

MTA 2020 Final Proposed Budget

November Financial Plan 2020-2023



**Volume 2
November 2019**



Metropolitan Transportation Authority

OVERVIEW

MTA 2020 Final Proposed Budget November Financial Plan 2020-2023 Volume 2

The MTA's November Plan is divided into two volumes:

Volume 1 consists of financial schedules supporting the complete MTA-Consolidated Financial Plan, including an Executive Summary, the baseline forecast (as detailed in Volume 2 and described below) and certain adjustments captured below the baseline. These "below-the-line" adjustments include: Fare/Toll Increases, Policy Actions, and any MTA Efficiencies and Re-estimates. Volume 1 also includes descriptions of the "below-the-line" actions as well as the required Certification by the Chairman/CEO, and a description of the MTA Budget Process.

Volume 2 includes MTA-Consolidated detailed financial and position schedules as well as the narratives that support the baseline projections included in the 2020 Final Proposed Budget and the Financial Plan for 2020 through 2023. Also included are the Agency sections which incorporate descriptions of Agency Programs with supporting baseline tables and required information related to the MTA Capital Program.

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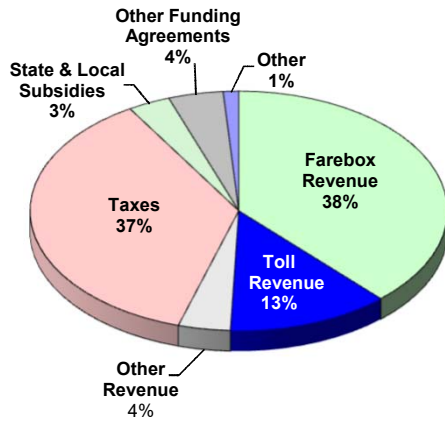
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I. MTA Consolidated Financial Plan

MTA 2020 Final Proposed Budget
Baseline Expenses Before Below-the-Line Adjustments
Non-Reimbursable

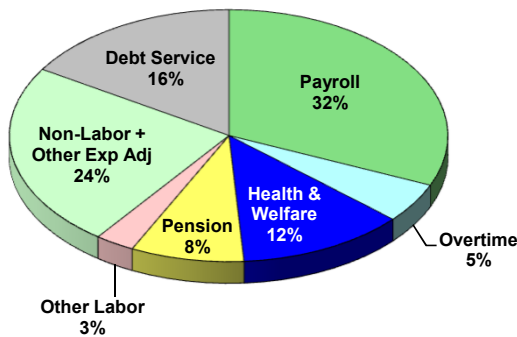
Where the Dollars Come From ...



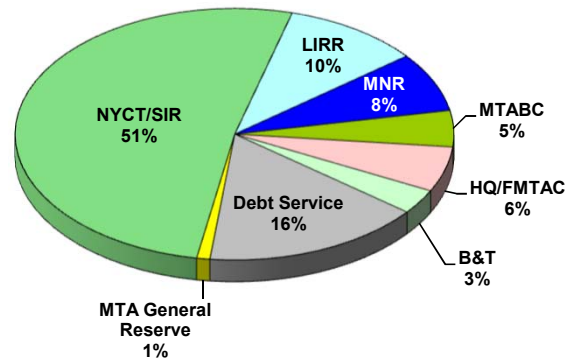
By Revenue Source (\$ in millions)	
Farebox Revenue	\$6,436
Toll Revenue	2,118
Other Revenue	682
Taxes	6,182
State and Local	554
Other Funding Agreements	718
Other ¹	203
Total ²	\$16,893

Where the Dollars Go ...

By Expense Category



By MTA Agency



By Expense Category ³ (\$ in millions)	
Payroll	\$5,525
Overtime	896
Health & Welfare	2,171
Pension	1,467
Other Labor	509
<i>Total Labor</i>	<i>\$10,568</i>
Non-Labor + Other Exp Adj	4,156
Debt Service	2,837
Total ²	\$17,561

By MTA Agency ³ (\$ in millions)	
NYCT/SIR	\$9,039
LIRR	1,775
MNR	1,341
MTABC	819
HQ/FMTAC	1,021
B&T	560
Debt Service	2,837
MTA General Reserve	170
Total ²	\$17,561

¹ Includes cash adjustments and prior-year carryover.

² Totals may not add due to rounding.

³ Expenses exclude Depreciation, OPEB Obligation and Environmental Remediation. MTA Capital Construction is not included, as its budget contains reimbursable expenses only.

Note: The revenues and expenses reflected in these charts are on an accrued basis and exclude "below-the-line" adjustments that are captured in Volume 1.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020 - 2023
MTA Consolidated Accrued Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Non-Reimbursable						
Operating Revenues						
Farebox Revenue	\$6,155	\$6,346	\$6,436	\$6,427	\$6,439	\$6,448
Toll Revenue	1,976	2,078	2,118	2,126	2,125	2,127
Other Revenue	643	689	682	708	724	739
Capital and Other Reimbursements	0	0	0	0	0	0
Total Revenues	\$8,774	\$9,113	\$9,237	\$9,261	\$9,288	\$9,314
Operating Expenses						
Labor:						
Payroll	\$5,211	\$5,334	\$5,525	\$5,610	\$5,744	\$5,833
Overtime	1,066	978	896	917	937	959
Health and Welfare	1,230	1,342	1,452	1,530	1,626	1,721
OPEB Current Payments	604	655	719	784	856	935
Pension	1,336	1,495	1,467	1,481	1,425	1,373
Other Fringe Benefits	881	898	940	986	1,027	1,062
Reimbursable Overhead	(528)	(490)	(431)	(415)	(417)	(410)
Total Labor Expenses	\$9,799	\$10,211	\$10,568	\$10,893	\$11,198	\$11,471
Non-Labor:						
Electric Power	\$482	\$452	\$481	\$495	\$530	\$559
Fuel	185	176	172	170	169	172
Insurance	(29)	7	8	12	14	14
Claims	438	418	413	403	409	417
Paratransit Service Contracts	455	488	489	521	550	585
Maintenance and Other Operating Contracts	678	815	758	786	781	802
Professional Services Contracts	544	588	677	633	582	577
Materials and Supplies	637	632	676	672	683	689
Other Business Expenses	221	229	229	217	227	229
Total Non-Labor Expenses	\$3,611	\$3,805	\$3,901	\$3,909	\$3,945	\$4,045
Other Expense Adjustments:						
Other	\$129	\$158	\$86	\$41	\$28	\$29
General Reserve	0	165	170	175	180	185
Total Other Expense Adjustments	\$129	\$323	\$256	\$216	\$208	\$214
Total Expenses Before Non-Cash Liability Adjs.	\$13,539	\$14,339	\$14,725	\$15,019	\$15,352	\$15,730
Depreciation	\$2,805	\$2,777	\$2,843	\$2,909	\$2,977	\$3,052
GASB 75 OPEB Expense Adjustment	1,048	1,457	1,628	1,749	1,823	1,898
GASB 68 Pension Expense Adjustment	(373)	(221)	(272)	(343)	(318)	(242)
Environmental Remediation	106	6	6	6	6	6
Total Expenses After Non-Cash Liability Adjs.	\$17,124	\$18,359	\$18,930	\$19,339	\$19,840	\$20,444
Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$3,585)	(\$4,020)	(\$4,205)	(\$4,320)	(\$4,488)	(\$4,714)
Debt Service (excludes Service Contract Bonds)	2,541	2,664	2,837	3,140	3,457	3,848
Total Expenses with Debt Service	\$16,079	\$17,003	\$17,561	\$18,158	\$18,808	\$19,578
Dedicated Taxes & State and Local Subsidies	\$7,177	\$7,286	\$7,454	\$7,637	\$7,887	\$8,067
Net Surplus/(Deficit) After Subsidies and Debt Service	(\$128)	(\$603)	(\$871)	(\$1,261)	(\$1,633)	(\$2,197)
Conversion to Cash Basis: GASB Account	\$0	\$0	\$0	\$0	\$0	\$0
Conversion to Cash Basis: All Other	379	302	60	136	122	170
Cash Balance Before Prior-Year Carryover	\$251	(\$301)	(\$811)	(\$1,125)	(\$1,511)	(\$2,027)

METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2020 - 2023

Accrued Statement of Operations by Agency

(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Non-Reimbursable						
Total Revenues						
New York City Transit	\$4,893	\$5,054	\$5,116	\$5,116	\$5,132	\$5,140
Long Island Rail Road	790	813	817	823	831	840
Metro-North Railroad	793	825	839	848	848	854
MTA Headquarters	38	53	54	56	59	59
First Mutual Transportation Assurance Company	13	18	18	19	19	20
MTA Bus Company	240	242	246	246	246	246
Staten Island Railway	9	9	9	9	9	9
Bridges and Tunnels	2,000	2,099	2,137	2,145	2,144	2,146
Total	\$8,774	\$9,113	\$9,237	\$9,261	\$9,288	\$9,314
Total Expenses before Non-Cash Liability Adjs.*						
New York City Transit	\$8,516	\$8,936	\$8,977	\$9,189	\$9,454	\$9,737
Long Island Rail Road	1,491	1,545	1,775	1,856	1,892	1,961
Metro-North Railroad	1,335	1,342	1,341	1,357	1,387	1,416
MTA Headquarters	739	775	941	944	916	927
First Mutual Transportation Assurance Company	(12)	(6)	(6)	(15)	(23)	(36)
MTA Bus Company	780	832	819	835	865	854
Staten Island Railway	60	64	62	59	60	61
Bridges and Tunnels	501	527	560	576	593	596
Other	129	323	256	216	208	214
Total	\$13,539	\$14,339	\$14,725	\$15,019	\$15,352	\$15,730
Depreciation						
New York City Transit	\$1,958	\$1,878	\$1,928	\$1,978	\$2,029	\$2,082
Long Island Rail Road	362	397	398	402	406	410
Metro-North Railroad	230	247	247	247	247	247
MTA Headquarters	40	37	46	46	46	46
First Mutual Transportation Assurance Company	0	0	0	0	0	0
MTA Bus Company	53	54	54	55	56	56
Staten Island Railway	12	12	12	12	12	18
Bridges and Tunnels	149	152	159	170	182	194
Total	\$2,805	\$2,777	\$2,843	\$2,909	\$2,977	\$3,052
GASB 75 OPEB Expense Adjustment						
New York City Transit	\$706	\$1,084	\$1,346	\$1,472	\$1,557	\$1,643
Long Island Rail Road	133	100	52	39	21	0
Metro-North Railroad	98	94	40	34	27	26
MTA Headquarters	24	32	49	60	70	79
First Mutual Transportation Assurance Company	0	0	0	0	0	0
MTA Bus Company	42	100	100	100	103	103
Staten Island Railway	3	8	8	8	8	8
Bridges and Tunnels	41	40	34	36	38	39
Total	\$1,048	\$1,457	\$1,628	\$1,749	\$1,823	\$1,898
GASB 68 Pension Expense Adjustment						
New York City Transit	(\$335)	(\$296)	(\$303)	(\$309)	(\$309)	(\$309)
Long Island Rail Road	(5)	(14)	(7)	(37)	(29)	3
Metro-North Railroad	4	(4)	4	(15)	(6)	17
MTA Headquarters	(11)	0	2	(4)	0	8
MTA Bus Company	(14)	111	46	36	37	46
Staten Island Railway	(2)	1	0	(1)	(1)	(1)
Bridges and Tunnels	(9)	(18)	(14)	(13)	(9)	(5)
Total	(\$373)	(\$221)	(\$272)	(\$343)	(\$318)	(\$242)
Environmental Remediation						
New York City Transit	\$84	\$0	\$0	\$0	\$0	\$0
Long Island Rail Road	2	2	2	2	2	2
Metro-North Railroad	17	4	4	4	4	4
MTA Bus Company	0	0	0	0	0	0
Staten Island Railway	2	0	0	0	0	0
Total	\$106	\$6	\$6	\$6	\$6	\$6
Net Surplus/(Deficit)						
New York City Transit	(\$6,037)	(\$6,548)	(\$6,831)	(\$7,215)	(\$7,599)	(\$8,013)
Long Island Rail Road	(1,193)	(1,217)	(1,403)	(1,439)	(1,461)	(1,536)
Metro-North Railroad	(891)	(858)	(796)	(778)	(811)	(856)
MTA Headquarters	(754)	(791)	(983)	(989)	(972)	(1,000)
First Mutual Transportation Assurance Company	25	24	24	34	42	56
MTA Bus Company	(622)	(855)	(774)	(781)	(815)	(813)
Staten Island Railway	(65)	(75)	(72)	(68)	(69)	(75)
Bridges and Tunnels	1,317	1,397	1,398	1,375	1,341	1,322
Other	(129)	(323)	(256)	(216)	(208)	(214)
Total	(\$8,350)	(\$9,245)	(\$9,693)	(\$10,078)	(\$10,551)	(\$11,130)

Note: * Excludes Debt Service

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020 - 2023
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$6,207	\$6,341	\$6,437	\$6,427	\$6,439	\$6,448
Other Revenue	642	780	733	788	742	759
Capital and Other Reimbursements	2,554	2,379	2,271	2,114	2,049	2,024
Total Receipts	\$9,403	\$9,501	\$9,441	\$9,329	\$9,231	\$9,230
Expenditures						
Labor:						
Payroll	\$5,742	\$5,887	\$6,116	\$6,132	\$6,254	\$6,330
Overtime	1,351	1,229	1,088	1,095	1,115	1,134
Health and Welfare	1,317	1,383	1,503	1,578	1,673	1,765
OPEB Current Payments	601	644	712	776	847	926
Pension	1,404	1,549	1,533	1,544	1,486	1,433
Other Fringe Benefits	922	946	968	981	1,011	1,036
Contribution to GASB Fund	0	0	0	0	0	0
Reimbursable Overhead	0	0	0	0	0	0
Total Labor Expenditures	\$11,336	\$11,639	\$11,919	\$12,106	\$12,386	\$12,622
Non-Labor:						
Electric Power	\$488	\$462	\$489	\$503	\$538	\$567
Fuel	187	173	169	167	166	170
Insurance	(37)	13	11	11	14	13
Claims	316	307	278	268	275	281
Paratransit Service Contracts	450	486	487	519	548	583
Maintenance and Other Operating Contracts	658	846	754	706	679	697
Professional Services Contracts	613	692	748	677	623	617
Materials and Supplies	835	783	845	803	786	793
Other Business Expenses	196	201	209	186	196	207
Total Non-Labor Expenditures	\$3,707	\$3,962	\$3,991	\$3,842	\$3,826	\$3,929
Other Expenditure Adjustments:						
Other	\$105	\$174	\$184	\$185	\$193	\$214
General Reserve	0	165	170	175	180	185
Total Other Expenditure Adjustments	\$105	\$339	\$354	\$360	\$373	\$399
Total Expenditures	\$15,148	\$15,940	\$16,264	\$16,308	\$16,586	\$16,951
Net Cash Balance Before Subsidies and Debt Service	(\$5,745)	(\$6,439)	(\$6,823)	(\$6,979)	(\$7,355)	(\$7,721)
Dedicated Taxes & State and Local Subsidies	\$7,874	\$8,116	\$8,095	\$8,181	\$8,430	\$8,522
Debt Service (excludes Service Contract Bonds)	(1,878)	(1,978)	(2,084)	(2,326)	(2,586)	(2,828)
Cash Balance Before Prior-Year Carryover	\$251	(\$301)	(\$811)	(\$1,125)	(\$1,511)	(\$2,027)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020 - 2023
Consolidated Cash Statement of Operations By Agency
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Total Receipts						
New York City Transit	\$6,389	\$6,406	\$6,322	\$6,276	\$6,251	\$6,252
Long Island Rail Road	1,286	1,232	1,184	1,164	1,172	1,162
Metro-North Railroad	1,116	1,183	1,203	1,155	1,125	1,126
MTA Headquarters	306	353	397	399	344	350
Capital Construction Company	37	39	44	45	46	47
First Mutual Transportation Assurance Company	13	18	18	19	19	20
MTA Bus Company	245	253	257	257	258	258
Staten Island Railway	12	16	16	15	15	16
Total	\$9,403	\$9,501	\$9,441	\$9,329	\$9,231	\$9,230
Total Expenditures						
New York City Transit	\$9,687	\$10,029	\$9,992	\$10,107	\$10,351	\$10,624
Long Island Rail Road	1,983	1,965	2,156	2,215	2,248	2,297
Metro-North Railroad	1,667	1,779	1,831	1,697	1,688	1,714
MTA Headquarters	926	1,034	1,171	1,134	1,084	1,087
Capital Construction Company	37	39	44	45	46	47
First Mutual Transportation Assurance Company	13	18	18	19	19	20
MTA Bus Company	762	827	772	788	818	806
Staten Island Railway	63	67	68	63	64	65
Other	11	181	212	241	268	290
Total	\$15,148	\$15,940	\$16,264	\$16,308	\$16,586	\$16,951
Net Operating Surplus/(Deficit)						
New York City Transit	(\$3,299)	(\$3,623)	(\$3,670)	(\$3,830)	(\$4,100)	(\$4,373)
Long Island Rail Road	(697)	(734)	(971)	(1,051)	(1,076)	(1,135)
Metro-North Railroad	(551)	(596)	(628)	(543)	(563)	(588)
MTA Headquarters	(620)	(680)	(775)	(735)	(740)	(737)
Capital Construction Company	0	0	0	0	0	0
First Mutual Transportation Assurance Company	0	0	0	0	0	0
MTA Bus Company	(517)	(574)	(515)	(532)	(560)	(549)
Staten Island Railway	(51)	(51)	(52)	(47)	(49)	(49)
Other	(11)	(181)	(212)	(241)	(268)	(290)
Total	(\$5,745)	(\$6,439)	(\$6,823)	(\$6,979)	(\$7,355)	(\$7,721)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020-2023
MTA Consolidated November Financial Plan Compared with July Financial Plan
Cash Reconciliation before Below-the-Line Adjustments
(\$ in millions)

	Favorable/(Unfavorable)				
	2019	2020	2021	2022	2023
JULY FINANCIAL PLAN 2020-2023					
CASH BALANCE BEFORE PRIOR YEAR CARRYOVER	(\$384)	(\$392)	(\$838)	(\$1,133)	(\$1,566)
Agency Baseline Adjustments	\$106	(\$222)	(\$75)	\$9	\$4
Farebox/Toll Revenue Reforecast	31	44	51	52	51
NYCT & MTA Bus Wage Adjustments	(81)	(31)	(31)	(31)	(31)
Rates and Related Assumptions ¹	(44)	(22)	(27)	(22)	(30)
NYCT Public Liability & Worker's Compensation	(37)	(27)	(14)	(15)	(15)
Paratransit Service Expenses	7	(0)	(15)	(15)	(17)
Other Baseline Re-estimates (includes Timing) ²	230	(185)	(38)	41	46
New Needs/Investments	(\$18)	(\$171)	(\$168)	(\$175)	(\$172)
500 New MTA Police Officers	(1)	(52)	(61)	(64)	(71)
Technology Enhancements	-	(52)	(52)	(52)	(42)
Maintenance	(3)	(24)	(21)	(26)	(26)
Safety and Security ³	(7)	(10)	(10)	(9)	(9)
Other New Needs	(7)	(32)	(25)	(24)	(24)
Savings Programs	\$25	(\$76)	(\$70)	(\$70)	(\$68)
2019 BRP Savings (New)	7	9	6	6	6
Adjustments to Prior Period BRPs ⁴	(10)	(85)	(76)	(75)	(74)
Impact of Hiring Freeze and Additional Savings Actions ⁵	28	-	-	-	-
Subsidies (Cash)	(\$36)	\$48	\$95	(\$19)	(\$17)
Real Estate Taxes	10	34	41	58	61
Payroll Mobility Tax	(38)	(31)	(26)	(25)	(24)
Outerborough Transportation Account	(38)	-	-	-	-
Less: Assumed Capital or Member Project	38	-	-	-	-
City Subsidy for MTA Bus	(35)	45	94	(15)	28
B&T Surplus Transfer	20	0	(20)	(46)	(94)
Other Subsidies	7	(0)	5	9	13
Debt Service	\$5	\$1	(\$68)	(\$124)	(\$208)
NOVEMBER FINANCIAL PLAN 2020-2023					
CASH BALANCE BEFORE PRIOR YEAR CARRYOVER	(\$301)	(\$811)	(\$1,125)	(\$1,511)	(\$2,027)

Totals may not add due to rounding

¹ Includes plan-to-plan rate adjustments for health & welfare (including retirees), pension, energy, etc.

² Changes in this category include updated reimbursable assumptions and adjustments for operating capital and cash. Includes the timing of other operating revenues, wage settlements, maintenance program requirements and reimbursable receipts. While B&T Operating Surplus Transfer is captured as a subsidy, B&T's baseline impacts are captured in individual reconciliation categories in the Agency Baseline Adjustments above; to avoid duplication, the total baseline impacts are eliminated within the line "Other Baseline Re-estimates."

³ Includes homeless outreach and additional fare evasion efforts, \$40 million of which will be reimbursed from the Manhattan District Attorney office.

⁴ The bulk of these adjustments consist of the elimination of NYCT savings that were also captured within AlixPartners assessment, and the elimination of operations-related BRPs that were proposed solely because of budgetary constraints. Additional below-the-line BRP savings reduce the Adjustments to Prior Period BRPs to \$317 million over the Plan period.

⁵ Ongoing savings from hiring freeze on non-essential positions and spending restrictions that were put in place effective 2017.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020-2023
Baseline Farebox Recovery and Farebox Operating Ratios

FAREBOX RECOVERY RATIOS

	November Forecast 2019	Final Proposed Budget 2020	Plan 2021	Plan 2022	Plan 2023
New York City Transit	36.3%	35.6%	34.4%	33.4%	32.3%
Staten Island Railway	8.8%	7.9%	7.8%	7.3%	6.6%
Long Island Rail Road	30.4%	27.6%	26.5%	25.7%	24.8%
Metro-North Railroad	40.8%	41.2%	40.9%	39.7%	38.4%
Bus Company	<u>20.8%</u>	<u>22.2%</u>	<u>21.9%</u>	<u>21.2%</u>	<u>21.1%</u>
MTA Total Agency Average	34.9%	34.1%	33.0%	32.0%	31.0%

FAREBOX OPERATING RATIOS

	November Forecast 2019	Final Proposed Budget 2020	Plan 2021	Plan 2022	Plan 2023
New York City Transit	52.2%	52.7%	51.3%	49.9%	48.4%
Staten Island Railway	13.3%	13.4%	14.1%	13.8%	13.7%
Long Island Rail Road	49.4%	43.4%	42.0%	41.7%	40.7%
Metro-North Railroad	56.1%	55.8%	57.9%	57.5%	56.5%
Bus Company	<u>28.5%</u>	<u>29.3%</u>	<u>28.7%</u>	<u>27.7%</u>	<u>28.0%</u>
MTA Total Agency Average	50.5%	50.1%	49.1%	47.9%	46.7%

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 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.

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II. Major Assumptions

Agency Baseline Assumptions

Agency Baseline Assumptions

The November Financial Plan (the “Plan”) consists of the 2019 November Forecast, the 2020 Final Proposed Budget, and 2021 through 2023 projections. Plan-to-plan comparisons for the years 2019 through 2022 are made against the February Plan, and for the years 2019 through 2023 against the July Plan. Volume II of the November Plan reports on the Baseline forecast, which excludes certain Policy and other “below-the-line” adjustments that are highlighted and captured in Volume I of this two-volume Plan submission. This Baseline analysis, therefore, excludes references to fare and toll increases proposed for 2021 and 2023, and savings targets that have not yet been approved and implemented. This section focuses on Agency forecasts, while subsidies and debt service are covered in other sections of this Volume.

This Plan updates the Agency Baseline forecasts that were included in the July Plan; as such, it captures new and programmatic changes, re-estimates of revenues and expenses, and the 2019 Budget Reduction Program.

The July Plan maintained the funding of key initiatives previously identified which directly improve the reliability and safe delivery of services with an eye on bettering the overall customer experience. Those investments include the Subway Action Plan, the LIRR “Forward” and MNR “Way Ahead” Action Plans; reliability centered maintenance, Enterprise Asset Management, and various other operating initiatives, including, but not limited to: Wi-Fi access in all underground stations; onboard audio-visual technology; “On-the-Go” kiosks; digital real-time information screens/countdown clocks; subway deep-cleaning and enhancements; zero-emission electric buses; and Open Road Tolling. The July Plan also captured programmatic investments that included maintenance work to keep M3 fleet in revenue service through 2024 due to revised assumptions for M9-A fleet purchases and the acceleration of the opening of East Side Access at the LIRR. The Plan also includes a myriad of IT-related investments and contractual re-estimates at MTAHQ. These investments remain in the November Plan.

The July Plan captured changes and re-estimates from February that were overall unfavorable for the Plan period. It included an actuarial recalculation of pension liability, Agency re-estimates and rate change adjustments, higher overtime, and lower rental/advertising and real estate tax revenues. Additional funding was also provided to support fare evasion mitigating efforts, which included the increased physical presence of NYPD, MTA Police, and Bridge and Tunnel Officers, and improving the operation of emergency exit gates and augmenting surveillance capabilities. The Plan also captured funding for the NYCT Fare Evasion Task Strategy from the Manhattan District Attorney’s Office.

While the November Plan is considered an update to July, it contains some significant changes. Agency forecasts, in aggregate, worsen relative to the update presented in July, mostly driven by further actions being taken to arrest the growth of fare evasion, increase safety and security for our employees and customers, and to extend homeless outreach efforts. At MTAHQ, funding is provided to augment the MTA Police Department by 500 new officers, increasing the spectrum of law enforcement, throughout the MTA system. Additional investments are also made to supplement enforcement teams, video analytics, command center monitoring, and communications at NYCT.

At MTAHQ, funding is provided to hire new C-Level executive positions, including the Chief Transformation Officer, Chief Engineering Officer, Director of Research and Development, Chief People Officer, and the Chief Technology Officer, and 45 other critical positions, who, collectively,

will work with outside experts to centralize all operating support functions across the MTA. This historical undertaking will fundamentally change the way MTA conducts business; renew its commitment to deliver a modern and efficient system that focuses on core service delivery; and raise the performance bar.

The Plan also provides funding to either replace, upgrade or extend the useful life of critical fleet components operated by MNR and MTA Bus and increase right-of-way and station maintenance at the Belmont Station and the new Elmont Station (revenue service in 2021) at the LIRR. Further enhancements to operational technology networks and risk management activities and controls are also provided for in this Plan.

The Plan captures re-estimates to prior plan Budget Reduction Proposals, which reduce savings. These adjustments mainly reflect a decision by the MTA to cancel certain BRPs which were proposed in 2018 and in the July Plan by NYCT, MTA Bus and MNR. Furthermore, the November Plan eliminates certain NYCT savings that had already been captured within the assumptions consistent with the Alix Partners' study. These changes are partially offset by additional administrative vacancy control savings and other new BRPs referenced later and explained in Agency sections.

This Plan maintains the funding of key initiatives, previously identified, which directly improve the reliability and safe delivery of services with an eye on bettering the overall customer experience. Investments made to stabilize and improve the subway system and lay the foundation for modernizing operations remain in place for the Subway Action Plan (SAP) – with operational performance metrics steadily showing signs of improvement in key service delivery areas. This initiative, which started in 2017, is slightly modified to further address a myriad of targeted areas (e.g., seal leaks, clear drains, clean street vents and subway tracks, accelerate car overhauls, improve elevator and escalator reliability).

The Plan continues to fund the operating impacts of capital projects (e.g., cost of operations, maintenance, and cleaning) as they near completion or are placed into service, e.g., East Side Access, and maintains funding for safety and security measures designed to keep pedestrians, customers, and MTA employees safe as well as to safeguard assets, infrastructure and revenues through intensified actions to eliminate fare evasion. Those initiatives include: obstructive sleep apnea testing, drug and alcohol testing of all operating employees; upgrading onboard cameras; replacement of railroad bumper blocks to protect commuters and infrastructure; monitoring incidents of bridge strikes; and reducing risks at railroad grade-crossings.

The Plan also maintains funding for the “Bus Plan” (NYCT and MTA Bus) which is geared to improve the reliability and safe delivery of bus service. This initiative also includes the redesign of the bus network and route maps, increasing the number of bus lanes and the enforcement of those lanes to speed-up service, and assessing the environmental impact of transitioning to all-electronic buses. The Bus Plan also invests in systems that will improve customer and operator safety and security.

The LIRR “Forward” initiative improves service reliability, seasonal preparedness, and customer communications. This proactive approach to the railroad’s maintenance programs re-prioritizes critical infrastructure upgrades and focuses on track, stations, fleet, and system-protecting measures, e.g., seal/insulate manhole covers, and protect signals from lightening and switches from snow. “Forward” will also provide customers with real time and countdown clock information, and ensure information is clear, concise, and accessible throughout the LIRR network.

Funding for Metro-North’s “Way Ahead” initiative remains in place and continues to focus largely on the customer experience, specifically to enhance car and station appearance; improve customer communications and security, replace seats and vestibule flooring in center-door coach fleet, address power issues, and purchase six M8 rail cars.

At MTAHQ, additional investments reflect the implications of utilizing systems to efficiently support operations and are made primarily to sustain the centralized IT function and Agency needs. The Plan funds IT contractual re-estimates, including a new enterprise system, beacon countdown clocks, telecommunications services, systems to manage internal controls and policy processes and budgeting system, legal discovery and data analysis system, server back-up and upgrades.

Detailed descriptions of these and other investments follow later in this section as well as within individual Agency sections.

Baseline November Changes from the July Plan

The major Plan additions and adjustments are identified in the reconciliation table on the following page, highlighted in the proceeding narratives, explained by generic category later in this section and detailed further in Agency sections.

Agency Re-estimates are somewhat unfavorable reflecting higher rate assumptions, increased liabilities and timing swings between 2019 and 2020.

AGENCY BASELINE
NOVEMBER CHANGES FROM JULY PLAN

Favorable/(Unfavorable)
(\$ in millions)

	2019	2020	2021	2022	2023
Agency Baseline Re-estimates	\$106	(\$222)	(\$75)	\$9	\$4
Farebox/Toll Revenue Reforecast	31	44	51	52	51
NYCT & MTA Bus Wage Adjustments	(81)	(31)	(31)	(31)	(31)
Rates & Related Assumptions ¹	(44)	(22)	(27)	(22)	(30)
NYCT Public Liability & Worker's Compensation	(37)	(27)	(14)	(15)	(15)
Paratransit Service Expenses	7	(0)	(15)	(15)	(17)
Other Baseline Re-estimates (includes Timing) ²	230	(185)	(38)	41	46
New Needs/Investments	(\$18)	(\$171)	(\$168)	(\$175)	(\$172)
500 New MTA Police Officers	(\$1)	(\$52)	(\$61)	(\$64)	(\$71)
Technology Enhancements	\$0	(\$52)	(\$52)	(\$52)	(\$42)
Maintenance	(3)	(24)	(21)	(26)	(26)
Safety & Security ³	(\$7)	(\$10)	(\$10)	(\$9)	(\$9)
Other New Needs	(7)	(32)	(25)	(24)	(24)
Savings Programs	\$25	(\$76)	(\$70)	(\$70)	(\$68)
2019 BRP Savings (New)	7	9	6	6	6
Adjustments to Prior Period BRPs ⁴	(10)	(85)	(76)	(75)	(74)
Impact of Hiring Freeze and Additional Savings Actions ⁵	28	0	0	0	0
Net Cash Baseline Changes	\$113	(\$468)	(\$313)	(\$235)	(\$236)

¹ Includes plan-to-plan rate adjustments for health & welfare (including retirees), pension, energy, etc.

² Changes in this category include updated reimbursable assumptions and adjustments for operating capital and cash. Includes the timing of other operating revenues, wage settlements, maintenance program requirements and reimbursable receipts. While B&T Operating Surplus Transfer is captured as a subsidy, B&T's baseline impacts are captured in individual reconciliation categories in the Agency Baseline Adjustments above; to avoid duplication, the total baseline impacts are eliminated within the line "Other Baseline Re-estimates."

³ Includes homeless outreach and additional fare evasion efforts, \$40 million of which will be reimbursed from the Manhattan District Attorney.

⁴ The bulk of these adjustments consist of the elimination of NYCT savings that were also captured within Alix Partners' assessment, and the elimination of operations-related BRPs that were proposed solely because of budgetary constraints. Additional below-the-line BRP savings reduce the Adjustments to Prior Period BRPs to \$317 million over the Plan period.

⁵ Ongoing savings from hiring freeze on non-essential positions and spending restrictions that were put in place effective 2017.

New Needs/Investments:

The Plan funds initiatives that address fare evasion, homelessness, and safety and security concerns. It also supports the staffing necessary to implement the MTA Transformation Plan, and to improve maintenance. The MTA also continues to take steps to improve the reliability, efficiency and performance of its fleet, facilities and infrastructure, and to utilize technology to fortify systems.

Plan investments proposed in the November Plan include:

Safety & Security:

MTAHQ:

MTA Police Department Increase – Augment MTA Police Department by 500 new Police Officers in support of safety and security, homeless outreach efforts, and fare evasion mitigation efforts.

Operational Technology Security - Provide additional funding for cybersecurity on technology networks; enhance the Security Operations Center that monitors Agency operating networks; improve incident response times, risk management activities, identity access management processes, and technology controls.

NYCT:

Fare Evasion Task Force - Additional expenses to support augmenting the Regular Scheduled Bus Eagle Teams, Operations Planning Traffic Checkers, Legal Transit Adjudication Bureau (TAB) Analyst, and includes a provision for related needs. NYCT also expects to collect TAB fare evasion revenue, approximating \$10 million.

MNR:

Fire Brigade Increase- ramp-up of positions needed to support East Side Access (ESA) revenue operations.

Transformation Office:

MTAHQ:

Transformation - pursuant to legislation, MTA will hire a Chief Transformation Officer (CTO) to oversee the MTA Transformation. Funding is provided to onboard C-level critical staff to support the CTO and the resources required to fund outside experts. Transformation Management Office positions will then be used to Support the Strategy Office after Transformation is complete.

Maintenance/Operations, and Customer Experience Enhancements:

NYCT:

Subway Action Plan - Augment scope and intensify and accelerate work of the Subway Action Plan which focuses on station deep cleaning, repairs to elevated structures, elevators and

escalators, power, signals and track, dedicated announcements, and improve water management.

MNR:

Maintenance of Equipment Requirements – funding for the replacement of M7 on-board climate controllers which have become obsolete, M8 traction motor bearings to extend the life of the traction motors and protect other components, Positive Train Control (PTC) spare parts are required to ensure rolling stock remains fully operational and is in compliance with Federal Railroad Administration PTC regulations, On-Board Video (OBV) spare parts are required to maintain cameras and digital recorders, M3 propulsion parts are needed to extend the life of the car class for potentially another ten years until the next M-9A car procurement, and support and materials to maintain the 66 new M8 cars expected to begin arriving the first quarter of 2020.

MTA Bus:

Transit Asset Management Reporting Requirements – an FTA requirement for annual reporting on asset condition and rating including major maintenance interventions, identifying fleet wide defects, and providing input into new bus design.

Overage Fleet Maintenance – increase maintenance to address aging bus fleet until new buses arrive.

SIR:

Track Tie Maintenance – SIR needs to retain 20 Maintenance of Way workers in 2019 and 2020 that will continue to replace spot ties and participate in panel replacement and support track stability and the safety of trains.

Platform/Engineer Availability – additional engineers to address operational requirements.

Mainline Track Capital Project - Phase 1 of this project to replace 4.3 miles of SIR track requires Machine Operators and Machine Operators Flaggers.

Non-Capital Project Support - additional positions are necessary to support Department of Transportation (DOT) Bridge Inspections and Con Edison work activities on the SIR.

Power Substation Maintenance - Two Power maintainer helpers and one Supervisor is required for routine labor maintenance of four new substations built for the needs of the new the R-211 car fleet

Other:

MTA-Wide:

Office of Inspector General (OIG) Initiatives - increase in ten full-time positions in response to the growth in audit and investigative initiatives, which will allow the OIG to strengthen operations in the deterrence of waste, fraud and abuse across the MTA.

Savings Programs:

The following table reflects the 2019 Savings Program, which captures re-estimates to July and prior plan BRPs, partially offset by new proposals. All Agency-specific savings initiatives have been incorporated into Agency baselines, within the category construct of the MTA's traditional financial statements. Additional information is provided for in Agency sections.

2019 Savings Program
November Financial Plan 2019 - 2023
Changes From July Plan
(\$ in millions)

	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>	<u>Five-Year Total</u>
2019 July Plan - Total Savings Program	\$205.2	\$352.0	\$397.2	\$407.4	\$416.7	\$1,778.5
Adjustments:						
Total New BRPs and Additional Savings Actions	\$35.1	\$8.9	\$6.2	\$5.6	\$6.3	\$62.2
Adjustments From Prior Plans	(\$10.2)	(\$94.6)	(\$93.1)	(\$92.5)	(\$91.5)	(\$381.9)
Total Adjustments	\$24.9	(\$85.6)	(\$86.9)	(\$86.8)	(\$85.2)	(\$319.7)
2019 November Plan - Total Savings Program	\$230.1	\$266.4	\$310.3	\$320.6	\$331.5	\$1,458.8

2019 Savings Program
November Financial Plan 2019 - 2023
Changes From July Plan
(\$ in millions)

		2019	2020	2021	2022	2023	5-Year Total
2019 July Plan - Total Savings Program		\$205.207	\$351.985	\$397.198	\$407.391	\$416.700	\$1,778.481
Adjustments:							
<u>New BRPs</u>							
NYCT	Bus Material Savings	1.500	3.000	3.000	3.000	3.000	13.500
NYCT	Renegotiate Paratransit Carrier Contracts	5.479	3.217	-	-	-	8.696
MNR	Operations Planning - Lower New York State Industry for the Disabled (NYSID) contractual rate (finalized in June 2019) Amounts confirmed with Operations Planning	-	0.362	0.867	0.298	0.975	2.502
MNR	Corporate - Budget Rightsizing for Non-Operating Purchases	-	0.470	0.458	0.444	0.430	1.802
MNR	Corporate - Budget Rightsizing for Telephone Usage	-	0.300	0.300	0.300	0.300	1.200
MNR	Corporate - Budget Rightsizing for Real Estate Management Services	-	1.000	1.000	1.000	1.000	4.000
MNR	Corporate - Overhead Rates Applied to Amtrak PRIIA Billing for Propulsion	-	0.500	0.500	0.500	0.500	2.000
MTA Bus	Non-Labor Expense - Other Than Personnel Services (OTPS) Reduction - Other Business Expenses	-	0.100	0.101	0.104	0.106	0.411
<u>Additional Savings Actions</u>							
LIRR	2019 Non-Represented/Non-Reimbursable Savings	2.191	-	-	-	-	2.191
MNR	Additional Savings: Travel/Subscriptions/Memberships & Dues/External Training	0.563	-	-	-	-	0.563
MTAHQ	Lower current year labor costs	11.000	-	-	-	-	11.000
B&T	Vacancies	5.565	-	-	-	-	5.565
NYCT	Hiring Freeze Vacancy Savings	8.774	-	-	-	-	8.774
Total New BRPs and Additional Savings Actions		\$35.073	\$8.949	\$6.226	\$5.646	\$6.311	\$62.205
<u>BRP Changes From 2019 July Plan Only</u>							
NYCT	Eliminate Doublecount of Alix Partner Savings: NYCT Reorganization Initiative and Operating Efficiencies Program	-	(36.489)	(44.257)	(44.257)	(44.257)	(169.260)
NYCT	Restore Bus WiFi Service	-	(2.500)	(2.500)	(2.500)	(2.500)	(10.000)
MNR	Eliminate Outsourcing of Drug Testing to a Third-Party	-	(0.087)	(0.075)	(0.061)	(0.048)	(0.271)
MNR	Eliminate Hudson Rail Link Bus Purchases 2/year	-	(0.267)	(0.546)	(0.559)	(0.573)	(1.945)
MNR	Eliminate Hudson Rail Link Contract	-	(2.241)	(2.293)	(2.349)	(2.405)	(9.288)
MTA Bus	Eliminate Central Management Officer (CMO) Efficiencies	-	(0.100)	(0.101)	(0.104)	(0.106)	(0.411)
<u>Prior-Period BRP Changes</u>							
NYCT	Reinstate Bus-Connecting Service Used to Support Staten Island Ferry Service	(0.931)	(1.017)	(1.017)	(1.017)	(1.017)	(4.999)
NYCT	Impact of a Delay in Realizing Track Inspection Savings	(4.020)	-	-	-	-	(4.020)
NYCT	Impact of a Delay in Realizing Timekeeping Savings	-	(1.298)	(1.286)	0.016	0.016	(2.552)
NYCT	Re-Assessed Guideline Based Service Adjustments	2.054	(18.791)	(1.671)	(1.612)	(1.612)	(21.632)
NYCT	Mandated Training Revision	(1.666)	(0.776)	(1.153)	(1.747)	(0.756)	(6.098)
MTA Bus	Select Bus Service (SBS) Route	4.377	-	-	-	-	4.377
MTA Bus	Cancellation of Express Bus Service Adjustment (2018 November Plan)	(10.001)	(21.008)	(21.044)	(21.078)	(21.089)	(94.220)
<u>BTL Adjustments</u>							
NYCT	Restore Auxillary Booths		(10.000)	(17.200)	(17.200)	(17.200)	(61.600)
Adjustments From Prior Plans		(\$10.187)	(\$94.574)	(\$93.143)	(\$92.468)	(\$91.547)	(\$381.919)
Total November Plan Changes		\$24.886	(\$85.625)	(\$86.917)	(\$86.822)	(\$85.236)	(\$319.714)
2019 November Plan - Total Savings Program		\$230.092	\$266.361	\$310.281	\$320.569	\$331.464	\$1,458.766

Operating Budget Impacts of Capital "Mega" Projects

Agency baselines capture the impact of "Mega" projects scheduled to come into, or ramping-up for, service within the next five years. The schedule below reflects updated operating expense projections primarily for maintenance and security requirements for East Side Access and a service date of mid-year 2022.

**METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020 - 2023
Operating Budget Impacts of Capital "Mega" Projects
(\$ in millions)**

		2019 November Forecast		2020 Final Proposed Budget		2021 Plan		2022 Plan		2023 Plan	
		Pos	(\$000)	Pos	(\$000)	Pos	(\$000)	Pos	(\$000)	Pos	(\$000)
East Side Access											
<i>Revenue Service Date: Year 2022</i>											
	LIRR	250	23.785	411	61.579	685	129.093	751	176.093	818	198.340
	MNR	0	-	0	-	20	0.923	20	2.144	20	2.466
	MTAHQ	-	-	-	-	-	-	90	9.983	90	11.068
TOTAL		250	\$ 23.785	411	\$ 61.579	705	\$ 130.016	861	\$ 188.221	928	\$ 211.875

Accrued Baseline Assumptions

The following presents Agency baseline assumptions supporting the MTA Consolidated Statement of Operations, including analyses of individual revenue and expense categories. Additional detail is available in each Agency's section.

PASSENGER & TOLL REVENUE / UTILIZATION

On an average weekday, the MTA carries 8.3 million passengers on its subways, buses and commuter railroads, and there are 923 thousand vehicle crossings at MTA Bridges & Tunnels facilities. The level of use of MTA services varies with many factors, and perhaps most important among these is the health of the regional economy. Since hitting recessionary lows in 2010, employment levels have steadily improved along with the regional economy. Utilization, as measured by 12-month average ridership levels, also improved through much of this period, but leveled off in 2015, then declined about six percent through the end of 2018, and has been essentially level during 2019.

The utilization estimates in the November Financial Plan incorporate updated forecasts of regional employment, which are higher for New York City than those used in the July Plan; by 2023, the number of jobs in New York City is expected to reach 4.74 million, surpassing the July Plan employment projection by 126.7 thousand, a 2.7% increase. However, while employment has been favorable since the end of the recession, ridership declined in recent years as subway ridership stagnated and bus ridership declined. Subway ridership, which had been declining since 2016 due to competition from for-hire vehicles and increased service disruption due to capital reconstruction projects and Subway Action Plan (SAP) track access requirements, began leveling off in December 2018 and in recent months has been increasing. Declining bus ridership has also been driven by competition from for-hire vehicles as well as by slow travel times due to road congestion. Additionally, estimates of fare evasion, both on the subway and bus, have escalated significantly over the past couple of years, and has had a significant impact on ridership and farebox revenue tallies.

Farebox and toll revenues reflect the 2019 fare and toll increases; a four percent average fare increase was implemented on April 21, while a 6.3% average toll increase was implemented on March 31. As a result, 2019 farebox and toll revenue forecasts include a part-year impact of the fare and toll increase, while 2020 forecasts are based on the fully annualized impact of the increase, affecting the 2019 to 2020 year-to-year comparison.

2019 November Forecast

The 2019 November Forecast for MTA consolidated ridership is projected to total 2,551 million passengers, while crossings are expected to reach a record 329 million at B&T facilities. Consolidated ridership is projected to decrease by 10 million trips (0.4%) from 2018 ridership, while B&T traffic is forecast to increase by 7 million crossings (2.2%). NYCT ridership is projected to total 2,249 million, accounting for 88.2% of MTA consolidated ridership. LIRR and MNR account for 3.6% and 3.4% of MTA consolidated ridership, respectively, with 2019 ridership projected to be 91 million for LIRR and 87 million for MNR. Ridership for MTA Bus is projected to be 120 million, which accounts for 4.7% of MTA consolidated ridership, while SIR ridership is projected to be 4 million (0.2% of MTA ridership). Compared with 2018, LIRR and MNR ridership are expected to increase by 1.5 million and 0.5 million (1.6% and 0.6% respectively). NYCT, SIR and MTA Bus ridership are expected to be lower, despite a continued expansion of the regional

economy. Subway ridership is projected to be higher in 2019, by 6.2 million trips (0.4%), while Bus ridership for NYCT is projected to be lower in 2019 by 17.4 million trips (3.1%); paratransit ridership is projected to increase by 1.1 million (10.8%). MTA Bus ridership is projected to decline by 1.9 million (1.6%), while SIR ridership is expected to decrease by 133 thousand trips (2.9%). B&T's expected increase in traffic is due the continuation of stable gas prices, modest economic improvements and relatively favorable weather during 2019.

The consolidated ridership projection for the November Forecast is expected to surpass the Mid-Year Forecast by 24 million trips (0.9%), while B&T traffic is expected to fall short of the Mid-Year Forecast by 2 million crossings, a 0.6% reduction. The plan-to-plan ridership improvement is almost entirely at NYCT, with a projected improvement of 20 million trips, a 0.9% increase; the higher ridership projection is driven by 11 million (0.6%) more subway trips and 10 million (1.8%) more bus trips. MTA Bus expecting 3 million additional trips (2.7%), and LIRR is expecting 200 thousand additional trips (0.2%) over the Mid-Year Forecast; MNR and SIR are projecting minor decreases.

Compared with the Adopted Budget, consolidated ridership for the November Forecast is higher by 17 million trips (0.7%) and B&T traffic is 0.6% lower.

MTA consolidated farebox revenue for the 2019 November Forecast is expected to be \$6,346 million, and toll revenue is expected to be \$2,078 million. Compared with 2018 results, consolidated farebox revenue is projected to increase by \$191 million (3.1%), while B&T toll revenue is expected to grow by \$102 million (5.2%). The variances for both farebox and toll revenue, in addition to reflecting changes in ridership and traffic levels, are impacted by the fare increase implemented in April 2019 and the toll increase implemented in March 2019. NYCT farebox revenue is projected to total \$4,582 million, accounting for 72.2% of MTA consolidated farebox revenue. LIRR and MNR account for 12.2% and 12.0% of consolidated farebox revenue, respectively, with LIRR projected at \$771 million and MNR projected at \$764 million. MTA Bus farebox revenue, comprising 3.5% of consolidated farebox revenue, is forecast to be \$222 million; SIR farebox revenue is forecast to be \$7 million, comprising less than 1% of consolidated farebox revenue. Compared with 2018, farebox revenue is expected to increase for all Agencies: farebox revenue is projected to increase by \$135 million (3.0%) at NYCT, \$31 million (4.1%) at LIRR, \$24 million (3.2%) at MNR, \$1 million (0.4%) and MTA Bus and \$18 thousand (0.3%) at SIR.

Compared with the Mid-Year Forecast, consolidated farebox revenue for the November Forecast is expected to be greater by \$41 million (0.7%), while B&T toll revenue is projected to fall short of the Mid-Year Forecast by \$10 million (0.5%). The plan-to-plan increase in farebox revenue is driven by subway and bus ridership increases at NYCT, and the toll revenue shortfall results from lower average toll and less traffic growth than anticipated. Farebox revenue is expected to exceed the Mid-Year Forecast by \$43 million (1.0%) at NYCT, by \$1.2 million (0.6%) at MTA Bus, and by \$0.3 million (0.0%) at LIRR; farebox revenue is projected lower by \$3.4 million (0.4%) at MNR and lower by \$0.04 million (0.6%) at SIR.

Compared with the Adopted Budget (adjusted to account for the fare and toll increases that remained below-the-line in the February Plan), consolidated farebox revenue for the November Forecast is higher by \$44 million (0.7%) and B&T toll revenue is favorable by \$33 million (1.6%).

2020 Final Proposed Budget

The 2020 Final Proposed Budget anticipates a slight decline in consolidated ridership over 2019, despite the additional day in 2020 because of leap year. The decline is driven by the mild weather

conditions in early 2019 favorably impacting NYCT and MTA Bus ridership, and the assumption that 2020 will revert to normal weather conditions, negatively affecting the year-to-year variance and more than offsetting the effect of the additional day; SIR is also expected to decline slightly. At the LIRR and MNR, year-to-year utilization is expected to grow very modestly, primarily because of the leap day. Farebox and toll revenues are expected to increase from the fully annualized impact of the 2019 fare and toll increases apart from SIR, where farebox revenue is projected to decline from 2019. MTA consolidated ridership is expected to decrease by 4 million trips (0.2%) compared with 2019, while B&T vehicular crossings are expected to grow by 2 million crossings (0.6%). Farebox revenue is projected to increase by \$90 million (1.4%) over 2019, while toll revenue is forecast to increase by \$40 million (1.9%).

Compared with the July Plan, MTA consolidated ridership for the 2020 Final Proposed Budget is expected to be higher by 24 million trips (0.9%), reflecting the impact of improved 2019 ridership, which forms the basis for 2020 projections. At B&T facilities, traffic is projected to fall short of the July Plan by one million crossings (0.3%). MTA consolidated farebox revenue for 2020 is expected to exceed the projections in the July Plan by \$47 million (0.7%), while B&T toll revenue for 2020 is unfavorable by \$3 million (0.2%) compared with the July Plan.

