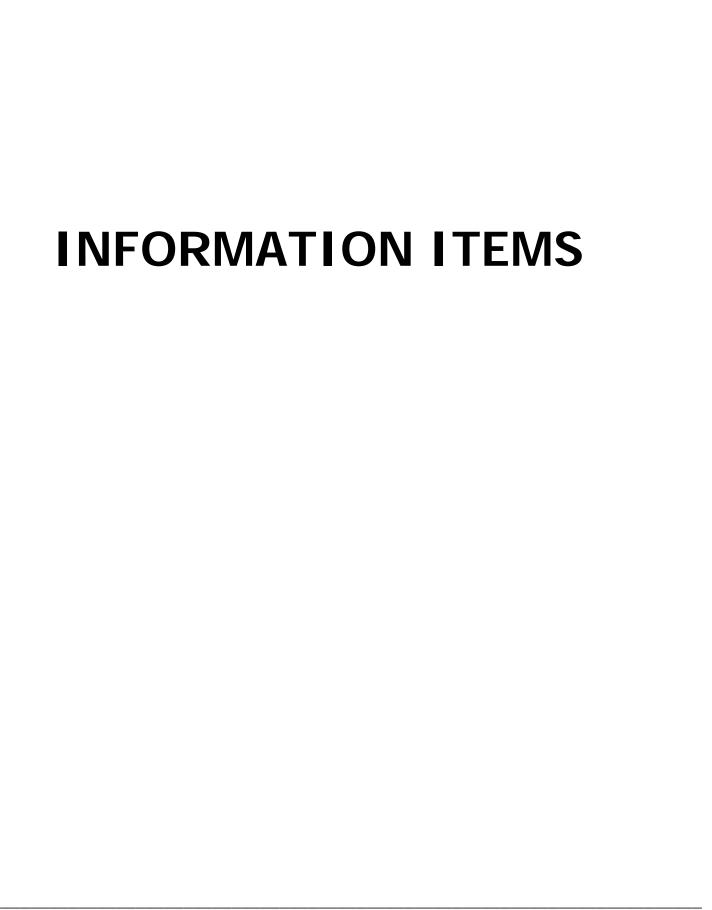
#### **COMMENTS:**

MTA Real Estate and Metro-North are currently engaged with BREV to acquire a permanent easement in support of Metro-North's operations along the ROW in the vicinity of the Tarrytown and Philipse Manor stations at the former General Motors site. The proposed easement area will allow Metro-North to bring vehicles, personnel, and equipment through the parking lot of a newly built mixed-use development and onto the ROW. In exchange for granting the permanent easement on their property, BREV requests that Metro-North extinguish an existing easement located on BREV's property that is unused by Metro-North due to changes in the topography of the area over time.

An appraisal conducted by an independent third-party appraiser on behalf of MTA Real Estate determined that the value of the proposed easement is \$220,000 while the value of the existing easement is \$170,000. In addition to the disposal of the existing easement, BREV is seeking reimbursement of legal and engineering costs, estimated at approximately \$20,000.

Pursuant to Public Authorities Law Section 2897(6)(d), under certain circumstances the MTA is required to submit to several State recipients identified in the statute a written explanation of the circumstances involving the disposal of property through a negotiated transaction not less than 90 days prior to the scheduled date of that transaction. As the value of the existing easement exceeds \$100,000, such written explanation will be submitted to such recipients for this transaction.

Based on the foregoing, MTA Real Estate is requesting authorization for the acquisition of a permanent easement and disposition of an existing easement with BREV based on the above terms and conditions.



Page 1 of 1

Subject ONE DAY PERMI AT OSSINING ST	T FOR USE OF PARKING LOT
Department	
<b>REAL ESTATE</b>	
Department Head Name	)
<b>DAVID FLORIO</b>	
Department Head Signa	ature
Project Manager Name	
<b>NEIL MASTROPII</b>	ETRO

Date APRIL 26, 2023
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

	Board Action					
Order	То	Date	Approval	Info	Other	
1	Finance Committee	4/24/23		х		
2	Board	4/26/23		х		

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

AGENCY: MTA Metro-North Railroad ("Metro-North")

PERMITEE: Town of Ossining ("Town")

LOCATION: Ossining Station, Town of Ossining, New York (the "Station")

ACTIVITY: Use of station parking lot for ingress and egress to public street

TERM: Saturday, April 22, 2023, 5:00 am to 7:30 pm

SPACE: Approximately 112 parking spaces

COMPENSATION: \$1; payment waived

#### COMMENTS:

Pursuant to the Board-approved Real Estate Department Policy #25 governing the use of railroad facilities by municipal and not-for-profit corporations for non-commercial activities, the Town has been granted permission to utilize approximately 112 parking spaces in Lots 14a and 14b at the Station for the Town's annual Earth Day event on Saturday, April 22, 2023 scheduled from 5:00 am to 7:30 pm.

MTA Legal has drafted the permit as to form and Permittee provided appropriate insurance coverage and indemnification for the above dates.