Compared with the February Plan (adjusted to reflect the 2019 fare and toll increase), MTA consolidated ridership for the 2020 Final Proposed Budget is higher by 6 million trips (0.2%), and B&T traffic is 6 million (1.9%) higher. Farebox revenue for the 2020 Final Proposed Budget exceeds the February Plan forecast by \$55 million (0.9%) and B&T toll revenue is higher by \$48 million (2.3%).

2021-2023

With employment growth flattening, MTA consolidated ridership is similarly flat in the November Plan, decreasing by 0.3% in 2021 – the result of one fewer day in 2021 – and increasing by 0.1% in 2022 and unchanged in 2023; consolidated ridership in 2023 is expected to be 2,542 million passengers. The exception to this trend is LIRR, with ridership growth anticipated as service into Grand Central Terminal commences with the completion of East Side Access in the second half of 2022. Consolidated farebox revenue change is consistent with ridership, decreasing by 0.1% in 2021 and then growing by 0.2% in 2022 and by 0.1% in 2023, reaching \$6,448 million in 2023. B&T crossings are projected to increase moderately each year through 2023 when crossings are projected to reach 334 million and toll revenue is forecast to be \$2,127 million.

Compared with the July Plan, MTA consolidated ridership is favorable by 1.0% each year through 2023, reflecting the increased 2019 ridership estimates that form the basis for the projections throughout the plan period. Consolidated farebox revenue is similarly favorable, by 0.8% in 2021 and by 0.9% in both 2022 and 2023. Traffic forecasts for B&T facilities are lower than in the July Plan, by 0.3% each year from 2021 through 2023, reflecting the lower 2019 baseline. B&T toll revenue is projected to be lower by 0.2% each year, consistent with traffic forecasts.

Compared with the February Plan (adjusted to reflect the 2019 fare and toll increase), MTA consolidated ridership for the 2021 and 2022 are 0.1% and 0.2% higher, respectively, while B&T traffic is 2.0% higher for 2021 and 2.1% higher for 2022. Farebox revenue is projected to be 0.9% higher for both 2021 and 2022, and B&T toll revenue is projected to be 2.3% higher for both years, compared with the February Plan.

**MTA Consolidated Utilization
Plan-to-Plan Comparison
Baseline Before Gap-Closing Actions (in millions)**

	November Financial Plan				
	November Forecast	Final Proposed Budget			
	2019	2020	2021	2022	2023
Traffic					
Bridges & Tunnels	329.293	331.172	332.923	333.350	333.957
Ridership					
Long Island Rail Road	91.250	91.777	92.155	93.279	94.385
Metro-North Railroad ¹	87.075	87.691	88.035	88.091	88.472
MTA Bus Company	119.555	119.661	119.224	119.261	119.121
New York City Transit ²	2,249.179	2,243.893	2,235.969	2,237.464	2,235.542
Staten Island Railway	4.389	4.274	4.260	4.262	4.254
	<u>2,551.448</u>	<u>2,547.296</u>	<u>2,539.642</u>	<u>2,542.357</u>	<u>2,541.774</u>

	July Financial Plan				
	Mid-Year Forecast	Preliminary Budget			
	2019	2020	2021	2022	2023
Traffic					
Bridges & Tunnels	331.276	332.077	333.816	334.296	334.977
Ridership					
Long Island Rail Road	91.034	91.375	91.347	92.065	93.142
Metro-North Railroad ¹	87.524	88.016	88.067	88.185	88.608
MTA Bus Company	116.918	116.491	116.075	116.115	115.986
New York City Transit ²	2,228.964	2,223.416	2,215.720	2,217.227	2,215.355
Staten Island Railway	4.412	4.423	4.409	4.411	4.403
	<u>2,528.852</u>	<u>2,523.721</u>	<u>2,515.619</u>	<u>2,518.004</u>	<u>2,517.494</u>

	Plan-to-Plan Changes: Favorable / (Unfavorable)				
	2019	2020	2021	2022	2023
Traffic					
Bridges & Tunnels	(1.983)	(0.906)	(0.893)	(0.946)	(1.020)
Ridership					
Long Island Rail Road	0.217	0.402	0.808	1.214	1.243
Metro-North Railroad ¹	(0.448)	(0.325)	(0.032)	(0.095)	(0.136)
MTA Bus Company	2.637	3.170	3.149	3.146	3.135
New York City Transit ²	20.214	20.477	20.249	20.237	20.187
Staten Island Railway	(0.023)	(0.149)	(0.149)	(0.149)	(0.149)
	<u>22.597</u>	<u>23.574</u>	<u>24.024</u>	<u>24.353</u>	<u>24.280</u>

¹ Metro-North Railroad utilization figures include both East of Hudson and West of Hudson services.

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

**MTA Consolidated Utilization
Plan-to-Plan Comparison
Baseline Before Gap-Closing Actions (in millions)**

	November Financial Plan				
	November Forecast	Final Proposed Budget			
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Toll Revenue					
Bridges & Tunnels	\$2,078.076	\$2,118.012	\$2,125.639	\$2,125.372	\$2,126.849
Fare Revenue					
Long Island Rail Road	771.110	781.384	785.778	793.424	802.571
Metro-North Railroad ¹	764.320	775.873	779.903	781.286	785.150
MTA Bus Company	221.848	225.233	224.341	224.419	224.137
New York City Transit ²	4,581.898	4,647.227	4,630.410	4,633.587	4,629.512
Staten Island Railway	6.879	6.670	6.644	6.647	6.633
	<u>\$6,346.054</u>	<u>\$6,436.386</u>	<u>\$6,427.077</u>	<u>\$6,439.363</u>	<u>\$6,448.004</u>
Total Toll/Fare Revenue	\$8,424.130	\$8,554.398	\$8,552.716	\$8,564.736	\$8,574.853

	July Financial Plan				
	Mid-Year Forecast	Preliminary Budget			
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Toll Revenue					
Bridges & Tunnels	\$2,088.195	\$2,121.410	\$2,128.937	\$2,128.998	\$2,130.935
Fare Revenue					
Long Island Rail Road	770.804	779.585	780.889	786.231	795.140
Metro-North Railroad ¹	767.702	778.868	780.628	782.977	787.039
MTA Bus Company	220.618	224.404	223.537	223.623	223.355
New York City Transit ²	4,538.592	4,599.474	4,581.126	4,584.309	4,580.339
Staten Island Railway	6.918	6.937	6.912	6.915	6.900
	<u>\$6,304.633</u>	<u>\$6,389.268</u>	<u>\$6,373.091</u>	<u>\$6,384.056</u>	<u>\$6,392.773</u>
Total Toll/Fare Revenue	\$8,392.829	\$8,510.678	\$8,502.029	\$8,513.054	\$8,523.708

	Plan-to-Plan Changes: Favorable / (Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Toll Revenue					
Bridges & Tunnels	(\$10.119)	(\$3.398)	(\$3.298)	(\$3.626)	(\$4.086)
Fare Revenue					
Long Island Rail Road	0.306	1.798	4.890	7.192	7.431
Metro-North Railroad ¹	(3.382)	(2.994)	(0.725)	(1.691)	(1.889)
MTA Bus Company	1.230	0.828	0.804	0.796	0.782
New York City Transit ²	43.305	47.753	49.284	49.278	49.174
Staten Island Railway	(0.039)	(0.267)	(0.268)	(0.268)	(0.267)
	<u>\$41.420</u>	<u>\$47.118</u>	<u>\$53.986</u>	<u>\$55.307</u>	<u>\$55.231</u>
Total Toll/Fare Revenue	\$31.301	\$43.720	\$50.688	\$51.681	\$51.145

¹ Metro-North Railroad utilization figures include both East of Hudson and West of Hudson services.

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

OTHER OPERATING REVENUE

The Other Operating Revenue category captures all operating revenues generated from sources other than fares and tolls, and includes advertising, paratransit reimbursement, fare reimbursement, rents, concessions, parking and investment income.

Other Operating Revenue					
November Financial Plan 2020-2023					
(\$ in millions)					
	2019	2020			
	November	Final Proposed			
	Forecast	Budget	2021	2022	2023
<i>Rental Income</i>	\$127	\$124	\$127	\$133	\$138
<i>Advertising</i>	134	136	144	148	151
<i>Paratransit Reimbursement (NYC and Urban Tax)</i>	216	210	219	227	235
<i>Fare Reimbursement (student/seniors)</i>	100	101	101	101	101
<i>Fees (including E-Z pass, AFC and TAB)*</i>	25	25	25	25	25
<i>MetroCard "Green" Fee</i>	22	22	22	22	22
<i>FMTAC Operating and Investment Income</i>	18	18	19	19	20
<i>Parking</i>	18	20	20	20	21
<i>Concessions</i>	1	1	1	1	1
<i>All Other (Paratransit Reduced Fare Program, Recoveries, SIR, etc.)</i>	27	26	31	28	26
Total Other Operating Revenue	\$689	\$682	\$708	\$724	\$739

Note: * Automated Fare Collection (AFC); Transit Adjudication Bureau (TAB)

Over the course of the Plan, year-to-year changes reflect a decrease of \$7 million in 2020, and increases of \$26 million in 2021, \$15 million in 2022, and \$16 million in 2023. The decrease in 2020 is mainly driven by the LIRR, B&T, and NYCT. At the LIRR, the decrease of \$6 million is mainly attributable to lower Penn Station rent revenue and lower scrap material sales. At B&T, the decrease of \$3 million is mainly due to a one-time insurance settlement received in 2019. At NYCT, the decrease of \$3 million is mainly attributable to lower paratransit reimbursements and rental revenue. These decreases are partially offset by increases at MNR of \$2 million due to parking fee modifications, higher GCT retail and advertising revenue; and MTAHQ of \$1 million due to a one-time grant funding in 2019 for the Grade Crossing project being performed by the LIRR and MNR.

Year-to-year revenue growth from 2021 through 2023 averages \$14 million annually at NYCT and is mostly attributable to increases in NYC paratransit reimbursements and higher advertising revenue. At MNR, revenues increase by \$5 million in 2021 and decreased by \$2 million in 2022, then increase by \$2 million in 2023, mainly reflecting parking fee modifications, higher GCT retail revenue, higher advertising revenue and the timing of reimbursement for the New York State Grade Crossing project. At MTAHQ, revenues increase due to the reimbursement of expenses from the disposition of the Madison Avenue properties and normal inflationary increases. At the LIRR, revenues increase due to normal inflationary increases

Compared with the July Plan, Other Operating Revenue decreases by \$7 million in 2018, and \$2 million in 2020, and increases by \$4 million in 2021, \$5 million in 2022, and \$3 million in 2023. Increases from 2019 through 2023 are mainly attributable to a one-time insurance settlement received in 2019 at B&T; higher GCT retail revenue at MNR; and a timing shift for the Grade Crossing Project reimbursement at MTAHQ. These increases are partially offset by decreases at NYCT due to lower paratransit reimbursements; and the timing of the Grade Crossing project reimbursement at MTAHQ.

Compared with the February Plan, Other Operating Revenue decreases by \$16 million in 2019, \$51 million in 2020, \$49 million in 2021, and \$20 million in 2022. The decrease in 2019 is mainly due to lower rental and advertising revenue at NYCT; lower rental revenue and scrap material sales at the LIRR; and lower realized gains on bonds and equity investments are projected at FMTAC. These results were partially offset by higher GCT revenue and advertising revenue and parking fee modifications at MNR; and a one-time insurance settlement received in 2019 at B&T. Revenue decreases from 2020 through 2023 are mostly attributable to lower rental revenue and paratransit reimbursements at NYCT; the timing of reimbursements for the construction of the Maybrook Trailway at MNR; the previously described reasons at the LIRR, and FMTAC investment assumptions.

CAPITAL AND OTHER REIMBURSEMENTS

The Capital and Other Reimbursements category captures non-operating revenue sources. It consists of revenue generated by reimbursements of expenses from the Capital Program as well as work performed by capital engineering and the Capital Construction Company. It also captures reimbursement assumptions from non-capital funding sources, including inter-agency reimbursements, external funding partners (e.g., Connecticut Department of Transportation and New York City), contractual partnerships with real estate developers (e.g., Hudson Rail Yards), and grants, which include funding for directed patrols conducted on overtime by MTA Police.

Reimbursable revenue and expense activity are primarily influenced by the nature and timing of capital project activity, and impacts generally net out and have no impact on the operating budget.

November Plan reimbursements are projected at \$2,370 million in 2019, \$2,298 million in 2020, \$2,115 million in 2021, \$2,079 million in 2022, and \$2,058 million in 2023, reflecting year-to-year decreases of \$72 million in 2020, \$182 million in 2021, and \$36 million in 2022, and \$21 million in 2023.

By Agency, the projected decreases over the Plan period are \$152 million at NYCT, \$97 million at the LIRR, \$67 million at MNR, and \$4 million at MTAHQ, and increases of \$9 million at MTACC, \$2 million at B&T, and \$1 million at SIR largely reflecting revised timing assumptions of project activity and implications of reimbursable expense reductions. Decreases at NYCT are driven mostly by capital project requirements and cash adjustments to recognize changes in the timing of receipts. At the LIRR the decreases primarily reflect changes in capital project requirements and completions of major projects, including Mainline Third track, East Side Access and Elmont Station. Decreases at MNR are driven by the timing of reimbursable projects (mainly NYS Maybrook Trailway, Signal Improvement Projects, and Phase 5 of the Harmon Shop Replacement Project) and the impact of the reimbursable Budget Reduction Program. Reimbursements at B&T are expected to grow by \$2 million over this time-period largely due to projected increases in capital project activity. The increase at MTA CC is primarily driven by a \$5 million increase in 2020 which reflects an assumed full staffing of 162 at the beginning of 2020, compared to 2019 where actual headcount has remained below the full staffing level. MTA CC costs are fully reimbursed from specific capital projects in accordance with how the resources are utilized.

Compared with the July Plan, reimbursements are projected to decrease by \$11 million in 2019, followed by increases of \$140 million in 2020, \$107 million in 2021, and \$105 million in 2022, and \$72 million in 2023, primarily reflecting anticipated increases in capital project activity and scheduling assumptions.

Compared with the February Plan, reimbursements are projected to decrease by \$1 million in 2019, followed by increases of \$181 million in 2020, \$131 million in 2021, and \$115 million in 2022, primarily reflecting anticipated increases in capital project activity and scheduling assumptions.

PAYROLL

MTA Consolidated Payroll expenses are influenced by factors that include position levels, inflation assumptions, labor agreements, changes in programs and initiatives, and capital project activity.

In February 2017, NYCT reached a labor agreement with the Transit Workers Union (TWU Local 100), MTA's largest bargaining unit, which represents more than 35,000 employees. Subsequently, the vast majority of other represented MTA employees entered agreements that matched the TWU Local 100 pattern—both its general wage increases and its net costs, which including savings from other provisions, resulted in wage-equivalent increases of 2.0% per year. The Plan incorporates the terms of this 28-month agreement by applying it to all unions that have followed the pattern and by assuming that the small number of bargaining units that have not yet reached similar agreements for their corresponding round of bargaining will do so.

The agreement with the pattern-setting TWU Local 100 expired on May 15, 2019, and negotiations with that union for a successor agreement are currently underway. The Plan anticipates that collective bargaining efforts will produce an agreement with wage-equivalent provisions that net to 2.0% each year. Also, almost all other labor agreements have expired or are amendable, and the number of represented employees awaiting new terms has risen above 90%. This includes nearly all employees at the commuter railroads, MTA Bus Company and SIRTOA, more than 80% of employees at MTAHQ, and approximately 90% of employees at NYCT. The Plan incorporates the expectation that the TWU labor agreement ultimately negotiated will establish a pattern for all the unions that typically follow the TWU pattern.

For non-represented employees, effective July 1st of each year, the Plan assumes an annual 2% salary increases.

November Plan payroll expenses are projected at \$5,334 million in 2019, \$5,525 million in 2020, \$5,610 million in 2021, \$5,744 million in 2022, and \$5,833 million in 2023. On a year-over-year basis, expenses increase by \$191 million in 2020, \$84 million in 2021, \$134 million in 2022, and \$89 million in 2023.

Total expenses are higher by 3.6% compared with 2019, comprised of the LIRR (\$63 million), MTAHQ (\$51 million), NYCT (\$41 million), B&T (\$23 million), MNR (\$10 million), MTA Bus (\$3 million), and SIR (\$1 million). The 2020 increase mainly reflects the assumption of filling 2019 vacancies (impacted by the 2019 hiring freeze), contractual and non-represented wage increases referenced above, and resources required to support various ongoing Agency-specific initiatives—these are the primary drivers of the increases at NYCT, B&T, MNR, and SIR. Aside from the highlighted drivers noted above, Agency increases in 2020 reflect significant undertakings at the LIRR, driven by new hires supporting East Side Access (ESA), and the full-year impact of continued M3 fleet and other maintenance requirements. Growth at MTAHQ includes the impact of initial centralization efforts and the staffing of executive positions directly managing and implementing the MTA Transformation Plan, as well as the hiring of 500 additional MTA police officers in support of safety and security, homeless outreach efforts, and fare evasion mitigation efforts. MTA Bus increases include changes in its Shop Program.

Year-to-year total annual expenses grow on average by 1.8% from 2020 through 2023 and reflects mainly inflationary assumptions and a continuation of the factors noted above. MNR increases include the impact of new hires primarily in the operational departments and support for the 66 new M8 cars and East Side Access (ESA) operations requirements.

Compared with the July Plan, payroll expenses are projected to increase by \$6 million in 2019. MNR (\$10 million) was driven by the rescheduling of hiring projections and staffing associated with the new M8 cars and ESA needs; NYCT (\$8 million), mostly reflects the impact of eliminating savings also captured within the Alix Partners assessment; and MTA Bus (\$6 million) captures the impact of the cancellation of the Express Bus Service Budget Reduction Proposal adjustment. Partially offsetting these changes were reductions that capture the impact of vacant positions, (mainly non-operating/professional due to the MTA-wide hiring restrictions) which are assumed to remain vacant through year end, contributing to the reductions at the LIRR (\$11 million), MTAHQ (\$5 million), and B&T (\$2 million).

For 2020-2023 average annual expenses increase by \$114 million or approximately 2%, with average increases at NYCT (\$58 million), MTAHQ (\$41 million), MTA Bus (\$9 million), and MNR (\$3 million). Growth at NYCT and MTA Bus results from the factors previously mentioned. MTAHQ reflects the impact of staffing critical management positions for the MTA Transformation, new MTAPD officers supporting fare evasion mitigation and homeless outreach efforts, East Side Access operations, and centralized functions among other headcount changes. Higher costs at MNR were due to changes in programmatic activity including the Connecticut Track Program and Positive Train Control (PTC) – NY portion, higher Miscellaneous I&C Harlem and Hudson Lines, Signal Infrastructure Restoration and Power Infrastructure Restoration Projects, and East Side Access operations.

When compared with the February Plan, projected payroll expenses decrease by \$65 million in 2019 and \$6 million in 2020, followed by average annual reductions of \$35 million through 2022. In addition to the above noted factors, the expense reduction in 2019 mainly reflects vacancy savings at NYCT, the LIRR, and MNR. Partially offsetting these reductions was growth at MTAHQ and MTA Bus mainly attributable to the influences noted above. For 2020 to 2022, the reductions overall mainly reflect the impact of measures Agencies have proposed to operate efficiently, among them, through streamlining processes, re-engineering functions, increasing productivity, extending maintenance cycles without jeopardizing the safety and reliability of services, and utilizing technology to collect fares at NYCT, the LIRR, and MNR.

For specific program details and headcount implications through the Plan period, see Agency sections.

OVERTIME

MTA Consolidated Overtime expenses are influenced by several factors including vacancies, employee availability, project activity, weather, work rules, and training requirements. Overtime costs are also impacted by the wage growth assumptions described in the Payroll section of this Volume.

November Plan expenses are projected at \$978 million in 2019, \$896 million in 2020, \$917 million in 2021, \$937 million in 2022, and \$959 million in 2023, reflecting a year-to-year decrease of \$82 million in 2020, followed by average annual increases of \$21 million for 2021 to 2023.

The 2020 reduction is mostly due to 2019 expenses that are not expected to recur. The bulk of the reduction, \$72 million at NYCT, reflects projected requirements that are scaled-down compared with 2019 (mainly Subway Action Plan-related) and \$8 million at MTAHQ, reflecting lower levels of MTAPD coverage compared with 2019. Other contributors to the change include a reduction of \$2 million at the LIRR due to lower vacant position coverage and right-of-way maintenance requirements and \$1 million at MTA Bus due to timing. Partially offsetting these reductions are increases totaling \$2 million between B&T and MNR, which mainly reflect wage growth assumptions at both agencies, and include the full-year impact of the 2019 April service schedule change at MNR.

Aside from planned wage increases, other notable projected escalations for 2021 through 2023 include requirements for East Side Access (ESA) operations and higher M3 fleet maintenance costs at the LIRR; and higher costs from other programmatic initiatives. Changes across other Agencies are consistent with wage growth assumptions and operational requirements.

When compared with the July Plan, overtime expenses increase by \$68 million in 2019, followed by average annual increases of \$59 million from 2020 to 2023. The bulk of the plan-to-plan growth in 2019 is at NYCT (\$55 million) and is primarily due to projected overruns in programmatic/routine maintenance work, followed by average forecasted increases of \$43 million in each year after that, due mainly to ongoing Subway Action Plan (SAP) requirements.

On a plan-to-plan basis, other drivers of growth from 2019 to 2023 are at MTA Bus with average increases of \$9 million, mainly due to the cancellation of a BRP proposed in a prior plan (Express Bus Service Adjustment). MTAHQ increase on average by \$4 million due to higher MTAPD requirements for fare evasion mitigation and homeless outreach efforts, as well as for projected expenditures for new MTAPD officers, East Side Access operations and other safety and security needs. Average increases of \$2 million at the LIRR were due to greater right-of-way maintenance and Belmont service beginning in the fourth quarter of 2021.

When compared with the February Plan, overtime expenses increase by \$166 million in 2019, followed by average annual increases of \$69 million from 2020 to 2022. Aside from the drivers noted above, the bulk of the growth captures support for the SAP and maintenance requirements at NYCT and the impact of M3 fleet maintenance, vacancy coverage, and higher projected maintenance activity at the LIRR. Slightly offsetting these increases over the same period were reductions from savings programs at MNR.

HEALTH & WELFARE

Empire Plan premium rates provided in April 2019 by the New York State Department of Civil Service are used as the primary assumption for per-employee Health & Welfare premium expenses in 2019 and 2020. Premium forecasts for 2021 through 2023 are based on the 10-year average change in premiums, excluding the largest and smallest annual percent changes. For employee health plans other than the Empire Plan, existing contractual rates, available projected rate changes, and actual claims trends are used in place of the Empire Plan assumptions. Year-to-year changes in expenses are also impacted by position levels.

MTA Consolidated Health & Welfare expenses are estimated to be \$1,342 million in the 2019 November Forecast. Health & Welfare expenses for the 2020 Final Proposed Budget are projected to be \$1,452 million, \$110 million (8.2%) greater than 2019 expenses, due to increases in projected claims and premiums. MTA Consolidated Health & Welfare expenses are forecast to

increase annually by 5.4%, 6.3% and 5.8%, for 2021 through 2023, respectively, when expenses are projected to reach \$1,721 million.

In comparison with the July Plan, the changes in the November Plan are \$1 million unfavorable in 2019, \$38 million in 2020, \$42 million in 2021, \$43 million in 2022 and \$46 million in 2023. The unfavorable changes are primarily due to increased claims activity in the MTA-sponsored medical and prescription plans at NYCT and MTA Bus, and increased headcount at MTAHQ for the Transformation endeavor as well as additional MTA Police.

In comparison with the February Plan, the changes in the November Plan are favorable by \$108 million, \$85 million, \$98 million and \$111 million for 2019 to 2022, respectively. The favorable changes are primarily due to NYCT's BRP in the July Plan for improvements in pricing contained in the MTA-sponsored medical and prescription plans as well as plan-to-plan savings in NYSHIP premiums resulting from modest modifications to the annual deductible, co-insurance maximum, and co-payments for hospital, medical/surgical and mental health and substance abuse services beginning in 2019.

OTHER POST-EMPLOYMENT BENEFITS (OPEB)

OPEB

The November Plan accrued baseline reflects, for each Agency, the pay-as-you-go component for the Other Post-Employment Benefit (OPEB) expense category called "OPEB Current Payment." Growth in this category is consistent with the assumptions described under Health & Welfare.

OPEB Current Payment expenses in the November Plan are \$655 million in 2019, \$719 million in 2020, \$784 million in 2021, \$856 million in 2022 and \$935 million in 2023. Year-to-year increases reflect NYSHIP premium growth assumptions, claims assumptions in the MTA self-sponsored medical and prescription plans, and growth assumptions in the retiree population. In comparison with the July Plan, expenses are unfavorable by \$10 million, \$15 million, \$18 million, \$21 million and \$24 million in 2019 through 2023, respectively, primarily due to a higher than projected number of retirees and increased claims activity in the MTA-sponsored medical and prescription plans at NYCT and MTA Bus.

In comparison with the February Plan, OPEB Current Payment expenses are favorable by \$27 million in 2019, \$25 million in 2020, \$27 million in 2021 and \$30 million in 2022, primarily due to lower than projected NYSHIP premiums and lower claims activity in the MTA-sponsored medical and prescription plans than forecasted.

PENSION

MTA employees are covered by a number of separate and distinct pension plans. All B&T employees and two-thirds of employees at NYCT are participants in the New York City Employee Retirement System (NYCERS). The remaining one-third of NYCT employees are participants in the Manhattan and Bronx Surface Transit Operating Authority (MaBSTOA) Plan, one of three MTA-sponsored Plans. The other two MTA-sponsored plans—the MTA Defined Benefit Plan and the Long Island Rail Road Additional Plan—cover employees at the LIRR, MNR, SIR, MTA Bus and MTA Police (which is part of MTAHQ). Non-police employees at MTAHQ are participants in the New York State and Local Retirement System (NYSLRS). Pension expenses also include employer-matched contributions made to defined contribution pension plans MTA-wide, such as

the New York State Voluntary Defined Contribution program and MNR's MTA 401(k) Plan for eligible employees who opted out of the MTA Defined Benefit Plan.

Year-to-year pension cost changes are influenced by the most recent actuarial valuations for the pension plans that MTA employees participate in, as well as changes in assumed position levels, wage growth and labor settlements.

Projected pension expenses total \$1,495 million in 2019, \$1,467 million in 2020, \$1,481 million in 2021, \$1,425 million in 2022, and \$1,373 million in 2023. Pension expenses are based on actuarial projections and include the impact of anticipated headcount changes in the Financial Plan. Where actuarial projections are unavailable, the forward three-year average of the Consumer Price Index plus one percent—which is a proxy intended to capture anticipated impacts from demographic changes of employees and retirees—is applied to projections.

In comparison with the July Plan, projected pension expenses are unfavorable by \$1 million in 2019, \$6 million in 2020, \$19 million in 2021, \$22 million in 2022 and \$26 million in 2023. The unfavorable changes are primarily attributable to the addition of headcount at MTAHQ to support the Transformation Plan and 500 additional MTA Police Officers. Changes at NYCT and MTA Bus are primarily due to restorations of prior year BRPs and other re-estimates in headcount from the July Plan.

In comparison with the February Plan, projected pension expenses are unfavorable by \$141 million, \$134 million, \$164 million and \$158 million for 2019 to 2022, respectively. Liabilities resulting from changes to actuarial assumptions (e.g., life expectancy) and liabilities for approximately 2,900 active NYCERS members who had previously been excluded from the NYCERS valuation due to a coding error in the census data contributed over \$100 million to the unfavorable change, and was initially reflected in the July Plan. Benefit modifications for TSO and TWU members at MTA Bus contributed to plan-to-plan increases in the MTA Defined Benefit Plan.

OTHER FRINGE BENEFITS

The Other Fringe Benefits category captures costs for Workers' Compensation and Federal Insurance Contributions Act (FICA) expenses for all Agencies except the Commuter Railroads. For the LIRR and MNR, expenses for Federal Employees Liability Act (FELA) and Railroad Retirement Tax (RRT) payments, which are similar in nature to Workers' Compensation and FICA, are included in this category. Miscellaneous employee expenses are also included in Other Fringe Benefits.

November Plan expenses are projected at \$898 million in 2019, \$940 million in 2020, \$986 million in 2021, \$1,027 million in 2022, and \$1,062 million in 2023, reflecting average year-over-year increases of \$41 million through 2023.

The 2020 expenses are 4.7% higher than 2019 and reflect higher expenses of \$17 million at NYCT, \$13 million at the LIRR, \$8 million at MTAHQ, and higher combined costs of \$5 million at B&T and MNR. These changes capture the latest Railroad Retirement Tax rates, railroad unemployment charges, personal injury claims (based on historical levels), and Federal Employers Liability Act adjustments pertinent to the Commuter Railroads. Changes also reflect variations in staffing levels as determined by programmatic initiatives and inflationary payroll rate assumptions across the Agencies; specific payroll rate assumptions, as well as detailed position impacts, are further explained in Agency sections.

For 2021 through 2023, expenses increase on average by \$28 million at NYCT, \$7 million at the LIRR, \$2 million both at MNR and MTAHQ, and \$1 million each at B&T and MTA Bus. These changes reflect a continuation of the assumptions noted above, as well as further increases driven by revised Workers' Compensation assumptions.

Compared with the July Plan, expenses are projected to increase by \$29 million in 2019, \$44 million in 2020, \$56 million in 2021, \$72 million in 2022, and \$86 million in 2023. NYCT was the main driver of these changes and reflects revised payroll assumptions that resulted in greater Workers' Compensation reserve requirements, mostly due to the elimination of duplicate savings assumptions already captured by the Transformation consultant. Plan-to-plan changes at other Agencies were consistent with payroll and overtime assumptions and changes in staffing levels, including the increase in MTAPD and staffing the Transformation Office at MTAHQ.

When compared with the February Plan, Other Fringe Benefits expenses increase on average by \$46 million from 2019 through 2022. A major driver of the increase was at NYCT, reflecting the revised assumptions discussed above. At all Agencies, projected expense levels are consistent with prevailing wage assumptions, changes in staffing levels, and programmatic activity.

ELECTRIC POWER

Electric Power is supplied to the MTA by the New York Power Authority (NYPA), PSEG Long Island (PSEGLI), Eversource and United Illuminating. NYPA meets MTA's electricity requirements within the City of New York and Westchester County under the terms of a new Long-Term Agreement (LTA); overall, NYPA provides approximately 80 percent of total MTA electric power requirements. The terms of the LTA require that certain NYPA assets, including a share of low-cost upstate hydroelectric power, dedicated low-cost transmission line capacity from upstate New York, and the 500-megawatt Eugene W. Zeltmann power plant in Queens be allocated to serve the MTA. Along with NYPA and other NYC-area governmental customers, MTA also has a long-term operational share in the Astoria II 550-megawatt power plant, also located in Queens.

For 2019, NYPA expenses are based on NYPA actual charges through May, with the remainder of the year based on NYPA's July 2019 updated cost of service projection through December. Beginning with 2020, the NYPA cost of service reflects out-year changes for inflation and the commodity price for natural gas, which is used in the generation of electricity. Price assumptions for NYPA-supplied electric power also include costs associated with meeting New York State's Clean Energy Standards initiative. Delivery of NYPA-supplied electricity is handled by Consolidated Edison (Con Ed), and delivery cost projections reflect rates approved by the State Public Service Commission (PSC), including the PSC's decision to create distinct delivery rates for high-tension and low-tension power supplied by NYPA, which is saving the MTA approximately \$20 million annually compared with the prior delivery tariff. Cost estimates for electricity supplied by entities other than NYPA are based on forward electricity prices within their service territories.

FINANCIAL PLAN ASSUMPTIONS FOR ELECTRIC POWER					
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<u>2019 November Financial Plan</u>					
NYPA - Traction Power	-16.6%	0.5%	-0.7%	0.9%	4.4%
NYPA - Non-Traction Uses	-16.6%	0.5%	-0.7%	0.9%	4.4%
Con Edison Delivery	4.9%	9.0%	8.0%	8.0%	8.0%
PSE&G LI	-23.9%	8.6%	1.4%	6.0%	4.1%
Eversource / United Illuminating	-26.2%	13.6%	2.8%	-0.4%	-0.8%
<u>2019 July Financial Plan</u>					
NYPA - Traction Power	-12.5%	-0.3%	0.5%	1.4%	5.1%
NYPA - Non-Traction Uses	-12.5%	-0.3%	0.5%	1.4%	5.1%
Con Edison Delivery	4.9%	9.0%	8.0%	8.0%	8.0%
PSE&G LI	-16.3%	9.3%	4.0%	11.7%	2.4%
Eversource / United Illuminating	-17.2%	12.4%	-2.6%	-1.9%	0.7%
<u>2019 February Financial Plan</u>					
NYPA - Traction Power	-5.2%	-0.4%	0.9%	2.1%	5.3%
NYPA - Non-Traction Uses	-5.2%	-0.4%	0.9%	2.1%	5.3%
Con Edison Delivery	4.9%	9.0%	8.0%	8.0%	8.0%
PSE&G LI	-11.6%	-0.9%	9.0%	13.7%	4.7%
Eversource / United Illuminating	-6.9%	-0.5%	-1.4%	-0.6%	-3.8%

The decline in price changes from 2018 (-16.6% for NYPA) relative to the price decline in the Mid-Year Forecast (-12.5% for NYPA) and in the Adopted Budget (-5.2% for NYPA) reflect significant price increases after August 2018, which then retreated by the close of the year. As a result, 2019 electric power rate assumptions are almost unchanged from both the Adopted Budget and the Mid-Year Forecast, although year-to-year percent changes show a larger decline.

MTA consolidated Electric Power expense of \$452 million for the 2019 November Forecast is \$30 million (6.2%) lower than the 2018 expense, and primarily reflects the impact of lower fuel prices on electric generation costs and electric rates. The November Forecast is unfavorable by just \$647 thousand, or 0.1%, to the Mid-Year Forecast. Compared with the Adopted Budget, the November Plan is unfavorable by just \$845 thousand, or 0.2%.

Expenses for the 2020 Final Proposed Budget are expected to be \$481 million, an increase of \$28 million (6.3%) from the 2019 November Forecast, reflecting increases in electric delivery charges. The 2020 Final Proposed Budget is \$7 million (1.6%) unfavorable compared with the July Plan, and is \$17 million (3.7%) unfavorable compared with the February Plan.

MTA consolidated Electric Power expenses, projected to increase by 2.9% in 2021, 7.1% in 2022 and 5.5% in 2023, are forecast to total \$559 million in 2023. Compared with the July Plan, forecasts are unfavorable by \$2 million (0.3%) in 2021, and favorable by \$2 million (0.5%) in 2022 and by \$3 million (0.5%) in 2023. Compared with the February Plan, forecasts are unfavorable by \$12 million (2.5%) in 2021 and favorable by \$10 million (1.8%) in 2022.

FUEL

Fuel expenses reflect operating factors that impact consumption, such as service adjustments, weather impacts and seasonality. Diesel and natural gas prices for the July Financial Plan include actual prices through August 26, 2019 and reflect commodity futures prices as of September 4, 2019. Where commodity futures prices are unavailable, price changes are projected using IHS Global, Inc. forecasts (August 2019) for New York Harbor No. 2 Distillate for heating oil and diesel fuels and the PPI (Producer Price Index) Utility for Natural Gas. On a year-to-year basis, Ultra Low Sulfur Diesel (ULSD) prices are projected to decrease by 8.70% in 2019, 3.63% in 2020, 1.42% in 2021 and 0.60% in 2022. Prices in 2023 are then expected to increase by 1.48%. For Compressed Natural Gas (CNG), year-to-year prices are forecasted to decrease by 23.77% in 2019, 0.70% in 2020, 3.26% in 2021 and 0.34% in 2022. Prices in 2023 are then expected to increase by 2.12%.

Since 2008, the MTA has used financial instruments to hedge a portion of its projected fuel expense to reduce budgetary risk from price volatility.¹ The MTA intends to continue this strategy, with new hedge contracts extending as far as 24 months from execution date, which provides a measure of financial stability from price fluctuations. At any point in time, approximately 50% of the projected fuel usage for the forward 12-month period will be hedged.

Fuel expenses of \$176 million for the 2019 November Forecast are \$6 million favorable in comparison with the 2019 Mid-Year Forecast. The 2019 November Forecast price for ULSD is estimated to be \$0.13 per gallon lower than forecasted in the 2019 Mid-Year Forecast. CNG prices are estimated to be \$0.19 per MMBTU lower than the price assumptions in the 2019 Mid-Year Forecast.

Fuel expenses of \$172 million for the 2020 Final Proposed Budget are \$11 million favorable in comparison with the July Plan forecast for 2020. The 2020 Final Proposed Budget price for ULSD is estimated to be \$0.21 per gallon lower, and CNG prices are estimated to be \$0.11 per MMBTU lower, than estimated in the July Plan.

For 2021, July Plan Fuel expenses are estimated to be \$170 million, \$7 million lower than projected in the July Plan. The price for ULSD is estimated to be \$0.16 per gallon lower, and CNG prices are projected to be \$0.19 per MMBTU lower, than assumed in the July Plan.

For 2022, July Plan Fuel expenses are estimated to be \$169 million, \$5 million lower than projected in the July Plan. The price for ULSD is estimated to be \$0.13 per gallon lower, and CNG prices are estimated to be \$0.22 per MMBTU lower, than projected in the July Plan.

For 2023, July Plan Fuel expenses are estimated to be \$172 million, \$5 million lower than projected in the July Plan. The price for ULSD is estimated to be \$0.14 per gallon lower, and CNG prices are estimated to be \$0.25 per MMBTU lower, than projected in the July Plan.

In comparison with the February Plan, Fuel expenses in the November Plan are favorable by \$14 million, \$15 million, \$13 million and \$13 million for the period 2019 to 2022, respectively, reflecting lower than projected prices for ULSD and CNG. Prices for ULSD are lower than forecasted in the February Plan by \$0.29 per gallon in 2019, \$0.34 per gallon in 2020, \$0.30 per gallon in 2021 and \$0.28 per gallon in 2022. CNG prices are estimated to be lower than projected in the February

¹ Financial impacts from fuel hedge settlements are reflected in cash subsidies, not in the fuel expense category.

Plan by \$0.51 per MMBTU in 2019, \$0.39 per MMBTU in 2020, \$0.46 per MMBTU in 2021 and \$0.52 per MMBTU in 2022.

INSURANCE

The MTA's insurance programs are obtained through the commercial insurance marketplace and by the MTA's First Mutual Transportation Assurance Company (FMTAC), which is a pure captive insurance company. The programs insured by FMTAC include:

- All-Agency Excess Liability (Primary)
- All-Agency Excess Liability (Excess)²
- All-Agency Protective Liability (Primary)
- All-Agency Protective Liability (Excess)
- All-Agency Protective Liability (LORAM)
- All-Agency Property Policy³
- All-Agency Sabotage & Terrorism³
- Comprehensive Automobile Liability⁴
- Paratransit (Access-A-Ride)⁴
- Station Liability – LIRR & MNR
- Force Account – LIRR & MNR
- Premises Liability

The following table measures MTA Consolidated Insurance expenses:

MTA CONSOLIDATED INSURANCE EXPENSES						
Non-Reimbursable						
(\$ in millions)						
Insurance Expenses	2018 <u>Actual</u>	2019 November <u>Forecast</u>	2020 Final Proposed <u>Budget</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
NYCT	\$67	\$69	\$70	\$77	\$85	\$94
LIRR	20	20	23	26	28	31
MNR	17	16	19	21	23	26
SIR	1	1	1	1	1	1
MTA Bus	6	6	7	8	9	10
B&T	12	11	12	13	13	14
MTAHQ	<u>2</u>	<u>3</u>	<u>2</u>	<u>2</u>	<u>3</u>	<u>3</u>
Total Gross Insurance Expenses	\$125	\$128	\$135	\$148	\$162	\$178
Insurance Credits						
FMTAC	(\$154)	(\$121)	(\$127)	(\$136)	(\$148)	(\$164)
Net Insurance Expenses	(\$29)	\$7	\$8	\$12	\$14	\$14

The table captures gross insurance expenses by Agency, including some costs that are contracted between MTA Risk Management and the commercial marketplace on behalf of MTA Agencies. It also captures FMTAC expense credits necessary for correct accounting treatment. Since FMTAC is an MTA Agency, its finances are incorporated within MTA consolidated financial reports and budgets. Therefore, premiums paid by an Agency to FMTAC result in offsetting revenue that has to be credited. What remains, and is captured as net insurance expenses, are

² A portion is insured through FMTAC and the remainder is insured in the global market.

³ These policies are insured through FMTAC and then reinsured in the global market.

⁴ Only the deductible portion of these policies is captured within FMTAC.

only those costs for non-FMTAC insurance premiums. This includes costs for policies that are contracted directly between MTA Risk Management and the commercial marketplace on behalf of an Agency, as well as for FMTAC policies that are then re-insured in the commercial marketplace.

Year-to-year increases in Insurance expense are primarily driven by assessments of market conditions made by MTA's Risk Management Department in conjunction with its master broker. Policy premiums are primarily driven by changes in underlying losses and market conditions, and are further influenced by factors such as claims losses, reserve adjustments and exposure (e.g., projected ridership, vehicle count, and volume of capital work).

Insurance premiums are forecasted to increase in the Property Programs due to global insured losses in 2017 and 2018 and reduced market capacity. Liability claims activities are contributing to increasing costs in the Excess Loss Programs.

In comparison with the July Plan, MTA Consolidated Insurance expenses are unfavorable by \$1 million in 2019, then favorable by \$8 million in 2020, \$11 million in 2021, \$13 million in 2022 and \$15 million in 2023, primarily due to a reduction in the paratransit fleet in connection with a prior year BRP.

In comparison with the February Plan, MTA Consolidated Insurance expenses are favorable by \$10 million, \$16 million, \$19 million and \$24 million for the period 2019 to 2022, respectively, primarily due to favorable renewals.

CLAIMS

Claims expenses are comprised of costs associated with employee and non-employee petitions for damages for loss or injury, and include actual payments, actuarial valuations of projected payments, reserve adjustments for incurred claims and other administrative expenses.

Claims expenses in the November Financial Plan are projected to be \$418 million in 2019, \$413 million in 2020, \$403 million in 2021, \$409 million in 2022 and \$417 million in 2023, and are unfavorable by \$31 million in 2019, \$19 million in 2020, and \$11 million in 2021 through 2023, respectively, in comparison with the July Plan.

In comparison with the February Financial Plan, Claims expenses are unfavorable by \$40 million in 2019, \$26 million in 2020, \$12 million in 2021 and \$14 million in 2022.

PARATRANSIT SERVICE CONTRACTS

Paratransit Service Contracts are third-party contracts for federally mandated transportation services for the benefit of people covered under the Americans with Disabilities Act, as well as for their accompanying personal care attendants. Funding is provided for direct transportation costs (primary vendors, vouchers, taxis, and e-hail services) and eligibility determinations, as well as for operational services for scheduling and dispatching trips. Expenses also capture the impact of maintaining vehicles, the scheduling system, the Automated Vehicle Locator, and the Interactive Voice Response system.

Since 2010, the MTA has taken steps to reduce non-service related costs and the average cost per trip, including mechanisms to ensure adherence to eligibility requirements, and the conversion of contracted trips to fixed-route feeder trips, where available. Through these efforts, and more

recently restructuring of paratransit service contracts, the MTA has been able to maintain an expected level of service while also reducing costs.

November Plan expenses are projected at \$488 million in 2019, \$489 million in 2020, \$521 million in 2021, \$550 million in 2022, and \$585 million in 2023, reflecting year-to-year increases of \$1 million in 2020, \$32 million in 2021, \$29 million in 2022, and \$35 million in 2023. These projections mainly reflect the increase in total trips and inflationary adjustments to paratransit carrier contracts.

Compared with the July Plan, Paratransit Service Contract expenses were projected to decrease by \$7 million in 2019 and slightly increase in 2020, then increase by \$15 million in 2021, \$15 million in 2022, and \$17 million in 2023.

Since the February Plan, Paratransit Service Contract expenses are projected to increase by \$5 million in 2019, and decrease by \$13 million in 2020, and increase by \$3 million in 2021 and \$2 million in 2022, also for the same reasons noted above.

For a complete income statement on Paratransit, please refer to Section II, Major Assumptions, and Subsidies.

MAINTENANCE AND OTHER OPERATING CONTRACTS

Maintenance and Other Operating Contracts is a broad category of expenses that includes facility expenses (e.g., leases, rentals, utilities, real estate taxes), operating contracts (e.g., equipment/vehicle rental, E-ZPass tags, environmental testing, and services, rolling stock purchases), and maintenance services (e.g., construction services, snow removal).

November Plan expenses are projected at \$815 million in 2019, \$758 million in 2020, \$786 million in 2021, \$781 million in 2022 and \$802 million in 2023, reflecting a year-over-year decrease of \$58 million in 2020, followed by an increase of \$28 million in 2021, a decrease of \$4 million in 2022, and then an increase of \$21 million in 2023.

The projected 2020 decrease is mainly driven by NYCT (\$35 million), mostly due to the timing of project requirements; MTA Bus (\$15 million), due to revisions to Selected Bus Service (SBS) routes and the Shop Program; MTAHQ (\$15 million), mainly due to lower requirements for facility, maintenance, and communications costs; MNR (\$11 million), due to the impact of Budget Reduction Program (BRP) initiatives, the revised timing of repairs for equipment damaged in the Bridgeport derailment, and the resolution of an outstanding dispute with the New York City Water Board; SIR (\$2 million) due to the timing of maintenance requirements; and B&T (\$2 million), due to re-estimates of routine maintenance contracts. These favorable projections are partially offset by an increase the LIRR (\$22 million), mostly due to the timing of expenses shifting from 2019, higher joint facility Penn Station rent and East Side Access (ESA) readiness efforts, and the recategorization of costs previously captured as Material and Supplies.

The projected 2021 increase is mainly driven by the LIRR (\$12 million), reflecting ESA readiness efforts and other operating budget impacts; B&T (\$8 million), due to the additional requirements for major maintenance work and the replacement/upgrade of the License Plate Recognition system; MTA Bus (\$4 million), reflecting above-mentioned initiatives; and MNR (\$4 million), reflecting the timing of BL-20 Locomotive Overhaul Program and BRP initiatives.

The projected 2022 decrease is mainly attributable to the timing of the remaining provision for Subway Action Plan (SAP) expenses at NYCT (\$13 million); above-mentioned initiatives at MTA Bus (\$4 million); and lower operating budget impacts and right-of-way maintenance costs at the LIRR (\$1 million). These favorable projections are partially offset by increases for above-mentioned initiatives at B&T (\$9 million); inflation at MTAHQ (\$3 million); and higher MTA Police allocation costs, inflation and the timing of BRP initiatives at MNR (\$2 million).

The projected 2023 increase is mainly attributable to bus shop plan revisions at NYCT (\$16 million); higher ESA operating costs at the LIRR (\$6 million); higher requirements for Harmon Shop equipment maintenance and inflation at MNR (\$3 million); and inflation at MTAHQ (\$2 million). These unfavorable projections are partially offset by decreases at B&T (\$4 million) due to lower inflationary increases; and above-mentioned initiatives at MTA Bus (\$2 million).

Compared with the July Plan, Maintenance and Other Operating Contract expenses decrease by \$25 million in 2019, \$40 million in 2020, \$48 million in 2021, \$55 million in 2022, and \$52 million in 2023.

The plan-to-plan decrease in 2019 is mainly driven by the timing of various initiatives shifted to outer years for elevator/escalator, HVAC, security systems, and platform investments at the LIRR (\$14 million); reduced bus shop plan requirements at NYCT (\$11 million); and lower miscellaneous maintenance services as well as the timing of the Ticket Vending Machines (TVM) chip verification technology upgrade at MNR (\$3 million). These projections are partially offset by an increase at MTAHQ (\$3 million), reflecting higher expenses for Gowanus Expressway High-Occupancy Vehicle (HOV) lanes.

The 2020 through 2023 decreases are driven by reduced Subway Action Plan (SAP) requirements at NYCT; and lower inflationary increases at B&T. These projections are partially offset by increases at the LIRR mostly due to the timing of 2019 initiatives, higher requirements for capital project activity, Penn Station rent and elevator/escalator maintenance; On-Board Video (OBV) materials, revised BRP initiatives, the timing of the TVM chip verification technology upgrade, and Harmon Shop equipment maintenance at MNR; the timing of Two Broadway carpet repair at MTAHQ; and the cancellation of the Express Bus Service adjustment BRP at MTA Bus.

Compared with the February Plan, Maintenance and other Operating Contracts decrease by \$82 million in 2019, \$76 million in 2020, \$98 million in 2021, and \$90 million in 2022. In 2019, plan-to-plan decreases are chiefly the result of the timing of the remaining provision for SAP expenses at NYCT; an accounting change related to wireless system payments, lower ESA readiness costs, a shift of expenses to Overtime and Fuel from non-payroll categories and other reallocations, and deferment various initiatives to the out years at the LIRR; reduced major and routine maintenance requirements because of management actions at B&T; and revisions to the Shop Program at MTA Bus. These projections are partly offset by higher expenses at MTAHQ reflecting Gowanus Expressway HOV lanes and IT re-estimates costs; the resolution of a dispute with the New York City Water Board, and the timing of Bridgeport Derailment Repairs and locomotive overhauls, and increased MTA Police costs at MNR. From 2020 through 2022, decreases are mainly attributable to factors previously described for NYCT, B&T, the LIRR, MNR, and MTA Bus, and IT re-estimates at MTAHQ.

PROFESSIONAL SERVICE CONTRACTS

Professional Service Contracts broadly consists of three expense categories: Information Technology (IT), Office and Employee expenses, and Other Professional Services. Information

Technology expenses include software, hardware, IT consulting, data center costs, and IT maintenance and repair. Office and Employee expenses include, but are not limited to, expenses for temporary services, office equipment and related rentals, repair and maintenance, and outside training. Other Professional Services includes, but is not limited to, fees for contracted engineering, legal, auditing, and market research services.

November Plan annual expenses are projected to be \$588 million in 2019, \$677 million in 2020, \$633 million in 2021, \$582 million in 2022, and \$577 million in 2023, reflecting a year-to-year increase of \$89 million in 2020, followed by annual decreases of \$43 million in 2021, \$51 million in 2022, and \$4 million in 2023.

The \$89 million, or 15%, growth in 2020 is mostly the result of investments totaling \$97 million at MTAHQ, supporting the MTA Transformation, technology enhancements, and the increase in MTAPD. The LIRR increases by \$10 million due to increased Sperry rail testing and the timing of M3 decommissioning, medical-related expenses, Marketing & Public Affairs initiatives, and East Side Access (ESA) operating costs. B&T increases by \$3 million, largely reflecting inflationary adjustments and additional general engineering services to support projected major maintenance needs. These changes are partially offset by a decrease of \$16 million at NYCT, which mainly reflects the completion of contracts key elements of the Subway Action Plan (SAP) and priority initiatives, and \$5 million at MNR mainly due to the timing of adjustments for the New Haven Line MTA IT allocation, savings initiatives, and Enterprise Asset Management (EAM) expenses.

In subsequent years, expense reductions mainly reflect the impact of lower IT needs and Transformation costs at MTAHQ, the completion of critical projects at NYCT, Select Bus Service (SBS) network redesign completions at MTA Bus, and lower costs for fleet decommissioning, contract service agreements, Right-of-Way maintenance initiatives, and ESA operating expenses at the LIRR.

Compared with the July Plan, expenses decrease by \$20 million in 2019, then increase on average by 23% in each year from 2020 to 2023.

Agency baselines reflect the MTA Centralization of the EAM Program, which includes the shifting of non-labor expenses to MTAHQ.

Major contributors to the overall growth:

- MTAHQ expenses decrease by \$9 million in 2019, mostly due to timing and one-time IT savings. In subsequent years, expense increases range between \$151 million in 2020 to \$63 million in 2023, and primarily reflect the impact of timing from 2019, support for the MTA Transformation, centralization of the EAM Program, additional MTAPD officers, operational security improvements, and the timing of Grade Crossing Initiative expenses.
- LIRR expenses decrease by \$5 million in 2019, then increase by \$8 million and \$5 million in 2020 and 2021, respectively, followed by lower expenses of \$3 million in 2022, and \$2 million in 2023. The 2019 decrease is mainly due to the shifting of various initiatives into subsequent years, and lower M3 fleet decommissioning costs. Increases in 2020 and 2021 continue to reflect the impact of timing shifts from 2019, and also includes the impact of increased Sperry rail testing, fiber maintenance, and consulting costs. These are partially offset by reductions that start in 2020 and continue through 2023 that mainly reflect the EAM lift & shift to MTAHQ.

- MTA Bus expenses decrease by \$5 million in 2019, then increase by \$5 million in 2020, followed by reductions of less than 1% through 2023. The changes mainly reflect a delay in the implementation of the New Fare System (NFS)/One Metro New York (OMNY), which correspondingly results in the growth in 2020. Expense reductions beyond 2020 are modest.
- NYCT expenses decrease by \$2 million in 2019, followed by increases ranging between \$13 million in 2020 to \$4 million in 2023. The changes between 2019 and 2023 largely reflect the impact of Buses technology projects, fare evasion efforts, and contracted services for legal professionals and material inspection and testing.
- B&T expenses decrease on average by \$2 million from 2019 to 2023 and reflect the EAM lift & shift to MTAHQ.
- MNR expenses increase by \$3 million in 2019, followed by reductions averaging approximately \$1 million from 2020 to 2023. Expenses in 2019 are higher primarily due to adjustments in the New Haven Line MTA IT allocation. Beyond 2019, expenses are lower due to the EAM lift & shift to MTAHQ and revised savings initiatives.

When compared with the February Plan, Professional Service Contract expenses increased by \$30 million in 2019, \$192 million in 2020, \$154 million in 2021, and \$92 million in 2022. The lion's share of these increases was due to the above-noted factors at MTAHQ. Beyond the influences highlighted above at all Agencies, changes over the Plan period are further influenced by the write-off of various projects that are no long capital-eligible at the LIRR. Partially offsetting these increases are savings initiatives, timing, reclassifications, and bond issuance reductions at NYCT.

MATERIALS AND SUPPLIES

Materials and Supplies include funding for a variety of expenses such as rolling stock replacement parts, electrical supplies, communication equipment, project materials, roadway equipment, and infrastructure maintenance supplies.

November Plan expenses are projected at \$632 million in 2019, \$676 million in 2020, \$672 million in 2021, \$683 million in 2022, and \$689 million in 2023, reflecting a year-over-year increase of \$44 million in 2020, a decrease of \$3 million in 2021, and increases of \$11 million in 2022 and \$6 million in 2023.

Changes from 2020 through 2023 mainly reflect revised timing assumptions, programmatic changes, and inflation. The 2020 increase is mostly due to the timing of Reliability Centered Maintenance (RCM) and the Lifecycle Asset Management Program (LAMP) for the M7 fleet, right of way maintenance, various operating funded capital projects, and East Side Access (ESA) readiness efforts at the LIRR (\$46 million); higher requirements for Positive Train Control (PTC), M8 traction motor bearings replacement, M3 propulsion parts and M7 climate controllers, and the impact of timing of RCM at MNR (\$6 million); the timing of subway and bus fleet maintenance requirements at NYCT (\$5 million). The 2020 decrease is mostly attributable to the timing of bus fleet maintenance requirements at MTA Bus (\$12 million), and lower material needs at SIR (\$1 million).

The 2021 decrease is mostly due to lower expenses for the above-mentioned initiatives at MNR (\$6 million); and lower capital project activity, operating funded capital projects and right of way materials at the LIRR (\$6 million). These lower projections are partly offset by increases in the above-mentioned initiatives at MTA Bus (\$7 million) and NYCT (\$1 million).

The \$11 million increase in 2022 is mainly driven by the above-mentioned initiatives at NYCT (\$7 million) and MTA Bus (\$6 million); and higher requirements for ESA readiness efforts and operating budget impacts at the LIRR (\$3 million). These unfavorable projections are partially offset by the above-mentioned initiatives at MNR (\$5 million).

The 2023 increase reflects higher requirements for ESA readiness efforts and capital project activity at the LIRR (\$7 million); and the above-mentioned initiatives at MNR (\$6 million). These projections are partly offset by lower expenses for above-mentioned initiatives at NYCT (\$4 million) and MTA Bus (\$3 million).

Compared with the July Plan, expenses decrease by \$47 million in 2019, \$3 million in 2020, \$24 million in 2021, \$27 million in 2022 and \$26 million in 2023. The 2019 decrease is mostly due to the revised timing of RCM work including Lifecycle Asset Management (LAMP) for the M7 fleet at the LIRR (\$24 million); lower requirements for Scheduled Maintenance Systems (SMS) materials at NYCT (\$21 million); and revisions to Selected Bus Service (SBS) routes MTA Bus (\$3 million).

For 2020 and 2023, the decreases are mainly due to lower requirements for Heating, Ventilation, and Air Conditioning (HVAC) and SMS materials at NYCT. These changes are partly offset by increases at for PTC, M8 traction motor bearings replacement, M3 propulsion parts and M7 climate controllers, support and materials for the new M8 cars, the timing of RCM, and inflation at MNR; the timing of RCM requirements and capital activity at the LIRR; and the cancellation of the Express Bus Service adjustment BRP at MTA Bus.

Compared with the February Plan, expenses decrease by \$55 million in 2019, \$12 million in 2020, \$20 million in 2021, and \$14 million in 2022. The decrease in 2019 is driven initiatives previously noted at the LIRR; the timing of track and SMS requirements at NYCT; and revisions in the Shop Program and BRP initiatives at MTA Bus. The decreases from 2020 through 2022 are due to above-mentioned initiatives at NYCT. These decreases are partially offset by increases based on initiatives previously noted at the LIRR, MNR, and MTA Bus.

OTHER BUSINESS EXPENSES

Other Business Expenses consist of a variety of expenses including credit and debit card fees for fare media purchases, bond service fees, and internal subsidy support requirements.

November Plan expenses are projected at \$232 million in 2019, \$229 million in 2020, \$217 million in 2021, \$227 million 2022, and \$229 million in 2023, reflecting year-to-year decreases of \$3 million in 2020, and \$12 million in 2021, and increases of \$10 million in 2022 and \$2 million in 2023.

The decrease in 2020 is mostly attributable to NYCT (\$9 million), reflecting a one-time unfavorable reimbursable overhead adjustment that occurred in 2019. These are partially offset by higher expenses at MTAHQ (\$3 million), to support the staffing of the Transformation Office (TMO) and for the hiring and equipment costs of new MTA Police Department (MTAPD) officers; B&T (\$2 million) reflecting normal inflationary growth; and higher mobility tax associated with higher

headcount and right of way miscellaneous expenses related to Mainline third track at the LIRR (\$2 million).

The 2021 decrease is mainly due to MNR (\$8 million), reflecting the timing of the non-recurrence of reimbursement for the 2016 Park Avenue Viaduct fire; MTAHQ (\$6 million) reflecting lower requirements to support the hiring of new MTAPD officers; and SIR (\$1 million). These variances are partly offset by higher expenses at B&T (\$1 million) reflecting normal inflationary growth; and East Side Access (ESA) readiness at the LIRR (\$1 million).

The 2022 increase is driven by MNR (\$8 million) and due mainly to the timing of the reimbursement for the 2016 Park Avenue Viaduct fire (previous year); and normal inflationary growth at NYCT (\$1 million); and B&T (\$1 million).

The 2023 increase is largely due to inflationary growth.

Compared with the July Plan, expenses increase by \$13 million in 2019 and \$15 million in 2020, and decrease by \$8 million in 2021, and increase by \$1 million in 2022 and slightly increase in 2023. The 2019 increase is mainly due to one-time unfavorable reimbursable overhead adjustment that occurred in 2019 at NYCT; and additional support costs of TMO staff at MTAHQ. The increase in 2020 are mainly due to the timing of the reimbursement for the 2016 Park Avenue Viaduct fire at MNR; additional costs for the hiring of new MTAPD officers at MTAHQ; and revised fare media expenses at NYCT. The decreases from 2021 through 2023 are mostly due to higher insurance recoveries, and similarly, recoveries associated with the Passenger Rail Investment and Improvement Act (PRIIA) at MNR, partially offset by increases at NYCT due to revised fare media expenses.

Compared with the February Plan, expenses increase by \$1 million in 2019 and \$3 million in 2020, and decrease by \$23 million in 2021 and \$15 million on 2022. The decreases are mainly due to a reduction of Owner-Controlled Insurance Program (OCIP) safety expenses at FMTAC; and higher recoveries for track maintenance on the Port Jervis line, and the timing of insurance recoveries at MNR. These projections are partially offset by increases at NYCT for reasons noted above in 2019; the timing of insurance recoveries at MNR; and higher requirements to support the staffing of the TMO and costs for the hiring of new MTAPD officers at MTAHQ.

Subsidies

SUBSIDIES - OVERVIEW

The following pages provide accrued and cash summary tables for projections of subsidies and dedicated taxes received by the MTA, as well as tables comparing these projections with those from the 2019 February Plan. Detailed narratives describing each subsidy and the forecast methodologies employed are also included. The details of Bridges and Tunnels operations that produce the Operating Surplus Transfer are discussed in the Bridges and Tunnels portion of the Agency Financial Plans section of this report. Consolidated income and expense information on NYCT's Paratransit operation is included at the end of this section. (Note that additional details on NYCT's Paratransit operation can be found in the New York City Transit portion of the Agency Financial Plans section of this report.)

The November Financial Plan, like the July Plan, reflects the impact of new State legislation enacted in April, 2019 which provides additional revenues from new revenue streams to the MTA including a Central Business District Tolling Program, effective December 31, 2020, a Real Property Transfer Tax Surcharge on high-priced residential properties in New York City, effective July 1, 2019, and the proceeds from the collection and remittal of New York State sales taxes by internet marketplace providers from out of state retailers on their sites, effective June 1, 2019. The forecasts of revenues from these new taxes are unchanged from the July Plan. The Central Business District Tolling Program is forecasted to leverage \$15 billion in revenues dedicated to MTA capital needs. The Real Property Tax Surcharge is estimated to provide \$137 million in 2019, \$373 million in 2020 (first full calendar year of implementation), growing to \$411 million in 2023. The Internet Marketplace Sales Tax is estimated to provide \$71 million in 2019 and is comprised of the local portion of the tax only, since the State's portion was not appropriated in the current State fiscal year, but is expected to be included in the next NYS Enacted Budget due April 2020. Thereafter, the tax is estimated to be about \$320 million annually. Except for the Central Business District Tolling Program, effective in 2020, collection and disbursement have commenced for the other taxes and surcharges with a two-month lag between collection and remittal by the State to the MTA. Due to the timing lag it is too early to ascertain whether all initial revenue projections will materialize, hence the estimates are unchanged from the July Plan. These additional revenues are dedicated to MTA capital needs and will be deposited into the MTA's Central Business District Tolling Program capital lockbox to be used to support financing for the MTA's 2020-2024 Capital Program. The November Plan, like the July Plan, also reflects the impact of other new legislation in the State's 2019-20 Enacted Budget which imposes a supplemental tax of 6 percent (an increase from 5%) on passenger car rentals within the MCTD, effective July 2019; the forecast, unchanged from the July Plan, increases the MTA Aid Trust revenues by \$10 million annually.

The State in its 2018-19 Enacted Budget appropriated \$838 million, funded with equal contributions from the City and the State, to jump-start the NYCT Subway Action Plan (SAP) and cover the costs incurred in 2017 and 2018, and also enacted legislation for the implementation of a For-Hire Vehicle (FHV) Transportation Surcharge beginning in 2019, and continuing thereafter, to provide a stable and long-term revenue stream to maintain the level of effort started with the Subway Action Plan and provide additional resources for outer borough transit improvements and other MTA needs. The legislation implementing the surcharge earmarks the first \$362 million received in 2019, \$301 million in 2020 and \$300 million in each year thereafter for the Subway Action Plan; the next \$50 million received in 2019 and each year thereafter is earmarked for the Outer Borough Transportation Account, and revenues in excess of those deposited into the Subway Action Plan Account and the Outer Borough Transportation Account are for the General Transportation Account. The November Plan estimate for the for-hire transportation surcharge is \$362 million, a reduction of \$38 million from the November

forecast. This was due to a delay in the implementation of the surcharge caused by the filing of a lawsuit and a temporary restraining order that pushed the implementation date forward by one month, and the timing lag in the collection of the surcharge and transfer of the funds by the State to the MTA. Some of the impact of this was recognized in the July Plan and the estimate of funds for the Outer Borough Transportation Account was reduced from \$50 million to \$38 million. Based on year-to-date receipts and revised estimates for the remainder of this year, while the 2019 receipts will fully cover the deposits into the Subway Action Plan Account, no funds will be available for the Outer Borough Transportation Account or the General Transportation Account. For 2019, the revised estimate of FHV receipts is \$362 million, of which \$20 million is for Subway Action Plan capital purposes; these funds will go to the Subway Action Plan per the legislation. For 2020 and each year thereafter the FHV Surcharge is estimated to provide \$435 million; \$50 million of this is designated for outer borough transportation assumed capital or member projects, resulting in net receipts to the MTA of \$385 million each year, of which \$301 million in 2020 and \$300 million thereafter are dedicated to the SAP and the balance deposited into the General Transportation Account; these forecasts are unchanged from the November Plan. Any additional receipts over the \$435 million generated by the FHV Surcharge will be deposited into the General Transportation Account. Details are provided in the For-Hire Vehicle Surcharge section of this report.

On an *accrual basis*, Taxes and State and Local Subsidies, which exclude Other Funding Agreements¹, trend higher annually reflecting the impact of projected favorable economic growth in the MTA's Metropolitan Commuter Transportation District (MCTD). Overall, Taxes and State and Local Subsidies are projected to increase by \$58 million, or 0.9 percent, in 2019 and by \$202 million, or 3.1 percent, in 2020, followed by average annual growth of between 2 and 3 percent thereafter. The November Plan forecast of Taxes and State and Local Subsidies is projected to grow from \$6,534 million to \$7,244 million by 2023. Metropolitan Mass Transportation Operating Assistance (MMTOA), Payroll Mobility Tax (PMT), MTA Aid, and Mortgage Recording Tax (MRT) trend upwards, while the Petroleum Business Tax (PBT) and Urban Tax trend downward.

Increases for MMTOA reflect higher revenue estimates for sales taxes and corporate surcharges on businesses in the MCTD; higher PMT estimates reflect projected growth in regional wage and salary disbursements; MTA Aid revenues also projected to increase each year reflect prior collection trends. MRT Tax revenues decline slightly in 2019 and increase in 2020 and each year thereafter, reflecting overall improvements in mortgage activity in the MCTD. PBT revenues, based on the latest estimates by the State, grow in 2019 and decline in 2020 and each year thereafter. The overall downward trend of the Urban Tax revenues is due to a slowdown in commercial real estate activity in New York City. SAP-related revenues from the FHV Surcharge are lower in 2019 than the 2018 State and City SAP contributions, as NYCT transitions from the jump-start of the SAP, which required a higher initial outlay of resources, to a steadier level of maintenance. State and Local Subsidies remain unchanged.

Compared with the 2019 July Plan, the November Plan subsidy forecast is lower by \$27 million in 2019, reflecting mostly lower PMT revenues due to year-to-date receipts and slower projected growth in wage and salary disbursements for the remainder of the year, and lower Urban Tax revenues due to slightly unfavorable commercial real estate transactions in New York City, and partially offset by higher Mortgage Recording Tax revenues due to favorable mortgage activity. Accrued subsidy projections are favorable versus the July Plan by less than \$1 million in 2020,

¹ Other Funding Agreements consist of reimbursements to the MTA from New York City and Connecticut Department of Transportation for services provided per operating agreements.

\$12 million in 2021, \$29 million in 2022 and \$33 million in 2023, due to higher estimates for Mortgage Recording Tax and Urban Tax Transactions, partially offset by lower Payroll Mobility Tax.

The 2019 November Forecast is \$9 million favorable versus the 2019 Adopted Budget and accrued subsidies are also favorable versus the February Plan by \$32 million in 2021, \$12 million in 2021 and \$16 million in 2022. These favorable variances reflect mostly higher MMTOA appropriation due to improved economic activity in the MCTD that was not captured in the February Plan, higher Urban Tax revenues, reflecting changes in the levels of commercial real estate transactions, and higher MTA Aid revenues from the increase in the supplemental tax on passenger car rentals within the MCTD, and partially offset by lower MRT revenues due to re-estimate of mortgage activity in the MCTD and lower Petroleum Business Tax revenues, except in 2019, due to revised estimates.

On a cash basis, the November Plan forecast of MTA Taxes and State and Local Subsidies, excluding Other Funding Agreements, is projected to be \$6,522 million in 2019, growing to \$7,100 million in 2023. Overall growth is due primarily to higher forecasts for MMTOA, Urban Tax and MTA Aid, partially offset by lower PMT, MRT and PBT. Compared with the July Plan forecast, the November Plan forecast is lower by \$29 million in 2019 and \$3 million in 2020; the forecasts are favorable by \$9 million in 2021, \$29 million in 2022 and \$32 million in 2023. Compared to the February Plan, forecasts are higher by \$51 million in 2019, \$38 million in 2020, \$25 million in 2021, \$33 million in 2022. Details of changes for specific taxes and subsidies are described in the sections that follow.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020 - 2023
Consolidated Subsidiaries
Accrual Basis
(\$ in Millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
MMTOA, PBT & Real Estate Taxes						
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$1,686.6	\$1,823.7	\$1,888.4	\$1,962.3	\$2,045.2	\$2,131.5
Petroleum Business Tax (PBT)	632.8	639.5	627.2	619.3	616.2	615.6
Mortgage Recording Tax (MRT)	447.8	446.9	458.5	475.8	483.8	490.4
MRT Transfer to Suburban Counties	(4.9)	(6.0)	(6.4)	(6.8)	(7.1)	(7.5)
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Interest	5.3	5.3	5.3	5.3	5.3	5.3
Urban Tax	699.7	626.2	637.1	624.4	647.6	645.1
Other Investment Income	<u>1.7</u>	<u>2.2</u>	<u>2.2</u>	<u>2.2</u>	<u>2.2</u>	<u>2.2</u>
	\$3,459.0	\$3,527.7	\$3,602.4	\$3,672.7	\$3,783.3	\$3,872.7
PMT and MTA Aid						
Payroll Mobility Tax (PMT)	\$1,424.9	\$1,556.4	\$1,631.9	\$1,705.7	\$1,778.5	\$1,853.2
Payroll Mobility Tax Replacement Funds	244.3	244.3	244.3	244.3	244.3	244.3
MTA Aid	<u>295.9</u>	<u>313.2</u>	<u>318.2</u>	<u>319.2</u>	<u>320.2</u>	<u>321.3</u>
	\$1,965.1	\$2,113.9	\$2,194.3	\$2,269.2	\$2,343.0	\$2,418.8
New Funding Sources						
SAP Support and For-Hire Vehicle Surcharge:						
NYS Operating Support for SAP	\$254.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
NYC Operating Support for SAP	254.0	0.0	0.0	0.0	0.0	0.0
For-Hire Vehicle (FHV) Surcharge	0.0	342.0	385.0	385.0	385.0	385.0
Subway Action Plan Account	0.0	362.0	301.0	300.0	300.0	300.0
Outerborough Transportation Account	0.0	0.0	50.0	50.0	50.0	50.0
Less: Assumed Capital or Member Project	0.0	0.0	(50.0)	(50.0)	(50.0)	(50.0)
General Transportation Account	0.0	0.0	84.0	85.0	85.0	85.0
Less: Committed to Capital for SAP	0.0	(20.0)	0.0	0.0	0.0	0.0
Capital Program Funding Sources:						
Central Business District Tolling Program (CBDTP)	0.0	0.0	0.0	0.0	0.0	0.0
Real Property Transfer Tax Surcharge (Mansion Tax)	0.0	136.7	373.5	384.0	396.3	411.0
Internet Marketplace Tax	0.0	70.8	320.0	322.3	325.5	328.7
Less: Transfer to CBDTP Capital Lockbox	<u>0.0</u>	<u>(207.5)</u>	<u>(693.5)</u>	<u>(706.3)</u>	<u>(721.8)</u>	<u>(739.7)</u>
	\$508.0	\$342.0	\$385.0	\$385.0	\$385.0	\$385.0
State and Local Subsidies						
State Operating Assistance	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance	187.9	187.9	187.9	187.9	187.9	187.9
Station Maintenance	<u>168.5</u>	<u>174.6</u>	<u>178.2</u>	<u>182.2</u>	<u>186.6</u>	<u>191.2</u>
	\$544.3	\$550.5	\$554.0	\$558.1	\$562.5	\$567.1
Subtotal: Taxes & State and Local Subsidies	\$6,476.3	\$6,534.1	\$6,735.7	\$6,884.9	\$7,073.8	\$7,243.5
Other Funding Agreements						
City Subsidy for MTA Bus Company	\$518.8	\$573.9	\$526.8	\$556.6	\$596.0	\$593.6
City Subsidy for Staten Island Railway	47.2	48.5	59.1	65.6	76.6	84.4
CDOT Subsidy for Metro-North Railroad	<u>134.8</u>	<u>130.0</u>	<u>132.5</u>	<u>129.7</u>	<u>140.4</u>	<u>145.2</u>
	\$700.8	\$752.3	\$718.4	\$751.9	\$813.0	\$823.2
Subtotal, including Other Funding Agreements	\$7,177.2	\$7,286.3	\$7,454.0	\$7,636.8	\$7,886.8	\$8,066.7
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	<u>\$702.0</u>	<u>\$743.5</u>	<u>\$779.9</u>	<u>\$779.4</u>	<u>\$740.5</u>	<u>\$607.6</u>
	\$702.0	\$743.5	\$779.9	\$779.4	\$740.5	\$607.6
GROSS SUBSIDIES	\$7,879.1	\$8,029.9	\$8,233.9	\$8,416.2	\$8,627.2	\$8,674.4

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

	2019	2020	2021	2022	2023
MMTOA, PBT and Real Estate Taxes					
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Petroleum Business Tax (PBT)	0.0	0.0	0.0	0.0	0.0
Mortgage Recording Tax (MRT)	22.6	21.7	21.3	23.6	24.5
MRT Transfer to Suburban Counties	0.0	0.0	0.0	0.0	0.0
Reimburse Agency Security Costs	0.0	0.0	0.0	0.0	0.0
Interest	0.0	0.0	0.0	0.0	0.0
Urban Tax	(9.8)	12.6	21.0	34.7	36.6
Other Investment Income	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$12.9	\$34.3	\$42.4	\$58.2	\$61.1
PMT and MTA Aid					
Payroll Mobility Tax (PMT)	(\$37.8)	(\$30.9)	(\$26.0)	(\$25.3)	(\$23.7)
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0	0.0
MTA Aid	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.2</u>
	(\$37.8)	(\$30.9)	(\$26.0)	(\$25.3)	(\$23.5)
New Funding Sources					
SAP Support and For-Hire Vehicle Surcharge:					
NYS Operating Support for SAP	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
NYC Operating Support for SAP	0.0	0.0	0.0	0.0	0.0
For-Hire Vehicle (FHV) Surcharge	0.0	0.0	0.0	0.0	0.0
Subway Action Plan Account	0.0	0.0	0.0	0.0	0.0
Outerborough Transportation Account	(38.0)	0.0	0.0	0.0	0.0
Less: Assumed Capital or Member Project	38.0	0.0	0.0	0.0	0.0
General Transportation Account	0.0	0.0	0.0	0.0	0.0
Less: Committed to Capital for SAP	0.0	0.0	0.0	0.0	0.0
Capital Program Funding Sources:					
Central Business District Tolling Program (CBDTP)	0.0	0.0	0.0	0.0	0.0
Real Property Transfer Tax Surcharge (Mansion Tax)	0.0	0.0	0.0	0.0	0.0
Internet Marketplace Tax	0.0	0.0	0.0	0.0	0.0
Less: Transfer to CBDTP Capital Lockbox	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
State and Local Subsidies					
State Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Local Operating Assistance	0.0	0.0	0.0	0.0	0.0
Station Maintenance	<u>(2.0)</u>	<u>(3.2)</u>	<u>(3.9)</u>	<u>(4.4)</u>	<u>(4.8)</u>
	(\$2.0)	(\$3.2)	(\$3.9)	(\$4.4)	(\$4.8)
Subtotal: Taxes & State and Local Subsidies	(\$26.9)	\$0.2	\$12.5	\$28.5	\$32.8
Other Funding Agreements					
City Subsidy for MTA Bus Company	(\$0.4)	\$32.1	\$33.7	\$38.8	\$44.6
City Subsidy for Staten Island Railway	(4.4)	6.0	5.2	8.3	11.6
CDOT Subsidy for Metro-North Railroad	<u>4.0</u>	<u>9.7</u>	<u>4.9</u>	<u>8.1</u>	<u>8.9</u>
	(\$0.8)	\$47.8	\$43.7	\$55.3	\$65.1
Subtotal, including Other Funding Agreements	(\$27.7)	\$48.0	\$56.2	\$83.8	\$97.8
Inter-agency Subsidy Transactions					
B&T Operating Surplus Transfer	<u>\$22.4</u>	<u>(\$2.2)</u>	<u>(\$21.5)</u>	<u>(\$48.9)</u>	<u>(\$99.3)</u>
	\$22.4	(\$2.2)	(\$21.5)	(\$48.9)	(\$99.3)
GROSS SUBSIDIES	(\$5.3)	\$45.8	\$34.7	\$34.9	(\$1.4)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020 - 2023
Consolidated Subsidiaries
Cash Basis
(\$ in Millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
MMTOA, PBT & Real Estate Taxes						
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$1,686.6	\$1,823.7	\$1,888.4	\$1,962.3	\$2,045.2	\$2,131.5
Petroleum Business Tax (PBT)	630.7	640.5	627.9	619.6	616.3	615.6
Mortgage Recording Tax (MRT)	440.5	452.2	457.0	475.1	483.3	489.7
MRT Transfer to Suburban Counties	(4.9)	(4.9)	(6.0)	(6.4)	(6.8)	(7.1)
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
MTA Bus Debt Service	(23.8)	(12.3)	(12.3)	(12.3)	(12.3)	(12.3)
Interest	5.3	5.3	5.3	5.3	5.3	5.3
Urban Tax	656.0	660.6	638.5	622.3	647.8	645.5
Other Investment Income	<u>1.7</u>	<u>2.2</u>	<u>2.2</u>	<u>2.2</u>	<u>2.2</u>	<u>2.2</u>
	\$3,382.1	\$3,557.3	\$3,591.0	\$3,658.2	\$3,771.1	\$3,860.5
PMT and MTA Aid						
Payroll Mobility Tax (PMT)	\$1,482.9	\$1,556.4	\$1,631.9	\$1,705.7	\$1,778.5	\$1,853.2
Payroll Mobility Tax Replacement Funds	244.3	244.3	244.3	244.3	244.3	244.3
MTA Aid	<u>272.6</u>	<u>313.2</u>	<u>318.2</u>	<u>319.2</u>	<u>320.2</u>	<u>321.3</u>
	\$1,999.7	\$2,113.9	\$2,194.3	\$2,269.2	\$2,343.0	\$2,418.8
New Funding Sources						
SAP Support and For-Hire Vehicle Surcharge:						
NYS Operating Support for SAP	\$254.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
NYC Operating Support for SAP	254.0	0.0	0.0	0.0	0.0	0.0
For-Hire Vehicle (FHV) Surcharge	0.0	342.0	385.0	385.0	385.0	385.0
Subway Action Plan Account	0.0	362.0	301.0	300.0	300.0	300.0
Outerborough Transportation Account	0.0	0.0	50.0	50.0	50.0	50.0
Less: Assumed Capital or Member Project	0.0	0.0	(50.0)	(50.0)	(50.0)	(50.0)
General Transportation Account	0.0	0.0	84.0	85.0	85.0	85.0
Less: Committed to Capital for SAP	0.0	(20.0)	0.0	0.0	0.0	0.0
Capital Program Funding Sources:						
Central Business District Tolling Program (CBDTP)	0.0	0.0	0.0	0.0	0.0	0.0
Real Property Transfer Tax Surcharge (Mansion Tax)	0.0	136.7	373.5	384.0	396.3	411.0
Internet Marketplace Tax	0.0	70.8	320.0	322.3	325.5	328.7
Less: Transfer to CBDTP Capital Lockbox	<u>0.0</u>	<u>(207.5)</u>	<u>(693.5)</u>	<u>(706.3)</u>	<u>(721.8)</u>	<u>(739.7)</u>
	\$508.0	\$342.0	\$385.0	\$385.0	\$385.0	\$385.0
State and Local Subsidies						
State Operating Assistance	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance	187.4	187.9	187.9	187.9	187.9	187.9
Station Maintenance	<u>169.2</u>	<u>172.1</u>	<u>175.5</u>	<u>179.1</u>	<u>183.3</u>	<u>187.7</u>
	\$544.6	\$547.9	\$551.3	\$554.9	\$559.1	\$563.6
Other Subsidy Adjustments						
NYCT Charge Back of MTA Bus Debt Service	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)
Forward Energy Contracts Program - Gain/(Loss)	15.8	(1.3)	(8.4)	(2.3)	0.0	0.0
Fuel Hedge Collateral	0.0	40.0	0.0	0.0	0.0	0.0
MNR Repayment of 525 North Broadway	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)
Committed to Capital Program Contributions	(38.8)	(63.9)	(122.8)	(180.6)	(120.2)	(114.1)
Drawdown of GASB 45 OPEB Reserves	<u>132.7</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$95.9	(\$39.1)	(\$145.2)	(\$196.8)	(\$134.1)	(\$128.1)
Subtotal: Taxes & State and Local Subsidies	\$6,530.2	\$6,521.9	\$6,576.4	\$6,670.5	\$6,924.1	\$7,099.8
Other Funding Agreements						
City Subsidy for MTA Bus Company	\$463.2	\$633.5	\$561.8	\$542.2	\$555.2	\$579.5
City Subsidy for Staten Island Railway	58.5	47.2	48.5	59.1	65.6	76.6
CDOT Subsidy for Metro-North Railroad	<u>129.8</u>	<u>130.9</u>	<u>132.5</u>	<u>129.7</u>	<u>140.4</u>	<u>145.2</u>
	\$651.6	\$731.6	\$742.7	\$731.0	\$761.2	\$801.3
Subtotal, including Other Funding Agreements	\$7,181.8	\$7,333.4	\$7,319.1	\$7,401.5	\$7,685.3	\$7,901.1
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	<u>\$692.0</u>	<u>\$782.7</u>	<u>\$776.3</u>	<u>\$779.4</u>	<u>\$744.4</u>	<u>\$620.9</u>
	\$692.0	\$782.7	\$776.3	\$779.4	\$744.4	\$620.9
TOTAL SUBSIDIES	\$7,873.9	\$8,116.1	\$8,095.4	\$8,180.9	\$8,429.6	\$8,522.0

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

	2019	2020	2021	2022	2023
MMTOA, PBT and Real Estate Taxes					
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Petroleum Business Tax (PBT)	0.0	0.0	0.0	0.0	0.0
Mortgage Recording Tax (MRT)	20.8	21.8	21.1	23.5	24.4
MRT Transfer to Suburban Counties	0.0	0.0	0.0	0.0	0.0
Reimburse Agency Security Costs	0.0	0.0	0.0	0.0	0.0
Interest	0.0	0.0	0.0	0.0	0.0
Urban Tax	(10.8)	12.0	19.8	34.5	36.1
Other Investment Income	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$10.0	\$33.7	\$40.9	\$58.0	\$60.5
PMT and MTA Aid					
Payroll Mobility Tax (PMT)	(\$37.8)	(\$30.9)	(\$26.0)	(\$25.3)	(\$23.7)
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0	0.0
MTA Aid	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	(\$37.8)	(\$30.9)	(\$26.0)	(\$25.3)	(\$23.7)
New Funding Sources					
SAP Support and For-Hire Vehicle Surcharge:					
NYS Operating Support for SAP	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
NYC Operating Support for SAP	0.0	0.0	0.0	0.0	0.0
For-Hire Vehicle (FHV) Surcharge	0.0	0.0	0.0	0.0	0.0
Subway Action Plan Account	0.0	0.0	0.0	0.0	0.0
Outerborough Transportation Account	(38.0)	0.0	0.0	0.0	0.0
Less: Assumed Capital or Member Project	38.0	0.0	0.0	0.0	0.0
General Transportation Account	0.0	0.0	0.0	0.0	0.0
Less: Committed to Capital for SAP	0.0	0.0	0.0	0.0	0.0
Capital Program Funding Sources:					
Central Business District Tolling Program (CBDTP)	0.0	0.0	0.0	0.0	0.0
Real Property Transfer Tax Surcharge (Mansion Tax)	0.0	0.0	0.0	0.0	0.0
Internet Marketplace Tax	0.0	0.0	0.0	0.0	0.0
Less: Transfer to CBDTP Capital Lockbox	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
State and Local Subsidies					
State Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Local Operating Assistance	0.0	0.0	0.0	0.0	0.0
Station Maintenance	<u>(0.9)</u>	<u>(2.3)</u>	<u>(3.5)</u>	<u>(4.0)</u>	<u>(4.5)</u>
	(\$0.9)	(\$2.3)	(\$3.5)	(\$4.0)	(\$4.5)
Other Subsidy Adjustments					
NYCT Charge Back of MTA Bus Debt Service	0.0	0.0	0.0	0.0	0.0
Forward Energy Contracts Program - Gain/(Loss)	(0.1)	(3.2)	(2.3)	0.0	0.0
Fuel Hedge Collateral	0.0	0.0	0.0	0.0	0.0
MNR Repayment of 525 North Broadway	0.0	0.0	0.0	0.0	0.0
Committed to Capital Program Contributions	0.0	0.0	0.0	0.0	0.0
	(\$0.1)	(\$3.2)	\$0.0	\$0.0	\$0.0
Subtotal: Taxes & State and Local Subsidies	(\$28.8)	(\$2.7)	\$9.2	\$28.7	\$32.3
Other Funding Agreements					
City Subsidy for MTA Bus Company	(\$35.2)	\$45.0	\$94.5	(\$14.6)	\$28.0
City Subsidy for Staten Island Railway	0.0	(4.4)	6.0	5.2	8.3
CDOT Subsidy for Metro-North Railroad	<u>8.2</u>	<u>9.7</u>	<u>4.9</u>	<u>8.1</u>	<u>8.9</u>
	(\$26.9)	\$50.3	\$105.3	(\$1.3)	\$45.2
Subtotal, including Other Funding Agreements	\$0.0	\$47.7	\$114.5	\$27.4	\$77.5
Inter-agency Subsidy Transactions					
B&T Operating Surplus Transfer	<u>\$20.2</u>	<u>\$0.3</u>	<u>(\$19.6)</u>	<u>(\$46.2)</u>	<u>(\$94.2)</u>
	\$20.2	\$0.3	(\$19.6)	(\$46.2)	(\$94.2)
TOTAL SUBSIDIES	(\$35.5)	\$47.9	\$94.9	(\$18.8)	(\$16.8)

METROPOLITAN MASS TRANSPORTATION OPERATING ASSISTANCE (MMTOA)

Metropolitan Mass Transportation Operating Assistance (MMTOA) provides general operating subsidies for the MTA and other downstate transportation systems and funds are derived from the Mass Transportation Operating Assistance (MTOA) Fund¹. In addition to MMTOA, these funds are also appropriated to the Public Transportation Systems Operating Assistance Account and the Urban Mass Transit Operating Assistance Account. The MMTOA Account consists of:

- 55% of the MTOA PBT, which is collected statewide;
- 100% of the receipts from the three-eighths of one percent sales and use tax imposed in the MTA Metropolitan Commuter Transportation District (MCTD);
- 80% of the receipts from the Corporate Franchise Tax imposed statewide on transportation and transmission companies; and
- 100% of the receipts from the Corporate Surcharge imposed on general business corporations for the privilege of exercising their corporate franchise or doing business within the MCTD.

Tax law changes implemented in January 2015 require general business corporations deriving at least \$1 million in receipts from activity in New York State, or those that are part of a combined group with New York-derived receipts totaling at least \$1 million, to pay the Corporate Franchise Tax, and the Corporate Surcharge if operating in the MCTD. The changes effectively merge Article 32 of the New York Tax Law, that was applicable to banking corporations, into Article 9-A, applicable to general corporations, to streamline the tax rules for equitability for taxpayers engaged in similar activities. To offset the impact of these tax changes, NYS Department of Taxation and Finance annually adjusts the rate of the Corporate Surcharge to reflect a dollar amount equal to the financial projections in the State's Enacted Budget; for 2019-20, the Corporate Surcharge was increased from 28.6% to 28.9%.

2019 November Forecast

The estimate of total taxes in the MMTOA fund for downstate mass transit operations for 2019 is \$2,401 million. Of this allotment, \$1,824 million in funds exclusive of 18-b² is appropriated for the benefit of MTA, with \$1,235 million for NYCT/SIR and \$589 million for the Commuter Railroads. Further, an additional \$190 million of MMTOA dedicated to downstate mass transit operations is earmarked to fund the State's 18-b obligation, which includes \$154 million for NYCT/SIR and \$21 million for the Commuter Railroads. The amounts appropriated in the New York State 2019-20 Enacted Budget, combined with the State 18-b amounts, reflect a 57.8% share of the downstate portion of MMTOA for NYCT/SIR and 25.4% for the Commuter Railroads. MMTOA and State 18-b funds are also allotted to MTA Bus and other downstate transportation

¹ MTOA consists of revenues from a small portion of the basic Petroleum Business Tax (PBT) imposed on petroleum businesses operating within New York State, a sales tax imposed on sales and uses of certain tangible personal property and services, corporate franchise taxes imposed on certain transportation and transmission companies, and temporary corporate surcharges imposed on the portion of the franchise and other taxes of certain businesses attributable to the conduct of business within the Metropolitan Commuter Transportation District (MCTD).

² State 18-b Operating Assistance is a statewide mass transportation program that provides direct State aid to the MTA, which is appropriated by the State Legislature on an annual basis. Since 1994, the State has funded most of its 18-b payments with MMTOA.

properties. The 2019 MTA MMTOA receipts are \$137 million (8.1%) higher than the 2018 actual. The projected receipts are unchanged from the Mid-Year Forecast, and are \$46 million (2.5%) higher than the Adopted Budget funding level, reflecting the appropriation in the 2019-20 NYS Enacted Budget. The 18-b funding levels are unchanged from the 2019 actual and from both the 2019 Mid-Year Forecast and Adopted Budget.

2020 Final Proposed Budget

The 2020 Final Proposed Budget estimate for MMTOA for the MTA is \$1,888 million, a \$65 million (3.5%) increase from the 2019 November Forecast; this forecast is unchanged from the July Plan and \$48 million (2.5%) higher than the February Plan. Of the total, \$1,280 million is earmarked for NYCT/SIR and \$608 million is earmarked for the Commuter Railroads. Year-over-year changes for the Corporate Surcharge, the Sales Tax and the PBT components of MMTOA are 3.2%, 3.9% and -4.5% respectively, while revenue from the Corporate Franchise Tax is unchanged. These forecasts reflect the latest revenue projections from New York State Division of Budget.

The Final Proposed Budget further assumes that the State's funding of its 18-b obligation for NYCT/SIR and the Commuter Railroads will be \$175 million, unchanged from the July Plan and the February Plan. The percentage allocations of MMTOA's downstate shares are 57.8% for NYCT/SIR and 25.4% for the Commuter Railroads.

2021 – 2023

Forecasts of MMTOA receipts for the MTA are \$1,962 million in 2021, \$2,045 million in 2022, and \$2,132 million in 2023, increasing 4% annually; these forecasts are unchanged from the July Plan and are higher than the February Plan by \$44 million in 2021 and \$46 million in 2022. The annual MMTOA estimates, reflecting the latest revenue projections from New York State Division of Budget, are based on: sales tax receipts increasing 3% annually; PBT receipts decreasing between 0.6% to 1.8% annually; corporate tax surcharge revenues increasing between 4% and 5% annually; and corporate franchise tax receipts remaining flat.

The State's funding of its 18-b obligation for NYCT/SIR and the Commuter Railroads is \$175 million, unchanged from the July Plan and February Plan. The percentage allocations of MMTOA's downstate shares are 57.8% for NYCT/SIR and 25.4% for the Commuter Railroads.

MMTOA STATE DEDICATED TAXES
November Financial Plan 2020-2023
(\$ in millions)

	ACTUAL	FORECAST				
	2018	2019	2020	2021	2022	2023
<i>Forecast of MMTOA Gross Receipts (SFY):</i>						
Sales Tax	\$987.1	\$1,042.0	\$1,083.0	\$1,119.0	\$1,157.0	\$1,196.3
PBT	134.7	134.4	128.4	126.1	125.3	\$124.5
Corporate Franchise	41.3	37.9	37.9	37.9	37.9	\$37.9
Corporate Surcharge	1,169.1	1,249.9	1,289.9	1,343.9	1,405.9	1,470.8
Investment Income	16.1	17.5	17.5	17.5	17.5	17.5
Total Gross Receipts Available for Allocation	\$2,348.3	\$2,481.7	\$2,556.7	\$2,644.4	\$2,743.6	\$2,847.0

Allocation of Total Gross Receipts to Downstate:

Total Gross Receipts	\$2,348.3	\$2,481.7	\$2,556.7	\$2,644.4	\$2,743.6	\$2,847.0
Less: Upstate Share of PBT	(60.6)	(60.5)	(57.8)	(56.7)	(56.4)	(56.0)
Less: Upstate Share of Transmission	(19.8)	(19.8)	(19.8)	(19.8)	(19.8)	(19.8)
Less: NYS GF Transfer - Hold Harmless	0.0	0.0	0.0	0.0	0.0	0.0
Upstate Percent Share of Investment Income	2.60%	2.45%	2.28%	2.16%	2.07%	1.98%
Less: Upstate Share of Investment Income	(0.4)	(0.4)	(0.4)	(0.4)	(0.4)	(0.3)
Total Net Downstate Share Available for Allocation	\$2,267.5	\$2,401.0	\$2,478.7	\$2,567.5	\$2,667.1	\$2,770.8
Less: 18-B Adjustment	(189.5)	(189.5)	(189.5)	(189.5)	(189.5)	(189.5)
Adjusted Total Net Downstate Share for Allocation	\$2,078.0	\$2,211.5	\$2,289.2	\$2,377.9	\$2,477.5	\$2,581.2
Add: NYS Reimbursement	0.0	0.0	0.0	0.0	0.0	0.0
Adjusted Total Net Downstate Share + Other	\$2,078.0	\$2,211.5	\$2,289.2	\$2,377.9	\$2,477.5	\$2,581.2

Allocation of Total Net Downstate Share to NYCT/SIR:

NYCT/SIR Share	57.06%	57.85%	57.85%	57.85%	57.85%	57.85%
From Total Net Downstate Share	\$1,293.9	\$1,388.9	\$1,433.9	\$1,485.2	\$1,542.8	\$1,602.8
Less: 18-B Adjustment	(153.9)	(153.9)	(153.9)	(153.9)	(153.9)	(153.9)
Adjusted Total Net Downstate Share	\$1,140.0	\$1,235.0	\$1,280.0	\$1,331.4	\$1,389.0	\$1,449.0
Less: Transfer to Capital Program	0.0	0.0	0.0	0.0	0.0	0.0
Total NYCT/SIR Share of Net Downstate Share	\$1,140.0	\$1,235.0	\$1,280.0	\$1,331.4	\$1,389.0	\$1,449.0
Total SIR Share (Cash)	4.1	4.7	4.6	4.7	4.9	5.2
Total NYCT Share of Net Downstate Share	\$1,136.0	\$1,230.4	\$1,275.5	\$1,326.6	\$1,384.0	\$1,443.8

Allocation of Total Net Downstate Share to MTA:

MTA Share	25.04%	25.40%	25.40%	25.40%	25.40%	25.40%
From Total Net Downstate Share	\$567.7	\$609.9	\$629.6	\$652.1	\$677.4	\$703.8
Less: 18-B Adjustment	(21.2)	(21.2)	(21.2)	(21.2)	(21.2)	(21.2)
Adjusted Total Net Downstate Share	\$546.5	\$588.6	\$608.4	\$630.9	\$656.2	\$682.6
Less: Transfer to Capital Program	0.0	0.0	0.0	0.0	0.0	0.0
Total MTA Share of Net Downstate Share	\$546.5	\$588.6	\$608.4	\$630.9	\$656.2	\$682.6

PETROLEUM BUSINESS TAXES (PBT)

The Petroleum Business Taxes (PBT) are composed of a business privilege tax, a gasoline and diesel fuel excise tax, and fees for vehicle registrations and driver licenses.

The business privilege tax component is imposed on petroleum businesses operating in New York State. The tax base is the quantity of various petroleum products refined and sold in the State or imported into the State for sale and use therein, and tax rates are subject to adjustments made annually to reflect changes in the Producer Price Index (PPI) for refined petroleum products for the 12-month period ending August 31 of the immediate preceding year. While the tax rates rise and fall along with changes in the PPI, they are subject to a maximum change of plus or minus 5% of the existing rate in any one year.

Under State Law, 34 percent of the proceeds from the taxes and fees are deposited in the Mass Transportation Trust Fund (MTTF) for MTA's benefit, 63 percent is earmarked for State uses such as upstate highways and other transportation needs, and the remaining 3 percent is allotted to other mass transit operating agencies.

Amounts transferred from the MTTF Account to the MTA's Dedicated Tax Fund constitute MTTF receipts, which is designated "Petroleum Business Tax (PBT) Receipts" in the MTA financial plans. MTA utilizes the PBT receipts to pay debt service on MTA's Dedicated Tax Fund Bonds (DTF Bonds), which are payable first from PBT receipts and then, to the extent of any deficiency, from MMTOA taxes. To date, PBT receipts have always been sufficient to meet debt service commitments and MMTOA taxes have never been used for this purpose. After debt obligations are satisfied, 85 percent of the remaining PBT receipts are allocated to NYCT and the remaining 15 percent is allocated to the Commuter Railroads in accordance with the formula provided by statute.

2019 November Forecast

PBT receipts are projected to be \$641 million for 2019, a \$10 million (1.6%) increase from 2018. Projected receipts are unchanged from the Mid-Year Forecast and are \$3.1 million (0.5%) above the Adopted Budget reflecting the 2019-20 appropriation in the State's Enacted Budget. Of the total PBT allocation, \$544 million is earmarked for New York City Transit and \$96 million for the commuter railroads.

2020 Final Proposed Budget

The 2020 Final Proposed Budget for PBT is \$628 million, a \$13 million (2.0%) decline from the 2019 November Forecast due to lower petroleum tax and motor fuel tax estimates. The November Plan forecast for 2020 is unchanged from the July Plan forecast; it is \$9 million (1.5%) lower than the February Plan forecast and reflects PBT projections provided by the New York State Division of the Budget.

2021 - 2023

For the remainder of the Plan period, PBT forecasts are \$620 million in 2021, \$616 million in 2022 and \$616 million in 2023, reflecting year-to-year declines of \$8 million (1.3%) in 2021, \$3 million (0.5%) in 2022 and less than a million dollars in 2023. These projections are unchanged from the July Plan; compared to February, forecasts are lower by \$14 million (2.3%) in 2021 and by \$17 million (2.7%) in 2022.

PETROLEUM BUSINESS TAX PROJECTIONS
November Financial Plan 2020-2023
(\$ in millions)

	ACTUAL	FORECAST				
	2018	2019	2020	2021	2022	2023
Total Net PBT Collections Available for Distribution	\$1,855.0	\$1,883.9	\$1,846.7	\$1,822.3	\$1,812.5	\$1,810.7

Distribution Shares:

MTA Total	34.0%	34.0%	34.0%	34.0%	34.0%	34.0%
Other Transit	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Highway Trust Fund	63.0%	63.0%	63.0%	63.0%	63.0%	63.0%
General Fund	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Share Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Amount of Total Net Collections Available for the MTA:

Accrual Basis

NYCT/SIR Share of MTA Total	\$537.9	\$543.5	\$533.1	\$526.4	\$523.8	\$523.3
Commuter Railroad Share of MTA Total	94.9	95.9	94.1	92.9	92.4	92.3
MTA Total of Net Collections	\$632.8	\$639.5	\$627.2	\$619.3	\$616.2	\$615.6

Cash Basis

NYCT/SIR Share of MTA Total	\$536.2	\$544.4	\$533.7	\$526.6	\$523.8	\$523.3
Commuter Railroad Share of MTA Total	94.6	96.1	94.2	92.9	92.4	92.3
MTA Total of Net Collections	\$630.7	\$640.5	\$627.9	\$619.6	\$616.3	\$615.6

MORTGAGE RECORDING TAXES (MRT)

The Mortgage Recording Taxes consist of two distinct mortgage recording taxes collected by New York City and the seven other counties within the MTA's service area.

Mortgage Recording Tax-1 (MRT-1) is imposed on borrowers of recorded mortgages of all real property, with certain exclusions, at the rate of three-tenths of one percent (0.3%) of the mortgage debt. By statute, MRT-1 receipts are first applied to meet MTA Headquarters operating expenses, with any remaining funds then deposited into the New York City Transit and Commuter Railroad Accounts, with 55% for NYCT and 45% for the commuter railroads; these are funds used to pay operating and capital costs.

Mortgage Recording Tax-2 (MRT-2) is imposed on institutional lenders of recorded mortgages, with certain exclusions, at the rate of one-quarter of one percent (0.25%) of the debt secured by residential real estate structures that contain fewer than seven dwelling units. MRT-2 receipts are first applied to make deposits into the Payment Sub-accounts for Dutchess, Orange and Rockland Fund (DORF) payments and then for deposit into the Corporate Purposes Sub-account for the purpose of paying operating and capital costs, including any debt service and debt service reserve requirements incurred for the benefit of MTA, NYCT and their respective subsidiaries. Annual DORF payments are made in equal quarterly installments and consist of both fixed and escalator components. The fixed components are set at \$1.5 million each for Dutchess and Orange Counties, and \$2.0 million for Rockland County, while the escalator component for each county is equal to the multiplicative product of: (i) the percentage by which the county's mortgage recording tax payment (excluding revenues attributable to post-1989 tax rate increases) to MTA in the preceding calendar year increased over the calendar year 1989 payment; and, (ii) \$1.5 million each for Dutchess and Orange Counties and \$2.0 million for Rockland County.

Forecast Methodology

MRT forecasts consist of actual receipts through September 2019¹, with the remainder of 2019 based on recent trends in collection activity. For 2020 and subsequent years, forecasts are consistent with estimates in the City of New York's Fiscal Year 2020 Executive Budget and, for the suburban counties, real estate activity projections provided by IHS Global, Inc. Receipts from unusually large transactions² are excluded from the base that is used to project receipts over the forecast period.

2019 November Forecast

MRT receipts are forecast to be \$452 million in 2019, a \$12 million (2.6%) increase from 2018 receipts; this projection is 41 percent lower than when MRT receipts peaked in 2006. Compared with 2018, MRT-1, which is collected on all mortgages, is projected to increase \$14 million (4.6%) while MRT-2, which is only paid on residential properties with fewer than seven units in the structure, is forecast to decrease \$2 million (1.8%). The 2019 November Forecast is \$21 million (4.8%) greater than the Mid-Year Forecast; MRT-1 is estimated to be \$15 million (4.7%) higher, while MRT-2 is projected to be \$6 million (5.1%) higher. Compared with the Adopted Budget, the November Forecast is \$1 million (0.2%) lower, with MRT-1 higher by \$13 million (4.1%) and MRT-2 lower by \$14 million (9.5%).

¹ Actual receipts through August 2019 were used for Rockland County.

² The level of large transactions is unpredictable and cannot be relied upon with any certainty; therefore, forecasts exclude those recorded mortgages associated with property values in excess of \$600 million.

2020 Final Proposed Budget

MRT receipts are projected to be \$457 million in 2020, \$5 million (1.1%) more than estimated for the 2019 November Forecast; MRT-1 receipts are projected to decrease \$1 million (0.2%), while MRT-2 receipts are forecast to increase \$5 million (4.2%). The 2020 Final Proposed Budget is \$22 million (5.0%) greater than the July Plan: MRT-1 is estimated to be \$17 million (5.5%) higher and MRT-2 is projected to be \$5 million (3.9%) higher than the July Plan. Compared with the February Plan, MRT receipts are projected to be unfavorable by \$12 million (2.6%), with MRT-1 higher by \$2 million (0.6%) and MRT-2 lower by \$14 million (9.6%).

2021 - 2023

MRT receipts are expected to grow annually, increasing \$18 million (4.0%) in 2021, \$8 million (1.7%) in 2022 and \$6 million (1.3%) in 2023. The projected growth in MRT receipts reflects modest growth in the regional economy over the course of the plan period, which is expected to have favorable impacts on housing demand – and, by extension, mortgage recording activity. Despite these increases, 2023 MRT receipts, which are projected to reach \$490 million, will still be 36 percent below receipts from seventeen years earlier, when MRT receipts peaked in 2006. Compared with the July Plan, MRT receipts are \$21 million (4.7%) higher in 2021, \$23 million (5.1%) higher in 2022 and \$24 million (5.2%) higher in 2023. MRT projections, compared with the February Plan, are lower by \$8 million (1.7%) and by \$15 million (3.0%) for 2021 and 2022, respectively.

Other MRT-2 Adjustments (Cash)

MRT-2 receipts are used to reimburse MTA Agencies for certain short-term security projects from a fund managed by MTA Safety and Security. Annually through the Plan period, \$10 million has been earmarked to cover these security expenses, unchanged from the February Plan.

In addition, the Plan assumes that funds from subsidies will be used to cover debt service cash flow requirements and loan repayment on behalf of MTA Bus. In negotiations with the City leading to the formation of MTA Bus, a package that consisted of bond proceeds (\$209 million) and inter-agency loans (\$114 million) was used to finance MTA Bus's capital investment. Pursuant to the agreement with the City, the MTA pays the capital costs of the MTA Bus 2005-2009 Capital Program to the extent that it is otherwise not paid from Federal grants, matching City funds, or other funding sources specifically dedicated to MTA Bus capital projects. The MTA is also required to pay the debt service on bonds and commercial paper expended after November 2006 on MTA Bus 2005-2009 Capital Program projects, until such amounts are paid in full, which would require payments through the Plan period and beyond. As part of the agreement, the Plan estimates the required amounts to be \$12 million annually during the Plan period, reflecting a \$12 million reduction per year from the February Plan.

MRT-2 receipts are also earmarked for the MTA General Reserve, which is set at approximately one percent of total expenses. The General Reserve is \$165 million for 2019, \$170 million for 2020, \$175 million for 2021, \$180 million for 2022 and \$185 million for 2023; adjustments to the 2019 General Reserve are captured and explained in Volume 1 of this 2019 November Financial Plan.

MORTGAGE RECORDING TAX PROJECTIONS

November Financial Plan 2020-2023

(\$ in millions)

Cash Basis

	ACTUAL	FORECAST				
	2018	2019	2020	2021	2022	2023
MORTGAGE RECORDING TAX #261-1						

Receipts Available for Transfer to NYCT and CRs:

Total Gross Receipts	\$308.9	\$323.0	\$322.3	\$333.5	\$338.7	\$343.0
Less: MTAHQ Operating Expenses Net of Reimbursements	(741.1)	(759.3)	(931.9)	(933.2)	(902.8)	(913.5)

Receipts Available for Transfer	(\$432.2)	(\$436.3)	(\$609.5)	(\$599.7)	(\$564.0)	(\$570.5)
MRT-2 Required to Balance	432.2	436.3	609.5	599.7	564.0	570.5
Adjusted Receipts Available for Transfer	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

Allocation of Net Receipts to NYCT/SIR Account:

Opening Balance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
NYCT/SIR Share	55%	55%	55%	55%	55%	55%
Transfers from MRT-2	0.0	0.0	0.0	0.0	0.0	0.0

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

Allocation of Net Receipts to Commuter Railroad Account:

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

Total Commuter Railroad Net Cash Share	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
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MORTGAGE RECORDING TAX #261-2

Receipts Available

Total Receipts to Corporate Account	\$131.6	\$129.2	\$134.6	\$141.6	\$144.5	\$146.6
All Agency Security Pool	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
MTA Bus Debt Service	(23.8)	(12.3)	(12.3)	(12.3)	(12.3)	(12.3)
General Reserve	0.0	(165.0)	(170.0)	(175.0)	(180.0)	(185.0)
Investment Income	5.3	5.3	5.3	5.3	5.3	5.3

Total Receipts Available for Transfer	\$103.1	(\$52.8)	(\$52.3)	(\$50.3)	(\$52.4)	(\$55.3)
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Use of Total Receipts:

DORF Opening Balance	\$4.5	\$4.5	\$4.5	\$4.5	\$4.5	\$4.5
Less: Transfer to MTA DORF Account	(9.4)	(9.4)	(10.5)	(10.9)	(11.2)	(11.6)
Less: Transfer to MTAHQ Funds	(432.2)	(436.3)	(609.5)	(599.7)	(564.0)	(570.5)

Net Receipts Available	(\$334.0)	(\$494.0)	(\$667.9)	(\$656.5)	(\$623.2)	(\$633.0)
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URBAN TAXES

The Urban Taxes consist of two distinct taxes applied to certain commercial real property transactions and mortgage recordings within New York City: a Real Property Transfer Tax (RPTT) is imposed on sellers at a rate of one percent of the property value for New York City commercial real estate transactions with a real property value exceeding \$500,000; and a Mortgage Recording Tax (MRT) is imposed on borrowers at a rate of five-eighths of one-percent (0.625%) of the recorded mortgage amount for New York City commercial property mortgages on properties valued in excess of \$500,000. Tax receipts are available only for transit purposes in New York City, with 90% of the receipts earmarked for New York City Transit general operations and 6% used for the partial reimbursement of NYCT Paratransit costs. The remaining 4% is assigned as subsidy to New York City for private franchise buses, and the City applies these funds toward its reimbursement of MTA Bus expenses. Figures below reflect the 90% of Urban Tax receipts earmarked to NYCT general operations.

Forecast Methodology

Forecasts of Urban Tax receipts consist of actual receipts through October 2019, with projections for the remainder of 2019 based on recent trends in collection activity. For 2020 and subsequent years, forecasts are consistent with estimates in the City of New York's Fiscal Year 2020 Executive Budget. Receipts from unusually large transactions¹ are excluded from the base that is used to estimate Urban Tax receipts over the forecast period.

2019 November Forecast

Urban Tax receipts are forecast to be \$661 million in 2019, \$5 million (0.7%) more than 2018 receipts. This follows a \$70 million (12.0%) increase in 2018 compared with 2017 collections. The 2019 increase results from higher MRT receipts, which are projected to increase \$22 million (9.9%), while RPTT receipts are forecast to decrease \$17 million (3.9%). The 2019 forecast is \$511 million (341%) greater than the 2009 nadir, when Urban Tax receipts totaled just \$150 million in the aftermath of the \$734 million (83%) decline that occurred between 2007 and 2009. Compared with the Mid-Year Forecast, the November Forecast is unfavorable by \$11 million, a 1.6% decrease, with MRT receipts favorable by \$1 million (0.6%) while RPTT receipts are unfavorable by \$12 million (2.8%). The November Forecast, compared with the Adopted Budget, is \$34 million (5.5%) favorable, with RPTT receipts unfavorable by \$14 million (3.1%) and MRT receipts favorable by \$48 million (24.4%).

2020 Final Proposed Budget

Urban Tax receipts are forecast to be \$638 million in 2020, a \$22 million (3.3%) decline from the 2019 November Forecast. RPTT receipts are forecast to increase by \$100 thousand (0.0%) while MRT receipts are expected to decrease by \$22 million (9.2%). About forty-five percent of this total decline is explained by very large transactions in 2019 that, for forecasting purposes, are assumed not to recur in 2020. The 2020 Final Proposed Budget is greater than the July Plan forecast by \$12 million (1.9%), with RPTT favorable by \$4 million (1.0%) and MRT favorable by \$8 million (3.7%). Compared with the February Plan, the Final Proposed Budget is \$35 million (5.8%) favorable; RPTT receipts are favorable by \$10 million (2.4%) and MRT receipts are favorable by \$25 million (13.1%).

¹ The level of large transactions is unpredictable and cannot be relied upon with any certainty; therefore, forecasts exclude those transactions with property values in excess of \$600 million.

2021 - 2023

Urban Tax receipts are expected to decrease \$16 million (2.5%) in 2021, increase \$25 million (4.1%) in 2022, and decrease \$2 million (0.4%) in 2023, with receipts in 2023 projected to be \$645 million. Urban Tax projections are forecast to exceed the July Plan by \$20 million (3.3%) in 2021, by \$35 million (5.6%) in 2022 and by \$36 million (5.9%) in 2023. Compared with the February Plan, Urban Tax receipts are expected to be favorable by \$19 million (3.2%) in 2021 and by \$32 million (5.2%) in 2022.

FOR-HIRE VEHICLE SURCHARGE

The 2018-19 NYS Enacted Budget established a new revenue stream, effective January 1, 2019, from surcharges on for-hire vehicle (FHV) trips for the Metropolitan Transportation Authority (Article 29-C, Chapter 59 of the Tax Law) to provide a stable, long-term source of funding for the New York City Subway Action Plan, outer borough transit improvements, and other MTA needs. Surcharges are imposed on for-hire vehicle trips entirely within New York State that start or terminate in, or traverse, Manhattan below 96th Street; revenues from these surcharges are deposited into the New York Transportation Assistance Fund for the benefit of the MTA. This new revenue fund consists of deposits from the implementation of the following surcharges:

- Two dollars and seventy-five cents (\$2.75) on each for-hire-transportation trip within NYS, excluding medallion taxicabs (Yellow taxicabs), within or traversing the designated congestion zone, described as the geographic area of the City of New York, in the borough of Manhattan, south of 96th Street;
- Two dollars and fifty cents (\$2.50) on each for-hire-transportation trips within NYS in the designated congestion zone, as described above, that is provided by Medallion taxicabs (Yellow taxicabs);
- Seventy-five cents (\$0.75) per passenger on transportation within NYS provided by pooled vehicles in the designated congestion zone, as described above.

The implementation of the surcharges was delayed due to the filing of a lawsuit and a temporary restraining order that was lifted at the end of January 2019, resulting in one month of unrealized revenues.

The New York City Transportation Assistance Fund consists of three sub-accounts, the Subway Action Plan Account, the Outer Borough Transportation Account, and the General Transportation Account. The legislation implementing the new revenue stream earmarks the first \$362 million received in 2019, \$301 million in 2020 and \$300 million in each year thereafter for the Subway Action Plan Account. The next \$50 million received in 2019 and in each year thereafter is earmarked for the Outer Borough Transportation Account and revenues in excess of those deposited into the Subway Action Plan Account and the Outer Borough Transportation Account in 2019 and each year thereafter are earmarked for the General Transportation Account. Moneys in each of these accounts are to be used for the following exclusive purposes:

- *Subway Action Plan Account* – For funding the operating and capital costs of, and debt service associated with, the Subway Action Plan.
- *Outer Borough Transportation Account* – For funding the operating and capital costs of, and debt service associated with, the MTA's facilities, equipment and services in the counties of Bronx, Kings, Queens and Richmond, and any projects that improve transportation connections between any or all of these counties and New York County. This account may also be used to fund a toll reduction program for any crossings under the jurisdiction of the MTA, its subsidiaries or affiliates.
- *General Transportation Account* – For funding the operating and capital costs of the MTA, and for reimbursing the authority for its payment of debt service and reserve

requirements on the portion of the authority's bonds and notes that have been issued specifically for the purposes of this account.

For 2018, prior to the implementation of the FHV Surcharge, equal contributions from the State and the City of New York were made to the Subway Assistance Fund, established by the State to cover the operating and capital costs associated with Subway Action Plan.

2019 November Forecast

The 2019 November Forecast for the FHV Surcharge is \$362 million for the Subway Action Plan Account, \$20 million of which is for capital projects. This is unchanged from the Mid-Year Forecast and \$20 million higher than the Adopted Budget. The forecast assumes funds will not be available for either the Outer Borough Transportation Account or the General Transportation Account, the result of the temporary restraining order delay and a timing lag between the collection and transfer of the funds by the State to the MTA. This is a change from the Mid-Year Forecast which assumed that \$38 million would be available for the Outer Borough Transportation Account, and from the Adopted Budget which assumed an amount of \$50 million.

2020 Final Proposed Budget

The 2020 Final Proposed Budget forecast of revenues from the new FHV Surcharge is \$301 million for the Subway Action Plan Account, \$50 million for the Outer Borough Transportation Account, and \$85 million for the General Transportation Account; these estimates are unchanged from the July Plan and the February Plan and are based on the NYS revenue projections.

2021 - 2023

The revenue projections for 2021 through 2023 are unchanged from the July Plan and the February Plan. Revenues are forecasted to be \$300 million annually for the Subway Action Plan Account, \$50 million annually for the Outer Borough Transportation Account, and \$85 million annually for the General Transportation Account.

CAPITAL PROGRAM FUNDING SOURCES

The 2019-20 NYS Enacted Budget included new dedicated revenue streams for the Metropolitan Transportation Authority. The comprehensive package of new resources for the MTA includes a Central Business District Tolling Program which has an implementation date of December 31, 2020 and is forecasted to leverage \$15 billion in dedicated revenues to support the 2020-2024 Capital Program. It also includes a new Real Property Transfer Tax Surcharge (sometimes referred to as the “Mansion Tax”), effective July 1, 2019, which increases the transfer tax on a sliding scale by one-quarter of one percent of consideration of at least \$2 million, with a combined top rate of 4.15% on the sale of New York City residential properties valued at \$25 million or above. The NYS Enacted Budget also eliminated the tax loophole that exempted third-party internet marketplace providers from collecting and remitting New York sales taxes on transactions conducted on their sites. Beginning on June 1, 2019 internet marketplace providers are required to collect and remit New York State sales taxes from out of state retailers on their sites, with gross receipts exceeding \$300,000 from sales of tangible property and delivering more than one hundred sales into New York State in the previous four quarters. The sales taxes are collected at the normal rate of 4% plus local sales tax.

The proceeds from these high-end property transfers and those from the Internet Marketplace Tax are deposited into the MTA’s Central Business District Tolling Program capital lockbox and are used to support financing for the 2020-2024 Capital Program.

The 2019 November Forecast for the Real Property Transfer Tax Surcharge is \$137 million; the forecasts are \$373 million for 2020, \$384 million for 2021, \$396 million for 2022 and \$411 million for 2023. The 2019 November Forecast for the Internet Marketplace Tax is \$71 million; the forecasts are \$320 million for 2020, \$322 million for 2021, \$325 million for 2022 and \$329 million for 2023. These forecasts are based on NYS revenue projections and are unchanged from the July Plan Forecast. These new revenue streams were enacted after the February Plan was prepared.

NEW FUNDING SOURCES
November Financial Plan 2020 - 2023
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Accrual Basis						
SAP Support and For-Hire Vehicle Surcharge:						
NYS Operating Support for SAP	\$254.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
NYC Operating Support for SAP	254.000	0.000	0.000	0.000	0.000	0.000
For-Hire Vehicle (FHV) Surcharge	0.000	342.000	385.000	385.000	385.000	385.000
<i>Subway Action Plan Account</i>	<i>0.000</i>	<i>362.000</i>	<i>301.000</i>	<i>300.000</i>	<i>300.000</i>	<i>300.000</i>
<i>Outerborough Transportation Account</i>	<i>0.000</i>	<i>0.000</i>	<i>50.000</i>	<i>50.000</i>	<i>50.000</i>	<i>50.000</i>
<i>Less: Assumed Capital or Member Project</i>	<i>0.000</i>	<i>0.000</i>	<i>(50.000)</i>	<i>(50.000)</i>	<i>(50.000)</i>	<i>(50.000)</i>
<i>General Transportation Account</i>	<i>0.000</i>	<i>0.000</i>	<i>84.000</i>	<i>85.000</i>	<i>85.000</i>	<i>85.000</i>
<i>Less: Committed to Capital for SAP</i>	<i>0.000</i>	<i>(20.000)</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
Capital Program Funding Sources:						
Central Business District Tolling Program (CBDTP)	0.000	0.000	0.000	0.000	0.000	0.000
Real Property Transfer Tax Surcharge (Mansion Tax)	0.000	136.688	373.497	384.000	396.333	411.000
Internet Marketplace Tax	0.000	70.833	319.999	322.294	325.481	328.736
Less: Transfer to CBDTP Capital Lockbox	0.000	(207.521)	(693.497)	(706.294)	(721.815)	(739.736)
Total New Funding Sources (Accrual Basis):	\$508.000	\$342.000	\$385.000	\$385.000	\$385.000	\$385.000
Cash Basis						
SAP Support and For-Hire Vehicle Surcharge:						
NYS Operating Support for SAP	\$254.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
NYC Operating Support for SAP	254.000	0.000	0.000	0.000	0.000	0.000
For-Hire Vehicle (FHV) Surcharge	0.000	342.000	385.000	385.000	385.000	385.000
<i>Subway Action Plan Account</i>	<i>0.000</i>	<i>362.000</i>	<i>301.000</i>	<i>300.000</i>	<i>300.000</i>	<i>300.000</i>
<i>Outerborough Transportation Account</i>	<i>0.000</i>	<i>0.000</i>	<i>50.000</i>	<i>50.000</i>	<i>50.000</i>	<i>50.000</i>
<i>Less: Assumed Capital or Member Project</i>	<i>0.000</i>	<i>0.000</i>	<i>(50.000)</i>	<i>(50.000)</i>	<i>(50.000)</i>	<i>(50.000)</i>
<i>General Transportation Account</i>	<i>0.000</i>	<i>0.000</i>	<i>84.000</i>	<i>85.000</i>	<i>85.000</i>	<i>85.000</i>
<i>Less: Committed to Capital for SAP</i>	<i>0.000</i>	<i>(20.000)</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
Capital Program Funding Sources:						
Central Business District Tolling Program (CBDTP)	0.000	0.000	0.000	0.000	0.000	0.000
Real Property Transfer Tax Surcharge (Mansion Tax)	0.000	136.688	373.497	384.000	396.333	411.000
Internet Marketplace Tax	0.000	70.833	319.999	322.294	325.481	328.736
Less: Transfer to CBDTP Capital Lockbox	0.000	(207.521)	(693.497)	(706.294)	(721.815)	(739.736)
Total New Funding Sources (Cash Basis):	\$508.000	\$342.000	\$359.800	\$359.500	\$359.500	\$359.500
Cash Flow Adjustments						
SAP Support and For-Hire Vehicle Surcharge:						
NYS Operating Support for SAP	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
NYC Operating Support for SAP	0.000	0.000	0.000	0.000	0.000	0.000
For-Hire Vehicle (FHV) Surcharge	0.000	0.000	0.000	0.000	0.000	0.000
<i>Subway Action Plan Account</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
<i>Outerborough Transportation Account</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
<i>Less: Assumed Capital or Member Project</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
<i>General Transportation Account</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
<i>Less: Committed to Capital for SAP</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
Capital Program Funding Sources:						
Central Business District Tolling Program (CBDTP)	0.000	0.000	0.000	0.000	0.000	0.000
Real Property Transfer Tax Surcharge (Mansion Tax)	0.000	0.000	0.000	0.000	0.000	0.000
Internet Marketplace Tax	0.000	0.000	0.000	0.000	0.000	0.000
Less: Transfer to CBDTP Capital Lockbox	0.000	0.000	0.000	0.000	0.000	0.000
New Funding Sources	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

PAYROLL MOBILITY TAX (PMT)

The Payroll Mobility Tax (PMT), formally known as the Metropolitan Commuter Transportation Mobility Tax (MCTMT), was enacted in 2009¹ to provide a stable source of revenues for the MTA. Amendments, effective April 2012, either reduced the tax rate or eliminated the PMT liability entirely for a number of taxpayers, leaving the liability as follows:

- Employers with payroll expense no greater than \$375,000 in any calendar quarter are subject to a tax rate of 0.11 percent;
- Employers with payroll expense greater than \$375,000 but not greater than \$437,500 in any calendar quarter are subject to a tax rate of 0.23 percent;
- Employers with payroll expense in excess of \$437,500 in any calendar quarter continue to pay a tax rate of 0.34 percent; and
- Self-employment earnings in the MCTD that exceed \$50,000 in a calendar year are subject to a tax rate of 0.34 percent.

The amendment also exempted public and private schools and school districts from the tax, and expressly provided that reductions attributable to the PMT rate reductions and exemptions be offset through alternative sources included in the state budget; these PMT revenue offsets are known as “PMT Replacement Funds.” Further, effective January 1, 2016, the State eliminated the PMT levy on all public library systems and on public and free association libraries. This exemption reduced PMT revenue by \$2 million annually, but the State did not offset this with alternative sources of funds.

The tax law governing the Payroll Mobility Tax was further amended in the 2018-19 State Enacted Budget, eliminating appropriation by the State legislature and allowing the PMT-collected funds to go directly to the MTA.

2019 November Forecast

PMT revenues for the 2019 November Forecast are projected to be \$1,556 million, a \$74 million (5.0%) increase over 2018 receipts, with the increase partially reflecting a State-directed reallocation in 2018 only of \$60 million from the PMT account to the Subway Action Plan account to cover part of the State’s portion of the costs associated with the 2018 subway improvements. The 2019 November Forecast is lower, by \$38 million (2.4%), from both the Mid-Year Forecast and Adopted Budget forecast, reflecting year-to-date actual collections through October and revised wage and salary forecasts for the remainder of the year. PMT replacement funds are projected to total \$244 million, and is unchanged from both the Mid-Year Forecast and the Adopted Budget. PMT revenues, including the replacement funds, total \$1,801 million for 2019.

¹ When enacted in 2009, the PMT applied to all employers in the MCTD, and was imposed on self-employment earnings within the MCTD, at a rate of 0.34 percent. School districts were also required to pay the tax, with the school district tax payments reimbursed by the State. The legislation permits the MTA to utilize the payroll mobility tax revenues:

- As pledged revenue to secure and be applied to the payment of bonds to be issued in the future to fund capital projects of the MTA and NYCTA and NYCTA subsidiaries;
- To pay capital costs, including debt service of MTA and its subsidiaries, and NYCTA and its subsidiaries;
- To pay for costs, including operating costs of MTA and its subsidiaries, and NYCTA and its subsidiaries.

2020 Final Proposed Budget

The 2020 Final Proposed Budget forecast for PMT is \$1,632 million, \$75 million (4.8%) higher than the 2019 November Forecast. The forecast for 2020 is \$31 million (1.9%) below the July Plan and \$36 million (2.2%) below the February Plan. Both the year-over-year change and the change from the July and February Plans reflect the impact of regional wage and salary forecasts. The forecast for PMT replacement funds of \$244 million is unchanged from the 2019 level and from the July and the February Plan projections. Including the replacement funds, PMT revenues are projected to total \$1,876 million in 2020.

2021 - 2023

Excluding replacement funds, PMT is forecast to be \$1,706 million in 2021, \$1,779 in 2022 and \$1,853 in 2023, reflecting revised wage and salary forecasts. These reflect year-over-year growth of 4 percent annually. Compared with the July Plan, these forecasts are unfavorable by \$26 million (1.5%) in 2021, \$25 million (1.4%) in in 2022, and \$24 million (1.3%) in 2023, and are below the February Plan projects by 2% annually. PMT replacement funds of \$244 million annually are unchanged from the July Plan and February Plan projections. Including the replacement funds, PMT revenues are projected to total \$1,950 million in 2021, \$2,023 million in 2022 and \$2,097 in 2023.

MTA AID TRUST REVENUES

MTA Aid Trust Revenues (MTA Aid) are a tax and fee revenue stream enacted in 2009 along with the Payroll Mobility Tax. These revenues are permitted to be pledged to secure debt or to pay operating and capital costs. MTA Aid is composed of the following taxes and fees:

- License Fee – one dollar fee for each six month period of validity of a learner’s permit or driver’s license issued to individuals residing in the MCTD;
- Motor Vehicle Registration Fee – twenty-five-dollar annual fee on motor vehicle registrations in the MCTD paid in biennial \$50 increments corresponding to the vehicle registration period;
- Taxicab Tax – fifty cents per ride tax imposed on owners for each taxicab ride that originates in New York City and terminates within the MCTD;
- Auto Rental Tax – five percent tax on fees for automobiles rented within the MCTD.

New legislation in NYS 2019-20 Enacted Budget increases the supplemental tax from 5 percent to 6 percent on passenger car rentals within the Metropolitan Commuter Transportation District (MCTD), which is estimated to yield an additional \$10 million annually in revenues for the MTA.

Lower receipts from the Taxicab Tax have significantly impacted MTA Aid revenues in recent years due to the decline in pickups made by Yellow and Green taxicabs; this decline has been attributed to market share increases by smartphone app-driven providers such as Uber and Lyft, which are not subject to the Taxicab Tax. From 2014 to 2017, receipts from the Taxicab Tax fell by \$26 million, a 32 percent decline. The major impact from these diverted taxi trips has been incorporated into MTA Aid forecasts since the 2016 February Plan; for 2019 there continued to be slight fall off of about \$4 million in Taxicab revenues based on the latest data from New York State.

MTA Aid cash receipts for the 2019 November Forecast are projected to be \$313 million, \$41 million (14.9%) increase from 2018 receipts, due to a lower-than-expected 2018 base that has not continued during 2019. The 2019 November Forecast is unchanged from the Mid-Year Forecast and is \$5 million (1.6%) above the Adopted Budget forecast to reflect additional revenues of \$5 million generated by the new tax on passenger car rentals that was implemented on July 1, 2019.

For the 2020 Final Proposed Budget, MTA Aid is forecast to be \$318 million, a \$5 million (1.6%) increase from the 2019 November Forecast. The November Plan forecast is unchanged from the July Plan, and is \$10 million (3.1%) above the February Plan forecast reflecting the additional revenues generated from the new tax on passenger car rentals. Out-year projections are \$319 million in 2021, \$320 million in 2022 and \$321 million in 2023, reflecting \$1 million (0.3%) annual increases in each of 2021, 2022 and 2023. These estimates are unchanged from the July Plan and are above the February Plan by \$10 million (3.1%) in each of 2021, 2022 and 2023, reflecting the additional revenues generated from the new tax on passenger car rentals.

STATE AND LOCAL SUBSIDIES

State and Local Subsidies consist of the following:

- *New York State Operating Assistance (18-b)* – a statewide mass transportation program (State 18-b Operating Assistance) that provides direct State aid to the MTA, which is appropriated by the State Legislature on an annual basis. Since 1994, the State has annually funded approximately 95% of its 18-b payments with MMTOA.
- *Local Operating Assistance (18-b)* – payments made by the City and each of the seven suburban counties in the MCTD, which are required by the transportation law to match the amounts of State 18-b Operating Assistance. The matching payments are made quarterly to the MTA. Additional assistance from NYC and other localities not captured elsewhere are included in Local Operating Assistance.
- *Station Maintenance* – a subsidy paid by the City and each of the seven suburban counties in the MCTD for the operation, maintenance and use of commuter railroad passenger stations within their jurisdictions. Station Maintenance base amounts were established in 1999 and are subject to an annual adjustment tied to the consumer price index.

2019 November Forecast

The 2019 November cash forecast of State and Local Subsidies is \$548 million, a \$3 million (0.6%) increase from 2018; the forecast is \$1 million (0.2%) below the Mid-Year Forecast and less than \$1 million below the Adopted Budget. The forecast change reflects re-estimates of Station Maintenance subsidies. The State and Local Operating Assistance is unchanged from 2018 and from both the 2019 Mid-Year Forecast and Adopted Budget.

2020 Final Proposed Budget

The 2020 Final Proposed Budget for State and Local Subsidies, on a cash basis, is \$551 million or \$3 million (0.6%) above the 2019 November Forecast, while the estimate is \$2 million or less than 1% below both the July Plan and February Plan forecasts. Re-estimated Station Maintenance subsidies are the drivers of both the year-over-year and plan-to-plan changes. The State and Local Operating Assistance is unchanged both year-over-year from the 2019 November Forecast and plan-to-plan from the July and February Plans.

2021 - 2023

State and Local Subsidies are forecast to increase annually by \$4 million from 2021 to 2023. The estimates are below the July Plan by \$3 million in 2021 and by \$4 million in both 2022 and 2023. Compared with the February Plan, the estimates are lower by \$3 million each year. As with the prior years, the forecasts reflect re-estimates of station maintenance subsidies. For 2021 through 2023, the State and Local Operating Assistance is unchanged both year-over-year and plan-to-plan from the July and February Plans.

OTHER SUBSIDY ADJUSTMENTS

In addition to the adjustments to MRT-2, which are discussed in the Mortgage Recording Taxes section, the November Plan includes other subsidy adjustments over the Plan period.

NYCT Charge Back of MTA Bus Debt Service – Consistent with prior Plans, the November Plan reflects the MTA’s agreement with the City of New York to fund a portion of MTA Bus debt service from New York City Transit subsidies each year, amounting to \$12 million annually for the duration of the Plan. These amounts reflect reimbursement to MTA Bus under a swap agreement with NYCT in which Federal capital grant money earmarked for MTA Bus is paid directly to NYCT; NYCT applies these funds to cover its own capital projects and in turn reimburses MTA Bus. This is in addition to the MTA’s funding of all capital costs associated with the MTA Bus 2005-2009 Capital Program, currently \$12 million for 2019 and each year thereafter. [For details, see *Other MRT-2 Adjustments* in the Mortgage Recording Taxes section.]

Forward Energy Contracts Program – Since 2008, the MTA has hedged a portion of its projected fuel expense to reduce budgetary risk from price volatility. The Plan reflects continuation of this strategy, which provides a measure of financial stability from price fluctuations. To effectuate the strategy of reducing the budgetary impact from fuel price volatility, new hedge contracts, extending as far as 24 months from execution date, are executed on a monthly basis. MTA’s hedging strategy is not intended to be speculative, but rather to reduce the financial impacts of fuel price changes. With approximately half of MTA’s fuel needs covered by hedges at any time, the net effect is essentially a halving of any adverse impact from price increases, but also a halving of savings during price declines. The effect of the fuel hedges on the Financial Plan is projected to have unfavorable impacts of \$1 million in 2019, \$8 million in 2020 and \$2 million in 2021. Compared with the July Plan, this is unfavorable by \$3 million in 2020 and \$2 million in 2021, respectively. In 2018, the MTA reduced the excess collateral by \$40 million to cover fuel expenses.

MNR Repayment for 525 North Broadway – In 2007, the MTA advanced funds for Metro-North Railroad’s capital project at 525 North Broadway in North White Plains, with MTA being reimbursed over time from MNR’s operating budget. The July Plan, like previous plans, includes repayment of this loan in the amount of \$2 million annually.

*Committed to Capital Program Contributions** – A portion of the MTA operating revenues is used to support both the 2010-2014 and 2015-2019 Capital Programs. The monies are either converted to debt service or expended as “Pay-As-You-Go” Capital (PAYGO), with funds used by either of the two capital programs. The November Plan assumes annual combined operating budget contributions of \$64 million in 2019, \$123 million in 2020, \$181 million in 2021, \$120 million in 2022 and \$114 million in 2023. Included in Volume 1 of the November Financial Plan is a proposal to eliminate the 2019 Contribution to Capital of \$64 million.

*This does not include the separate Committed to Capital funding deposited into the Central Business District Tolling Program capital lockbox.

OTHER FUNDING AGREEMENTS

Other Funding Agreements consist of the following reimbursements per operating agreements the MTA has with Connecticut and New York City:

- *Connecticut Department of Transportation (CDOT) Subsidy for Metro-North Railroad* – subsidy payments made to Metro-North Railroad for the Connecticut share of the total operating deficit of the New Haven Line and the Connecticut branch lines. The operational analysis is covered in the Metro-North section of this volume.
- *New York City Subsidy for MTA Bus* – reimbursement by New York City for the cost of MTA Bus operations. Subsidized revenues from MMTOA, New York State Operating Assistance (18-b), Local Operating Assistance (18-b), and Urban Taxes that were designated for the former private buses that became MTA Bus continue to be paid directly to the City and can be used towards its funding of MTA Bus. The operational analysis is covered in the MTA Bus section of this volume.
- *New York City Subsidy for Staten Island Railway* – subsidy payments made by New York City to cover the operating deficit associated with Staten Island Railway operations. The operational analysis is covered in the Staten Island Railway section of this volume.

2019 November Forecast

The 2019 November Forecast cash projection for Other Funding Agreements is \$812 million; this is \$160 million (24.5%) above 2018, \$27 million (3.2%) below the Mid-Year Forecast and \$27 million (3.2%) below the 2019 Adopted Budget.

The cash forecast for City Subsidy for MTA Bus of \$633 million is \$170 million (36.7%) above 2018 actual and \$35 million (5.3%) below both the Mid-Year Forecast and Adopted Budget; these variances are due to the timing of receipts from the City of New York and changes in the MTA Bus operating deficit.

The cash forecast for the City Subsidy for Staten Island Railway of \$47 million is \$11 million (19.3%) lower than 2018; it is unchanged from the Mid-Year Forecast and \$4 million (7.5%) lower than the 2019 Adopted Budget. The reduction versus 2018 is due to the timing of receipts from the New York City and changes in the operating deficit for Staten Island Railway. The variance from the Adopted Budget is due to slightly higher expenses.

The CDOT Subsidy for Metro-North Railroad of \$131 million is \$1 million or less than one percent above 2018; it is favorable to both the 2019 Mid-Year Forecast and Adopted Budget by \$8 million (6.7%) and \$12 million (10.3%), respectively. Compared with the Mid-Year Forecast and Adopted Budget, the projected MNR cash deficit and subsidy requirements of both CDOT and the MTA increased.

2020 Final Proposed Budget

The 2020 Final Proposed Budget cash forecast for Other Funding Agreements is \$743 million, or \$69 million (8.5%) below the 2019 November Forecast; it is favorable to the July Plan estimate by \$50 million (7.3%), and to the February Plan estimate by \$31 million (4.3%). The year-over-year variance is impacted by the timing of receipts from New York City, changes in the operating deficits for MTA Bus and Staten Island Railway, and lower New Haven Line expenses which reduce the CDOT subsidy.

The 2020 forecast for City Subsidy for MTA Bus is unfavorable compared with the 2019 November Forecast by \$72 million (11.3%), while the plan-to-plan variance reflects favorable changes of \$45 million (8.7%) from the July Plan and \$24 million (4.5%) from the February Plan. City Subsidy for Staten Island Railway is \$1 million (2.6%) favorable compared with the 2019 November Forecast; it is \$4 million (8.3%) unfavorable to the July Plan and \$6 million (10.3%) unfavorable relative to the February Plan. The 2020 cash forecast for CDOT Subsidy for Metro-North Railroad is favorable by \$2 million (1.2%) to the 2019 November Forecast, higher than the July Plan by \$10 million (7.9%) and higher by \$12 million (9.9%) relative to the February Plan.

2021 – 2023

Other Funding Agreements, on a cash basis, total \$731 million for 2021, \$761 million for 2022 and \$801 million for 2023, reflecting a year-over-year decrease of \$12 million (1.6%) in 2021, and increases of \$30 million (4.1%) in 2022 and \$40 million (5.3%) in 2023. These estimates are above the July Plan by \$105 million (16.8%) in 2021, slightly unfavorable by less than \$2 million in 2022 and favorable by \$45 million (6.0%) in 2023, reflecting revised expense assumptions to meet operational requirements. Compared with the February Plan, these estimates are higher by \$112 million (18.1%) in 2021 and \$31 million (4.2%) in 2022; variances reflect revised expense assumptions to meet operational requirements.

The cash forecasts for City Subsidy for MTA Bus are \$542 million for 2021, \$555 million for 2022 and \$579 million for 2023, reflecting a year-over-year decrease of \$20 million (3.5%) in 2021 and increases of \$13 million (2.4%) in 2022 and \$24 million (4.4%) in 2023. These estimates are higher than the July Plan by \$94 million (21.1%) in 2021, lower by \$15 million (2.6%) in 2022 and higher by \$28 million (5.1%) in 2023. Compared with the February Plan, these estimates are higher by \$101 million (22.8%) in 2021 and \$15 million (2.7%) in 2022; variances reflect revised expense assumptions to meet operational requirements.

The cash forecasts for City Subsidy for Staten Island Railway are \$59 million in 2021, \$66 million in 2022 and \$77 million in 2023, reflecting year-over-year increases of \$11 million (21.9%) in 2021, \$7 million (11.0%) in 2022 and \$11 million (16.8%) in 2023; these estimates are favorable to the July Plan by \$6 million (11.3%) in 2021, by \$5 million (8.6%) in 2022 and favorable by \$8 million (12.2%) in 2023. Compared with the February Plan, these forecasts are favorable by \$6 million or 10% annually in both 2021 and 2022.

The cash forecasts for CDOT Subsidy for Metro-North Railroad are \$130 million for 2021, \$140 million for 2022, and \$145 million for 2023, reflecting a year-over-year decline of \$3 million (2.1%) in 2021 and increases of \$11 million (8.2%) in 2022 and \$5 million (3.4%) in 2023. These estimates, compared with the February Plan, are favorable by \$5 million (4.3%) in 2021 and by \$10 million (7.9%) in 2022.

MTA NEW YORK CITY TRANSIT SUBSIDY ALLOCATION

November Financial Plan 2020 - 2023

Cash Basis

(\$ in Millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
MMTOA, PBT, Real Estate Taxes and Other						
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$1,136.0	\$1,230.4	\$1,275.5	\$1,326.6	\$1,384.0	\$1,443.8
Petroleum Business Tax (PBT)	536.2	544.4	533.7	526.6	523.8	523.3
Urban Tax	656.0	660.6	638.5	622.3	647.8	645.5
Investment Income	0.9	1.3	1.3	1.3	1.3	1.3
	\$2,329.0	\$2,436.7	\$2,448.9	\$2,476.9	\$2,557.0	\$2,613.9
PMT and MTA Aid						
Payroll Mobility Tax (PMT)	\$1,069.6	\$907.2	\$756.5	\$736.2	\$697.3	\$698.0
Payroll Mobility Tax Replacement Funds	174.1	171.0	171.0	171.0	171.0	171.0
MTA Aid	194.3	219.2	222.7	223.4	224.2	224.9
	\$1,438.0	\$1,297.4	\$1,150.2	\$1,130.6	\$1,092.4	\$1,093.9
New Funding Sources						
SAP Support and For-Hire Vehicle Surcharge:						
NYS Operating Support for SAP	\$254.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
NYC Operating Support for SAP	254.0	0.0	0.0	0.0	0.0	0.0
For-Hire Vehicle (FHV) Surcharge	0.0	\$342.0	\$359.8	\$359.5	\$359.5	\$359.5
<i>Subway Action Plan Account</i>	0.0	362.0	301.0	300.0	300.0	300.0
<i>Outerborough Transportation Account</i>	0.0	0.0	50.0	50.0	50.0	50.0
<i>Less: Assumed Capital or Member Project</i>	0.0	0.0	(50.0)	(50.0)	(50.0)	(50.0)
<i>General Transportation Account</i>	0.0	0.0	58.8	59.5	59.5	59.5
<i>Less: Committed to Capital for SAP</i>	0.0	(20.0)	0.0	0.0	0.0	0.0
Capital Program Funding Sources:						
Central Business District Tolling Program (CBDTP)	0.0	0.0	0.0	0.0	0.0	0.0
Real Property Transfer Tax Surcharge (Mansion Tax)	0.0	136.7	373.5	384.0	396.3	411.0
Internet Marketplace Tax	0.0	70.8	320.0	322.3	325.5	328.7
Less: Transfer to CBDTP Capital Lockbox	0.0	(207.5)	(693.5)	(706.3)	(721.8)	(739.7)
	\$508.0	\$342.0	\$359.8	\$359.5	\$359.5	\$359.5
State and Local Subsidies						
State Operating Assistance	\$158.1	\$158.1	\$158.1	\$158.1	\$158.1	\$158.1
Local Operating Assistance	158.1	158.1	158.1	158.1	158.1	158.1
	\$316.2	\$316.1	\$316.2	\$316.2	\$316.2	\$316.2
Other Subsidy Adjustments						
NYCT Charge Back of MTA Bus Debt Service	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)
Forward Energy Contracts Program - Gain/(Loss)	11.1	(0.9)	(5.9)	(1.6)	0.0	0.0
Fuel Hedge Collateral	0.0	31.4	0.0	0.0	0.0	0.0
Committed to Capital Program Contributions	(139.5)	(160.3)	(205.4)	(248.7)	(203.4)	(198.9)
Drawdown of GASB 45 OPEB Reserves	59.0	0.0	0.0	0.0	0.0	0.0
	(\$80.9)	(\$141.3)	(\$222.8)	(\$261.9)	(\$214.9)	(\$210.4)
Subtotal: Taxes & State and Local Subsidies	\$4,510.4	\$4,251.0	\$4,052.3	\$4,021.4	\$4,110.1	\$4,173.1
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	\$287.8	\$325.9	\$329.8	\$331.6	\$316.2	\$249.7
	\$287.8	\$325.9	\$329.8	\$331.6	\$316.2	\$249.7
TOTAL SUBSIDIES	\$4,798.2	\$4,576.9	\$4,382.1	\$4,353.0	\$4,426.3	\$4,422.8

MTA COMMUTER RAILROADS SUBSIDY ALLOCATION

November Financial Plan 2020 - 2023

Cash Basis

(\$ in Millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
MMTOA, PBT, Real Estate Taxes and Other						
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$546.5	\$588.6	\$608.4	\$630.9	\$656.2	\$682.6
Petroleum Business Tax (PBT)	94.6	96.1	94.2	92.9	92.4	92.3
Investment Income	<u>0.8</u>	<u>0.9</u>	<u>0.9</u>	<u>0.9</u>	<u>0.9</u>	<u>0.9</u>
	\$641.9	\$685.6	\$703.5	\$724.8	\$749.6	\$775.8
PMT and MTA Aid						
Payroll Mobility Tax (PMT)	\$79.3	\$155.2	\$207.5	\$313.1	\$458.1	\$522.3
Payroll Mobility Tax Replacement Funds	70.1	73.3	73.3	73.3	73.3	73.3
MTA Aid	<u>78.3</u>	<u>94.0</u>	<u>95.5</u>	<u>95.8</u>	<u>96.1</u>	<u>96.4</u>
	\$227.7	\$322.5	\$376.2	\$482.1	\$627.4	\$691.9
New Funding Sources						
SAP Support and For-Hire Vehicle Surcharge:						
For-Hire Vehicle (FHV) Surcharge	\$0.0	\$0.0	\$25.2	\$25.5	\$25.5	\$25.5
<i>Subway Action Plan Account</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>
<i>Outerborough Transportation Account</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>
<i>Less: Assumed Capital or Member Project</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>
<i>General Transportation Account</i>	<i>0.0</i>	<i>0.0</i>	<i>25.2</i>	<i>25.5</i>	<i>25.5</i>	<i>25.5</i>
<i>Less: Committed to Capital for SAP</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>
	\$0.0	\$0.0	\$25.2	\$25.5	\$25.5	\$25.5
State and Local Subsidies						
State Operating Assistance	\$29.3	\$29.3	\$29.3	\$29.3	\$29.3	\$29.3
Local Operating Assistance	28.8	29.3	29.3	29.3	29.3	29.3
Station Maintenance	<u>169.2</u>	<u>172.1</u>	<u>175.5</u>	<u>179.1</u>	<u>183.3</u>	<u>187.7</u>
	\$227.2	\$230.6	\$234.0	\$237.6	\$241.8	\$246.3
Other Subsidy Adjustments						
Forward Energy Contracts Program - Gain/(Loss)	\$4.7	(\$0.4)	(\$2.5)	(\$0.7)	\$0.0	\$0.0
Fuel Hedge Collateral	0.0	8.6	0.0	0.0	0.0	0.0
MNR Repayment of 525 North Broadway	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)
Committed to Capital Program Contributions	100.7	96.4	82.6	68.2	83.2	84.8
Drawdown of GASB 45 OPEB Reserves	<u>73.7</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$176.8	\$102.1	\$77.6	\$65.0	\$80.8	\$82.3
Subtotal: Taxes & State and Local Subsidies	\$1,273.6	\$1,340.8	\$1,416.5	\$1,535.0	\$1,725.1	\$1,821.9
Other Funding Agreements						
CDOT Subsidy for Metro-North Railroad	<u>\$129.8</u>	<u>\$130.9</u>	<u>\$132.5</u>	<u>\$129.7</u>	<u>\$140.4</u>	<u>\$145.2</u>
	\$129.8	\$130.9	\$132.5	\$129.7	\$140.4	\$145.2
Subtotal, including Other Funding Agreements	\$1,403.4	\$1,471.7	\$1,549.0	\$1,664.7	\$1,865.5	\$1,967.1
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	<u>\$404.2</u>	<u>\$456.8</u>	<u>\$446.5</u>	<u>\$447.8</u>	<u>\$428.2</u>	<u>\$371.2</u>
	\$404.2	\$456.8	\$446.5	\$447.8	\$428.2	\$371.2
TOTAL SUBSIDIES	\$1,807.7	\$1,928.4	\$1,995.5	\$2,112.5	\$2,293.7	\$2,338.3

MTA STATEN ISLAND RAILWAY SUBSIDY ALLOCATION

November Financial Plan 2020 - 2023

Cash Basis

(\$ in Millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
MMTOA						
Metropolitan Mass Transportation Operating Assistance (MMTOA)	<u>\$4.1</u>	<u>\$4.7</u>	<u>\$4.6</u>	<u>\$4.7</u>	<u>\$4.9</u>	<u>\$5.2</u>
	\$4.1	\$4.7	\$4.6	\$4.7	\$4.9	\$5.2
State and Local Subsidies						
State Operating Assistance	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6
Local Operating Assistance	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>
	\$1.1	\$1.2	\$1.1	\$1.1	\$1.1	\$1.1
Subtotal: Taxes & State and Local Subsidies	\$5.2	\$5.9	\$5.7	\$5.9	\$6.1	\$6.3
Other Funding Agreements						
City Subsidy for Staten Island Railway	<u>\$58.5</u>	<u>\$47.2</u>	<u>\$48.5</u>	<u>\$59.1</u>	<u>\$65.6</u>	<u>\$76.6</u>
	\$58.5	\$47.2	\$48.5	\$59.1	\$65.6	\$76.6
TOTAL SUBSIDIES	\$63.7	\$53.1	\$54.1	\$65.0	\$71.7	\$82.9

MTA HEADQUARTERS SUBSIDY ALLOCATION

November Financial Plan 2020 - 2023

Cash Basis
(\$ in Millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Net Funding Required for MTA Headquarters	(\$741.1)	(\$759.3)	(\$931.9)	(\$933.2)	(\$902.8)	(\$913.5)
<u>Mortgage Recording Tax -1</u>						
<i>MRT-1 Gross Receipts</i>	\$308.9	\$323.0	\$322.3	\$333.5	\$338.7	\$343.0
<u>Adjustments to MRT -1</u>						
<i>Diversion of MRT to Suburban Highway</i>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>
<i>Total Adjustments to MRT-1</i>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>
Total MRT-1 Available to Fund MTA HQ	\$308.9	\$323.0	\$322.3	\$333.5	\$338.7	\$343.0
Remaining Requirement to Fund MTA HQ, after MRT-1	(\$432.2)	(\$436.3)	(\$609.5)	(\$599.7)	(\$564.0)	(\$570.5)
<u>Mortgage Recording Tax -2</u>						
<i>MRT-2 Gross Receipts</i>	\$131.6	\$129.2	\$134.6	\$141.6	\$144.5	\$146.6
<u>Adjustments to MRT - 2</u>						
<i>Funding of General Reserve</i>	\$0.0	(\$165.0)	(\$170.0)	(\$175.0)	(\$180.0)	(\$185.0)
<i>MTA Bus Debt Service</i>	(23.8)	(12.3)	(12.3)	(12.3)	(12.3)	(12.3)
<i>Reimburse Agency Security Costs</i>	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
<i>MRT Transfer To Suburban Counties</i>	(4.9)	(4.9)	(6.0)	(6.4)	(6.8)	(7.1)
<i>Interest</i>	<u>5.3</u>	<u>5.3</u>	<u>5.3</u>	<u>5.3</u>	<u>5.3</u>	<u>5.3</u>
<i>Total Adjustments to MRT-2</i>	<u>(\$33.4)</u>	<u>(\$186.9)</u>	<u>(\$193.0)</u>	<u>(\$198.3)</u>	<u>(\$203.7)</u>	<u>(\$209.1)</u>
Total MRT-2 Available to Fund MTAHQ	\$98.2	(\$57.7)	(\$58.3)	(\$56.7)	(\$59.2)	(\$62.4)
Remaining Requirement to Fund MTA HQ, after MRT-2	(\$334.0)	(\$494.0)	(\$667.9)	(\$656.5)	(\$623.2)	(\$633.0)
Payroll Mobility Tax for Fund Unallocated MRT-2 Receipts	\$334.0	\$494.0	\$667.9	\$656.5	\$623.2	\$633.0

MTA BUS COMPANY SUBSIDY ALLOCATION

November Financial Plan 2020 - 2023

Cash Basis
(\$ in Millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
<u>Other Funding Agreements</u>						
City Subsidy for MTA Bus Company	\$463.2	\$633.5	\$561.8	\$542.2	\$555.2	\$579.5
TOTAL SUBSIDIES	\$463.2	\$633.5	\$561.8	\$542.2	\$555.2	\$579.5

MTA BRIDGES AND TUNNELS
November Financial Plan 2020 - 2023
Surplus Transfer
(\$ in Millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Net Surplus/(Deficit)	\$1,500.922	\$1,574.341	\$1,578.445	\$1,569.336	\$1,552.821	\$1,551.451
<u>Deductions from Net Operating Income:</u>						
Capitalized Assets	\$9.684	\$25.000	\$29.090	\$27.465	\$27.997	\$28.535
Reserves and Prepaid Expenses	(0.793)	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted Net Income/(Deficit)	\$1,492.031	\$1,549.341	\$1,549.355	\$1,541.871	\$1,524.824	\$1,522.916
Less: Debt Service	\$667.808	\$670.196	\$711.586	\$747.371	\$783.120	\$914.058
Less: Contribution to the Capital Program	119.664	132.981	56.623	13.878	0.000	0.000
Net Income Available for Transfer to MTA and NYCT	\$704.559	\$746.164	\$781.146	\$780.622	\$741.704	\$608.858
<u>Distributable Income</u>						
<u>Distribution of Funds to MTA:</u>						
Accrued Current Year Allocation	\$411.822	\$429.436	\$448.410	\$447.730	\$426.021	\$365.142
Investment Income in the Current Year	2.603	2.640	1.240	1.240	1.240	1.240
Accrued Distribution to MTA	\$414.424	\$432.076	\$449.650	\$448.970	\$427.261	\$366.382
<u>Distribution of Funds to NYCT:</u>						
First \$24 million reserved for NYCT	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000
Additional Accrued Current Year Allocation	266.135	290.088	307.496	307.652	290.443	218.475
Accrued Distribution to NYCT	\$290.135	\$314.088	\$331.496	\$331.652	\$314.443	\$242.475
Total Distributable Income:	\$704.559	\$746.164	\$781.146	\$780.622	\$741.704	\$608.858
<u>Cash Transfers</u>						
<u>Actual Cash Transfer to MTA and NYCT:</u>						
From Current Year Surplus	\$404.229	\$456.759	\$446.512	\$447.798	\$428.192	\$371.230
Investment Income from Prior Year	1.477	2.603	2.640	1.240	1.240	1.240
Cash Transfer to MTA	\$405.706	\$459.361	\$449.153	\$449.038	\$429.432	\$372.470
Cash Transfer to NYCT	\$287.811	\$325.912	\$329.756	\$331.636	\$316.164	\$249.672
Total Cash Transfer:	\$693.517	\$785.273	\$778.908	\$780.674	\$745.596	\$622.142

MTA BRIDGES AND TUNNELS
November Financial Plan 2020 - 2023
Surplus Transfer
(\$ in Millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
<u>Debt Service Detail By Agency:</u>						
B&T Own Purpose Debt Service	\$282.391	\$299.110	\$340.517	\$378.493	\$426.002	\$527.905
NYCT Transportation Debt Service	265.552	255.217	255.991	254.478	246.348	266.410
MTA Transportation Debt Service	119.865	115.869	115.077	114.400	110.770	119.743
Total Debt Service by Agency	\$667.808	\$670.196	\$711.586	\$747.371	\$783.120	\$914.058

<u>Total Accrued Amount for Transfer to MTA and NYCT:</u>						
Total Adjusted Net Income Available for Transfer	\$1,369.764	\$1,413.720	\$1,491.492	\$1,526.753	\$1,523.584	\$1,521.675
Less: B&T Total Debt Service	(282.391)	(299.110)	(340.517)	(378.493)	(426.002)	(527.905)
Less: first \$24 million reserved for NYCT	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)
Total Accrued Amount for Transfer	\$1,063.373	\$1,090.610	\$1,126.974	\$1,124.260	\$1,073.582	\$969.770

<u>Calculation of Actual Cash Transfer to MTA:</u>						
<u>Distribution of Funds to MTA</u>						
Fifty Percent of Total Accrued Amount for Transfer	\$531.686	\$545.305	\$563.487	\$562.130	\$536.791	\$484.885
Less: MTA Total Debt Service	(119.865)	(115.869)	(115.077)	(114.400)	(110.770)	(119.743)
Accrued Distribution to MTA	\$411.822	\$429.436	\$448.410	\$447.730	\$426.021	\$365.142
Investment Income in Current Year	2.603	2.640	1.240	1.240	1.240	1.240
Accrued Distribution to MTA with Investment Income	\$414.424	\$432.076	\$449.650	\$448.970	\$427.261	\$366.382

<u>Cash Conversion of MTA's Accrued Amount</u>						
Current Year Amount	\$341.553	\$386.492	\$403.569	\$402.957	\$383.419	\$328.628
Balance of Prior Year	62.676	70.267	42.944	44.841	44.773	42.602
Cash Transfer to MTA	\$404.229	\$456.759	\$446.512	\$447.798	\$428.192	\$371.230
Investment Income from Prior Year	1.477	2.603	2.640	1.240	1.240	1.240
Cash Transfer to MTA with Investment Income	\$405.706	\$459.361	\$449.153	\$449.038	\$429.432	\$372.470

<u>Calculation of Accrual Cash Transfer to NYCT:</u>						
<u>Distribution of Funds to NYCT</u>						
Fifty Percent of Total Accrued Amount for Transfer	\$531.686	\$545.305	\$563.487	\$562.130	\$536.791	\$484.885
Less: NYCT Total Debt Service	(265.552)	(255.217)	(255.991)	(254.478)	(246.348)	(266.410)
Plus: first \$24 million reserved for NYCT	24.000	24.000	24.000	24.000	24.000	24.000
Accrued Distribution to NYCT	\$290.134	\$314.088	\$331.496	\$331.652	\$314.443	\$242.475

<u>Cash Conversion of NYCT's Accrued Amount</u>						
Current Year Amount	\$246.901	\$282.679	\$298.347	\$298.487	\$282.999	\$218.228
Balance of Prior Year	40.910	43.233	31.409	33.150	33.165	31.444
Cash Transfer to NYCT	\$287.811	\$325.912	\$329.756	\$331.636	\$316.164	\$249.672

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Summary
(\$ in Millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
<i>Revenue Summary:</i>						
Farebox Revenue	\$220.9	\$221.8	\$225.2	\$224.3	\$224.4	\$224.1
Other Revenue	18.7	20.3	20.3	21.2	22.0	22.2
Total Revenues	\$239.6	\$242.1	\$245.6	\$245.5	\$246.5	\$246.3
<i>Non-Reimbursable Expense Summary:</i>						
Labor Expenses	\$577.6	\$585.9	\$596.2	\$604.0	\$628.7	\$619.9
Non-Labor Expenses	202.5	245.8	222.4	230.9	236.3	234.5
Depreciation	53.0	54.3	54.3	54.8	56.2	56.2
OPEB Liability Adjustment	0.0	0.0	0.0	0.0	0.0	0.0
GASB 75 OPEB Expense Adjustment	42.1	100.2	100.2	100.2	103.3	103.3
GASB 68 Pension Expense Adjustment	(14.1)	110.7	46.1	36.3	36.6	45.5
Environmental Remediation	0.2	0.0	0.0	0.0	0.0	0.0
Total Non-Reimbursable Expenses	\$861.3	\$1,096.9	\$1,019.2	\$1,026.2	\$1,061.0	\$1,059.4
Total Net Revenue/(Deficit)	(\$621.8)	(\$854.8)	(\$773.6)	(\$780.6)	(\$814.6)	(\$813.1)
<i>Cash Adjustment Summary:</i>						
Operating Cash Adjustments	\$105.1	\$280.9	\$258.3	\$248.8	\$254.8	\$264.5
Contribution to GASB Fund	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
Total Cash Adjustments	\$105.1	\$280.9	\$258.3	\$248.8	\$254.8	\$264.5
Gross Cash Balance	(\$516.6)	(\$573.9)	(\$515.3)	(\$531.8)	(\$559.8)	(\$548.6)
<i>Other Adjustments:</i>						
Non-Billable GASB Cash Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Debt Service Expenses	(9.6)	(12.6)	(29.0)	(42.1)	(53.9)	(63.4)
Non-Billable Debt Service	7.4	12.6	17.5	17.3	17.6	18.4
Total Billable Adjusted Cash Balance after Debt Service	(\$518.8)	(\$573.9)	(\$526.8)	(\$556.6)	(\$596.0)	(\$593.6)
<i>City Subsidy Summary:</i>						
Cash Balance Due from the City of New York	\$518.8	\$573.9	\$526.8	\$556.6	\$596.0	\$593.6
Cash Subsidy Received from City of New York	<u>463.2</u>	<u>633.5</u>	<u>561.8</u>	<u>542.2</u>	<u>555.2</u>	<u>579.5</u>
Subsidy Cash Timing	(\$55.5)	\$59.6	\$35.0	(\$14.4)	(\$40.8)	(\$14.1)
<i>Net Cash Balance from Previous Year</i>	<i>(93.9)</i>	<i>(149.5)</i>	<i>(89.9)</i>	<i>(54.9)</i>	<i>(69.3)</i>	<i>(110.1)</i>
Net Cash Surplus/(Deficit)	(\$149.5)	(\$89.9)	(\$54.9)	(\$69.3)	(\$110.1)	(\$124.3)

STATEN ISLAND RAILWAY
November Financial Plan 2020 - 2023
Summary
(\$ in Millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
<i>Revenue Summary:</i>						
Farebox Revenue	\$6.9	\$6.9	\$6.7	\$6.6	\$6.6	\$6.6
Other Revenue	2.6	2.5	2.5	2.5	2.5	2.5
State/City Subsidies	5.2	5.9	5.7	5.9	6.1	6.3
Total Revenues	\$14.7	\$15.2	\$14.8	\$15.0	\$15.2	\$15.4
<i>Non-Reimbursable Expense Summary:</i>						
Labor Expenses	\$47.3	\$49.2	\$50.3	\$48.4	\$48.9	\$49.5
Non-Labor Expenses	12.2	15.3	11.8	10.6	11.3	11.0
Depreciation	12.3	12.0	12.0	12.0	12.0	17.5
OPEB Liability Adjustment	0.0	0.0	0.0	0.0	0.0	0.0
GASB 75 OPEB Expense Adjustment	3.0	7.5	7.5	7.5	7.5	7.5
GASB 68 Pension Expense Adjustment	(2.4)	0.5	(0.1)	(1.1)	(1.1)	(1.2)
Environmental Remediation	2.0	0.0	0.0	0.0	0.0	0.0
Total Non-Reimbursable Expenses	\$74.4	\$84.4	\$81.5	\$77.4	\$78.6	\$84.4
Total Net Revenue/(Deficit)	(\$59.8)	(\$69.2)	(\$66.7)	(\$62.4)	(\$63.4)	(\$69.0)
<i>Cash Adjustment Summary:</i>						
Operating Cash Adjustments	\$13.6	\$23.8	\$20.3	\$20.8	\$20.8	\$26.2
Contribution to GASB Fund	0.0	0.0	0.0	0.0	0.0	0.0
Total Cash Adjustments	\$13.6	\$23.8	\$20.3	\$20.8	\$20.8	\$26.2
Gross Cash Balance	(\$46.2)	(\$45.4)	(\$46.4)	(\$41.6)	(\$42.6)	(\$42.7)
<i>Other Adjustments:</i>						
Debt Service Expenses	(\$1.1)	(\$3.1)	(\$12.7)	(\$24.0)	(\$34.1)	(\$41.7)
Total Billable Adjusted Cash Balance after Debt Service	(\$47.2)	(\$48.5)	(\$59.1)	(\$65.6)	(\$76.6)	(\$84.4)
<i>City Subsidy Summary:</i>						
Cash Balance Due from the City of New York	(\$47.2)	(\$48.5)	(\$59.1)	(\$65.6)	(\$76.6)	(\$84.4)
Cash Subsidy Received from City of New York	<u>58.5</u>	<u>47.2</u>	<u>48.5</u>	<u>59.1</u>	<u>65.6</u>	<u>76.6</u>
Subsidy Cash Timing	\$11.3	(\$1.2)	(\$10.6)	(\$6.5)	(\$11.0)	(\$7.8)
<i>Net Cash Balance from Previous Year</i>	(58.5)	(47.2)	(48.5)	(59.1)	(65.6)	(76.6)
Net Cash Surplus/(Deficit)	(\$47.2)	(\$48.5)	(\$59.1)	(\$65.6)	(\$76.6)	(\$84.4)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2020-2023
Paratransit Operations
(\$ in thousands)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
ADA Trips:	7,092,476	8,027,926	8,429,322	8,850,789	9,293,328	9,757,994
<i>Pct Change from Previous Year</i>	15.7%	13.2%	5.0%	5.0%	5.0%	5.0%
<hr/>						
Revenue:						
Fares	\$ 20,546	\$ 23,453	\$ 24,199	\$ 25,409	\$ 26,679	\$ 28,013
Urban Tax	46,647	42,395	41,633	40,266	40,682	40,570
<i>Sub-total</i>	\$ 67,193	\$ 65,848	\$ 65,832	\$ 65,675	\$ 67,361	\$ 68,583
City Reimbursements	149,991	173,729	168,357	178,405	186,244	198,731
Total Revenue	\$ 217,184	\$ 239,577	\$ 234,189	\$ 244,080	\$ 253,605	\$ 267,314
Expenses:						
Operating Expenses:						
Salaries & Benefits	\$ 22,782	\$ 24,325	\$ 27,429	\$ 27,977	\$ 28,535	\$ 28,535
Rental & Miscellaneous	513,721	589,788	571,359	596,389	621,164	662,694
Total Expenses	\$ 536,504	\$ 614,114	\$ 598,789	\$ 624,366	\$ 649,699	\$ 691,229
Net Paratransit Surplus/(Deficit)	\$ (319,320)	\$ (374,537)	\$ (364,600)	\$ (380,286)	\$ (396,094)	\$ (423,915)

Paratransit Details						
Total Paratransit Reimbursement:	\$ 196,638	\$ 216,124	\$ 209,990	\$ 218,671	\$ 226,926	\$ 239,301
Urban Tax	\$ 46,647	\$ 42,395	\$ 41,633	\$ 40,266	\$ 40,682	\$ 40,570
City Reimbursements	149,991	173,729	168,357	178,405	186,244	198,731
Rental & Miscellaneous Expense:						
<i>Paratransit Service Contracts</i>						
Carrier Services	\$ 410,486	\$ 450,788	\$ 442,376	\$ 459,794	\$ 489,585	\$ 522,871
Command Center	35,147	35,124	37,859	37,175	37,175	36,441
Eligibility Certification	3,368	3,808	3,964	4,039	4,039	4,627
Other	6,647	5,031	5,031	5,031	5,031	5,031
Subtotal	\$ 455,648	\$ 494,751	\$ 489,230	\$ 506,039	\$ 535,829	\$ 568,970
<i>Other Than Personnel Service:</i>						
Insurance	36,814	39,315	43,828	49,667	56,273	63,764
Fuel	12,496	13,620	13,633	13,474	13,618	13,997
Other	6,875	40,690	23,256	25,796	14,031	14,551
Subtotal	\$ 56,185	\$ 93,625	\$ 80,717	\$ 88,937	\$ 83,923	\$ 92,312
<i>Non-City Reimbursable OTPS:</i>	\$ 1,888	\$ 1,412	\$ 1,412	\$ 1,412	\$ 1,412	\$ 1,412
Total Rental & Miscellaneous Expense	\$ 513,721	\$ 589,788	\$ 571,359	\$ 596,388	\$ 621,164	\$ 662,694

Annual Growth in Total Expenses	13.0%	14.5%	-2.5%	4.3%	8.5%	10.7%
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Ridership						
Registrant	7,092,476	8,027,926	8,429,322	8,850,789	9,293,328	9,757,994
Personal Care Attendant (PCA)	582,161	625,617	656,898	689,743	724,230	760,441
Guest	2,192,868	2,459,353	2,582,321	2,711,437	2,847,009	2,989,360
Total Ridership	9,867,505	11,112,897	11,668,541	12,251,969	12,864,567	13,507,795
Total Cost / Trip ^a	\$ 75.64	\$ 76.50	\$ 71.04	\$ 70.54	\$ 69.91	\$ 70.84
Total Cost / Ridership ^b	\$ 54.37	\$ 55.26	\$ 51.32	\$ 50.96	\$ 50.50	\$ 51.17

Note:

^a Cost / Trip reflects cost per ADA registrant trip

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

Debt Service

Debt Service in the Financial Plan

The following table includes debt service projections for 2019 through 2023 in connection with the bond financed portion of approved Capital Programs.

Debt Service is expected to increase over the Plan years by \$614 million. This change is primarily driven by the addition of \$7.3 billion of planned MTA bond issuance pursuant to the State's funding commitment for the 2015-2019 Capital Program as authorized through legislation enacted in 2016. The additional debt is expected to be funded through additional operating aid from the State, subject to annual appropriation.

The unfavorable variance in 2019-2023 also reflects the addition of \$2.8 billion of planned TBTA bond issuance for the 2020-2024 Capital Program partially offset by favorable interest rates and timing of planned bond issuances.

The Transit and Commuter portion of the 2020-2024 Capital Program is not incorporated in the projections as that program remains subject to CPRB review and approval. Assuming approval, future Plans will incorporate this debt service.

Debt Service Forecast			
<i>(\$ in millions)</i>			
Year	July Plan Debt Service	November Plan Debt Service	Difference Favorable/ (Unfavorable)
2019	\$ 2,683	\$ 2,664	\$ 19
2020	2,830	2,837	(7)
2021	3,041	3,140	(99)
2022	3,265	3,457	(192)
2023	3,513	3,848	(335)
Total 2019-2023	\$ 15,331	\$ 15,945	\$ (614)

*Totals may not add due to rounding.

The following is a summary of the key assumptions used to determine the debt service projections in this Plan:

Forecasted Borrowing Schedule	2019 ¹	2020	2021	2022	2023
<i>(\$ in millions)</i>					
TRB Issuance for MTA Bond Funded Portion of Approved Capital Programs					
TRB New Money BANs	\$200	2,090	1,536	612	0
TRB Bonds to Retire BANs	\$0	2,054	3,073	3,347	587
TRB Bonds to be Issued	\$0	2,054	3,073	3,347	587
TRB Issuance for \$7.3 Billion State Contribution for 2015-19 Capital Program					
TRB New Money BANs	\$616	1,436	858	757	1,429
TRB Bonds to Retire BANs	\$0	1,201	1,319	811	725
TRB Bonds to be Issued	\$0	1,201	1,319	811	725
DTF Bonds to Retire BANs	\$0	0	0	690	0
DTF Bonds to be Issued	\$0	0	0	690	0
TBTA New Money Bonds	\$0	508	635	961	1,142
TBTA Bonds to be Issued	\$0	508	635	961	1,142
Total MTA Long-Term Bonds to be Issued	\$0	3,763	5,028	5,809	2,454

¹ Excludes remarketings and what has already been issued as of 9/23/2019.

Note: With the exception of an anticipated \$521 million TRB RRIF loan draw in 2020, BAN and bond upcoming borrowing figures above represent anticipated par issued based on a premium, 5%, coupon structure. Total proceeds raised will therefore be higher than the par shown.

Forecasted Interest Rates	2019	2020	2021	2022	2023
Assumed Fixed Rates					
Transportation Revenue Bonds	3.82%	3.50%	3.79%	4.12%	4.27%
Transportation Revenue Bond Anticipation Notes (1 Year Maturity)	2.08%	1.77%	1.93%	1.95%	1.97%
Triborough Bridge & Tunnel Authority and Dedicated Tax Fund Bonds	3.47%	3.15%	3.44%	3.77%	3.92%
Assumed Variable Rates	3.00%	4.00%	4.00%	4.00%	4.00%

Debt Issuance Assumptions:

- All debt is assumed to be issued as 30-year level debt service debt with principal amortized over the life of the bonds, except for the Railroad Rehabilitation and Improvement Financing (RRIF) loan which is amortized from the year of issuance to 2037 on a level debt service basis, based on an interest rate of 2.38%.
- Fixed-rate estimates are derived from the January 2, 2019 Municipal Market Data High Grade - 1 year rate for BAN interest and 25 year interpolated rate for bond interest both adjusted for the projected increase through the plan period in the three-month US Treasury Bill and 10-year US Treasury Note, respectively (source: The August 2019 Baseline Economic Forecast of the Congressional Budget Office), and both further adjusted for a credit premium for each assumed credit issued based on recent market spreads.
- New bond and 1-year BAN issues use the fixed interest rate forecast at time of issuance using rates in above table.
- BANs are assumed issued with capitalized interest through maturity.
- Cost of issuance is assumed to be 0.5% of the BAN par amount, and 2% of the bond par amount.
- All bonds issued to finance TBTA capital projects are assumed to be issued under the TBTA General Revenue Resolution.
- The Build America Bonds subsidy has been reduced by 5.9% annually through the plan years reflecting the sequester reduction for payments to issuers of direct-pay bonds.
- No reserve funds are assumed in these projections.
- An additional debt service expense of \$6 million per year is added for interest associated with liquidity facilities.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020 - 2023
Total Budgeted Debt Service
(\$ in millions)

	ACTUAL		FORECAST			
	2018	2019	2020	2021	2022	2023
By Agency or Group:						
<i>New York City Transit:</i>						
Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$947.982	\$988.556	\$961.723	\$955.315	\$951.707	\$995.310
Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.449	23.322	70.219	112.045	142.209
2 Broadway Certificates of Participation - NYCT Lease Portion	3.960	4.024	5.356	4.860	4.346	3.812
2 Broadway Certificates of Participation - Additional NYCT Share of MTA Lease Portion	0.000	0.000	0.000	0.000	0.000	0.000
Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	336.846	338.643	345.984	345.381	342.776	345.047
Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	35.230	38.141
<i>Subtotal MTA Paid Debt Service</i>	<i>\$1,288.788</i>	<i>\$1,331.671</i>	<i>\$1,336.385</i>	<i>\$1,375.776</i>	<i>\$1,446.105</i>	<i>\$1,524.520</i>
Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$192.608	\$198.666	\$199.866	\$198.392	\$189.610	\$209.807
Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	67.759	56.551	56.125	56.086	56.738	56.602
<i>Subtotal B&T Paid Debt Service</i>	<i>\$260.367</i>	<i>\$255.217</i>	<i>\$255.991</i>	<i>\$254.478</i>	<i>\$246.348</i>	<i>\$266.410</i>
Total NYCT Debt Service	\$1,549.155	\$1,586.888	\$1,592.376	\$1,630.253	\$1,692.453	\$1,790.930
<i>Commuter Railroads:</i>						
Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$597.047	\$651.529	\$648.921	\$644.598	\$642.163	\$671.584
Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	1.982	103.007	310.133	494.865	628.090
Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
2 Broadway Certificates of Participation - CRR Share	1.211	1.230	1.636	1.485	1.327	1.164
2 Broadway Certificates of Participation - Additional CRR Share of MTA Lease Portion	0.000	0.000	0.000	0.000	0.000	0.000
Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	72.238	72.497	73.632	73.504	72.949	73.433
Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	6.217	6.731
<i>Subtotal MTA Paid Debt Service</i>	<i>\$670.496</i>	<i>\$727.238</i>	<i>\$827.196</i>	<i>\$1,029.719</i>	<i>\$1,217.522</i>	<i>\$1,381.002</i>
Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$87.050	\$89.081	\$89.404	\$88.745	\$84.817	\$93.851
Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	34.004	26.788	25.673	25.655	25.954	25.892
<i>Subtotal B&T Paid Debt Service</i>	<i>\$121.055</i>	<i>\$115.869</i>	<i>\$115.077</i>	<i>\$114.400</i>	<i>\$110.770</i>	<i>\$119.743</i>
Total CRR Debt Service	\$791.551	\$843.107	\$942.273	\$1,144.119	\$1,328.292	\$1,500.744
<i>Bridges and Tunnels:</i>						
Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$259.034	\$288.056	\$295.859	\$293.677	\$280.678	\$310.575
Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	19.409	18.965	20.409	20.395	20.632	20.583
Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	31.975	72.221	132.455	204.466
2 Broadway Certificates of Participation - TBTA Lease Portion	0.594	0.603	0.803	0.730	0.653	0.573
2 Broadway Certificates of Participation - Additional TBTA Share of MTA Lease Portion	0.000	0.000	0.000	0.000	0.000	0.000
Total B&T Debt Service	\$279.038	\$307.625	\$349.046	\$387.022	\$434.417	\$536.196
<i>MTA Bus:</i>						
Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$9.650	\$12.554	\$22.464	\$22.314	\$22.230	\$23.248
Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.127	6.597	19.863	31.694	40.227
Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
Total MTA Bus Debt Service	\$9.650	\$12.681	\$29.061	\$42.177	\$53.924	\$63.475
<i>Staten Island Railway:</i>						
Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$1.053	\$2.994	\$7.081	\$7.034	\$7.007	\$7.328
Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.108	5.630	16.950	27.046	34.327
Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
Total SIR Debt Service	\$1.053	\$3.102	\$12.711	\$23.983	\$34.053	\$41.655
Total MTA HQ Debt Service for 2 Broadway Certificates of Participation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020 - 2023
Total Budgeted Debt Service
(\$ in millions)

	FORECAST					
	2018	2019	2020	2021	2022	2023
MTA Summary:						
Subtotal MTA Debt Service:						
Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$1,555.733	\$1,655.632	\$1,640.189	\$1,629.260	\$1,623.108	\$1,697.471
Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	409.084	411.140	419.616	418.885	415.726	418.480
Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	538.693	575.803	585.129	580.813	555.104	614.234
Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	121.173	102.305	102.208	102.137	103.323	103.077
2 Broadway Certificates of Participation	5.765	5.857	7.795	7.074	6.326	5.549
Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	2.667	138.556	417.165	665.650	844.852
Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	41.447	44.872
Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	31.975	72.221	132.455	204.466
Subtotal Debt Service	\$2,630.447	\$2,753.403	\$2,925.467	\$3,227.555	\$3,543.139	\$3,933.001
Investment Income by Resolution:						
Investment Income from Transportation Debt Service Fund	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Investment Income for Dedicated Tax Fund Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income from TBTA (B&T) General Revenue Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income from TBTA (B&T) Subordinate Revenue Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income from 2 Broadway Certificates of Participation Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
Total Investment Income	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total MTA Debt Service						
Net Transportation Revenue Bonds Debt Service	\$1,555.733	\$1,658.299	\$1,778.745	\$2,046.425	\$2,288.758	\$2,542.324
Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
Net Dedicated Tax Fund Bonds Debt Service	409.084	411.140	419.616	418.885	457.173	463.352
Net TBTA (B&T) General Revenue Bonds Debt Service	538.693	575.803	617.103	653.034	687.559	818.700
Net TBTA (B&T) Subordinate Revenue Bonds Debt Service	121.173	102.305	102.208	102.137	103.323	103.077
New 2 Broadway Certificates of Participation	5.765	5.857	7.795	7.074	6.326	5.549
Build America Bonds Interest Subsidy - TRB	(54.740)	(54.244)	(53.659)	(52.946)	(52.189)	(51.358)
Build America Bonds Interest Subsidy - DTF	(26.639)	(26.500)	(26.377)	(26.198)	(26.005)	(25.796)
Build America Bonds Interest Subsidy - TBTA GR Bonds	(8.511)	(8.515)	(8.529)	(8.529)	(8.415)	(8.291)
Total MTA Wide Debt Service	\$2,540.556	\$2,664.144	\$2,836.902	\$3,139.882	\$3,456.530	\$3,847.556

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Debt Service Affordability Statement

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METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020-2023
Debt Affordability Statement ⁽¹⁾

\$ in millions

Forecasted Debt Service and Borrowing Schedule	Notes	2018 ACTL	2019	2020	2021	2022	2023
Combined MTA/TBTA Forecasted Debt Service Schedule	1, 2, 3	\$2,540.6	\$2,664.1	\$2,836.9	\$3,139.9	\$3,456.5	\$3,847.6
Forecasted New Long-Term Bonds Issued	4		-	3,763.1	5,027.5	5,808.7	2,453.5
Forecasted Debt Service by Credit ⁹	Notes	2018 ACTL	2019	2020	2021	2022	2023
Transportation Revenue Bonds							
Pledged Revenues	5	\$13,219.3	\$13,945.0	\$14,078.6	\$14,230.7	\$14,389.1	\$14,436.4
Debt Service	9	1,501.0	1,604.1	1,725.1	1,993.5	2,236.6	2,491.0
Debt Service as a % of Pledged Revenues		11%	12%	12%	14%	16%	17%
Dedicated Tax Fund Bonds							
Pledged Revenues	6	\$630.7	\$640.5	\$627.9	\$619.6	\$616.3	\$615.6
Debt Service	9	382.4	384.6	393.2	392.7	431.2	437.6
Debt Service as a % of Pledged Revenues		61%	60%	63%	63%	70%	71%
Triborough Bridge and Tunnel Authority General Revenue Bonds							
Pledged Revenues	7	\$1,369.8	\$1,413.7	\$1,491.5	\$1,526.8	\$1,523.6	\$1,521.7
Debt Service	9	530.2	567.3	608.6	644.5	679.1	810.4
Debt Service as a % of Total Pledged Revenues		39%	40%	41%	42%	45%	53%
Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds							
Pledged Revenues	8	\$839.6	\$846.4	\$882.9	\$882.2	\$844.4	\$711.3
Debt Service	9	121.2	102.3	102.2	102.1	103.3	103.1
Debt Service as a % of Total Pledged Revenues		14%	12%	12%	12%	12%	14%
2 Broadway Certificates of Participation							
Lease Payments		\$5.8	\$5.9	\$7.8	\$7.1	\$6.3	\$5.5
Cumulative Debt Service (Excluding State Service Contract Bonds)	Notes	2018 ACTL	2019	2020	2021	2022	2023
Total Debt Service before Below-the-Line Adjustments	1, 2, 3	\$2,540.6	\$2,664.1	\$2,836.9	\$3,139.9	\$3,456.5	\$3,847.6
Fare and Toll Revenues		\$8,130.7	\$8,424.1	\$8,554.4	\$8,552.7	\$8,564.7	\$8,574.9
Total Debt Service as a % of Fare/Toll Revenue		31.2%	31.6%	33.2%	36.7%	40.4%	44.9%
Operating Revenues (including Fare/Toll Revenues) and Subsidies		\$15,951.3	\$16,399.5	\$16,690.6	\$16,897.8	\$17,175.0	\$17,380.9
Total Debt Service as a % of Operating Revenues and Subsidies		15.9%	16.2%	17.0%	18.6%	20.1%	22.1%
Non-Reimbursable Expenses with Non-Cash Liabilities		\$17,123.7	\$18,358.6	\$18,929.6	\$19,338.8	\$19,839.5	\$20,444.0
Total Debt Service as a % of Non-reimbursable Expenses		14.8%	14.5%	15.0%	16.2%	17.4%	18.8%
Total Debt Service after Below the Line Adjustments	10	\$2,540.6	\$2,664.1	\$2,843.5	\$3,146.5	\$3,463.1	\$3,854.1
Fare and Toll Revenues after Below the Line Adjustments	10	\$8,130.7	\$8,424.1	\$8,604.4	\$8,880.5	\$8,940.7	\$9,240.5
Total Debt Service as a % of Fare and Toll Revenue after BTL Adjustments		31.2%	31.6%	33.0%	35.4%	38.7%	41.6%
Operating Revenues and Subsidies after Below the Line Adjustments	10	\$15,951.3	\$16,399.5	\$16,799.9	\$17,362.7	\$17,743.9	\$18,280.4
Total Debt Service as a % of Operating Rev/Subsidies after BTL Adjs.		15.9%	16.2%	16.9%	18.1%	19.5%	21.0%
Non-reimbursable Expenses after Below the Line Adjustments	10	\$17,123.7	\$18,285.7	\$18,353.0	\$18,650.9	\$19,135.8	\$19,736.4
Total Debt Service as a % of Non-Reimbursable Exp after BTL Adjs.		14.8%	14.6%	15.5%	16.8%	18.1%	19.5%
2015-19 Capital Plan State Share	11	\$0.0	\$0.0	\$29.3	\$144.5	\$202.0	\$250.7
Total Debt Service Less State Share	11	\$2,540.6	\$2,664.1	\$2,807.6	\$2,995.4	\$3,254.6	\$3,596.9
Operating Revenues and Subsidies Less State Aid for 2015-19 Capital Program	11	\$15,951.3	\$16,399.5	\$16,770.6	\$17,218.2	\$17,542.0	\$18,029.7
Total Debt Service as a % of Operating Revenue/Subsidies Less State Share	11	15.9%	16.2%	16.7%	17.4%	18.6%	19.9%

Notes on the following page are integral to this table.

Notes

- 1 *Floating rate notes assumed at the variable rate assumption plus the current fixed spread to maturity.*
- 2 *Synthetic fixed-rate debt assumed at swap rate; floating rate notes assumed at swap rate plus the current fixed spread to maturity.*
- 3 *All debt service numbers reduced by Build America Bonds (BAB) subsidy.*
- 4 *New money bonds amortized as 30-year level debt except for the Railroad Rehabilitation and Improvement Financing (RRIF) loan which is amortized of 20 years on a level debt service basis at a rate of 2.38%.*
- 5 *Transportation Revenue Bonds pledged revenues consist generally of the following: fares and other miscellaneous revenues from the transit and commuter systems, including advertising, rental income and certain concession revenues (not including Grand Central and Penn Station); revenues from the distribution to the transit and commuter system of TBTA surplus; State and local general operating subsidies; funds contributed to the General Transportation Account of the NYC Transportation Assistance Fund; special tax-supported operating subsidies after the payment of debt service on the MTA Dedicated Tax Fund Bonds; New York City urban tax for transit; station maintenance and service reimbursements; and revenues from the investment of capital program funds. Pledged revenues secure Transportation Revenue Bonds before the payment of operating and maintenance expenses. Starting in 2006, revenues, expenses and debt service for MTA Bus have also been included.*
- 6 *Dedicated Tax Fund pledged revenues as shown above consist generally of the following: petroleum business tax, motor fuel tax and motor vehicle fees deposited into the Dedicated Mass Transportation Trust Fund for the benefit of the MTA; in addition, while not reflected in the DTF pledged revenue figures above, the petroleum business tax, district sales tax, franchise taxes and temporary franchise surcharges deposited into the Metropolitan Transportation Operating Assistance Account for the benefit of the MTA are also pledged. After the payment of debt service on the MTA Dedicated Tax Fund Bonds, these subsidies are available to pay debt service on the MTA Transportation Revenue Bonds, and then any remaining amounts are available to be used to meet operating costs of the transit system, the commuter system, and SIRTDA.*
- 7 *Triborough Bridge and Tunnel Authority General Revenue Bond pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels. Pledged revenues secure TBTA General Revenue Bonds after the payment of TBTA operating and maintenance expenses, including certain reserves.*
- 8 *Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels, after the payment of debt service on the TBTA General Revenue Bonds.*
- 9 *A debt service schedule for each credit is attached as addendum hereto.*
- 10 *These totals incorporate the Plan's Below-the-Line Adjustments.*
- 11 *The 2015-19 Capital Plan includes \$7.3 billion of capital projects funded by the State through additional operating aid appropriated to the MTA on an annual basis.*

METROPOLITAN TRANSPORTATION AUTHORITY (including Triborough Bridge and Tunnel Authority)
Total Budgeted Annual Debt Service

All Issuance through September 23, 2019 (\$ in millions)

Fiscal Year	Transportation Revenue Resolution				Dedicated Tax Fund Resolution			TBTA General Revenue Resolution			TBTA Subordinate Resolution			MTA and TBTA Debt Service				
	Existing DS	Additional DS Non-RRIF	Additional DS RRIF	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS: 2015-19 and Predecessor Capital Programs	Additional DS: 2020-24 Capital Program	Combined	Existing DS	Additional DS	Combined	All Existing DS	Additional DS	2 Broadway CoP Lease Payments	Combined
2019	1,601.4	2.7	-	1,604.1	384.6	-	384.6	567.3	-	-	567.3	102.3	-	102.3	2,655.6	2.7	5.9	2,664.1
2020	1,586.5	99.7	38.9	1,725.1	393.2	-	393.2	576.6	25.1	6.9	608.6	102.2	-	102.2	2,658.6	170.5	7.8	2,836.9
2021	1,576.3	381.3	35.9	1,993.5	392.7	-	392.7	572.3	50.1	22.1	644.5	102.1	-	102.1	2,643.4	489.4	7.1	3,139.9
2022	1,570.9	629.8	35.9	2,236.6	389.7	41.4	431.2	546.7	79.1	53.4	679.1	103.3	-	103.3	2,610.7	839.6	6.3	3,456.5
2023	1,646.1	809.0	35.9	2,491.0	392.7	44.9	437.6	605.9	102.5	102.0	810.4	103.1	-	103.1	2,747.8	1,094.2	5.5	3,847.6
2024	1,637.0	917.0	35.9	2,589.9	392.2	44.9	437.1	575.3	114.9	138.1	828.3	93.7	-	93.7	2,698.2	1,250.8	4.7	3,953.8
2025	1,622.3	976.0	35.9	2,634.3	385.6	44.9	430.5	601.3	114.9	157.3	873.5	91.7	-	91.7	2,701.0	1,329.1	3.9	4,033.9
2026	1,658.4	1,021.2	35.9	2,715.6	378.8	44.9	423.7	617.6	114.9	166.9	899.4	75.7	-	75.7	2,730.5	1,383.9	3.0	4,117.4
2027	1,647.5	1,020.0	35.9	2,703.4	385.6	44.9	430.5	628.6	114.9	168.0	911.6	76.0	-	76.0	2,737.8	1,383.7	2.1	4,123.6
2028	1,645.0	1,020.0	35.9	2,700.9	386.1	44.9	430.9	700.7	114.9	168.0	983.6	76.2	-	76.2	2,807.8	1,383.7	1.2	4,192.8
2029	1,653.8	1,020.0	35.9	2,709.7	395.1	44.9	440.0	622.9	114.9	168.0	905.9	76.2	-	76.2	2,748.0	1,383.7	0.2	4,132.0
2030	1,651.4	1,020.0	35.9	2,707.3	392.7	44.9	437.6	628.8	114.9	168.0	911.7	76.3	-	76.3	2,749.2	1,383.7	-	4,132.9
2031	1,684.7	1,020.0	35.9	2,740.6	372.1	44.9	417.0	631.8	114.9	168.0	914.8	74.0	-	74.0	2,762.7	1,383.7	-	4,146.4
2032	1,635.7	1,020.0	35.9	2,691.6	351.3	44.9	396.2	488.6	114.9	168.0	771.6	54.5	-	54.5	2,530.2	1,383.7	-	3,913.9
2033	1,348.3	1,020.0	35.9	2,404.2	346.5	44.9	391.4	358.1	114.9	168.0	641.0	-	-	-	2,052.9	1,383.7	-	3,436.6
2034	1,312.7	1,020.0	35.9	2,368.6	276.3	44.9	321.2	369.2	114.9	168.0	652.2	-	-	-	1,958.3	1,383.7	-	3,342.0
2035	1,291.8	1,020.0	35.9	2,347.8	287.7	44.9	332.6	369.2	114.9	168.0	652.1	-	-	-	1,948.7	1,383.7	-	3,332.5
2036	1,130.5	1,020.0	35.9	2,186.4	352.5	44.9	397.3	370.5	114.9	168.0	653.5	-	-	-	1,853.4	1,383.8	-	3,237.2
2037	1,105.0	1,020.0	-	2,156.3	369.7	44.9	414.5	371.6	114.9	168.0	654.5	-	-	-	1,846.2	1,379.2	-	3,225.4
2038	1,044.7	1,020.0	-	2,064.8	358.4	44.9	403.2	355.3	114.9	168.0	638.3	-	-	-	1,758.4	1,347.9	-	3,106.2
2039	981.1	1,020.0	-	2,001.2	307.3	44.9	352.2	231.7	114.9	168.0	514.7	-	-	-	1,520.2	1,347.9	-	2,868.0
2040	879.2	1,020.0	-	1,899.3	68.8	44.9	113.7	191.1	114.9	168.0	474.1	-	-	-	1,139.1	1,347.9	-	2,487.0
2041	725.9	1,020.0	-	1,746.0	38.2	44.9	83.0	182.8	114.9	168.0	465.7	-	-	-	946.9	1,347.9	-	2,294.8
2042	662.8	1,020.0	-	1,682.8	38.2	44.9	83.0	180.4	114.9	168.0	463.4	-	-	-	881.4	1,347.9	-	2,229.3
2043	542.5	1,020.0	-	1,562.6	38.2	44.9	83.0	164.1	114.9	168.0	447.0	-	-	-	744.7	1,347.9	-	2,092.6
2044	553.5	1,020.1	-	1,573.5	38.2	44.9	83.0	159.2	114.9	168.0	442.1	-	-	-	750.8	1,347.9	-	2,098.7
2045	453.6	1,020.1	-	1,473.6	38.2	44.9	83.0	145.2	114.9	168.0	428.1	-	-	-	636.9	1,347.9	-	1,984.8
2046	402.8	1,020.1	-	1,422.8	38.2	44.9	83.0	139.0	114.9	168.0	422.0	-	-	-	579.9	1,347.9	-	1,927.8
2047	375.0	1,020.1	-	1,395.1	35.7	44.9	80.5	119.7	114.9	168.0	402.7	-	-	-	530.4	1,347.9	-	1,878.3
2048	342.8	1,020.1	-	1,362.9	21.5	44.9	66.3	94.2	114.9	168.0	377.2	-	-	-	458.5	1,347.9	-	1,806.4
2049	198.7	1,010.6	-	1,209.3	21.5	44.9	66.3	32.1	111.7	167.0	310.8	-	-	-	252.2	1,334.2	-	1,586.4
2050	154.8	910.6	-	1,065.5	21.5	44.9	66.3	12.0	86.6	158.0	256.6	-	-	-	188.2	1,200.1	-	1,388.4
2051	129.0	637.4	-	766.5	21.5	38.1	59.6	-	61.1	139.5	200.6	-	-	-	150.5	876.1	-	1,026.6
2052	122.7	395.8	-	518.5	21.5	-	21.5	-	32.8	103.8	136.6	-	-	-	144.1	532.4	-	676.6
2053	79.4	209.7	-	289.1	21.4	-	21.4	-	10.8	55.0	65.9	-	-	-	100.9	275.6	-	376.5
2054	79.4	103.8	-	183.2	21.4	-	21.4	-	-	23.3	23.3	-	-	-	100.9	127.1	-	227.9
2055	77.4	45.8	-	123.2	21.5	-	21.5	-	-	7.4	7.4	-	-	-	98.8	53.2	-	152.0
2056	56.9	6.0	-	62.9	20.2	-	20.2	-	-	-	-	-	-	-	77.1	6.0	-	83.1
2057	9.1	6.0	-	15.1	11.4	-	11.4	-	-	-	-	-	-	-	20.6	6.0	-	26.6
2058	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2059	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Notes:

Does not include debt service for Special Obligation Bonds.

Forecasted Investment Income is not included above.

Net of Build America Bonds subsidy.

Additional DS Non-RRIF includes debt service on \$7.3 billion of capital projects funded by NY State through additional operating aid appropriated to the MTA on an annual basis.

Positions (Headcount)

POSITIONS

The information contained in this section presents MTA positions by Agency, function and occupational group. It also captures the position impacts of programmatic initiatives and re-estimates. Analysis of these numbers is provided on both a year-to-year and a plan-to-plan basis. The changes in positions described below are reflective of the MTA-wide commitment to improve operations and enhance the customer experience. To that end, the July Financial Plan reflects changes to strategic resources, including reductions in areas where operations can be made more efficient, while also adding positions where more personnel are required.

METROPOLITAN TRANSPORTATION AUTHORITY					
November Financial Plan 2020-2023					
Favorable/(Unfavorable)					
Total Position Changes at a Glance					
	2019	2020	2021	2022	2023
2019 July Plan - Total Baseline Positions¹	74,168	72,291	71,802	71,727	71,316
Total Plan-to-Plan Changes	(82)	(1,801)	(1,661)	(1,646)	(1,500)
2019 November Plan - Total Baseline Positions¹	74,250	74,092	73,464	73,374	72,817
Total Year-to-Year Changes, November Plan		158	628	90	557
Total Plan-to-Plan Changes by Reporting Category:					
<i>Non-Reimbursable</i>	(283)	(1,183)	(1,317)	(1,385)	(1,313)
<i>Reimbursable</i>	201	(619)	(344)	(262)	(187)
Total¹	(82)	(1,801)	(1,661)	(1,646)	(1,500)
<i>Full-Time</i>	(82)	(1,791)	(1,651)	(1,636)	(1,490)
<i>Full-Time Equivalents</i>	0	(10)	(10)	(10)	(10)
Total¹	(82)	(1,801)	(1,661)	(1,646)	(1,500)
By Function Category					
- Administration	(54)	(397)	(401)	(402)	(400)
- Operations	71	(201)	(229)	(233)	(171)
- Maintenance	(82)	(553)	(381)	(361)	(280)
- Engineering/Capital	1	(140)	(140)	(140)	(139)
- Public Safety	(18)	(511)	(511)	(511)	(511)
Total¹	(82)	(1,801)	(1,661)	(1,646)	(1,500)
By Occupational Group					
- Managers/Supervisors	(38)	(493)	(379)	(367)	(354)
- Professional, Technical, Clerical	10	(380)	(364)	(329)	(330)
- Operational Hourlies	(54)	(928)	(918)	(950)	(816)
Total¹	(82)	(1,801)	(1,661)	(1,646)	(1,500)
Total Plan-to-Plan Changes by Major Category:					
2019 BRPs ²	0	(331)	(331)	(331)	(331)
New Needs	(140)	(776)	(786)	(787)	(787)
Change in Reimbursable Positions ³	223	(598)	(331)	(248)	(173)
Re-estimates & All Other ⁴	(164)	(97)	(214)	(280)	(209)
Total¹	(82)	(1,801)	(1,661)	(1,646)	(1,500)

¹ Reflects positions at year end (December 31). Totals may not add due to rounding.

² Non-Reimbursable only. Does not include re-estimates to prior year BRPs.

³ Includes Reimbursable positions in connection with BRPs as well as prior year BRP re-estimates.

⁴ Includes Full-time Equivalents.

Positions are added to meet the requirements of a myriad of initiatives and activities scheduled or already underway, including: critical operational and maintenance needs, customer-focused amenities and safety initiatives, and support to improve service. Position levels also capture resources required to support capital projects, as well as the operation, maintenance, and cleaning requirements of those projects once they are completed and put into operational service. These additional positions, as well as Budget Reduction Proposals (BRPs), which have a partially offsetting impact to the positions, are captured in the tables and narrative on the following pages and detailed in the Agency sections.

Year-to-Year Position Changes

It is important to note that the 2018 Actual levels shown in consolidated positions tables reflect only paid positions (incumbents); whereas, the projections for 2019 and beyond reflect authorized positions (including vacancies). To illustrate, in the 2018 Actuals, there were 74,695 authorized positions at year end but only 72,800 incumbents, a difference of 1,895 positions.

2020 vs. 2019

The consolidated 2020 baseline includes 74,092 positions, an overall net decrease of 158 positions from the 2019 level of 74,250. This is primarily due to:

- **NYCT** – a decrease of 885 positions, comprised of 351 non-reimbursable and 534 reimbursable position decreases, mainly reflecting staffing adjustments in connection with the L-Tunnel Reconstruction Project and BRPs for guideline-based service adjustments and other operating efficiencies.
- **LIRR** – an increase of 209 positions, comprised of 108 non-reimbursable and 101 reimbursable positions. Non-reimbursable position increases are primarily to support East Side Access (ESA) readiness efforts, continued Reliability-Centered Maintenance Program (RCM) maintenance of the M3 fleet, staffing for Moynihan Station as well as other customer service-centric positions and West Side Yard overbuild maintenance, partially offset by BRPs associated with operational and administrative efficiencies. Reimbursable position increases are due to anticipated changes in capital project activity.
- **MNR** – a net decrease of 9 positions, comprised of 119 non-reimbursable position decreases, partially offset by 110 reimbursable position increases. Total position reductions of 83 positions associated with BRPs, are comprised of 70 non-reimbursable and 13 reimbursable positions. Partially offsetting these are the addition of 55 Maintenance of Equipment positions to support the 66 new M8 cars, 10 Safety positions for ESA Operations, the restoration of 5 BRP positions from the July Plan to outsource drug testing to a third party, 2 Maintenance of Way Communications & Signal (C&S) positions to support several critical capital projects, and 2 Safety Compliance Managers for the Operations Control Center and Right-of-Way.
- **B&T** – increases by 6 non-reimbursable positions to support Enterprise Asset Management (EAM).
- **MTAHQ** – an increase of 542 non-reimbursable positions, mainly due to the anticipated hiring of 500 MTA Police Officers in support of safety and security, homeless outreach efforts, and fare evasion mitigation efforts.
- **SIR** – a decrease of 1 non-reimbursable position due to one fewer position to support Con Edison projects.
- **MTA Bus** – decreases by a net 20 positions, comprised of 18 non-reimbursable and 2 reimbursable positions, mainly due to reductions in the following initiatives: Central Maintenance Facility (CMF) Efficiencies, Workforce Development, Special Investigation and

Facilities, partially offset by increases for Express Bus Service, Transit Asset Management and the Platform Budget.

2021 – 2023

Total positions are projected at 73,464 in 2021, representing a decrease of 628 positions from 2020. Decreases in positions are expected to be 816 at NYCT, comprised of 349 non-reimbursable and 467 reimbursable positions, mainly due to BRPs proposed in the 2019 July Plan commencing in 2021. Staffing levels increase by a net 241 positions at LIRR, comprised of an increase of 408 non-reimbursable positions, partially offset by 167 reimbursable positions, that are mainly related to ESA readiness efforts and additional staffing to support enhanced service to Belmont Park beginning fourth quarter of 2021. Reimbursable position reductions are due to changes in project activity. A net increase of 9 positions at MNR is due to the addition of 10 Safety positions for East Side Access Operations and 9 Conductor positions to support capital needs. This increase is partially offset by a decrease of 10 authorized positions included in the BRPs from the July Plan. MTAHQ positions decrease by 8 positions due to the planned elimination of 6 non-reimbursable MTA IT and 2 Excelsior Program positions. SIR decreases by 27 positions due to the reduced need to support the track stability program. MTA Bus positions also decrease by 27, comprised of position reductions for Shop Overhaul, Facilities, and MCI Structures, and are partially offset by increases for the Shop Program.

Total forecasted positions are projected at 73,374 in 2022, a decrease of 90 positions from 2021. Positions are expected to decrease by 185 at NYCT, mainly due to changes to Sandy Capital support and support for various capital projects. The LIRR increases by 11 net positions mainly due to non-reimbursable increases of 50, partially offset by 39 reimbursable position decreases; non-reimbursable increases are primarily for ESA readiness efforts, while reimbursable decreases to reflect changes in capital project activity. MNR decreases by 46 authorized positions, mainly due to operational and administrative efficiencies associated with BRPs from the July Plan. MTA Bus increases by 130 positions for the Shop Program and Shop Overhaul.

Total forecasted positions are projected at 72,817 in 2023, a decrease of 557 positions from 2022. Position decreases of 448 at NYCT are mainly due to changes to Sandy Capital support and adjustments to various capital support projects and the Car Equipment SMS program. B&T increases by 6 positions for additional requirements for Cashless Tolling maintenance and development. MTA Bus decreases by 115 positions for Shop Programs and Express Bus Service.

November Plan vs. July Plan Position Changes

2019

Total positions of 74,250 reflect an increase of 82 positions from the July Plan, primarily due to:

- **NYCT** – decreases by a net 57 positions, comprising 170 reimbursable decreases partially offset by 113 non-reimbursable position increases. Non-reimbursable increases reflect Re-estimates for the SMS Reforecast, Platform Budget–Normal Business and the TWU MOU–Overtime Offset Adjustment, which had assumed a cap on overtime that did not materialize. Partially offsetting these are BRPs for guideline-based service adjustments and decreases in connection with the L-Tunnel Reconstruction Project.
- **LIRR** – decreases by 28 non-reimbursable positions, which are primarily related to the latest anticipated hiring plans for East Side Access and the transfer of one position to MTAHQ as part of the MTA consolidation of the FOIL function.
- **B&T** – decreases by 1 position, reflecting the MTA consolidation of the FOIL function.
- **MTAHQ** – increases by 81 non-reimbursable positions, which include New Needs for the following initiatives: 49 Critical Management positions, 2 positions for Homeless Outreach

and 41 MTA Police Officers. Re-estimates include increases for the centralization of the Communications (2 positions) and FOIL functions (7 positions). Partially offsetting these increases are re-estimates of 20 positions.

- **SIR** – increases by 48 positions, comprised of 26 non-reimbursable and 22 reimbursable increases in connection with the following New Needs: the retention of MOW positions to support track stability, increases to improve train engineer availability, and increases to support the maintenance of 4 new substations, the mainline track and Con Edison projects.
- **MTACC** – decreases by 1 reimbursable position in connection with the MTA consolidation of the FOIL function.
- **MTA Bus** – increases by 40 positions primarily due to an adjustment for the reversal of Express Bus Service, partially offset by the transfer of 1 position for the MTA consolidation of the FOIL function.

2020

Total positions of 74,092 reflect an increase of 1,801 positions from the July Plan, mainly attributable to:

- **NYCT** – increases by 906 positions, comprised of 632 non-reimbursable and 274 reimbursable positions. Non-reimbursable increases include elimination of BRPs duplicating savings identified by the Transformation Plan, Subway Action Plan (SAP) adjustments, SMS reforecast, platform budget revisions and technical adjustments for availability, overtime offset, maintainer/helper title swap. Reimbursable adjustments are primarily related to elimination of engineering BRP duplicating savings in the Transformation Plan, and revised staffing related to timing of capital projects.
- **LIRR** – increases by 138 total positions, including 272 reimbursable positions, partially offset by a net decrease of 133 non-reimbursable positions. Non-reimbursable decreases are primarily related to the timing of capital and maintenance activities and East Side Access readiness, partially offset by higher headcount associated with increasing customer service positions in lieu of overtime and additional positions to support LIRR Cares. The reimbursable increases are primarily driven by greater capital activity, including flagging support for mainline third track and right-of-way maintenance staffing for the annual track program and other projects.
- **MNR** – increases by 70 positions, comprised of 17 non-reimbursable and 53 reimbursable positions. The increases are primarily to support 66 new M8 cars and for East Side Access revenue operations (Fire Brigade) as well as the restoration of 5 positions proposed as part of a July Plan BRP for the outsourcing of drug testing to a third-party provider.
- **B&T** – decreases by 1 position, and carries forward changes from 2019.
- **MTAHQ** – increases by 553 positions, which, in addition to carrying forward initiatives from 2019, includes the addition of 500 MTA Police Officer positions in support of safety and security, homeless outreach efforts, and fare evasion mitigation efforts.
- **SIR** – increases by 47 positions, which primarily carry forward initiatives from 2019 with 1 fewer position to support Con Edison projects.
- **MTACC** – decreases by 1 reimbursable position, and carries forward changes from 2019.
- **MTA Bus** – increases by 89 non-reimbursable positions due primarily to an adjustment for the reversal of proposed Express Bus service reductions, increases for platform budget, and the restoration of a BRP from the July Plan for CMO Efficiencies, partially offset by the transfer of 1 position for the MTA consolidation of the FOIL function.

2021

Total positions of 73,464 positions reflect increases of 1,661 from the July Plan. This unfavorable variance is mainly due to:

- **NYCT** – increases by 771 net positions, including 611 non-reimbursable and 160 reimbursable positions. Non-reimbursable increases include elimination of BRPs duplicating savings with the Transformation Plan, Subway Action Plan (SAP) adjustments, SMS reforecast, platform budget revisions and technical adjustments for availability, overtime offset, maintainer/helper title swap. Reimbursable adjustments are primarily related to elimination of engineering BRP duplicating savings with the Transformation Plan, and revised staffing related to timing of capital projects.
- **LIRR** – increases by 150 positions, including 144 reimbursable and 6 non-reimbursable positions. Non-reimbursable increases continue programmatic initiatives from 2021, and includes additional service to support the new arena at Belmont Park beginning in fourth quarter 2021, partially offset by adjustments to East Side Access staffing. Reimbursable changes reflect changes in capital project activity.
- **MNR** – increases by 80 positions, comprised of 53 non-reimbursable and 27 reimbursable positions and reflect programmatic initiatives carried forward from 2020.
- **B&T** – decreases by 1 position, carrying forward initiatives from 2019.
- **MTAHQ** – increases by 553 positions, which continue initiatives from 2020.
- **SIR** – increases by 20 positions which primarily carry forward initiatives from 2020 with 20 fewer positions to support track stability and 7 fewer headcount to support Con Edison projects.
- **MTACC** – decreases by 1 reimbursable position, and carries forward changes from 2019.
- **MTA Bus** – increases by 89 positions, which carry forward changes from 2020.

2022

Total positions of 73,374 reflect increases of 1,646 positions from the July Plan. This unfavorable variance is mainly due to:

- **NYCT** – increases by 734 positions, comprised of 639 non-reimbursable and 95 reimbursable positions that continue programmatic initiatives from 2021.
- **LIRR** – increases by 171 positions, which mostly continue programmatic initiatives from 2021, with adjustments in headcount to reflect changes in capital project activity.
- **MNR** – increases by 80 positions comprised of 57 non-reimbursable and 23 reimbursable positions, which carry forward programmatic initiatives from 2020.
- **B&T** – decreases by 1 position, carrying forward initiatives from 2019.
- **MTAHQ** – increases by 554 positions that carry forward programmatic changes from 2021 as well as 1 position for MTA Transformation.
- **SIR** – increases by 20 positions, which carry forward initiatives from 2021.
- **MTACC** – decreases by 1 reimbursable position, and carries forward changes from 2019.
- **MTA Bus** – increases by 89 positions, which carry forward changes from 2020.

2023

Total positions of 72,817 reflect increases of 1,500 positions from the July Plan. This unfavorable variance is mainly due to:

- **NYCT** – increases by 652 positions, comprised of 560 non-reimbursable and 92 reimbursable positions that continue programmatic initiatives from 2021.
- **LIRR** – increases by 113 positions, which continue programmatic initiatives from 2021, with adjustments in headcount to reflect changes in capital project activity.
- **MNR** – increases by 80 positions comprised of 71 non-reimbursable and 9 reimbursable positions, which carry forward programmatic initiatives from 2020.

- **B&T** – decreases by 1 position, carrying forward initiatives from 2019.
- **MTAHQ** – increases by 554 positions that carry forward programmatic changes from 2022.
- **SIR** – increases by 20 positions, which carry forward initiatives from 2021.
- **MTACC** – decreases by 1 reimbursable position, and carries forward changes from 2019.
- **MTA Bus** – increases by 83 positions, which mostly carry forward changes from 2020.

November Plan vs. February Plan Position Changes

2019

Total positions of 74,250 reflect a decrease of 912 positions from the February Plan, primarily due to:

- **NYCT** – decreases by 862 positions, comprising 160 non-reimbursable and 702 reimbursable positions. Non-reimbursable decreases reflect BRP adjustments to revised savings projections; L-Tunnel Reconstruction; and reimbursable reductions of 702 positions primarily reflect changes in the L-Tunnel Reconstruction.
- **LIRR** – decreases by 170 positions, comprised of 111 non-reimbursable and 59 reimbursable positions. Position reductions are primarily related to reduced East Side Access Readiness requirements, vacant positions, the MTA consolidation of the FOIL function, and reimbursable headcount adjustments for capital project support and construction activity.
- **MNR** – increases by a net 14 positions, due to the addition of 13 Engineers in the Transportation Department and 1 operations support position.
- **B&T** – decreases by 1 non-reimbursable position due to the MTA consolidation of the FOIL function.
- **MTAHQ** – increases by 37 positions, comprised of 42 non-reimbursable increases, partially offset by 5 reimbursable reductions. Increases for New Needs and Re-estimates include: 1 Director of Transformation, 2 Excelsior Fellows, 1 General Counsel FOIL Officer, 1 Special Counsel in the General Counsel’s office, 49 Critical Management positions, 2 for Homeless Outreach, 41 for MTA Police, and 9 positions total for the centralization of the Communications and FOIL functions. Partially offsetting these are re-estimates and the elimination of 44 vacant positions in connection with BRPs in the July Plan. Reimbursable position decreases of 5 are for re-estimates in IT.
- **SIR** – increases by 48 positions comprised of 26 non-reimbursable and 22 reimbursable increases in connection with the following New Needs: the retention of MOW positions to support track stability, increases to improve train engineer availability, and increases to support the maintenance of 4 new substations, the mainline track and for Con Edison projects.
- **MTACC** – decreases by 19 reimbursable positions in connection with the July Plan BRP for staffing reductions and the MTA consolidation of the FOIL function.
- **MTA Bus** – increases by 41 positions, primarily due to an adjustment of 40 positions for the reversal of Express Bus Service, and the addition of 1 position in connection with the New Need for one Storeroom Line Supervisor, partially offset by the transfer of 1 position for the MTA consolidation of the FOIL function.

2020

Total positions of 74,092 reflect an increase of 237 positions from the February Plan, mainly attributable to:

- **NYCT** – decreases by 397 positions, comprised of 481 non-reimbursable and offset by 84 reimbursable positions. Non-reimbursable reductions in connection with BRPs total 661 positions and include reductions resulting from administrative and non-administrative reorganizations, guideline-based service adjustments, and operating efficiencies at Subways and Buses for cleaning, operations, maintenance and Supply Logistics. Net position increases of 50 positions for New Needs are mainly due to the Subway Action Plan (SAP). Re-estimates of 130 position increases reflect adjustments to Platform Budget-Normal Business, SMS, availability, title swaps, and overtime offset. Reimbursable increases mainly due to revised Subways capital support, L-Tunnel Reconstruction, offset by reimbursable BRPs of 27 positions.
- **LIRR** – increases by a net 16 total positions, including 280 reimbursable position increases, partially offset 264 non-reimbursable position reductions. The non-reimbursable decrease is primarily driven by revised East Side Access operating plans and BRPs associated with improved operational and administrative efficiencies, partially offset by higher headcount associated with continuing the RCM program for the M3 fleet, staffing for Moynihan Station as well as other customer service-centric positions, and West Side Yard overbuild maintenance. Reimbursable increases for capital project support are partially offset by reimbursable BRPs of 160 positions.
- **MNR** – increases by a net 3 positions, including 23 reimbursable position increases partially offset by 20 non-reimbursable position reductions. The increases are primarily to support 66 new M8 cars and East Side Access Revenue Operations (Fire Brigade) as well as the addition of 13 Engineers in the Transportation Department and 1 operations support position. The increases are partially offset by the impact of BRPs associated with improved operational efficiencies.
- **B&T** – decreases by 1 position and carries forward changes from 2019.
- **MTAHQ** – increases by 525 positions, which primarily carry forward programmatic initiatives from 2019, but also includes a New Need for 500 additional MTA Police Officers, partially offset by re-estimates and the elimination of 44 vacant positions from the July Plan.
- **SIR** – increases by 47 positions, which carry forward initiatives from 2019, with a reduction of 1 position for Con Edison support.
- **MTACC** – decreases by 19 reimbursable positions, which carry forward changes from 2019.
- **MTA Bus** – increases by 63 positions, primarily due to an adjustment of 83 positions for the reversal of Express Bus Service, 3 positions for Platform Budget, and 4 positions in connection with New Needs for one Storeroom Line Supervisor and 3 positions for Transit Asset Management, partially offset by the transfer of one position for the MTA consolidation of the FOIL function and 27 positions in connection with July Plan BRPs.

2021

Total positions of 73,464 positions reflect decreases of 411 from the February Plan. This favorable variance is mainly due to:

- **NYCT** – decreases by 811 positions, comprised of 784 non-reimbursable and 27 reimbursable positions. Non-reimbursable reductions in connection with BRPs total 943 positions and include reductions resulting from administrative and non-administrative reorganizations, guideline-based service adjustments, and operating efficiencies at Subways and Buses for cleaning, operations, maintenance and Supply Logistics. Net position increase of 50 positions for New Needs mainly includes adjustment for the Subway Action Plan (SAP). Re-estimates of 109 position increases reflect adjustments to Platform Budget-Normal Business, SMS, availability, title swaps, and overtime offset. Reimbursable BRPs contribute 164 positions to the reduction, primarily due to the NYCT engineering reorganization. Reimbursable increases mainly due to revised Subways capital support, L-Tunnel Reconstruction, offset by reimbursable BRPs of 27 positions.

- **LIRR** – decreases by 173 positions, comprised of 318 non-reimbursable position reductions, partially offset by 145 reimbursable increases. The non-reimbursable decrease is primarily driven by revised East Side Access operating plans and BRPs associated with improved operational and administrative efficiencies, partially offset by higher headcount associated with continuing an RCM program for the M3 fleet, staffing for Moynihan Station as well as other customer service-centric positions, and West Side Yard overbuild maintenance. Reimbursable BRPs totaling 160 positions are offset by increases of 160 positions for capital project support.
- **MNR** – increases by a net 3 positions and reflect programmatic initiatives carried forward from 2020.
- **B&T** – decreases by 1 position and carries forward changes from 2019.
- **MTAHQ** – increases by 507 positions, which continue initiatives from 2020.
- **SIR** – increases by 20 positions, which primarily carry forward initiatives from 2020 with 20 fewer positions to support track stability and 7 fewer positions to support Con Edison projects.
- **MTACC** – decreases by 19 reimbursable positions, which carry forward changes from 2019.
- **MTA Bus** – increases by 63 positions, which carry forward changes from 2020.

2022

Total positions of 73,374 reflect decreases of 601 positions from the February Plan. This favorable variance is mainly due to:

- **NYCT** – decreases by 883 positions, comprised of 777 non-reimbursable and 106 reimbursable decreases that mainly continue programmatic initiatives from 2021.
- **LIRR** – decreases by 245 positions, comprised of 381 non-reimbursable decreases, partially offset by a net increase of 135 reimbursable positions, and continue programmatic changes that carry forward from 2021. Reimbursable increases for capital project support are partially offset by reimbursable July Plan BRPs of 160 positions.
- **MNR** – decreases by 43 positions, which are primarily due to position reductions associated with BRPs, partially offset by positions that carry forward programmatic changes from 2021.
- **B&T** – decreases by 1 position and carries forward changes from 2019.
- **MTAHQ** – increases by 507 positions that carry forward programmatic changes from 2020.
- **SIR** – increases by 20 positions that carry forward programmatic changes from 2021.
- **MTACC** – decreases by 19 reimbursable positions, which carry forward changes from 2019.
- **MTA Bus** – increases by 63 positions, which carry forward changes from 2020.

New Needs

New Needs in the November Financial Plan 2020-2023:

METROPOLITAN TRANSPORTATION AUTHORITY					
November Financial Plan 2020-2023					
Change Between 2019 November Financial Plan vs. 2019 July Financial Plan					
Favorable/(Unfavorable)					
Position Impacts of New Needs					
	2019	2020	2021	2022	2023
NYCT					
<i>Accelerate MetroCard Claims Processing</i>	0	6	6	6	6
<i>Fare Evasion Task Force</i>	0	(22)	(22)	(22)	(22)
<i>OBI - Bus Command Center</i>	0	(2)	(2)	(2)	(2)
<i>Subway Action Plan</i>	<u>0</u>	<u>(92)</u>	<u>(92)</u>	<u>(92)</u>	<u>(92)</u>
Total	0	(110)	(110)	(110)	(110)
LIRR					
<i>Additional Service to Support New Arena at Belmont Park</i>	<u>0</u>	<u>0</u>	<u>(27)</u>	<u>(27)</u>	<u>(27)</u>
Total	0	0	(27)	(27)	(27)
MNR					
<i>Support and Material for 66 new M8 Cars (Program)</i>	0	(55)	(55)	(55)	(55)
<i>Support for ESA Revenue Operations (Fire Brigade Only)</i>	<u>0</u>	<u>(10)</u>	<u>(20)</u>	<u>(20)</u>	<u>(20)</u>
Total	0	(65)	(75)	(75)	(75)
B&T					
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MTAHQ					
<i>MTA Transformation</i>	0	0	0	(1)	(1)
<i>Critical Management Positions</i>	(49)	(49)	(49)	(49)	(49)
<i>Dir and Asst Dir of Homeless Outreach</i>	(2)	(2)	(2)	(2)	(2)
<i>Increases in MTAPD</i>	<u>(41)</u>	<u>(500)</u>	<u>(500)</u>	<u>(500)</u>	<u>(500)</u>
Total	(92)	(551)	(551)	(552)	(552)
SIR					
<i>Retention MOW Positions to Support Track Stability</i>	(20)	(20)	0	0	0
<i>Train Engineer Availability</i>	(3)	(3)	(3)	(3)	(3)
<i>Maintenance for 4 New Substations</i>	(3)	(3)	(3)	(3)	(3)
<i>Mainline Track</i>	(12)	(12)	(12)	(12)	(12)
<i>Support for Con Edison</i>	<u>(10)</u>	<u>(9)</u>	<u>(2)</u>	<u>(2)</u>	<u>(2)</u>
Total	(48)	(47)	(20)	(20)	(20)
MTACC					
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MTA Bus					
<i>Transit Asset Management</i>	<u>0</u>	<u>(3)</u>	<u>(3)</u>	<u>(3)</u>	<u>(3)</u>
Total	0	(3)	(3)	(3)	(3)
Total New Needs	(140)	(776)	(786)	(787)	(787)

Changes in Reimbursable Positions

Major reimbursable positions, including reimbursable position reductions in connection with BRPs and the impact of revised capital project activity, in comparison with the July Plan:

METROPOLITAN TRANSPORTATION AUTHORITY					
November Financial Plan 2020-2023					
Change Between 2019 November Financial Plan vs. 2019 July Financial Plan					
Favorable/(Unfavorable)					
Position Impact of Reimbursable					
	2019	2020	2021	2022	2023
NYCT					
<i>NYCT Engineering Reorganization</i>	0	(140)	(140)	(140)	(140)
<i>TWU MOU - Overtime Offset Adjustment</i>	50	50	50	50	50
<i>Subways Capital Support</i>	0	(184)	(70)	(5)	(2)
<i>L-Tunnel Reconstruction Support</i>	135	0	0	0	0
<i>Other Re-estimates</i>	<u>(15)</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	170	(274)	(160)	(95)	(92)
LIRR					
<i>LIRR Capital Project Support and Construction</i>	0	(152)	(145)	(131)	(73)
<i>Reallocation of Year End (December) Resources btw NR/R</i>	<u>0</u>	<u>(120)</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	(272)	(145)	(131)	(73)
MNR					
<i>Reimbursable Headcount & Overtime Adjustments</i>	<u>52</u>	<u>(53)</u>	<u>(27)</u>	<u>(23)</u>	<u>(9)</u>
Total	52	(53)	(27)	(23)	(9)
B&T					
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MTAHQ					
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
SIR					
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MTA CC					
<i>MTA Consolidation of FOIL Function</i>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>
Total	1	1	1	1	1
MTA Bus					
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
Total Reimbursable	223	(598)	(331)	(248)	(173)

Re-Estimates & All Other

Major drivers of re-estimates, with more information contained in Agency sections:

METROPOLITAN TRANSPORTATION AUTHORITY					
November Financial Plan 2020-2023					
Change Between 2019 November Financial Plan vs. 2019 July Financial Plan					
Favorable/(Unfavorable)					
Position Impact of Re-Estimates					
	2019	2020	2021	2022	2023
NYCT					
<i>Bus Shop Plan</i>	0	4	22	40	64
<i>Maintainer/Helper Swap</i>	0	(43)	(43)	(43)	(43)
<i>Fare Evasion Task Force - FTE</i>	0	(10)	(10)	(10)	(10)
<i>Reimbursable Adjustments</i>	(1)	0	0	0	0
<i>Training Float Adjustment</i>	0	62	44	44	44
<i>Transfer FOIL to MTAHQ</i>	4	4	4	4	4
<i>Availability Adjustment</i>	0	(71)	(71)	(71)	(71)
<i>Platform Budget - Normal Business</i>	(16)	(16)	(16)	(36)	(36)
<i>SMS Reforecast</i>	(88)	(63)	(45)	(71)	(16)
<i>TWU MOU - Overtime Offset Adjustment</i>	(50)	(50)	(50)	(50)	(50)
<i>Prior Year BRP Adjustments:</i>					
<i>SI Ferry Service Reduction</i>	(6)	(6)	(6)	(6)	(6)
<i>Timekeeping Savings Delay</i>	0	(27)	0	0	0
<i>Guideline Based Service Adjustments</i>	<u>44</u>	<u>17</u>	<u>(7)</u>	<u>(7)</u>	<u>(7)</u>
Total	(113)	(199)	(178)	(206)	(127)
LIRR					
<i>Vacant Positions/Other Re-estimates</i>	0	(4)	(4)	(1)	(1)
<i>MTA Consolidation of FOIL Function</i>	1	1	1	1	1
<i>East Side Access Readiness</i>	27	26	34	(3)	(3)
<i>Morris Park New Facility Cleaning</i>	0	(1)	(1)	(1)	(1)
<i>LIRR Cares</i>	0	(4)	(4)	(4)	(4)
<i>Customer Service Position in Lieu of Overtime</i>	0	(5)	(5)	(5)	(5)
<i>Reallocation of Year End (December) Resources btw NR/R</i>	<u>0</u>	<u>120</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	28	133	21	(13)	(13)
MNR					
<i>Reallocation of Year End (December) Resources btw NR/R</i>	<u>(52)</u>	<u>53</u>	<u>27</u>	<u>23</u>	<u>9</u>
Total	(52)	53	27	23	9
B&T					
<i>MTA Consolidation of FOIL Function</i>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>
Total	1	1	1	1	1
MTAHQ					
<i>Centralization of Communications Positions</i>	(2)	(2)	(2)	(2)	(2)
<i>Centralization of Legal Departments FOIL Function</i>	(7)	(7)	(7)	(7)	(7)
<i>Other Re-estimates</i>	<u>20</u>	<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>
Total	11	(2)	(2)	(2)	(2)
SIR					
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MTACC					
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MTA Bus					
<i>Express Bus Service Adjustment Reversal</i>	(40)	(81)	(81)	(81)	(75)
<i>Platform Budget</i>	0	(3)	(3)	(3)	(3)
<i>MTA Consolidation of FOIL Function</i>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>
Total	(39)	(83)	(83)	(83)	(77)
Total Re-Estimates	(164)	(97)	(214)	(280)	(209)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020-2023
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Agency

Category	2018 Actual ¹	2019 November Forecast	2020 Final Proposed Budget	2021	2022	2023
Baseline Total Positions	72,800	74,250	74,092	73,464	73,374	72,817
NYC Transit	50,115	50,286	49,401	48,585	48,400	47,952
Long Island Rail Road	7,571	7,682	7,891	8,132	8,143	8,143
Metro-North Railroad	6,570	7,149	7,140	7,149	7,103	7,103
Bridges & Tunnels	1,388	1,498	1,504	1,504	1,504	1,510
Headquarters	2,756	3,133	3,675	3,667	3,667	3,667
Staten Island Railway	338	384	383	356	356	356
Capital Construction Company	125	162	162	162	162	162
Bus Company	3,936	3,956	3,936	3,909	4,039	3,924
Non-Reimbursable	66,033	66,183	66,351	66,378	66,517	66,203
NYC Transit	45,284	44,467	44,116	43,767	43,763	43,488
Long Island Rail Road	6,498	6,561	6,668	7,076	7,126	7,184
Metro-North Railroad	6,064	6,487	6,369	6,392	6,355	6,367
Bridges & Tunnels	1,301	1,411	1,417	1,417	1,417	1,423
Headquarters	2,659	3,007	3,549	3,541	3,541	3,541
Staten Island Railway	329	334	334	314	314	314
Capital Construction Company	-	-	-	-	-	-
Bus Company	3,899	3,916	3,898	3,871	4,001	3,886
Reimbursable	6,766	8,067	7,741	7,086	6,857	6,614
NYC Transit	4,831	5,819	5,285	4,818	4,637	4,464
Long Island Rail Road	1,073	1,121	1,222	1,056	1,017	959
Metro-North Railroad	507	662	771	757	748	736
Bridges & Tunnels	87	87	87	87	87	87
Headquarters	97	126	126	126	126	126
Staten Island Railway	9	50	49	42	42	42
Capital Construction Company	125	162	162	162	162	162
Bus Company	37	40	38	38	38	38
Total Full-Time	72,578	74,023	73,869	73,241	73,151	72,594
NYC Transit	49,905	50,078	49,197	48,381	48,196	47,748
Long Island Rail Road	7,571	7,682	7,891	8,132	8,143	8,143
Metro-North Railroad	6,570	7,148	7,139	7,148	7,102	7,102
Bridges & Tunnels	1,388	1,498	1,504	1,504	1,504	1,510
Headquarters	2,756	3,133	3,675	3,667	3,667	3,667
Staten Island Railway	338	384	383	356	356	356
Capital Construction Company	125	162	162	162	162	162
Bus Company	3,925	3,938	3,918	3,891	4,021	3,906
Total Full-Time-Equivalents	221	227	223	223	223	223
NYC Transit	210	208	204	204	204	204
Long Island Rail Road	-	-	-	-	-	-
Metro-North Railroad	-	1	1	1	1	1
Bridges & Tunnels	-	-	-	-	-	-
Headquarters	-	-	-	-	-	-
Staten Island Railway	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-
Bus Company	11	18	18	18	18	18

¹ For 2019 and beyond, the table captures authorized positions at year end (December 31). Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020-2023
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Function and Agency

Function	2018 Actual ¹	2019 November Forecast	2020 Final Proposed Budget	2021	2022	2023
Administration	4,446	5,051	4,987	4,972	4,956	4,934
NYC Transit	1,300	1,425	1,407	1,390	1,382	1,372
Long Island Rail Road	473	523	519	521	519	513
Metro-North Railroad	508	602	565	575	564	564
Bridges & Tunnels	79	96	96	96	96	96
Headquarters	1,913	2,215	2,215	2,207	2,207	2,207
Staten Island Railway	28	28	28	28	28	28
Capital Construction Company	18	19	19	19	19	19
Bus Company	127	143	138	136	141	135
Operations	31,553	31,917	31,279	31,437	31,378	31,253
NYC Transit	24,142	24,180	23,497	23,523	23,481	23,415
Long Island Rail Road	2,620	2,651	2,722	2,852	2,835	2,777
Metro-North Railroad	2,011	2,242	2,224	2,233	2,233	2,233
Bridges & Tunnels	87	102	102	102	102	102
Headquarters	-	-	-	-	-	-
Staten Island Railway	110	131	130	123	123	123
Capital Construction Company	-	-	-	-	-	-
Bus Company	2,583	2,611	2,604	2,604	2,604	2,603
Maintenance	32,684	32,750	32,786	32,129	32,134	31,755
NYC Transit	22,670	22,546	22,395	21,672	21,556	21,203
Long Island Rail Road	4,290	4,281	4,423	4,544	4,575	4,651
Metro-North Railroad	3,937	4,169	4,218	4,208	4,173	4,173
Bridges & Tunnels	410	395	395	395	395	401
Headquarters	-	-	-	-	-	-
Staten Island Railway	191	209	209	189	189	189
Capital Construction Company	-	-	-	-	-	-
Bus Company	1,186	1,150	1,146	1,121	1,246	1,138
Engineering/Capital	2,022	2,282	2,265	2,164	2,144	2,113
NYC Transit	1,375	1,468	1,450	1,361	1,342	1,323
Long Island Rail Road	188	227	227	215	214	202
Metro-North Railroad	114	136	133	133	133	133
Bridges & Tunnels	202	255	261	261	261	261
Headquarters	-	-	-	-	-	-
Staten Island Railway	9	16	16	16	16	16
Capital Construction Company	107	143	143	143	143	143
Bus Company	27	37	35	35	35	35
Public Safety	2,095	2,250	2,775	2,762	2,762	2,762
NYC Transit	629	667	652	639	639	639
Long Island Rail Road	-	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-	-
Bridges & Tunnels	610	650	650	650	650	650
Headquarters	843	918	1,460	1,460	1,460	1,460
Staten Island Railway	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-
Bus Company	13	15	13	13	13	13
Baseline Total Positions	72,800	74,250	74,092	73,464	73,374	72,817

¹ For 2019 and beyond, the table captures authorized positions at year end (December 31). Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020-2023
Baseline Total Full-time Positions and Full-time Equivalents by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION/OCCUPATIONAL GROUP	2018 Actual ¹	2019 November Forecast	2020 Final Proposed Budget	2021	2022	2023
Administration						
Managers/Supervisors	1,445	1,781	1,748	1,741	1,733	1,725
Professional, Technical, Clerica	2,868	3,128	3,095	3,088	3,059	3,051
Operational Hourlies	133	142	144	143	164	158
Total Administration	4,446	5,051	4,987	4,972	4,956	4,934
Operations						
Managers/Supervisors	3,687	3,830	3,788	3,798	3,787	3,764
Professional, Technical, Clerica	912	1,026	1,018	1,026	1,025	1,023
Operational Hourlies	26,953	27,061	26,473	26,613	26,566	26,466
Total Operations	31,553	31,917	31,279	31,437	31,378	31,253
Maintenance						
Managers/Supervisors	5,828	5,892	5,841	5,702	5,667	5,631
Professional, Technical, Clerica	1,815	1,997	1,962	1,911	1,884	1,894
Operational Hourlies	25,040	24,861	24,983	24,516	24,583	24,230
Total Maintenance	32,684	32,750	32,786	32,129	32,134	31,755
Engineering/Capital						
Managers/Supervisors	572	675	659	618	603	576
Professional, Technical, Clerica	1,442	1,596	1,595	1,535	1,530	1,526
Operational Hourlies	8	11	11	11	11	11
Total Engineering/Capital	2,022	2,282	2,265	2,164	2,144	2,113
Public Safety						
Managers/Supervisors	596	644	734	733	733	733
Professional, Technical, Clerica	133	158	158	158	158	158
Operational Hourlies	1,366	1,448	1,883	1,871	1,871	1,871
Total Public Safety	2,095	2,250	2,775	2,762	2,762	2,762
Baseline Total Positions						
Managers/Supervisors	12,129	12,822	12,770	12,592	12,523	12,429
Professional, Technical, Clerica	7,170	7,905	7,828	7,718	7,656	7,652
Operational Hourlies	53,501	53,523	53,494	53,154	53,195	52,736
Baseline Total Positions	72,800	74,250	74,092	73,464	73,374	72,817

¹ For 2019 and beyond, the table captures authorized positions at year end (December 31). Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020-2023
Year to Year Changes for Positions by Agency
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents
Favorable/(Unfavorable)

CATEGORY	Change 2019-2020	Change 2020-2021	Change 2021-2022	Change 2022-2023
Baseline Total Positions	158	628	90	557
NYC Transit	885	816	185	448
Long Island Rail Road	(209)	(241)	(11)	-
Metro-North Railroad	9	(9)	46	-
Bridges & Tunnels	(6)	-	-	(6)
Headquarters	(542)	8	-	-
Staten Island Railway	1	27	-	-
Capital Construction Company	-	-	-	-
Bus Company	20	27	(130)	115
Non-Reimbursable	(168)	(27)	(138)	314
NYC Transit	351	349	4	275
Long Island Rail Road	(108)	(408)	(50)	(58)
Metro-North Railroad	119	(23)	37	(12)
Bridges & Tunnels	(6)	-	-	(6)
Headquarters	(542)	8	-	-
Staten Island Railway	-	20	-	-
Capital Construction Company	-	-	-	-
Bus Company	18	27	(130)	115
Reimbursable	326	655	228	243
NYC Transit	534	467	181	173
Long Island Rail Road	(101)	167	39	58
Metro-North Railroad	(110)	14	9	12
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	1	7	-	-
Capital Construction Company	-	-	-	-
Bus Company	2	-	-	-
Total Full-Time	154	628	90	557
NYC Transit	881	816	185	448
Long Island Rail Road	(209)	(241)	(11)	-
Metro-North Railroad	9	(9)	46	-
Bridges & Tunnels	(6)	-	-	(6)
Headquarters	(542)	8	-	-
Staten Island Railway	1	27	-	-
Capital Construction Company	-	-	-	-
Bus Company	20	27	(130)	115
Total Full-Time-Equivalents	4	-	-	-
NYC Transit	4	-	-	-
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020-2023
Year to Year Changes for Positions by Function and Agency
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents
Favorable/(Unfavorable)

FUNCTION/DEPARTMENT	Change 2019-2020	Change 2020-2021	Change 2021-2022	Change 2022-2023
Administration	64	15	16	22
NYC Transit	18	17	8	10
Long Island Rail Road	4	(2)	2	6
Metro-North Railroad	37	(10)	11	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	8	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	5	2	(5)	6
Operations	638	(158)	59	125
NYC Transit	683	(26)	42	66
Long Island Rail Road	(71)	(130)	17	58
Metro-North Railroad	18	(9)	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	1	7	-	-
Capital Construction Company	-	-	-	-
Bus Company	7	-	-	1
Maintenance	(36)	657	(5)	379
NYC Transit	151	723	116	353
Long Island Rail Road	(142)	(121)	(31)	(76)
Metro-North Railroad	(49)	10	35	-
Bridges & Tunnels	-	-	-	(6)
Headquarters	-	-	-	-
Long Island Bus	-	-	-	-
Staten Island Railway	-	20	-	-
Capital Construction Company	-	-	-	-
Bus Company	4	25	(125)	108
Engineering/Capital	17	101	20	31
NYC Transit	18	89	19	19
Long Island Rail Road	-	12	1	12
Metro-North Railroad	3	-	-	-
Bridges & Tunnels	(6)	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	2	-	-	-
Public Safety	(525)	13	-	-
NYC Transit	15	13	-	-
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	(542)	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	2	-	-	-
Baseline Total Positions	158	628	90	557

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020-2023
Year to Year Changes for Positions by Function and Occupational Group
Baseline Total Full-time Positions and Full-time Equivalents
Non-Reimbursable and Reimbursable
Favorable/(Unfavorable)

FUNCTION/OCCUPATIONAL GROUP	Change 2019-2020	Change 2020-2021	Change 2021-2022	Change 2022-2023
Administration				
Managers/Supervisors	33	7	8	8
Professional, Technical, Clerical	33	7	29	8
Operational Hourlies	(2)	1	(21)	6
Total Administration	64	15	16	22
Operations				
Managers/Supervisors	42	(10)	11	23
Professional, Technical, Clerical	8	(8)	1	2
Operational Hourlies	588	(140)	47	100
Total Operations	638	(158)	59	125
Maintenance				
Managers/Supervisors	51	139	35	36
Professional, Technical, Clerical	35	51	27	(10)
Operational Hourlies	(122)	467	(67)	353
Total Maintenance	(36)	657	(5)	379
Engineering/Capital				
Managers/Supervisors	16	41	15	27
Professional, Technical, Clerical	1	60	5	4
Operational Hourlies	-	-	-	-
Total Engineering/Capital	17	101	20	31
Public Safety				
Managers/Supervisors	(90)	1	-	-
Professional, Technical, Clerical	-	-	-	-
Operational Hourlies	(435)	12	-	-
Total Public Safety	(525)	13	-	-
Baseline Total Positions				
Managers/Supervisors	52	178	69	94
Professional, Technical, Clerical	77	110	62	4
Operational Hourlies	29	340	(41)	459
Baseline Total Positions	158	628	90	557

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020-2023
Baseline Change Between 2019 November Financial Plan vs. 2019 July Financial Plan
Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Agency
Favorable/(Unfavorable)

Category	2019	2020	2021	2022	2023
Baseline Total Positions	(82)	(1,801)	(1,661)	(1,646)	(1,500)
NYC Transit	57	(906)	(771)	(734)	(652)
Long Island Rail Road	28	(138)	(150)	(171)	(113)
Metro-North Railroad	-	(70)	(80)	(80)	(80)
Bridges & Tunnels	1	1	1	1	1
Headquarters	(81)	(553)	(553)	(554)	(554)
Staten Island Railway	(48)	(47)	(20)	(20)	(20)
Capital Construction Company	1	1	1	1	1
Bus Company	(40)	(89)	(89)	(89)	(83)
Non-Reimbursable	(283)	(1,183)	(1,317)	(1,385)	(1,313)
NYC Transit	(113)	(632)	(611)	(639)	(560)
Long Island Rail Road	28	133	(6)	(40)	(40)
Metro-North Railroad	(52)	(17)	(53)	(57)	(71)
Bridges & Tunnels	1	1	1	1	1
Headquarters	(81)	(553)	(553)	(554)	(554)
Staten Island Railway	(26)	(26)	(6)	(6)	(6)
Capital Construction Company	-	-	-	-	-
Bus Company	(40)	(89)	(89)	(89)	(83)
Reimbursable	201	(619)	(344)	(262)	(187)
NYC Transit	170	(274)	(160)	(95)	(92)
Long Island Rail Road	-	(272)	(145)	(131)	(73)
Metro-North Railroad	52	(53)	(27)	(23)	(9)
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	(22)	(21)	(14)	(14)	(14)
Capital Construction Company	1	1	1	1	1
Bus Company	-	-	-	-	-
Total Full-Time	(82)	(1,791)	(1,651)	(1,636)	(1,490)
NYC Transit	57	(896)	(761)	(724)	(642)
Long Island Rail Road	28	(138)	(150)	(171)	(113)
Metro-North Railroad	-	(70)	(80)	(80)	(80)
Bridges & Tunnels	1	1	1	1	1
Headquarters	(81)	(553)	(553)	(554)	(554)
Staten Island Railway	(48)	(47)	(20)	(20)	(20)
Capital Construction Company	1	1	1	1	1
Bus Company	(40)	(89)	(89)	(89)	(83)
Total Full-Time-Equivalents	-	(10)	(10)	(10)	(10)
NYC Transit	-	(10)	(10)	(10)	(10)
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020-2023
Baseline Change Between 2019 November Financial Plan vs. 2019 July Financial Plan
Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Function and Agency
Favorable/(Unfavorable)

Function	2019	2020	2021	2022	2023
Administration	(54)	(397)	(401)	(402)	(400)
NYC Transit	4	(320)	(320)	(320)	(320)
Long Island Rail Road	1	(8)	(2)	(2)	1
Metro-North Railroad	-	(10)	(20)	(20)	(20)
Bridges & Tunnels	-	-	-	-	-
Headquarters	(60)	(60)	(60)	(61)	(61)
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	1	1	1	1	1
Operations	71	(201)	(229)	(233)	(171)
NYC Transit	122	(29)	(55)	(75)	(74)
Long Island Rail Road	-	(87)	(96)	(80)	(25)
Metro-North Railroad	-	(5)	(5)	(5)	(5)
Bridges & Tunnels	(3)	(3)	(3)	(3)	(3)
Headquarters	-	-	-	-	-
Staten Island Railway	(12)	(11)	(4)	(4)	(4)
Capital Construction Company	-	-	-	-	-
Bus Company	(36)	(66)	(66)	(66)	(60)
Maintenance	(82)	(553)	(381)	(361)	(280)
NYC Transit	(69)	(396)	(235)	(178)	(97)
Long Island Rail Road	27	(43)	(52)	(89)	(89)
Metro-North Railroad	-	(55)	(55)	(55)	(55)
Bridges & Tunnels	1	1	1	1	1
Headquarters	-	-	-	-	-
Staten Island Railway	(36)	(36)	(16)	(16)	(16)
Capital Construction Company	-	-	-	-	-
Bus Company	(5)	(24)	(24)	(24)	(24)
Engineering/Capital	1	(140)	(140)	(140)	(139)
NYC Transit	-	(140)	(140)	(140)	(140)
Long Island Rail Road	-	(1)	(1)	(1)	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	1	1	1	1	1
Bus Company	-	-	-	-	-
Public Safety	(18)	(511)	(511)	(511)	(511)
NYC Transit	-	(21)	(21)	(21)	(21)
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	3	3	3	3	3
Headquarters	(21)	(493)	(493)	(493)	(493)
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
Baseline Total Positions	(82)	(1,801)	(1,661)	(1,646)	(1,500)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020-2023
Baseline Change Between 2019 November Financial Plan vs. 2019 July Financial Plan
Non-Reimbursable and Reimbursable
Full-time Positions and Full-time Equivalents by Occupational Group
Favorable/(Unfavorable)

FUNCTION/OCCUPATIONAL GROUP	Change				
	2019	2020	2021	2022	2023
Administration					
Managers/Supervisors	(52)	(182)	(177)	(178)	(176)
Professional, Technical, Clerical	(2)	(215)	(224)	(208)	(208)
Operational Hourlies	-	-	-	(16)	(16)
Total Administration	(54)	(397)	(401)	(402)	(400)
Operations					
Managers/Supervisors	4	(32)	(25)	(18)	(18)
Professional, Technical, Clerical	1	(10)	(10)	(10)	(9)
Operational Hourlies	66	(159)	(194)	(205)	(144)
Total Operations	71	(201)	(229)	(233)	(171)
Maintenance					
Managers/Supervisors	13	(151)	(49)	(43)	(35)
Professional, Technical, Clerical	4	(47)	(22)	(3)	(3)
Operational Hourlies	(99)	(355)	(310)	(315)	(242)
Total Maintenance	(82)	(553)	(381)	(361)	(280)
Engineering/Capital					
Managers/Supervisors	(4)	(30)	(30)	(30)	(27)
Professional, Technical, Clerical	5	(110)	(110)	(110)	(112)
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	1	(140)	(140)	(140)	(139)
Public Safety					
Managers/Supervisors	1	(99)	(99)	(99)	(99)
Professional, Technical, Clerical	2	2	2	2	2
Operational Hourlies	(21)	(414)	(414)	(414)	(414)
Total Public Safety	(18)	(511)	(511)	(511)	(511)
Baseline Total Positions					
Managers/Supervisors	(38)	(493)	(379)	(367)	(354)
Professional, Technical, Clerical	10	(380)	(364)	(329)	(330)
Operational Hourlies	(54)	(928)	(918)	(950)	(816)
Baseline Total Positions	(82)	(1,801)	(1,661)	(1,646)	(1,500)

III. Other MTA Consolidated Materials

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020 - 2023
MTA Consolidated Accrued Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Non-Reimbursable						
Operating Revenues						
Farebox Revenue	\$6,155	\$6,346	\$6,436	\$6,427	\$6,439	\$6,448
Toll Revenue	1,976	2,078	2,118	2,126	2,125	2,127
Other Revenue	643	689	682	708	724	739
Capital and Other Reimbursements	0	0	0	0	0	0
Total Revenues	\$8,774	\$9,113	\$9,237	\$9,261	\$9,288	\$9,314
Operating Expenses						
Labor:						
Payroll	\$5,211	\$5,334	\$5,525	\$5,610	\$5,744	\$5,833
Overtime	1,066	978	896	917	937	959
Health and Welfare	1,230	1,342	1,452	1,530	1,626	1,721
OPEB Current Payments	604	655	719	784	856	935
Pension	1,336	1,495	1,467	1,481	1,425	1,373
Other Fringe Benefits	881	898	940	986	1,027	1,062
Reimbursable Overhead	(528)	(490)	(431)	(415)	(417)	(410)
Total Labor Expenses	\$9,799	\$10,211	\$10,568	\$10,893	\$11,198	\$11,471
Non-Labor:						
Electric Power	\$482	\$452	\$481	\$495	\$530	\$559
Fuel	185	176	172	170	169	172
Insurance	(29)	7	8	12	14	14
Claims	438	418	413	403	409	417
Paratransit Service Contracts	455	488	489	521	550	585
Maintenance and Other Operating Contracts	678	815	758	786	781	802
Professional Services Contracts	544	588	677	633	582	577
Materials and Supplies	637	632	676	672	683	689
Other Business Expenses	221	229	229	217	227	229
Total Non-Labor Expenses	\$3,611	\$3,805	\$3,901	\$3,909	\$3,945	\$4,045
Other Expense Adjustments:						
Other	\$129	\$158	\$86	\$41	\$28	\$29
General Reserve	0	165	170	175	180	185
Total Other Expense Adjustments	\$129	\$323	\$256	\$216	\$208	\$214
Total Expenses Before Non-Cash Liability Adjs.	\$13,539	\$14,339	\$14,725	\$15,019	\$15,352	\$15,730
Depreciation	\$2,805	\$2,777	\$2,843	\$2,909	\$2,977	\$3,052
GASB 75 OPEB Expense Adjustment	1,048	1,457	1,628	1,749	1,823	1,898
GASB 68 Pension Expense Adjustment	(373)	(221)	(272)	(343)	(318)	(242)
Environmental Remediation	106	6	6	6	6	6
Total Expenses After Non-Cash Liability Adjs.	\$17,124	\$18,359	\$18,930	\$19,339	\$19,840	\$20,444
Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$3,585)	(\$4,020)	(\$4,205)	(\$4,320)	(\$4,488)	(\$4,714)
Debt Service (excludes Service Contract Bonds)	2,541	2,664	2,837	3,140	3,457	3,848
Total Expenses with Debt Service	\$16,079	\$17,003	\$17,561	\$18,158	\$18,808	\$19,578
Dedicated Taxes & State and Local Subsidies	\$7,177	\$7,286	\$7,454	\$7,637	\$7,887	\$8,067
Net Surplus/(Deficit) After Subsidies and Debt Service	(\$128)	(\$603)	(\$871)	(\$1,261)	(\$1,633)	(\$2,197)
Conversion to Cash Basis: GASB Account	\$0	\$0	\$0	\$0	\$0	\$0
Conversion to Cash Basis: All Other	379	302	60	136	122	170
Cash Balance Before Prior-Year Carryover	\$251	(\$301)	(\$811)	(\$1,125)	(\$1,511)	(\$2,027)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020 - 2023
MTA Consolidated Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Reimbursable						
Operating Revenues						
Farebox Revenue	\$0	\$0	\$0	\$0	\$0	\$0
Toll Revenue	0	0	0	0	0	0
Other Revenue	0	0	0	0	0	0
Capital and Other Reimbursements	2,479	2,370	2,298	2,115	2,079	2,058
Total Revenues	\$2,479	\$2,370	\$2,298	\$2,115	\$2,079	\$2,058
Operating Expenses						
<u>Labor:</u>						
Payroll	\$722	\$715	\$774	\$731	\$723	\$715
Overtime	315	277	216	208	208	206
Health and Welfare	81	80	85	84	85	85
OPEB Current Payments	9	12	13	13	14	15
Pension	107	110	112	109	105	100
Other Fringe Benefits	280	262	259	243	240	237
Reimbursable Overhead	525	486	429	413	416	409
Total Labor Expenses	\$2,039	\$1,941	\$1,887	\$1,801	\$1,790	\$1,767
<u>Non-Labor:</u>						
Electric Power	\$2	\$1	\$1	\$1	\$1	\$1
Fuel	0	0	0	0	0	0
Insurance	13	11	14	14	13	13
Claims	0	0	0	0	0	0
Paratransit Service Contracts	0	0	0	0	0	0
Maintenance and Other Operating Contracts	115	123	104	66	66	66
Professional Services Contracts	142	140	127	109	109	110
Materials and Supplies	162	156	164	125	100	101
Other Business Expenses	7	(2)	1	0	0	0
Total Non-Labor Expenses	\$440	\$430	\$411	\$314	\$288	\$291
<u>Other Expense Adjustments:</u>						
Other	-	-	-	-	-	-
General Reserve	0	0	0	0	0	0
Total Other Expense Adjustments	\$0	\$0	\$0	\$0	\$0	\$0
Total Expenses	\$2,479	\$2,370	\$2,298	\$2,115	\$2,079	\$2,058
Net Surplus/(Deficit)	\$0	\$0	\$0	\$0	\$0	\$0

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020 - 2023
MTA Consolidated Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Non-Reimbursable/Reimbursable						
Operating Revenues						
Farebox Revenue	\$6,155	\$6,346	\$6,436	\$6,427	\$6,439	\$6,448
Toll Revenue	1,976	2,078	2,118	2,126	2,125	2,127
Other Revenue	643	689	682	708	724	739
Capital and Other Reimbursements	2,479	2,370	2,298	2,115	2,079	2,058
Total Revenues	\$11,253	\$11,483	\$11,534	\$11,376	\$11,367	\$11,372
Operating Expenses						
Labor:						
Payroll	\$5,933	\$6,049	\$6,300	\$6,341	\$6,466	\$6,548
Overtime	1,380	1,255	1,112	1,124	1,145	1,164
Health and Welfare	1,311	1,421	1,537	1,614	1,711	1,806
OPEB Current Payments	613	666	732	798	870	949
Pension	1,442	1,605	1,579	1,590	1,530	1,473
Other Fringe Benefits	1,161	1,160	1,199	1,229	1,267	1,299
Reimbursable Overhead	(3)	(4)	(3)	(2)	(1)	(1)
Total Labor Expenses	\$11,838	\$12,152	\$12,455	\$12,694	\$12,988	\$13,238
Non-Labor:						
Electric Power	\$484	\$453	\$481	\$495	\$531	\$560
Fuel	186	176	173	170	169	172
Insurance	(17)	18	22	26	27	27
Claims	438	418	413	403	409	417
Paratransit Service Contracts	455	488	489	521	550	585
Maintenance and Other Operating Contracts	793	939	861	852	847	868
Professional Services Contracts	686	727	803	742	691	688
Materials and Supplies	799	788	840	797	783	790
Other Business Expenses	228	226	230	217	227	229
Total Non-Labor Expenses	\$4,051	\$4,235	\$4,312	\$4,223	\$4,234	\$4,336
Other Expense Adjustments:						
Other	\$129	\$158	\$86	\$41	\$28	\$29
General Reserve	0	165	170	175	180	185
Total Other Expense Adjustments	\$129	\$323	\$256	\$216	\$208	\$214
Total Expenses Before Non-Cash Liability Adjs.	\$16,018	\$16,709	\$17,022	\$17,134	\$17,430	\$17,788
Depreciation	\$2,805	\$2,777	\$2,843	\$2,909	\$2,977	\$3,052
OPEB Liability Adjustment	0	0	0	0	0	0
GASB 75 OPEB Expense Adjustment	1,048	1,457	1,628	1,749	1,823	1,898
GASB 68 Pension Expense Adjustment	(373)	(221)	(272)	(343)	(318)	(242)
Environmental Remediation	106	6	6	6	6	6
Total Expenses After Non-Cash Liability Adjs.	\$19,603	\$20,729	\$21,227	\$21,454	\$21,918	\$22,502
Conversion to Cash Basis: Non-Cash Liability Adj.	(\$3,585)	(\$4,020)	(\$4,205)	(\$4,320)	(\$4,488)	(\$4,714)
Debt Service (excludes Service Contract Bonds)	2,541	2,664	2,837	3,140	3,457	3,848
Total Expenses with Debt Service	\$18,558	\$19,373	\$19,859	\$20,273	\$20,887	\$21,635
Dedicated Taxes and State/Local Subsidies	\$7,177	\$7,286	\$7,454	\$7,637	\$7,887	\$8,067
Net Surplus/(Deficit) After Subsidies and Debt Service	(\$128)	(\$603)	(\$871)	(\$1,261)	(\$1,633)	(\$2,197)
Conversion to Cash Basis: GASB Account	\$0	\$0	\$0	\$0	\$0	\$0
Conversion to Cash Basis: All Other	379	302	60	136	122	170
Cash Balance Before Prior-Year Carryover	\$251	(\$301)	(\$811)	(\$1,125)	(\$1,511)	(\$2,027)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020 - 2023
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$6,207	\$6,341	\$6,437	\$6,427	\$6,439	\$6,448
Other Revenue	642	780	733	788	742	759
Capital and Other Reimbursements	2,554	2,379	2,271	2,114	2,049	2,024
Total Receipts	\$9,403	\$9,501	\$9,441	\$9,329	\$9,231	\$9,230
Expenditures						
Labor:						
Payroll	\$5,742	\$5,887	\$6,116	\$6,132	\$6,254	\$6,330
Overtime	1,351	1,229	1,088	1,095	1,115	1,134
Health and Welfare	1,317	1,383	1,503	1,578	1,673	1,765
OPEB Current Payments	601	644	712	776	847	926
Pension	1,404	1,549	1,533	1,544	1,486	1,433
Other Fringe Benefits	922	946	968	981	1,011	1,036
Contribution to GASB Fund	0	0	0	0	0	0
Reimbursable Overhead	0	0	0	0	0	0
Total Labor Expenditures	\$11,336	\$11,639	\$11,919	\$12,106	\$12,386	\$12,622
Non-Labor:						
Electric Power	\$488	\$462	\$489	\$503	\$538	\$567
Fuel	187	173	169	167	166	170
Insurance	(37)	13	11	11	14	13
Claims	316	307	278	268	275	281
Paratransit Service Contracts	450	486	487	519	548	583
Maintenance and Other Operating Contracts	658	846	754	706	679	697
Professional Services Contracts	613	692	748	677	623	617
Materials and Supplies	835	783	845	803	786	793
Other Business Expenses	196	201	209	186	196	207
Total Non-Labor Expenditures	\$3,707	\$3,962	\$3,991	\$3,842	\$3,826	\$3,929
Other Expenditure Adjustments:						
Other	\$105	\$174	\$184	\$185	\$193	\$214
General Reserve	0	165	170	175	180	185
Total Other Expenditure Adjustments	\$105	\$339	\$354	\$360	\$373	\$399
Total Expenditures	\$15,148	\$15,940	\$16,264	\$16,308	\$16,586	\$16,951
Net Cash Balance Before Subsidies and Debt Service	(\$5,745)	(\$6,439)	(\$6,823)	(\$6,979)	(\$7,355)	(\$7,721)
Dedicated Taxes & State and Local Subsidies	\$7,874	\$8,116	\$8,095	\$8,181	\$8,430	\$8,522
Debt Service (excludes Service Contract Bonds)	(1,878)	(1,978)	(2,084)	(2,326)	(2,586)	(2,828)
Cash Balance Before Prior-Year Carryover	\$251	(\$301)	(\$811)	(\$1,125)	(\$1,511)	(\$2,027)

METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2020 - 2023

Cash Conversion Detail By Agency

(\$ in Millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Depreciation						
New York City Transit	\$1,958	\$1,878	\$1,928	\$1,978	\$2,029	\$2,082
Long Island Rail Road	362	397	398	402	406	410
Metro-North Railroad	230	247	247	247	247	247
MTA Headquarters	40	37	46	46	46	46
MTA Bus Company	53	54	54	55	56	56
Staten Island Railway	12	12	12	12	12	18
Bridges and Tunnels	149	152	159	170	182	194
Total	\$2,805	\$2,777	\$2,843	\$2,909	\$2,977	\$3,052
GASB 75 OPEB Expense Adjustment						
New York City Transit	\$706	\$1,084	\$1,346	\$1,472	\$1,557	\$1,643
Long Island Rail Road	133	100	52	39	21	0
Metro-North Railroad	98	94	40	34	27	26
MTA Headquarters	24	32	49	60	70	79
MTA Bus Company	42	100	100	100	103	103
Staten Island Railway	3	8	8	8	8	8
Bridges and Tunnels	41	40	34	36	38	39
Total	\$1,048	\$1,457	\$1,628	\$1,749	\$1,823	\$1,898
GASB 68 Pension Expense Adjustment						
New York City Transit	(\$335)	(\$296)	(\$303)	(\$309)	(\$309)	(\$309)
Long Island Rail Road	(5)	(14)	(7)	(37)	(29)	3
Metro-North Railroad	4	(4)	4	(15)	(6)	17
MTA Headquarters	(11)	0	2	(4)	0	8
MTA Bus Company	(14)	111	46	36	37	46
Staten Island Railway	(2)	1	0	(1)	(1)	(1)
Bridges and Tunnels	(9)	(18)	(14)	(13)	(9)	(5)
	(\$373)	(\$221)	(\$272)	(\$343)	(\$318)	(\$242)
Environmental Remediation						
New York City Transit	\$84	\$0	\$0	\$0	\$0	\$0
Long Island Rail Road	2	2	2	2	2	2
Metro-North Railroad	17	4	4	4	4	4
MTA Headquarters	0	0	0	0	0	0
MTA Bus Company	0	0	0	0	0	0
Staten Island Railway	2	0	0	0	0	0
Bridges and Tunnels	0	0	0	0	0	0
Total	\$106	\$6	\$6	\$6	\$6	\$6
Net Operating Surplus/(Deficit)						
New York City Transit	\$325	\$259	\$191	\$243	\$221	\$224
Long Island Rail Road	4	(2)	(13)	(17)	(15)	(14)
Metro-North Railroad	(9)	(79)	(125)	(34)	(23)	(25)
MTA Headquarters	82	42	112	153	118	131
MTA Bus Company	24	16	58	58	59	60
Staten Island Railway	(1)	4	1	2	2	2
First Mutual Transportation Assurance Company	(25)	(24)	(24)	(34)	(42)	(56)
Other	0	0	0	0	0	0
Total	\$400	\$216	\$198	\$371	\$320	\$322
Subsidies						
New York City Transit	(\$95)	(\$94)	(\$223)	(\$264)	(\$213)	(\$203)
Commuter Railroads	(169)	(366)	(595)	(594)	(544)	(548)
MTA Headquarters	303	488	654	644	611	620
MTA Bus Company	(56)	60	35	(14)	(41)	(14)
Staten Island Railway	11	(1)	(11)	(7)	(11)	(8)
Total	(\$5)	\$86	(\$139)	(\$235)	(\$198)	(\$152)
Total Cash Conversion	\$3,979	\$4,322	\$4,265	\$4,456	\$4,610	\$4,884

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2019	Final Proposed Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Non-Reimbursable									
Operating Revenues									
Farebox Revenue	\$6,346	\$6,436	\$90	\$6,427	(\$9)	\$6,439	\$12	\$6,448	\$9
Toll Revenue	2,078	2,118	40	2,126	8	2,125	(0)	2,127	1
Other Revenue	689	682	(7)	708	26	724	15	739	16
Capital and Other Reimbursements	0	0	(0)	0	-	0	-	0	(0)
Total Revenues	\$9,113	\$9,237	\$123	\$9,261	\$24	\$9,288	\$27	\$9,314	\$26
Operating Expenses									
Labor:									
Payroll	\$5,334	\$5,525	(\$191)	\$5,610	(\$84)	\$5,744	(\$134)	\$5,833	(\$89)
Overtime	978	896	82	917	(21)	937	(21)	959	(21)
Health and Welfare	1,342	1,452	(110)	1,530	(78)	1,626	(96)	1,721	(95)
OPEB Current Payments	655	719	(64)	784	(65)	856	(72)	935	(79)
Pension	1,495	1,467	28	1,481	(14)	1,425	57	1,373	51
Other Fringe Benefits	898	940	(43)	986	(46)	1,027	(41)	1,062	(34)
Reimbursable Overhead	(490)	(431)	(59)	(415)	(17)	(417)	2	(410)	(7)
Total Labor Expenses	\$10,211	\$10,568	(\$357)	\$10,893	(\$325)	\$11,198	(\$305)	\$11,471	(\$273)
Non-Labor:									
Electric Power	\$452	\$481	(\$28)	\$495	(\$14)	\$530	(\$35)	\$559	(\$29)
Fuel	176	172	4	170	3	169	1	172	(3)
Insurance	7	8	(1)	12	(4)	14	(2)	14	1
Claims	418	413	6	403	10	409	(6)	417	(8)
Paratransit Service Contracts	488	489	0	521	(32)	550	(29)	585	(35)
Maintenance and Other Operating Contracts	815	758	58	786	(28)	781	4	802	(21)
Professional Services Contracts	588	677	(89)	633	43	582	51	577	4
Materials and Supplies	632	676	(44)	672	3	683	(11)	689	(6)
Other Business Expenses	229	229	0	217	12	227	(10)	229	(2)
Total Non-Labor Expenses	\$3,805	\$3,901	(\$96)	\$3,909	(\$8)	\$3,945	(\$37)	\$4,045	(\$100)
Other Expense Adjustments:									
Other	158	86	72	41	44	28	13	29	(1)
General Reserve	165	170	(5)	175	(5)	180	(5)	185	(5)
Total Other Expense Adjustments	\$323	\$256	\$67	\$216	\$39	\$208	\$8	\$214	(\$6)
Total Expenses Before Non-Cash Liability Adjs.	\$14,339	\$14,725	(\$386)	\$15,019	(\$294)	\$15,352	(\$333)	\$15,730	(\$379)
Depreciation	\$2,777	\$2,843	(\$65)	\$2,909	(\$66)	\$2,977	(\$68)	\$3,052	(\$75)
OPEB Liability Adjustment	0	0	0	0	0	0	0	0	0
GASB 75 OPEB Expense Adjustment	1,457	1,628	(171)	1,749	(120)	1,823	(75)	1,898	(75)
GASB 68 Pension Expense Adjustment	(221)	(272)	51	(343)	71	(318)	(24)	(242)	(76)
Environmental Remediation	6	6	0	6	0	6	0	6	0
Total Expenses After Non-Cash Liability Adjs.	\$18,359	\$18,930	(\$571)	\$19,339	(\$409)	\$19,840	(\$501)	\$20,444	(\$604)
Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$4,020)	(\$4,205)	(\$185)	(\$4,320)	(\$115)	(\$4,488)	(\$168)	(\$4,714)	(\$226)
Debt Service (Excludes Service Contract Bonds)	2,664	2,837	(173)	3,140	(303)	3,457	(317)	3,848	(391)
Total Expenses with Debt Service	\$17,003	\$17,561	(\$558)	\$18,158	(\$597)	\$18,808	(\$650)	\$19,578	(\$770)
Dedicated Taxes and State/Local Subsidies	\$7,286	\$7,454	\$168	\$7,637	\$183	\$7,887	\$250	\$8,067	\$180
Net Surplus/(Deficit) After Subsidies and Debt Service	(\$603)	(\$871)	(\$267)	(\$1,261)	(\$390)	(\$1,633)	(\$372)	(\$2,197)	(\$564)
Conversion to Cash Basis: GASB Account	\$0	\$0	-	\$0	-	\$0	(\$0)	\$0	(\$0)
Conversion to Cash Basis: All Other	302	60	(242)	136	77	122	(14)	170	48
Cash Balance Before Prior-Year Carryover	(\$301)	(\$811)	(\$510)	(\$1,125)	(\$313)	(\$1,511)	(\$386)	(\$2,027)	(\$516)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020-2023
Non-Recurring Revenue and Savings
(\$ in millions)

Agency	Description	2019 November Forecast	2020 Final Proposed Budget	2021 Plan	2022 Plan	2023 Plan
		Explanation	Explanation	Explanation	Explanation	Explanation
MTA Multi-Agency	Hiring Restriction	\$ 92.1 Full year of hiring restrictions.				
MTA Multi-Agency	EAM*	\$ 7.5 Project savings	\$ 3.8 Project savings	\$ 3.5 Project savings	\$ 4.5 Project savings	\$ 4.5 Project savings
B&T	Other Operating Income	\$ 2.0 One Time insurance settlement				
B&T	Investment Income	\$ 1.4 Re-estimate not expected to recur				
LIRR	Project Deferrals / Eliminations	\$ 2.1 Elimination of Lifecycle management consultant				
MNR	Other			\$ 12.7 New York State Grade Crossing Reimbursement (\$4.1M) and Park Avenue Viaduct Fire Recovery (\$8.6M)		
MTA Bus	Other	\$ 4.4 Elimination of new SBS Routes				
MTA HQ	Administration	\$ 6.2 Lower: Technology Costs; Estimate of Claims & Current Year Labor Costs.				
MTA	Subsidies - Urban Tax		\$ 16.1 One-time real estate transactions			
Total Non-Recurring Resources (> or = \$1 million)		\$ 115.7	\$ 19.9	\$ 16.2	\$ 4.5	\$ 4.5

* EAM: \$1.6M of the Non-Recurring Savings is being monitored as a NYCT BRP in 2019. In 2020 and beyond, all savings are attributed to B&T.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2020-2023
Operating Budget Reserves - Baseline
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
MTA General Reserve (annual)	\$0.0	\$165.0	\$170.0	\$175.0	\$180.0	\$185.0
MTA Retiree Welfare Benefits Trust ^{1,2}	\$351.6	\$395.3	\$395.3	\$395.3	\$395.3	\$395.3
B&T Necessary Reconstruction Fund ^{1,3}	\$410.6	\$412.7	\$412.7	\$412.7	\$412.7	\$412.7

¹ These Funds do not include projections for investment earnings beyond 2019.

² The balance on the MTA Retiree Welfare Benefits Trust Fund is as of September 30, 2019. No projections are made beyond that date..

³ The Necessary Reconstruction Reserve may be used for the payment of the cost and expense of current and anticipated necessary reconstruction of pledged revenues

IV. MTA Capital Program Information

New York City Transit/Staten Island Railway
2019 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
E61404/15	Electronic Security: Wall St / LEX and Broad St / NAS	\$ 1.3
	Element Total	\$ 1.3
ES0703/03	Sandy Mitigation: St. George (Prior Year Goal)	\$ 69.9
	Element Total	\$ 69.9
ET0402/23	Sandy Repairs: Old South Ferry Loop Entrance Closure [SBFP]	\$ 2.6
	Element Total	\$ 2.6
ET0403/25	Sandy Mitigation: Internal Station Hardening	\$ 17.8
ET0403/27	Sandy Mitigation: 138 St - Gr Concourse/JER (Vent Battery A)	\$ 5.5
	Element Total	\$ 23.3
ET0603/17	Sandy Resiliency: Conversion of 2 Pump Trains	\$ 14.8
ET0603/30	Sandy Mitigation: 14 Fan Plants, LT - 1 Loc, FP 7204	\$ 13.8
	Element Total	\$ 28.6
ET0903/06	Sandy Mitigation: Hardening of Substations - 11 Locs	\$ 0.6
ET0903/07	Sandy Mitigation: Hardening of Substations - 12 Locs	\$ 0.7
ET0903/08	Sandy Resiliency: Deployable Substations	\$ 30.5
ET0903/10	Sandy Mitigation: Back-up Power Control Center (PCC)	\$ 8.9
	Element Total	\$ 40.7
ET1003/14	Sandy Mitigation: Sewer 207th Street	\$ 19.3
	Element Total	\$ 19.3
ET1603/10	Sandy Mitigation: Consolidated Revenue Facility	\$ 9.7
ET1603/11	Sandy Mitigation: Zerega Central Maintenance Facility [SBFP]	\$ 9.9
ET1603/12	Sandy Mitigation: Tiffany Central Warehouse	\$ 9.8
	Element Total	\$ 29.4
S70701/02	SIR Station Component Program	\$ 5.8
S70701/04	SIR: UHF T-Band Radio System Replacement	\$ 22.1
	Element Total	\$ 27.9
T50411/74	Strip/Paint Control House, E180 St / WPR [SBMP Tier2]	\$ 2.7
	Element Total	\$ 2.7
T60407/06	Replace 2 Hydraulic Elevators: GC-42 Street / Lexington	\$ 12.6
	Element Total	\$ 12.6
T60412/C2	Station Component: Aqueduct-North Conduit Av / RKY	\$ 3.8
	Element Total	\$ 3.8
T60413/07	ADA: 68 St-Hunter College / Lexington (Prior Year Goal)	\$ 111.1
T60413/18	ADA: 8 Avenue Southbound Elevator / Sea Beach	\$ 5.4
	Element Total	\$ 116.5
T60703/09	Overcoating: Portal - East 180 St: Outstanding Work-(90 Bents) / WPR	\$ 9.0
	Element Total	\$ 9.0
T60806/61	ISIM B-Div: Module 3A RCC Build Out	\$ 25.4
	Element Total	\$ 25.4
T60902/17	Reconstruct 6 Negative Manholes - Central Substation / 6AV	\$ 1.7
	Element Total	\$ 1.7
T61004/10	Yard CCTV, Phase 2	\$ 14.0
	Element Total	\$ 14.0
T61606/11	Fire Alarm Systems: 11 DOS Locations	\$ 27.8
T61606/14	Fire Alarm Systems: 3 DOS Locations [SBMP Tier2]	\$ 4.3
T61606/15	Fire Alarm Systems: 3 DOS Locations [SBMP Tier2]	\$ 4.0
	Element Total	\$ 36.0
T61607/05	Employee Facilities: Chambers St / Nassau Loop	\$ 6.5
	Element Total	\$ 6.5
T70302/03	Purchase 275 Hybrid-Electric Standard Buses	\$ 261.0
T70302/06	Purchase 50 Express Buses	\$ 38.5
T70302/16	Purchase 45 Standard Electric Buses	\$ 54.5
T70302/17	Replace Integrated Farebox Unit (IFU) Components	\$ 7.8
	Element Total	\$ 361.9
T70407/01	Replace 11 Hydraulic Elevators / Various	\$ 46.4

New York City Transit/Staten Island Railway
2019 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
T70407/03	Replace 8 Traction Elevators / Various	\$ 57.9
T70407/05	Replace 2 Hydraulic Elevators at Boro Hall / Clark Street	\$ 14.6
T70407/10	Replace Jay St Escalator Realignment	\$ 14.6
T70407/11	Replace 2 Hydraulic Elevators: Franklin Avenue / Shuttle	\$ 14.1
T70407/14	Replace One Hydraulic Elevator at GC / Flushing	\$ 9.7
Element Total		\$ 157.3
T70412/02	Station Renewal: 138 Street-Grand Concourse / Jerome	\$ 26.1
T70412/13	Station Renewal: Woodhaven Boulevard / Jamaica	\$ 0.7
T70412/14	Station Renewal: 85 Street-Forest Parkway / Jamaica	\$ 0.7
T70412/15	Station Renewal: 75 Street - Elderts Lane / Jamaica	\$ 0.7
T70412/16	Station Renewal: Cypress Hills / Jamaica	\$ 0.7
T70412/29	Subway Street Stairs: 2 Locs / Various (2015) Design [SBMP]	\$ 2.6
T70412/31	Station Lighting: 5 Locations / Various (2015) [SBMP Tier2]	\$ 4.8
T70412/36	Platform Components: Longwood Ave / Pelham	\$ 9.0
T70412/37	Platform Components: 2 Locations / Lenox	\$ 10.2
T70412/38	Platform Components: 2 Locations / Flushing	\$ 0.5
T70412/40	Elevated Interior Stairs: Junction Blvd / Flushing [SBMP]	\$ 1.3
T70412/45	Mezzanine Ceiling Finishes: 2 Loc / ARC, FLS [SBMP]	\$ 3.3
T70412/51	Platform Components: 6 Avenue / Canarsie	\$ 4.6
T70412/52	Platform Components: 3 Locations / EPK, CLK	\$ 14.3
T70412/58	Mezzanine Components: Nevins Street / EPK [SBMP Tier2]	\$ 1.5
T70412/60	Platform Components: 2 Locations / Queens Boulevard DES	\$ 0.7
T70412/61	Platform Edges: 2 Locations / Queens Boulevard DES	\$ 1.1
T70412/62	Station Lighting: Canal St & 7 Ave [SBMP Tier2]	\$ 1.1
T70412/67	Platform Components: 10 Locations / Broadway-7th Avenue	\$ 3.4
T70412/70	Subway Interior Stairs: 2 Locations / 8AV, BW7 [SBMP]	\$ 11.6
T70412/74	Station Lighting: 8 Locations / Various (2018)	\$ 6.7
T70412/76	Platform Components: 4 Locations / 6Av, E63 DES	\$ 0.8
T70412/78	Platform Edges: Freeman St / White Plains Road	\$ 1.3
T70412/81	Subway Interior Stairs: West 4th Street / 8AV [SBMP]	\$ 6.1
T70412/86	Station Lighting: 3 Locations / 8AV, WPR (2019) (SBFP)	\$ 3.9
T70412/F2	Vent Water Remediation: 3 Av-138 St / Pelham [SBMP Tier2]	\$ 5.7
T70412/H8	4 Street Stairs: Brighton Beach / BRT (S1-S4) [SBMP Tier2]	\$ 3.2
T70412/H9	5 Street Stairs: Ocean Pkwy / BRT (S1-S4,M1) [SBMP Tier2]	\$ 1.3
Element Total		\$ 127.9
T70413/07	ADA: Times Square, Phase 3 - Shuttle (Prior Year Goal)	\$ 175.3
T70413/14	ADA: Court Square / Crosstown (Elevator Phase)	\$ 1.6
T70413/15	ADA: 149 Street - Grand Concourse Complex	\$ 79.2
T70413/16	ADA: Woodhaven Boulevard / Jamaica	\$ 1.2
T70413/31	ADA: Livonia Avenue / Canarsie	\$ 64.8
T70413/32	ADA Enhancements: 170 St / JER	\$ 49.0
T70413/35	ADA Enhancements: Queensboro Plaza / FLS	\$ 55.0
Element Total		\$ 426.0
T70414/04	Station Reconstruction: Times Square, Phase 3 - Shuttle (Prior Year Goal)	\$ 20.6
T70414/24	Grand Central: Center Core East / Flushing	\$ 3.9
T70414/25	Grand Central: Widening Stairs PL-8 / PL-9 / Flushing	\$ 0.2
T70414/26	Grand Central: Widening Stairs U2/U6 / Lexington	\$ 1.2
Element Total		\$ 25.9
T70502/06	Mainline Track Replacement - 2020	\$ 2.1
T70502/16	Track Force Account - 2019	\$ 35.0
T70502/86	Mainline Track Replacement 2018 / Times Sq Shuttle (Prior Year Goal)	\$ 5.7
T70502/91	Mainline Track Replacement 2019 / Manhattan Bridge	\$ 4.2
T70502/92	Mainline Track Replacement 2019 / Lenox-White Plains Rd	\$ 5.0
T70502/93	Mainline Track Replacement 2019 / Astoria	\$ 21.0
T70502/94	Mainline Track Replacement 2019 / Flushing	\$ 5.3
T70502/95	Mainline Track Replacement 2019 / Jamaica-Nassau Cut	\$ 2.9
T70502/97	Mainline Track Replacement 2019 / Pelham	\$ 4.4

New York City Transit/Staten Island Railway
2019 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
T70502/99	Mainline Track Replacement 2019 / Jerome	\$ 6.3
	Element Total	\$ 91.9
T70503/06	Mainline Track Switches- 2020	\$ 3.4
T70503/20	Mainline Track Switches - 2016 / Flushing (Prior Year Goal)	\$ 7.5
T70503/39	Mainline Track Switches 2019 / Broadway-7th Avenue	\$ 22.3
T70503/40	Mainline Track Switches 2019 / Queens Blvd	\$ 3.5
	Element Total	\$ 36.8
T70605/08	Rehab Pump Rooms: Various Locations	\$ 1.1
	Element Total	\$ 1.1
T70703/01	Elev Structural Rehab: Boston Rd-Abutment N. of 180th St-WPR	\$ 19.2
T70703/05	Elevated Structures Repair (Over-land Sections) / RKY	\$ 1.0
T70703/08	Rehab Emergency Exits - Various Locs (3rd Party)	\$ 5.0
T70703/10	Overcoating: 17 Bridges & East 180 Street Flyover / Dyre Av	\$ 36.5
T70703/16	Overcoating: Broadway - End of Line / Myrtle	\$ 38.4
T70703/17	Overcoating: Overcoat Below Track-Level, 48 St - 72 St / Flushing	\$ 27.6
T70703/20	Vents Between Stations: E 161 St - E 192 St / Concourse	\$ 8.8
T70703/31	LSCRIP: The Bronx (BXC)	\$ 74.8
T70703/32	LSCRIP: Downtown Manhattan (BWY, 8AV)	\$ 0.9
T70703/35	Overcoating: Portal - King's Hwy / Culver	\$ 27.4
T70703/39	LSCRIP: Station and Tunnel Priority Defect Repairs, 1-8 Av/CNR	\$ 36.9
T70703/41	Vents Between Stations / E 192 St-E 198 St /BXC [SBMP Tier2]	\$ 4.8
	Element Total	\$ 281.2
T70803/02	CBTC Technical Support Contract / FLS	\$ 1.0
T70803/04	CBTC: 8 Avenue (59 St to High Street)	\$ 203.2
T70803/07	Ditmas Interlocking: CBTC Culver (Prior Year Goal)	\$ 133.9
T70803/24	Code Cable Replacement / BW7	\$ 26.1
T70803/26	Life Cycle Replacement of Code Systems - Phase 1	\$ 34.4
T70803/27	Life Cycle Replacement of Speed Enforcement Systems	\$ 52.7
T70803/32	CBTC: Culver (Church Ave to W8th St) (Prior Year Goal)	\$ 80.5
T70803/33	Ave X Interlocking: CBTC Culver (Prior Year Goal)	\$ 200.7
T70803/35	2 Interlockings: 30 St & 42 St North/ 8Ave	\$ 279.1
T70803/43	Mainline Track Switches 2018 / CBTC Culver	\$ 32.5
T70803/44	CBTC: 8 Avenue - Switch Replacement	\$ 31.4
	Element Total	\$ 1,075.4
T70806/04	Fiber Optic Cable Replacement / CNR	\$ 1.0
T70806/06	Antenna Cable Replacement / CNR	\$ 1.3
T70806/07	UHF T-Band Radio System Replacement	\$ 39.1
T70806/19	Comm Room Upgrade and Expansion [SBDP]	\$ 0.8
T70806/35	Connection-Oriented Ethernet (COE), Phase 2 Core Upgrade	\$ 29.7
T70806/36	Connection-Oriented Ethernet (COE), Ph 3A Station Expansion	\$ 13.7
T70806/37	Connection-Oriented Ethernet (COE), PSIM on Blade Servers	\$ 11.4
T70806/47	Connection-Oriented Ethernet (COE), Ph 3B [SBDP]	\$ 17.9
	Element Total	\$ 115.0
T70902/03	Central Substation Renewal Including New Rectifier / 6AV	\$ 42.5
T70902/04	Substation Roof & Enclosure: Washington Hts / 8 AV [SBMP2]	\$ 7.8
	Element Total	\$ 50.4
T70904/10	Rehabilitation of Various CBH Enclosures	\$ 1.0
T70904/13	Upgrade SCADA System (BMT)	\$ 35.6
T70904/15	Reconstruction of CBH # 392 - Flushing River Bridge	\$ 6.3
	Element Total	\$ 42.8
T71004/01	DCE Shop Components, Ph 1:180 St, Coney Island, Pelham	\$ 24.5
T71004/04	DCE Shop Components - Phase 3 / Jerome [SBMP Tier2]	\$ 3.0
T71004/05	DCE Shop Components, Phase 4: 207 St, Admin	\$ 17.6
T71004/14	Yard Track - 2019	\$ 1.7
T71004/15	Yard Track - 2020	\$ 0.1
T71004/20	Yard Switches - 2019	\$ 2.6

New York City Transit/Staten Island Railway
2019 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
T71004/21	Yard Switches - 2020	\$ 0.1
T71004/31	Livonia Maintenance Facility Rehab: Phase 1 [SBDP]	\$ 10.0
T71004/35	10 Hot Water Pressure HVAC Condenser Washers / Various Fac	\$ 0.9
T71004/36	Closed-Loop Filtration Systems at Two DCE Facilities	\$ 0.7
T71004/37	600-VDC Feed & Equipment for the 207 St HVAC Shop	\$ 1.7
T71004/38	Utilities & Equipment for 207 St HVAC Shop	\$ 2.3
T71004/39	Replacement of West Wall Windows at 207 St Overhaul Shop	\$ 2.2
Element Total		\$ 67.2
T71203/01	Artic Modification: East New York Depot	\$ 13.2
T71203/03	HVAC: Queens Village Depot (NYPA)	\$ 14.5
T71203/04	Chassis Wash: Grand Ave Depot [SBMP]	\$ 1.4
T71203/06	Generator: Yukon Depot NYPA	\$ 9.0
T71203/07	HVAC: Fresh Pond Depot (NYPA)	\$ 12.9
T71203/15	HVAC: Zerega Consolidated Maintenance Facility NYPA	\$ 5.0
T71203/19	New Roof at Queens Village Depot	\$ 11.5
T71203/21	East New York Depot Windows and Facade	\$ 10.4
T71203/22	Modular Office: East New York Depot [SBFP]	\$ 4.6
T71203/23	Jamaica Depot: Demolition at Lots #68, #72 [SBMP]	\$ 1.3
T71203/25	Paving: Manhattanville Depot (Ramps & Keene)	\$ 1.5
Element Total		\$ 85.2
T71204/16	Replace 2 Bus Washers: Jackie Gleason Depot [SBMP Tier2]	\$ 2.7
T71204/18	Automated Fuel Management System Upgrade	\$ 2.1
T71204/19	New Bus Parking at Tully Site	\$ 19.1
Element Total		\$ 23.9
T71302/07	Purchase of 27 Refuse Flat Cars	\$ 22.4
T71302/08	Purchase of 12 3-Ton Crane Cars	\$ 26.3
T71302/11	Purchase 35 Locomotives - Optn to Prchs up to addnl 35 (Prior Year Goal)	\$ 128.3
T71302/13	Purchase 92 Non-Revenue Vehicles 2018-2019	\$ 14.4
Element Total		\$ 191.4
T71602/07	Capital Revolving Fund (CRF) - 2019	\$ 5.0
Element Total		\$ 5.0
T71605/01	2019 Scope Development	\$ 12.5
T71605/20	Staten Island West Shore Light Rail Alt Analysis	\$ 2.9
Element Total		\$ 15.4
T71606/06	Groundwater and Soil Remediation	\$ 11.5
Element Total		\$ 11.5
T71607/02	Security: URT Phase 3	\$ 1.1
T71607/17	Refurbish Keene Vacuum Systems	\$ 9.2
T71607/18	Facilities: Money Room: Security Systems Upgrade [SBMP Tier2]	\$ 8.0
T71607/23	Priority Repairs of Tiffany Central Warehouse Exterior Walls	\$ 4.8
T71607/26	Security: IESS Wrap Up - Penn Station & Times Square	\$ 40.1
T71607/27	Roof Replacement: Tiffany Central Warehouse	\$ 15.9
T71607/28	EMD Facility: Hoyt-Schermerhorn / Fulton	\$ 1.1
T71607/29	Employee Facilities: 3 Avenue-138 Street / Pelham	\$ 1.0
T71607/31	Security: CCTV for Passenger ID - 3 Stations / BW7 [SBMP Tier2]	\$ 4.5
T71607/32	Security: IESS Wrap Up - Grand Central & 63rd Street Tunnel	\$ 24.6
Element Total		\$ 110.3
NYCT/SIR Grand Total		\$ 3,774.5

Note: Total includes value of Major commitment slips from prior years.

Note: Commitment Goals are updated each February. The above reflect the February 2019 assumptions. Goals will next be updated in February 2020.

Long Island Rail Road
2019 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
EL0303/ZH	Emergency Mgmt Eqpt Mitig	\$8.3
	Element Total	\$8.3
EL0603/ZS	Long Island City Yard Res	\$4.1
	Element Total	\$4.1
L50904/8A	Substations Envir Remedy	\$0.1
	Element Total	\$0.1
L60101/MF	Work Locomotives	\$32.2
	Element Total	\$32.2
L60304/TU	Jamaica Capacity Impr-Ph1	\$6.7
	Element Total	\$6.7
L60701/AR	Richmond Hill SS Replacem	\$0.2
	Element Total	\$0.2
L70101/ME	M-9 Procurement	\$32.8
	Element Total	\$32.8
L70204/U9	Jamaica Station - Plannin	\$6.3
L70204/UO	Brookhaven National Lab	\$1.1
L70204/UQ	Babylon Stn Platform Repl	\$2.5
L70204/V6	ESI SBMP Stewart Manor	\$3.0
L70204/VT	St. Albans Renewal SBDP	\$0.7
L70204/VV	LYNBROOK STATION IMPROVE	\$6.0
L70204/VW	Amityville Canopy SBDP	\$1.4
L70204/VX	Hemp Fence & Light SBDP	\$1.3
	Element Total	\$22.2
L70205/V1	Parking Rehabilitation	\$2.8
	Element Total	\$2.8
L70301/WD	2018 Annual Track Program	\$0.5
L70301/WE	2019 Annual Track Program	\$62.2
L70301/WG	Construction Equipment	\$9.1
L70301/WH	Retaining Walls/ROW Proj	\$0.2
	Element Total	\$71.9
L70304/WU	Jamaica Capacity Imprv-2	\$2.0
	Element Total	\$2.0
L70401/BM	WRECK LEAD BRIDGE REHAB	\$1.0
L70401/BQ	Bridge Prgm-Struct Rnwals	\$0.3
L70401/BU	Mentor Allowance-Ln Strct	\$4.2
L70401/BV	N. Main and Accabonac Bri	\$7.8
L70401/C3	Lynbrook and RVC Viaducts	\$0.5
	Element Total	\$13.8
L70502/LH	Babylon Interlocking Rnwl	\$3.5
L70502/LK	Positive Train Control	\$4.3
L70502/LM	Hunt to Post Design	\$4.5
L70502/LN	Babylon to Patchogue	\$21.4
L70502/LQ	Centralized Train Control	\$0.9
	Element Total	\$34.6
L70601/YS	Huntington/Port Jeff Yrd	\$0.4
	Element Total	\$0.4
L70604/YX	Fire Protection Imprvmnts	\$0.5
L70604/YZ	MP COM BUILD SBDP	\$0.0
	Element Total	\$0.6
L70701/XB	Substation Components	\$4.7
L70701/XU	SUB REP PKG 2	\$7.0
	Element Total	\$11.7
L70904/NQ	Program Administration	\$21.0
	Element Total	\$21.0
N40905/FV	Lynbrook Stn Improvements	\$0.2
	Element Total	\$0.2
LIRR Grand Total		\$265.5

Note: Commitment Goals are updated each February. The above reflect the February 2019 assumptions. Goals will next be updated in February 2020.

Metro-North Railroad
2019 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
EM04-02-05	Comm & Signal Infrastructure Restoration Phase 1	\$0.3
EM04-02-06	Comm & Signal Infrastructure Restoration Phase 2	\$8.5
	Element Total	\$8.9
EM04-03-01	Power and Signal Mitigation (Prior Year Goal)	\$20.6
EM04-03-01	Power and Signal Mitigation	\$19.9
EM04-03-02	Hudson Line Power and Signal Resiliency	\$3.8
	Element Total	\$44.3
EM05-02-07	Power Infrastructure Restoration-Phase 2	\$25.6
EM05-02-10	Power Infrastr Restoration-Remote Terminal Houses	\$1.3
	Element Total	\$26.9
M602-03-02	Strategic Facilities	\$0.2
	Element Total	\$0.2
M604-01-01	Positive Train Control	\$0.0
	Element Total	\$0.0
M606-01-03	Other Shops/Yards Renewal	\$0.0
	Element Total	\$0.0
M608-01-08	OCIP - Insurance	\$3.4
	Element Total	\$3.4
M701-01-01	Locomotive Purchase	\$234.3
M701-01-02	M-8 Fleet Purchase	\$1.9
	Element Total	\$236.2
M702-01-01	GCT Trainshed/Tunnel Struct (incl Roof Exp. Jts)	\$41.1
M702-01-02	Park Av Tunnel Fire&LifeSafetyImpvmnts	\$3.7
M702-01-05	GCT Utilities	\$4.2
M702-01-06	GCT Elevator Imprvmnts-Final Phase	\$5.6
M702-01-07	GCT PA Head End and VIS Systems	\$0.9
M702-01-08	Mentoring - GCT	\$3.0
	Element Total	\$58.5
M702-02-04	Harlem Line Station Improvements	\$70.4
M702-02-06	Station Building Rehabilitation	\$0.8
M702-02-07	Customer Communication	\$0.3
M702-02-09	Mentoring Program - Stations	\$5.3
M702-02-10	Enhanced Station Initiative, 5 Stations	\$0.4
M702-02-11	Customer Communication-Systems	\$1.0
M702-02-13	Enhanced Station Initiative	\$1.6
M702-02-14	East of Hudson Station Priority Repairs	\$1.1
M702-02-15	Beacon & Southeast Improvements	\$19.1
M702-02-16	Port Jervis Station Improvements	\$1.5
M702-02-17	Purdy's Elevator Improvements	\$1.4
	Element Total	\$102.8
M702-03-01	Strategic Facilities **	\$3.6
	Element Total	\$3.6
M703-01-03	Rock Slope Remediation East of Hudson	\$4.3
M703-01-04	Turnouts - Mainline/High Speed **	\$21.9
M703-01-05	GCT Turnouts/Switch Renewal	\$3.5
M703-01-06	Turnouts - Yards/Sidings	\$2.6
M703-01-07	Rebuild Retaining Walls	\$5.4
M703-01-09	Purchase MoW Equipment	\$10.4
M703-01-10	2017 Cyclical Track Program	\$0.8
M703-01-11	2018 Cyclical Track Program	\$0.8
M703-01-12	2019 Cyclical Track Program	\$24.7
	Element Total	\$74.4
M703-02-01	Overhead Bridge Program - E of H	\$42.3
M703-02-02	Bridge Preservation Program	\$0.8
M703-02-03	Undergrade Bridge Rehabilitation **	\$49.8
M703-02-04	Beacon Line Undergrade Bridges	\$7.5
M703-02-06	Railtop Culverts	\$1.5

Metro-North Railroad
2019 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
M703-02-07	Bridge Walkways	\$1.4
M703-02-08	Replace Timbers - Undergrade Bridges	\$0.9
M703-02-09	Harlem River Lift Bridge	\$0.2
M703-02-10	Hudson Line Tunnels Inspection	\$0.7
M703-02-11	ROW Fencing	\$0.5
M703-02-12	Catenary Painting	\$1.0
M703-02-15	Mentoring Program - Structures	\$6.0
Element Total		\$112.4
M703-03-03	Undergrade Bridge Rehabilitation	\$8.6
M703-03-04	Moodna/Woodbury Viaduct (incl timbers/walkways)	\$10.0
M703-03-05	West of Hudson Improvements	\$0.7
Element Total		\$19.3
M704-01-01	Network Infrastructure Replacement	\$6.0
M704-01-02	Harmon to Poughkeepsie SignalSystem **	\$29.6
M704-01-03	Positive Train Control	\$35.2
M704-01-05	PBX Replacement	\$1.5
M704-01-07	Replace High Cycle Relays	\$0.3
M704-01-09	Fire Suppression Systems	\$0.6
Element Total		\$73.1
M705-01-01	Replace MA's in Signal Substations	\$16.7
M705-01-02	Transformer Rehabilitation	\$2.2
M705-01-03	Replace AC Circuit Breaker/Switchgear	\$3.9
M705-01-04	Harlem & Hudson Power Rehabilitation	\$14.0
M705-01-05	Harlem & Hudson Power Improvements	\$2.9
M705-01-06	Three Substation Replacements **	\$10.0
M705-01-08	Replace 3rdRail SectionalizingSwitches	\$0.3
M705-01-09	Replace Substations 128 and 178 **	\$2.7
M705-01-10	Park Avenue Tunnel Alarm	\$1.6
Element Total		\$54.2
M706-01-01	Harmon Shop Replacement - Phase V	\$0.6
M706-01-02	Harmon Wheel True Improvements	\$1.8
M706-01-03	Brewster YD Improvements - Design	\$4.2
M706-01-04	West of Hudson Yard Improvements	\$10.9
M706-01-05	Mentoring Program - Shops and Yards	\$4.0
Element Total		\$21.5
M708-01-02	Environmental Remediation	\$1.3
M708-01-03	Railroad Protective Liability	\$2.8
M708-01-06	Program Administration	\$11.7
M708-01-07	Program Scope Development	\$8.2
M708-01-09	GCT/ESA Unified Trash Facility	\$6.2
M708-01-10	Systemwide Security Initiatives	\$15.9
M708-01-12	Harlem River Lift Bridge Security	\$3.3
Element Total		\$49.4
Metro-North Grand Total		\$889.0

Note: Total includes value of Major commitment slips from prior years.

Note: Commitment Goals are updated each February. The above reflect the February 2019 assumptions. Goals will next be updated in February 2020.

MTA Bus Company
2019 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
U6030232	HVAC - College Point	\$8.5
U6030211	HVAC - Spring Creek	\$3.9
U6030212	CNG Upgrade - College Point	\$6.1
Element Total		\$18.5M
U7030214	Non-Revenue Vehicles	\$3.6
U7030223	CNG Upgrade - Spring Creek	\$5.9
U7030202	257 Express Buses	\$192.5
U7030207	Storage Room Expansion - LaGuardia	\$5.4
U7030209	Depot Rehab - College Point	\$9.5
U7030218	Window Replacement - JFK	\$3.0
Element Total		\$219.9M
MTA Bus Grand Total		\$238.4M

Note: Commitment Goals are updated each February. The above reflect the February 2019 assumptions. Goals will next be updated in February 2020.

MTA Police Department
2019 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
E6100102	SI County district Office	\$0.1
	Element Total	\$0.1
N5100109	Public Safety Radio	\$24.3
	Element Total	\$24.3
N7100101	Public Radio Phase 3	\$7.8
N7100105	Program Management	\$0.1
	Element Total	\$7.8
MTA PD Projects Total		\$32.1

Note: Commitment Goals are updated each February. The above reflect the February 2019 assumptions. Goals will next be updated in February 2020.

MTA Interagency
2019 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
N7110101	Core Planning Support	\$6.8
	Element Total	\$6.8
	Interagency Grand Total	\$6.8

Note: Commitment Goals are updated each February. The above reflect the February 2019 assumptions. Goals will next be updated in February 2020.

MTA Capital Construction Company
2019 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
G6090131	T0109 - Protection Engines –Procure LIRR Protection Engines	\$4.3
	Element Total	\$4.3
G6150101	Rolling Stock M9A - ESA for the LIRR (prior year goal)	\$367.0
	Element Total	\$367.0
G70901 New ACEP 1	FHA63 and FHL63	\$1.4
G70901 New ACEP 2	CH063 - Harold Catenary Work	\$15.3
G70901 New ACEP 3	FHA63 & FHL63 - Harold Catenary - Amtrak/LIRR	\$0.8
G70901 New ACEP 4	FMM19 - Manhattan Structures Part 1 - MNR F/A	\$4.9
G70901 New ACEP 5	F0T00 - NYCT F/A Support to Design	\$0.2
G70901 New ACEP 6	SH800 - LIRR Operating Support Services	\$2.6
G70901 New ACEP 7	FSL00 - FA System Testing & Commissioning	\$2.5
G70901 New ACEP 8	VH051C - 250 Hertz - Misroute / Tunnel Collision Avoidance (TCA)	\$3.0
G7090101	P0100 - Program Management Consultant	\$17.0
G7090102	D0600 CPS - General Engineering Consultant CPS	\$25.6
G7090103	FQA33 - Mid-Day Storage Yard Facility – Amtrak F/A	\$1.6
G7090105	VM014 - Vertical Circulation Elements in CM014A	\$9.6
G7090111	OCIP C - Owner's Controlled Insurance Policy Contingency	\$6.4
G7090113	SP819 - Construction Management CCM	\$61.9
G7090116	SS897 - General Conditions	\$15.2
G7090118	FHL02 - Harold Stage 2 – LIRR F/A	\$15.0
G7090121	FQL33 - Mid-Day Storage Yard Facility – LIRR F/A	\$10.6
G7090124	FSA79 - Power, Signaling, Communications & Other System Elements – Amtrak F/	\$0.8
G7090127	FHA01 - Harold Stage 1 – Amtrak F/A	\$4.5
G7090134	VH051B-2 - Harold Tower Supervisory Control System - On Call	\$0.7
G7090135	CM014B - GCT Concourse and Facilities Fit-Out	\$35.3
G7090136	SAS 2 PE Design and Environmental	\$10.0
G7090138	CS179 - System Package 1 – Facilities Systems	\$22.9
G7090140	CH063	\$26.2
G7090145	CH057D - Harold Trackwork Part 3	\$4.6
G7090152	VQ066 - Force Account Warehouse	\$1.1
G7090154	CM015C - 48th Street Entrance Restoration	\$9.6
G7090156	OCIP - Owner's Controlled Insurance Policy	\$5.0
G7090159	SS896 - CM Office Costs (Northern Blvd)	\$0.2
	Element Total	\$314.2
G7100101	Prelim Const/Utilities	\$60.0
	Element Total	\$60.0
G71101	Penn Access Pre-Design/Design (prior year goal)	\$37.0
G7110101	Environ. Consultant	\$1.2
G7110102	MTACC	\$2.2
G7110111	MNR	\$4.4
	Element Total	\$44.8
G7130104	D-B Mobilization/Early Payments	\$0.0
G7130106	Design-Build Services - Floral Park to Hicksville Option Parking Structures	\$15.8
G7130107	LIRR F/A Construction	\$95.2
G7130109	Force Account Support	\$66.9
G7130110	LIRR F/A Bussing Operations Support	\$5.4
G7130111	Force Account Project Management	\$11.2
G7130112	Force Account Design	\$2.1
G7130115	MTACC Project Management	\$9.9
G7130116	NYS DOT Project Management	\$1.3
G7130117	Project Administration (Other Costs)	\$5.4
G7130120	Arts For Transit	\$1.8
	Element Total	\$214.9
G71401 New ACEP 1	SS896 - CM Office Costs (Northern Blvd)	\$0.5
G71401 New ACEP 2	F0A00 - Amtrak F/A Support to Design & CPS	\$0.1
G71401 New ACEP 3	VQ066 - Force Account Warehouse	\$0.6
G71401 New ACEP 4	P0900 - Metropolitan Transportation Authority Owners Cost	\$2.2
G71401 New ACEP 5	FHA04 - Harold Stage 4 – Amtrak F/A	\$1.6
G71401 New ACEP 6	FHL04 - Harold Stage 4 – LIRR F/A	\$2.7

MTA Capital Construction Company
2019 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
G71401 New ACEP 7	FQA65 - Loop Interlocking – Amtrak F/A	\$0.5
G7140101	FHA03 - Harold Stage 3 – Amtrak F/A	\$4.0
G7140109	D0600 Design- General Engineering Consultant	\$1.8
G7140110	OCIP - Owner's Controlled Insurance Policy	\$3.6
G7140111	SP819 - Construction Management CCM	\$15.6
G7140115	FHA57D - Harold Trackwork Part 3 - Amtrak	\$1.7
	Element Total	\$34.9
MTACC Grand Total		\$1,040.2

Note: Total includes value of Major commitment slips from prior years.

Note: Commitment Goals are updated each February. The above reflect the February 2019 assumptions. Goals will next be updated in February 2020.

MTA Bridges & Tunnels
2019 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
D701BW07	Tower and Pier Fender Protection	\$33.6
D701BW14	Miscellaneous Structural Rehabilitation	\$13.7
	Element Total	\$47.3
D701HH07	Structural Rehabilitation	\$21.0
D701HH89	Skewback Retrofit	\$0.5
	Element Total	\$21.6
D701RK19	Seismic/Wind Retrofit & Structural Rehab Ph1	\$59.6
D701RK20	Cable Inspection and Rehabilitation	\$12.6
D701RK70	Miscellaneous Structural Rehabilitation	\$20.2
	Element Total	\$92.4
D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehab	\$206.0
D701TN87	Design for Anchorage & Tower Protection	\$5.4
	Element Total	\$211.4
D701VN32	Miscellaneous Steel Repair & Concrete Rehab.	\$32.0
D701VN49	Structural Painting - Suspended Span Upper & Lower Level Steel (prior year goal)	\$52.0
	Element Total	\$84.0
D702VN11	Brooklyn Approach Reconstruction	\$24.5
D702VN80	Prelim Design for Suspended Span Lower Level Deck	\$6.0
D702VN84	Reconstruction of VN Approach Ramps - Phase1	\$229.2
	Element Total	\$259.7
D704AWX3	Bridge Structural Health Monitoring Initiatives	\$2.7
	Element Total	\$2.7
D704BW32	Installation of Fire Standpipe Connections	\$11.8
	Element Total	\$11.8
D704TN58	Replace Electrical Equipment & Rehab Tower Elevator	\$2.5
	Element Total	\$2.5
D705HC80	Structural Rehabilitation	\$3.9
	Element Total	\$3.9
D705QM36	Rehabilitation of Ventilation Buildings	\$2.8
	Element Total	\$2.8
D706AW15	MTA Independent Engineer	\$0.8
D706AW18	Protective Liability Insurance	\$5.6
D706AW21	Program Administration	\$3.6
	Element Total	\$10.0
D707HH30	Replacement of HHB Overcoat System	\$23.8
	Element Total	\$23.8
D707RK23	Construction of New Harlem River Drive Ramp	\$91.7
D707RK70	Paint Suspended Span/Bronx Truss Steel	\$11.1
	Element Total	\$102.8
D707VN49	Structural Painting - Suspended Span Upper & Lower Level Steel	\$0.8
	Element Total	\$0.8
B&T Grand Total		\$877.5

Note: Total includes value of Major commitment slips from prior years.

Note: Commitment Goals are updated each February. The above reflect the February 2019 assumptions. Goals will next be updated in February 2020.

New York City Transit/Staten Island Railway
2019-22 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
S70701/12	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #9) Richmond Valley [SBMP Tier2]	\$8.17	Jan-19
T70412/E8	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #8) -174 - 175th Streets / Concourse	\$42.62	Jan-19
T70412/E9	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #8) - 167th St / Concourse	\$43.17	Jan-19
T70412/F1	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #8) - 145th Street / Lenox	\$38.83	Jan-19
T70412/A1	Station Component Investments: Elevated Street Stairs: 238th St / BW7 (S1) [SBMP]	\$1.20	Jan-19
T71604/06	Computer Hardware & Communications: CADD/BIM/DMS Disaster Recovery/ Business Continuity	\$0.76	Jan-19
T51203/12	Depot Rehabilitation: Replace Roof at East New York Bus Depot	\$7.76	Jan-19
ET0403/20	Misc: Stations: Sandy Mitigation: Critical Room Resiliency	\$22.65	Jan-19
ET0502/11	Mainline Track Rehabilitation: Sandy Repairs: Mainline Track - Clark St Tube	\$9.58	Jan-19
ET0602/26	Ventilation Facilities: Sandy Repairs: 1 Fan Plant (Old Slip) Clark	\$5.23	Jan-19
ET0602/34	Pumping Facilities: Sandy Repairs: Pump #3166 / Clark Tube	\$7.99	Jan-19
ET0603/24	Pumping Facilities: Sandy Resiliency: 3 Pump Rooms (Clark Tube)	\$6.07	Jan-19
ET0802/12	Signal Systems: Sandy Repairs: Signals in the Clark St Tube	\$9.20	Jan-19
ET0902/08	Power Distribution Facilities: Sandy Repairs: Rust Inhibiting Coating, Montague Tube	\$6.69	Jan-19
ET0902/24	Power Distribution Facilities: Sandy Repairs: Comm & Power Cables - Clark Street Tube	\$71.56	Jan-19
T50803/08	Communication-Based Train Control: CBTC Flushing Line	\$389.10	Jan-19
T60412/F2	Station Component Investments: Station Ventilators: Ph 7 - 8 Loc /Lower Manhattan	\$9.18	Jan-19
T60414/12	Station Reconstruction: Reconstruct Cortlandt St Station BW7	\$181.80	Jan-19
T60803/06	Communication-Based Train Control: CBTC Flushing: Additional Support Costs	\$193.82	Jan-19
T70302/14	New Buses: 110 CNG Articulated Buses	\$106.34	Jan-19
T70502/22	Mainline Track Rehabilitation: Mainline Track Replacement 2015 / Jerome	\$8.70	Jan-19
T70502/33	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Dyre	\$13.80	Jan-19
T70502/45	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Flushing	\$11.80	Jan-19
T70502/46	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / 8th Avenue	\$40.10	Jan-19
T70502/54	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / 4th Avenue	\$3.15	Jan-19
T70502/56	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Crosstown	\$19.23	Jan-19
T70502/57	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Culver	\$4.11	Jan-19
T70502/70	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Astoria	\$13.52	Jan-19
T70502/74	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Dyre	\$1.74	Jan-19
T70502/77	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Broadway-7 Ave	\$9.73	Jan-19
T70503/28	Mainline Track Switches: Mainline Track Switches 2018 / Astoria	\$8.52	Jan-19
T70803/19	Maintenance Of Way: Signal Circuit Modifications Phase 6 - Part 1	\$15.23	Jan-19
T71203/20	Depot Equipment And Machinery: Articulated Maintenance Bays: Jackie Gleason Depot	\$1.05	Jan-19
T70412/93	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #2) - Broadway / Astoria	\$49.12	Feb-19
T70412/94	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #2) - 30th Ave / Astoria	\$65.47	Feb-19
T70412/95	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #2) - 36th Ave / Astoria	\$64.44	Feb-19
T70412/96	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #2) - 39th Ave / Astoria	\$48.84	Feb-19
T70502/81	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / West End	\$2.02	Feb-19
T70412/G7	Station Component Investments: 1 Stair: 14 St / BW7 (S8) [SBMP]	\$0.87	Feb-19
ET1203/08	Misc: Bus Projects: Sandy Mitigation: Roof Protection MJ Quill Depot [SBFP]	\$3.29	Feb-19
T60412/17	Station Renewal: Kings Highway / Sea Beach	\$36.94	Feb-19
T60412/20	Station Renewal: Avenue U / Sea Beach	\$40.81	Feb-19
T60412/21	Station Renewal: 86 Street / Sea Beach	\$37.28	Feb-19
T60412/60	Station Component Investments: 4 Stations / Jamaica	\$87.97	Feb-19
T60412/F7	Station Component Investments: Station Painting at Component Locations: 3 Loc / Jamaica	\$2.82	Feb-19

New York City Transit/Staten Island Railway
2019-22 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T60703/12	Line Structure Rehabilitation: Rehab Retaining Walls / Sea Beach (Southern 3)	\$14.90	Feb-19
T70414/03	Misc: Stations: Station Entrance: 8 Avenue / Sea Beach	\$15.18	Feb-19
T70414/18	Misc: Stations: Station Capacity Enhancements:Metropolitan Ave/Xtnw-StairP11	\$1.78	Feb-19
T70502/50	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Jerome	\$17.89	Feb-19
T70503/29	Mainline Track Switches: Mainline Track Switches 2018 / Canarsie (Bedford)	\$20.58	Feb-19
T70503/38	Mainline Track Switches: Mainline Track Switches 2019 / Canarsie (3rd Ave)	\$10.94	Feb-19
T70703/38	Structural Component Repairs: Hoyt-Schermerhorn Benchwall Replacement	\$1.78	Feb-19
T71203/13	Depot Equipment And Machinery: Articulated Chassis Wash: Jackie Gleason Depot [SBMP]	\$1.14	Feb-19
U60302/22	Misc: Bus Projects: Construction Management Services - 2011	\$2.21	Feb-19
U60302/22	Misc: Bus Projects: Construction Management Services - 2012	\$2.13	Feb-19
T70412/H6	Station Component Investments: 2 Stairs: Kingsbridge Rd / Concourse (S7/M2-M3) [SBMP]	\$0.93	Mar-19
T71004/18	Yard Switches: Yard Switches - 2017	\$3.46	Mar-19
T70412/80	Station Component Investments: Elevated Interior Stairs: 4 Av-9 St / 6 AV [SBMP]	\$0.73	Mar-19
T70412/H7	Station Component Investments: 1 Stair: Fulton Street / Crosstown (S4/P10) [SBMP]	\$0.72	Mar-19
T70412/F3	Station Component Investments: Subway Stairs: Bowery St-NL (S5/M5AB) [SBMP]	\$0.72	Mar-19
T71604/01	Information Technology: Upgrade Copper Cable: Livingston Plaza	\$3.59	Mar-19
T70412/83	Station Component Investments: Subway Street Stairs: 50 St / 8 Ave [SBMP]	\$1.58	Mar-19
T70503/31	Mainline Track Switches: Mainline Track Switches 2018 / Lenox-White Plains Rd	\$14.37	Mar-19
T40409/PW	Public Address/Customer Info Systems: PA/CIS Wrap-Up (TIS)	\$2.66	Mar-19
T51605/21	Materiel: Concrete Batch Plant Inspection	\$1.15	Mar-19
T51605/24	Capital Program Management: Concrete Cylinder Testing	\$0.67	Mar-19
T60806/01	Communications Cable And Equipment: Fiber Optic Cable Replacement: Phase 1	\$11.99	Mar-19
T60806/06	Communications - RTO: RTO: Portable Radio Unit Replacement	\$6.76	Mar-19
T61004/52	Mainline Track Rehabilitation: Integrated Wheel/Rail Monitoring and Analytics	\$4.62	Mar-19
T61605/11	Capital Program Management: Concrete Batch Plant (2012)	\$1.29	Mar-19
T61605/12	Capital Program Management: Concrete Cylinder Testing (2012)	\$0.75	Mar-19
T70302/13	Misc: Bus Projects: Automatic Passenger Counting (APC) - Phase 1 Rollout	\$5.59	Mar-19
T70414/20	Misc: Stations: Station Capacity Enhancements: Marcy Avenue / Jamaica	\$14.33	Mar-19
T70502/59	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Jerome	\$23.85	Mar-19
T70502/76	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Eastern Parkway	\$11.29	Mar-19
T70503/37	Mainline Track Switches: Mainline Track Switches 2019 / 6 Avenue	\$3.65	Mar-19
U70302/06	Misc: Bus Projects: Automated Passenger Counting - Ph1 Rollout - MTA Bus	\$1.81	Mar-19
U70302/21	Depot Rehabilitation: Window Replacement at Baisley Park Depot [SBFP]	\$1.97	Mar-19
T70703/40	Structural Component Repairs: Rehab Abutment & Retaining Walls, Livonia Yard [SBMP Tier2]	\$2.55	Apr-19
T70414/19	Station Accessibility (ADA): Station Capacity Enhancements: Broadway Junction / Jamaica	\$11.61	Apr-19
T70412/47	Station Component Investments: Station Lighting: 4 Locations / Various (2016) [SBMP]	\$2.08	Apr-19
ET0603/25	Ventilation Facilities: Sandy Mitigation: 14 Fan Plants, LT - 1 Loc, FP 7207	\$5.91	Apr-19
ET1203/09	Misc: Bus Projects: Sandy Mitigation: Yukon Depot [SBFP]	\$2.25	Apr-19
T61204/29	Radio & Data Communication: Bus Command Center Construction - NYCT	\$65.23	Apr-19
T70302/20	New Buses: 72 Articulated Buses (Nova)	\$65.82	Apr-19
T70502/66	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Flushing	\$28.68	Apr-19
T70502/78	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Canarsie	\$8.62	Apr-19
T70502/84	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Lenox-White Plains Rd	\$13.15	Apr-19
T70902/09	Substation Enclosures (IRT-BMT): Rehab Substat Roof & Encl Gates Av/Ridgewood [SBMP Tier2]	\$5.43	Apr-19
U60302/25	Radio & Data Communication: Bus Command Center Construction - MTA Bus	\$17.26	Apr-19
T70412/59	Station Component Investments: Mezzanine Components: Bowery / Nassau [SBMP]	\$1.34	May-19

New York City Transit/Staten Island Railway
2019-22 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T70412/F5	Station Component Investments: Subway Stairs: 2nd Ave-6th Ave (S6/M11) [SBMP]	\$0.75	May-19
T70412/G1	Station Component Investments: Subway Stairs: Sterling St-Nostrand (S1/M1AB) [SBMP]	\$0.96	May-19
T70412/42	Station Component Investments: Elevated Street Stairs: 2 Locations / WPR [SBMP]	\$0.99	May-19
T70412/G8	Station Component Investments: 1 Stair: 79 St / BW7 (S2/P2) [SBMP]	\$0.91	May-19
T70412/H5	Station Component Investments: 1 Stair: Grand Avenue-Newtown / QBL (S4/M4) [SBMP]	\$0.89	May-19
T70412/F7	Station Component Investments: Subway Stairs: Church Ave-6th Ave (S6/M8) [SBMP]	\$0.74	May-19
T70412/G2	Station Component Investments: Subway Stairs: Winthrop St-Nostrand (S1,M1AB) [SBMP]	\$0.73	May-19
T70412/92	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #4) - 34th St-Penn / 7th Ave	\$28.71	May-19
T70412/C9	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #4) - 57th St / 6th Ave	\$49.79	May-19
T70412/D1	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #4) - 23rd St / 6th Ave	\$30.28	May-19
T70412/D2	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #4) - 28th St / Lexington Ave	\$33.41	May-19
T70412/D3	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #4) - 34th St-Penn / 8th Ave	\$27.53	May-19
T70412/G6	Station Component Investments: 2 Stairs: Franklin St / BW7 (S2/P2 & S4/P4) [SBMP]	\$1.26	May-19
ET0703/09	Maintenance Of Way: Sandy Mitigation: Long-Term Flood Protection: Hammels Wye	\$24.89	May-19
T70412/21	Station Component Investments: Station Ventilators: Ph 12 - 2 locations / Bronx	\$6.96	May-19
T70502/75	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Pelham	\$9.12	May-19
T70502/82	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Lexington	\$2.16	May-19
T70503/33	Mainline Track Switches: Mainline Track Switches 2018 / 4 Avenue	\$6.38	May-19
U60302/01	Misc: Bus Projects: Project Administration & Engineering - 2013	\$4.43	May-19
T70412/G5	Station Component Investments: 3 Stairs: 155 St / 8AV (S3, S4, S5) [SBMP]	\$1.41	Jun-19
T70412/03	Station Renewal: Astoria-Ditmars Boulevard / Astoria	\$23.74	Jun-19
T70502/10	Welded Rail: Continuous Welded Rail 2018	\$12.92	Jun-19
T70502/71	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Flushing	\$22.83	Jun-19
T70502/72	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Jamaica	\$32.67	Jun-19
T70412/H4	Station Component Investments: 2 Stairs: Vernon-Jackson / Flushing (S7/S8) [SBMP]	\$1.49	Jun-19
T60412/C4	Station Component Investments: Station Components: 3 Locations / 8th Avenue	\$28.80	Jun-19
T60703/24	Station Structural Remediation: Structural Steel Repair, Lower Level, 9th Ave, WST (Wrap-Up)	\$1.00	Jun-19
T61004/08	Shop Equipment And Machinery: Heavy Shop Equipment Replacement	\$8.18	Jun-19
T61004/25	Car Maintenance Shops: 207 St Overhaul: Equipment for Car HVAC Repair & Maintenance	\$2.24	Jun-19
T61004/39	Car Maintenance Shops: 2-Ton Overhead Crane - Concourse	\$0.88	Jun-19
T70502/15	Mainline Track Rehabilitation: Track Force Account - 2018	\$35.00	Jun-19
T71203/12	Depot Equipment And Machinery: Chassis Wash: Gun Hill Depot [SBMP]	\$1.35	Jun-19
T71204/02	Misc: Bus Projects: Upgrade One and Install New Paint Booth -Zerega [SBMP Tier2]	\$3.32	Jun-19
T71204/14	Depot Equipment And Machinery: Chassis Wash: Casey Stengel Depot [SBMP Tier2]	\$2.19	Jun-19
T71302/10	Work Train & Special Equipment: Track Inspection Car 3: Platform Measuring System	\$4.50	Jun-19
U40302/99	Depot Equipment And Machinery: Diesel Emission Fluid Tank Installation, 8 Depots	\$1.00	Jun-19
U50302/20	Depot Equipment And Machinery: Depot Equipment	\$0.11	Jun-19
U50302/98	Capital Program Management: Misc CONSTRUCTION Consultant Mgmt Svces	\$5.00	Jun-19

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ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T70412/H3	Station Component Investments: 3 Stairs: 57 St/BWY (S1/M1AB, S3/M3, S5/M5) [SBMP Tier2]	\$2.18	Jul-19
T70412/H2	Station Component Investments: Subway Street Stairs: 57 St / BWY (S4/M4) [SBMP]	\$0.88	Jul-19
T61203/18	Depot Rehabilitation: Jackie Gleason Depot CNG Compressor	\$1.73	Jul-19
T61604/02	Computer Hardware & Communications: Replace Server Hardware: RCC and BCC	\$3.20	Jul-19
T61302/07	Work Train & Special Equipment: Purchase 3 Vacuum Trains	\$34.73	Jul-19
T70302/18	New Buses: 251 Standard Diesel Buses (Nova)	\$161.04	Jul-19
T70302/19	New Buses: 367 Standard Diesel and 10 Hybrid-Electric Buses (New Flyer)	\$235.73	Jul-19
T71004/22	Yard Lighting: Yard Lighting: 207th Street	\$24.99	Jul-19
T71204/22	Misc: Bus Projects: Storage Tank Components: Jackie Gleason and Castleton Depots	\$9.33	Jul-19
T71607/07	Consolidated Employee Facilities:Subways: EFR: 8th Av Line - Ph 1: 10 Locations (Downtown)	\$2.69	Jul-19
U60302/31	Depot Equipment And Machinery: Bus Washer: Far Rockaway Depot [SBFP]	\$2.21	Jul-19
ET1003/06	Maintenance Of Way: Sandy Mitigation:Near Term Per Prot Maint Contract Cl Yd	\$1.19	Aug-19
T70412/35	Station Component Investments: Platform Components: Bedford-Nostrand Avs / Crosstown	\$9.54	Aug-19
T70412/F9	Station Component Investments: Subway Stairs: Bergen St-E Pkwy (S5/P5 AB) [SBMP]	\$0.90	Aug-19
T70412/F6	Station Component Investments: Subway Stairs: Carroll St-6th Ave (S6/P4A/P4B) [SBMP]	\$0.93	Aug-19
S70701/10	SIR: Structures: Rehabilitation of Amboy Rd Bridge - SIR	\$8.37	Aug-19
T61004/53	Car Maintenance Shops: 2-Ton Overhead Crane 207th Street Shop	\$0.88	Aug-19
T71203/24	Depot Rehabilitation: Paving: Manhattanville Depot (Parking Levels) [SBMP Tier2]	\$4.42	Aug-19
ET0603/12	Pumping Facilities: Sandy Mitigation:Purchase of 4 Backup Generators for Pump Rm	\$1.31	Aug-19
T70502/60	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Lexington	\$9.35	Aug-19
T70502/61	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Pelham	\$8.38	Aug-19
T70502/62	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / 7th Avenue	\$5.63	Aug-19
T70503/27	Mainline Track Switches: Mainline Track Switches 2018 / Jamaica	\$17.97	Aug-19
U60302/04	Misc: Bus Projects: MTA Bus Security - JFK & Spring Creek Depots	\$8.48	Aug-19
T61606/10	Asbestos Abatement: Asbestos/Lead: Air Monitor	\$9.12	Sep-19
T61606/09	Asbestos Abatement: Asbestos Abatement - 2013	\$9.66	Sep-19
T60806/62	Communications Cable And Equipment: Upgrade Access Nodes - 60 Stations	\$2.87	Sep-19
T60101/02	New Subway Cars: 300 B Division Cars - R179	\$744.01	Sep-19
T60703/06	Demolition Of Abandoned Structures: Demolition of Abandoned Structures - Various - Ph1	\$15.15	Sep-19
T70502/79	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Concourse	\$13.09	Sep-19
T70502/80	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / 6 Avenue-Culver	\$24.96	Sep-19
T70503/32	Mainline Track Switches: Mainline Track Switches 2018 / White Plains Road	\$7.40	Sep-19
T70503/34	Mainline Track Switches: Mainline Track Switches 2018 / Culver (Ditmas)	\$8.46	Sep-19
T70412/82	Station Component Investments: Elevated Street Stairs: 3 Locations / WPR [SBMP Tier2]	\$2.44	Oct-19
T60803/24	Communication-Based Train Control: CBTC: Equipment Supplier Interoperability	\$20.15	Oct-19
T70412/16	Station Component Investments: Station Lighting: Grand St & Wilson Ave (ICC)	\$1.33	Oct-19
T70412/52	Station Component Investments: Platform Components: 3 Locations / EPK, CLK	\$15.05	Oct-19
T70502/90	Mainline Track Rehabilitation: Mainline Track Replacement 2019 / Myrtle	\$7.47	Oct-19
T70502/97	Mainline Track Rehabilitation: Mainline Track Replacement 2019 / Pelham	\$4.44	Oct-19
T71004/07	MOW Maintenance Shops And Buildings: Upgrade Central Electronics Shop, Woodside Facility	\$16.13	Nov-19
T70302/21	New Buses: 108 Articulated Buses (New Flyer)	\$98.81	Nov-19
T70502/87	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Brighton (s/o 7 Ave)	\$10.53	Nov-19

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T71004/13	Yard Track Rehabilitation: Yard Track - 2018	\$3.49	Nov-19
T71004/19	Yard Switches: Yard Switches - 2018	\$3.59	Nov-19
T71004/38	Car Maintenance Shops: Utilities & Equipment for 207 St HVAC Shop	\$2.32	Nov-19
T71204/03	Misc: Bus Projects: Select Bus Service 2015-19	\$18.53	Nov-19
T71607/21	Facilities: Police: EDR Repairs: Police DO #20 - Briarwood-Van Wyck Blvd	\$8.04	Dec-19
T60803/06	Communication-Based Train Control: CBTC Flushing: Equipment Removals	\$5.00	Dec-19
T70412/H1	Station Component Investments: 3 Stairs:57 St/BWY(S2/M2AB, S6/M7AB, S8/M9AB) [SBMP Tier2]	\$2.58	Dec-19
T60806/31	Public Address/Customer Info Systems: ISIM B-Div: Module 2: Flushing Line PA/CIS	\$65.22	Dec-19
T61204/16	Bus Washers: Replace 2 Bus Washers: Queens Village Depot [SBMP Tier2]	\$3.35	Dec-19
T71004/32	Car Maintenance Shops: 207th Street Overhaul Shop: Rehabilitate HVAC Shop	\$3.75	Dec-19
T71004/39	Car Maintenance Shops: Replacement of West Wall Windows at 207 St Overhaul Shop	\$2.23	Dec-19
T51607/49	Depot Rehabilitation: Ulmer Park Depot: Mezzanine Extension	\$8.08	Dec-19
T60302/18	Fare Control Modernization: Replace Integrated Farebox Unit (IFU) Components, Phase 2	\$10.12	Dec-19
T60302/32	Radio & Data Communication: Digital Information Signs: Depot Wi-Fi	\$2.52	Dec-19
T60412/13	Station Renewal: 20 Avenue/ Sea Beach	\$39.45	Dec-19
T60412/14	Station Renewal: 8 Avenue / Sea Beach	\$51.75	Dec-19
T60412/15	Station Renewal: Fort Hamilton Parkway / Sea Beach	\$32.93	Dec-19
T60412/16	Station Renewal: 18 Avenue / Sea Beach	\$40.38	Dec-19
T60412/18	Station Renewal: New Utrecht Av / Sea Beach	\$33.31	Dec-19
T60412/19	Station Renewal: Bay Parkway / Sea Beach	\$43.61	Dec-19
T60413/04	Station Accessibility (ADA): ADA: Platform Gap Retrofit - Various Locs	\$11.06	Dec-19
T60413/17	Station Accessibility (ADA): ADA: New Utrecht Av-62 St. Complex / Sea Beach	\$16.80	Dec-19
T60413/18	Station Accessibility (ADA): ADA: 8 Avenue Southbound Elevator / Sea Beach	\$6.78	Dec-19
T60413/18	Station Accessibility (ADA): ADA: 8 Avenue Northbound Elevator / Sea Beach	\$14.69	Dec-19
T60703/12	Line Structure Rehabilitation: Rehab Retaining Walls / Sea Beach (Northern 6)	\$29.91	Dec-19
T61203/11	Depot Rehabilitation: Upgrade 3rd Floor HVAC & Rehab Office - ENY	\$4.83	Dec-19
T61606/07	Groundwater And Soil Remediation: Groundwater & Soil Remediation - 2011	\$5.74	Dec-19
T70302/05	New Buses: 15 Articulated Electric Buses and Depot Chargers	\$33.75	Dec-19
T70412/63	Station Component Investments: Platform Components: 3 Locations / Nostrand	\$19.24	Dec-19
T70414/03	Misc: Stations: Station Entrance: 8 Avenue/Sea Beach (Stair P6)	\$1.16	Dec-19
T70502/69	Welded Rail: Additional CWR (Subway Action Plan)	\$53.00	Dec-19
T70502/83	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Archer Ave	\$10.03	Dec-19
T70502/93	Mainline Track Rehabilitation: Mainline Track Replacement 2019 / Astoria	\$20.97	Dec-19
T70502/95	Mainline Track Rehabilitation: Mainline Track Replacement 2019 / Jamaica-Nassau Cut	\$2.87	Dec-19
T71004/37	Car Maintenance Shops: 600-VDC Feed & Equipment for the 207 St HVAC Shop	\$1.72	Dec-19
T71204/12	Depot Equipment And Machinery: Portable Bus Lift Replacement	\$5.36	Dec-19
T71605/05	Capital Program Management: GO Support - Traffic Checkers 2019	\$9.00	Dec-19
T71607/04	Consolidated Employee Facilities:Subways: EFR Component Repairs: 7 Locations / Manhattan	\$9.74	Dec-19
U40302/99	Depot Equipment And Machinery: Miscellaneous Depot Equipment	\$1.20	Dec-19
U60302/14	Bus Storage Facilities: Store Room Expansion: Baisley Park Depot [SBFP]	\$2.84	Dec-19
T70904/01	Power Distribution Facilities: Rehab CBH #586 / Culver	\$14.48	Jan-20
T61604/06	Communications Systems: Upgrade Penta Voice Communication System	\$1.37	Jan-20
ET0402/23	Misc: Stations: Sandy Repairs: Old South Ferry Loop Entrance Closure [SBFP]	\$0.26	Jan-20
ET0403/22	Misc: Stations: Sandy Mitigation: Street Level Opening - 8 Stns	\$46.70	Jan-20
ET0403/24	Misc: Stations: Sandy Mitigation: Internal Station Hardening - 8 Stns	\$5.19	Jan-20
T60602/03	Tunnel Lighting Rehabilitation: 36 St To Jackson-Roosevelt / Queens Blvd	\$52.15	Jan-20
T60806/23	Communications Cable And Equipment: Passenger Station LAN: Solarwinds Network Management System	\$5.00	Jan-20

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T61204/44	Radio & Data Communication: New East New York Tower - NYCT	\$2.16	Jan-20
T70412/62	Station Component Investments: Station Lighting: Canal St & 7 Ave [SBMP Tier2]	\$1.14	Jan-20
T70806/03	Information Technology: PBX Upgrade: Phase 2	\$41.51	Jan-20
T71203/04	Depot Equipment And Machinery: Chassis Wash: Grand Ave Depot [SBMP]	\$1.52	Jan-20
T71203/25	Depot Rehabilitation: Paving: Manhattanville Depot (Ramps & Keene)	\$1.50	Jan-20
U70302/24	Radio & Data Communication: New East New York Tower - MTA BUS	\$0.72	Jan-20
T70414/08	Misc: Stations: Water Condition Remedy - 2017	\$9.97	Feb-20
ET0603/05	Ventilation Facilities: Sandy Mitigation: 17 Fan Plants - 16 Locations	\$46.04	Feb-20
T51607/50	Security: Perimeter Hardening: 130 Livingston Plaza (Outstanding Work)	\$8.85	Feb-20
T61607/17	Facilities: Livingston Plaza: Facade (Outstanding Work)	\$24.63	Feb-20
ET0703/06	Maintenance Of Way: Sandy Mitigation: Internal Tunnel Sealing -N/O Spring St/8AV	\$5.27	Feb-20
S70701/05	SIR: Power: New Power Substation: Tottenville	\$27.53	Feb-20
T50411/74	Station Rehabilitation: Strip/Paint Control House, E180 St / WPR [SBMP Tier2]	\$0.08	Feb-20
T70404/02	Fare Marketing/Distribution Equipment: AFC Low Turnstile Procurement	\$11.64	Feb-20
T70503/39	Mainline Track Switches: Mainline Track Switches 2019 / Broadway-7th Avenue	\$22.31	Feb-20
T71004/35	Car Maintenance Shops: 10 Hot Water Pressure HVAC Condenser Washers / Various Fac	\$0.86	Feb-20
T71605/04	Capital Program Management: MTA Independent Engineering Consultant 2015-2019	\$14.50	Feb-20
U70302/01	New Buses: 53 Articulated Buses	\$50.19	Feb-20
T71607/14	Maintenance Of Way: Livingston Plz Elec and Mech Sys Improvements, Ph A	\$31.87	Mar-20
T60404/01	Fare Control Modernization: AFC Replacement, Phase 2: Electronic Boards	\$16.34	Mar-20
T60703/16	Subway Tunnel Rehabilitation: Priority Repairs: 4th Avenue	\$31.20	Mar-20
T61204/36	Depot Equipment And Machinery: Replacement of Oil-Water Separators at 4 Locations	\$19.02	Mar-20
T70404/03	Fare Control Modernization: AFC Replacement, Phase 2: Electronic Boards	\$13.86	Mar-20
T70703/21	Subway Tunnel Rehabilitation: Struct Rehab: s/o 36 St - 59 St Station 4AV - Ph2	\$57.88	Mar-20
T70806/02	Communications Cable And Equipment: Upgrade of Asynchronous Fiber Optic Network -SONET Rings A,C	\$32.06	Mar-20
U60302/29	Bus Washers: 3 Bus Washers: College Point Depot	\$4.44	Mar-20
T70806/44	Communication Equipment: Police: Police Radio System: Enhanced Coverage	\$13.92	Apr-20
ET0403/28	Misc: Stations: Sandy Mitigation: 9 Stations (9 Stns BK/Q Initiative)	\$56.43	Apr-20
T70302/15	Radio & Data Communication: Paratransit AVL: Real-Time Dispatch and Scheduling Engine	\$9.25	Apr-20
T70412/51	Station Component Investments: Platform Components: 4 Locations / Canarsie	\$19.50	Apr-20
T70412/74	Station Component Investments: Station Lighting: 8 Locations / Various (2018)	\$7.66	Apr-20
T70412/H9	Station Component Investments: 5 Street Stairs: Ocean Pkwy / BRT (S1-S4,M1) [SBMP Tier2]	\$1.29	Apr-20
T70503/20	Mainline Track Switches: Mainline Track Switches - 2016 / Flushing	\$7.50	Apr-20
T70503/40	Mainline Track Switches: Mainline Track Switches 2019 / Queens Blvd	\$3.55	Apr-20
T70703/13	Line Structure Overcoating: 72 Street - 104 Street / Flushing	\$60.97	Apr-20
ET0603/20	Ventilation Facilities: Sandy Mitigation: 14 Fan Plants, LT - 11 Locations	\$29.01	May-20
T50414/19	Intermodal/Transfer Facilities: Intermodal: Rockaway Parkway / Canarsie	\$11.49	May-20
T71004/36	Car Maintenance Shops: Closed-Loop Filtration Systems at Two DCE Facilities	\$0.66	May-20
T71204/16	Bus Washers: Replace 2 Bus Washers: Jackie Gleason Depot [SBMP Tier2]	\$2.70	May-20
ET0403/23	Rapid Transit Operations: Sandy Mitigation: Backup Command Center Upgrade	\$10.28	May-20
ET0403/25	Misc: Stations: Sandy Mitigation: Internal Station Hardening	\$19.15	May-20
ET0603/21	Ventilation Facilities: Sandy Mitigation: 14 Fan Plants, LT - 4 Locations	\$34.58	May-20
T70413/04	Station Accessibility (ADA): ADA: 86 Street / 4th Avenue	\$32.28	May-20
T70413/11	Station Accessibility (ADA): ADA: Canarsie-Rockaway Pkwy / Canarsie	\$12.24	May-20
T70502/92	Mainline Track Rehabilitation: Mainline Track Replacement 2019 / Lenox-White Plains Rd	\$5.03	May-20

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T71203/14	Depot Rehabilitation: HVAC: Manhattanville Depot NYPA	\$16.50	Jun-20
T70902/05	Substation Equipment (IRT-BMT): Retrofit Existing 25 Hz Frequency Converters @ 11 Substations	\$19.21	Jun-20
T70412/70	Station Component Investments: Subway Interior Stairs: 2 Locations / 8AV, BW7 [SBMP]	\$12.85	Jun-20
T70412/H8	Station Component Investments: 4 Street Stairs: Brighton Beach / BRT (S1-S4) [SBMP Tier2]	\$3.23	Jun-20
T70413/03	Station Accessibility (ADA): ADA: Bedford Park Boulevard / Concourse	\$34.12	Jun-20
T70502/16	Mainline Track Rehabilitation: Track Force Account - 2019	\$35.00	Jun-20
T70502/91	Mainline Track Rehabilitation: Mainline Track Replacement 2019 / Manhattan Bridge	\$4.25	Jun-20
T70502/99	Mainline Track Rehabilitation: Mainline Track Replacement 2019 / Jerome	\$6.32	Jun-20
T70806/46	Antenna Cable Replacement: Antenna Cable: Next Generation Pilot and Testing	\$10.91	Jun-20
T70902/04	Substation Enclosures (IRT-BMT): Substation Roof & Enclosure: Washington Hts / 8 AV [SBMP2]	\$9.17	Jun-20
T71203/22	Depot Rehabilitation: Modular Office: East New York Depot [SBFP]	\$4.58	Jun-20
T71204/19	New Depots & Facilities: New Bus Parking at Tully Site	\$19.54	Jun-20
T71607/18	Facilities: Money Room: Security Systems Upgrade [SBMP Tier2]	\$8.30	Jun-20
T70703/08	Line Structure Rehabilitation: Rehab Emergency Exits - Various Locs (3rd Party)	\$5.94	Jul-20
T70413/05	Station Accessibility (ADA): ADA: Gun Hill Rd / Dyre	\$57.84	Jul-20
S70701/06	SIR: Power: New Power Substation: New Dorp	\$24.26	Jul-20
S70701/07	SIR: Power: New Power Station: Clifton	\$31.21	Jul-20
T70412/11	Station Component Investments: Platform Structural Repairs: 14 St-Union Square / Canarsie	\$1.93	Jul-20
T70414/16	Misc: Stations: Station Capacity Enhancements: 14 St-Union Sq / Canarsie	\$17.58	Jul-20
T70302/15	Radio & Data Communication: Paratransit AVL: System Replacement - Purchase/Install	\$17.68	Jul-20
T61204/02	Misc: Bus Projects: BRT - Bus Rapid Transit 2010-2014 (SBS)	\$25.36	Jul-20
T70412/36	Station Component Investments: Platform Components: Longwood Ave / Pelham	\$9.53	Jul-20
T70412/37	Station Component Investments: Platform Components: 2 Locations / Lenox	\$10.72	Jul-20
T70412/78	Station Component Investments: Platform Edges: Freeman St / White Plains Road	\$1.48	Jul-20
T70412/F2	Misc: Stations: Vent Water Remediation: 3 Av-138 St / Pelham [SBMP Tier2]	\$6.23	Jul-20
T71607/35	Consolidated Employee Facilities: Subways: EFR: 8th Avenue Line - Ph 2: 10 Locations (Uptown)	\$2.41	Jul-20
N61101/03	MN: Miscellaneous: Biltmore Room Connection	\$21.84	Aug-20
ET0903/12	Misc: Power: Sandy Resiliency: Site Improvements at 2 Locations (SBFP)	\$0.64	Aug-20
T61602/05	Capital Revolving Fund: Capital Revolving Fund - 2014	\$5.00	Aug-20
T70412/81	Station Component Investments: Subway Interior Stairs: West 4th Street / 8AV [SBMP]	\$7.69	Aug-20
T60412/C2	Station Component Investments: Aqueduct-North Conduit Av / RKY	\$4.35	Aug-20
T70412/02	Station Renewal: 138 Street-Grand Concourse / Jerome	\$29.29	Aug-20
T70412/15	Station Component Investments: Station Ventilators: Ph 13 - 4 locations / Brooklyn	\$6.89	Aug-20
T70413/08	Station Accessibility (ADA): ADA: Chambers Street / Nassau Loop	\$47.27	Aug-20
T70502/88	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / 4 Avenue	\$14.20	Aug-20
T70806/37	Communications Cable And Equipment: Connection-Oriented Ethernet (COE), PSIM on Blade Servers	\$11.89	Aug-20
T71302/13	Rubber-Tired Vehicles: 92 Non-Revenue Vehicles 2018-2019	\$14.44	Aug-20
T71204/08	Depot Rehabilitation: Elevator Upgrades: Various Depots	\$22.89	Sep-20
T70904/14	Control And Battery Cable: Repl Control & Battery Cable: 4 Substn Cntrl Zones (2/3/5/8)	\$28.80	Sep-20
ET1603/11	Misc: Bus Projects: Sandy Mitigation: Zerega Central Maintenance Facility [SBFP]	\$11.25	Sep-20
T60902/07	Substation Enclosures (IRT-BMT): Roof and Enclosure: Concourse E. 144th St - Wrap-up [SBMP]	\$0.20	Sep-20
T70412/31	Station Component Investments: Station Lighting: 5 Locations / Various (2015) [SBMP Tier2]	\$5.25	Sep-20

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T71004/04	Car Maintenance Shops: DCE Shop Components - Phase 3 / Jerome [SBMP Tier2]	\$4.14	Sep-20
T71302/07	Work Train & Special Equipment: Purchase of 27 Refuse Flat Cars	\$24.64	Sep-20
U70302/07	Depot Rehabilitation: La Guardia Storerooms and Depot Reconfiguration	\$5.39	Sep-20
T71604/05	Information Technology: Replace Superdome Server: 2 Broadway	\$1.41	Oct-20
T70413/09	Station Accessibility (ADA): ADA: Greenpoint Avenue / Crosstown	\$41.35	Oct-20
T70413/06	Station Accessibility (ADA): ADA: Eastern Parkway-Brooklyn Museum / EPK	\$42.30	Oct-20
T71004/31	Car Maintenance Shops: Livonia Maintenance Facility Rehab: Phase 1 [SBDP]	\$10.00	Oct-20
T71004/34	Car Maintenance Shops: Oil-Water Separators at Two DCE Facilities	\$0.26	Oct-20
T71203/01	Depot Rehabilitation: Artic Modification: East New York Depot	\$13.18	Oct-20
ET1203/07	Misc: Bus Projects: Sandy Mitigation:Casey Stengel,MJ Quill,Castleton Bus Depots	\$20.67	Oct-20
N70001/01	Capital Program Management: Small Business Mentoring Administration - 2015-2019	\$29.10	Oct-20
S70701/03	SIR: Track: SIR Mainline Track Rehabilitation	\$48.86	Oct-20
S70701/13	SIR: Track: Clifton Yard Track and Switch Reconfiguration	\$17.51	Oct-20
T70412/14	Station Component Investments: Station Ventilators: Ph 11 - 4 locations / 8AV - Manhattan	\$6.65	Oct-20
T70412/44	Station Component Investments: Mezzanine Columns: Atlantic Avenue / Canarsie [SBMP Tier2]	\$5.66	Oct-20
T70412/58	Station Component Investments: Mezzanine Components: Nevins Street / EPK [SBMP]	\$6.54	Oct-20
T70414/02	Misc: Stations: Access Improvements: Grand Central Miscellaneous & Property	\$71.24	Oct-20
T71203/19	Depot Rehabilitation: New Roof at Queens Village Depot	\$11.65	Oct-20
T71607/31	Security Program: CCTV for Passenger ID - 3 Stations / BW7 [SBMP Tier2]	\$4.87	Oct-20
ET0402/22	Station Accessibility (ADA): Sandy Repairs: Shaft Excavation - 1 Avenue / Canarsie	\$17.84	Nov-20
ET0502/09	Mainline Track Rehabilitation: Sandy Repairs: Track Canarsie Tube	\$33.81	Nov-20
ET0602/13	Tunnel Lighting Rehabilitation: Sandy Repairs: Tunnel Lighting Canarsie Tube 14 St	\$48.83	Nov-20
ET0602/19	Pumping Facilities: Sandy Repairs: 1 Pump Room (Canarsie Tube)	\$18.01	Nov-20
ET0802/11	Signal Systems: Sandy Repairs: Signals in the Canarsie Tube	\$36.38	Nov-20
ET0902/11	Power Distribution Facilities: Sandy Repairs: 2 CBHs Canarsie Tube	\$35.00	Nov-20
ET0902/12	Power Distribution Facilities: Sandy Repairs: Power/Cable/Ducts: Canarsie Tube	\$277.23	Nov-20
ET0903/09	Power Distribution Facilities: Sandy Mitigation: Power/Cable/Ducts: Canarsie Tube	\$100.63	Nov-20
T70413/01	Station Accessibility (ADA): Track Wall Tiles: Bedford Avenue / Canarsie	\$3.70	Nov-20
T70413/01	Station Accessibility (ADA): ADA: Bedford Avenue / Canarsie	\$56.36	Nov-20
T70413/12	Station Accessibility (ADA): ADA: 1 Avenue / Canarsie	\$44.90	Nov-20
T70414/11	Misc: Stations: New Stairs: 2 Locations / Canarsie	\$7.26	Nov-20
T70502/40	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Canarsie Tube	\$57.99	Nov-20
T70605/09	Ventilation Facilities: Replace Supervisory Vent Controls-2 Locs (#5110, #5111)/CNR	\$2.25	Nov-20
T70703/37	Structural Component Repairs: LSCR: 1 Avenue, Bedford Avenue / CNR	\$1.00	Nov-20
T70803/06	Signal Systems: Automatic Signals on Canarsie Line to Facilitate Work Trains	\$4.56	Nov-20
T70902/10	Contact Rail Replacement: Installation of Low-Resistance Contact Rail - Canarsie Tube	\$28.94	Nov-20
T70902/21	Substations (IRT-BMT): New Substation: 14 St-Avenue B / Canarsie	\$82.48	Nov-20
T70904/06	Power Distribution Facilities: New Ducts: Bedford-North 6th Street Substation / CNR	\$3.54	Nov-20
T70902/22	Substations (IRT-BMT): New Substation: Maspeth Av-Humboldt St / Canarsie	\$46.25	Nov-20
T70904/04	Power Distribution Facilities: CBH # 86 Wilson Avenue / Canarsie	\$5.58	Nov-20
T70904/06	Power Distribution Facilities: CBH # 85 - Myrtle Avenue	\$9.87	Nov-20
T71605/10	Capital Program Management: Boring Services: Brooklyn, Queens and Staten Island	\$1.96	Nov-20
T71605/11	Capital Program Management: Boring Services: Manhattan & Bronx	\$2.07	Nov-20
T70902/23	Substations (IRT-BMT): New Substation: Harrison Pl / Canarsie	\$52.86	Nov-20

New York City Transit/Staten Island Railway
2019-22 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T70412/04	Station Renewal: Astoria Boulevard / Astoria	\$52.72	Nov-20
T70413/02	Station Accessibility (ADA): ADA: Astoria Boulevard / Astoria	\$41.99	Nov-20
T70412/86	Station Component Investments: Station Lighting: 3 Locations / 8AV, WPR (2019) (SBFP)	\$5.54	Nov-20
T70502/94	Mainline Track Rehabilitation: Mainline Track Replacement 2019 / Flushing	\$5.30	Nov-20
T70902/01	Substation Renewal (IRT-BMT): Burnside Ave Substation Renewal - BXC	\$23.35	Nov-20
T70414/01	Station Signage: Station Signage (2016)	\$10.78	Dec-20
ET0403/17	Misc: Stations: Sandy Mitigation: Upgrade Emergency Booth Comm System (EBCS)	\$78.36	Dec-20
ES0703/03	SIR: Track: Sandy Mitigation: St. George	\$73.44	Dec-20
T61004/54	Car Maintenance Shops: 207th St Overhaul Shop: Soil Remediation and Boiler Upgrade	\$11.13	Dec-20
T70902/15	Power Distribution Facilities: Supplemental Negative Cables / QBL (Side Feeders)	\$27.54	Dec-20
T70902/15	Power Distribution Facilities: Supplemental Negative Cables / QBL (Rodding & Brushing)	\$6.68	Dec-20
ET0603/30	Ventilation Facilities: Sandy Mitigation: 14 Fan Plants, LT - 1 Loc, FP 7204	\$14.83	Dec-20
T60302/27	Radio & Data Communication: Digital Information Signs (Base)	\$22.83	Dec-20
T60806/02	Communications Cable And Equipment: Upgrade Digital Cross Connect (DCS) Equip at SONET Main Hubs	\$13.00	Dec-20
T70302/06	New Buses: 50 Express Buses	\$38.81	Dec-20
T70502/11	Welded Rail: Continuous Welded Rail 2019	\$2.75	Dec-20
T70703/07	Line Structure Rehabilitation: Rehabilitation of Emergency Exits - Various Locations	\$17.00	Dec-20
T71004/14	Yard Track Rehabilitation: Yard Track - 2019	\$1.74	Dec-20
T71004/20	Yard Switches: Yard Switches - 2019	\$2.73	Dec-20
T71302/08	Work Train & Special Equipment: Purchase of 12 3-Ton Crane Cars	\$28.54	Dec-20
T71302/12	Rubber-Tired Vehicles: 202 Non-Revenue Vehicles 2015-2017	\$33.77	Dec-20
T71607/32	Security Program: IESS Wrap Up - Grand Central & 63rd Street Tunnel	\$25.00	Dec-20
U70302/05	Radio & Data Communication: Bus Digital Information Screens (DIS) Retrofits (Base)	\$7.52	Dec-20
U70302/13	Depot Equipment And Machinery: Chassis Wash at Eastchester Depot [SBFP]	\$2.50	Dec-20
U70302/14	Rubber-Tired Vehicles: MTA Bus Rubber-Tire Vehicles 2015-19	\$3.58	Dec-20
U70302/18	Depot Rehabilitation: JFK Depot Windows Replacement [SBFP]	\$3.00	Dec-20
T61204/03	Radio & Data Communication: Bus Radio System - NYCT	\$209.52	Jan-21
U60302/26	Radio & Data Communication: Bus Radio System - MTAB	\$27.92	Jan-21
U70302/11	Radio & Data Communication: Bus Radio System - MTAB	\$34.50	Jan-21
T71607/16	Facilities: Power Upgrade: RCC, PCC - Phase 2	\$55.47	Jan-21
T70904/07	Power Distribution Facilities: Rehab CBH # 5 - 53rd Street	\$17.08	Jan-21
T70904/21	Power Distribution Facilities: Rehab CBH Enclosure: CBH 76 - Myrtle Av / JAM	\$2.04	Jan-21
T70407/10	Escalator Replacement: Jay St Escalator Realignment	\$15.00	Jan-21
T71606/01	Fire Protection: Fire Alarm System Replacement at 3 Bus Depots	\$19.96	Jan-21
ES0702/11	SIR: Shops & Facilities: Sandy Repairs: Clifton Shop	\$34.89	Feb-21
ES0703/02	SIR: Shops & Facilities: Sandy Mitigation: Clifton Shop	\$167.43	Feb-21
S70701/11	SIR: Shops & Facilities: SIR: Relocate HQ to Clifton Shop	\$9.14	Feb-21
T61606/15	Fire Protection: Fire Alarm Systems: 3 DOS Locations [SBMP Tier2]	\$4.02	Feb-21
T50413/31	Station Accessibility (ADA): ADA: 57 Street-7 Avenue / Broadway, Ph 2 (55 St Mezz Scheme)	\$3.71	Feb-21
T60407/12	Elevator Replacement: Replace One Hydraulic Elevator: GC-42 Street / Lexington	\$6.50	Feb-21
T60413/11	Station Accessibility (ADA): ADA: Phase 2: 57 Street - 7 Avenue / Broadway	\$41.20	Feb-21
T61606/14	Fire Protection: Fire Alarm Systems: 3 DOS Locations [SBMP Tier2]	\$4.26	Feb-21
T70407/06	Escalator Replacement: Replace 2 Escalators: Grand Central-42 Street / Lexington	\$23.29	Feb-21
T70412/45	Station Component Investments: Mezzanine Ceiling Finishes: 2 Loc / ARC, FLS [SBMP]	\$4.57	Feb-21
T70413/23	Station Accessibility (ADA): ADA: Phase 2: 57 Street - 7 Avenue / Broadway	\$45.74	Feb-21
T70412/G3	Station Component Investments: Station Painting at DeKalb Ave / CNR	\$1.56	Mar-21
T50803/QB	Communication-Based Train Control: CBTC Queens Blvd West - 50 St to Union Tpke: Ph 1 - Thales	\$52.09	Mar-21

New York City Transit/Staten Island Railway
2019-22 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T60803/19	Communication-Based Train Control: CBTC Queens Boulevard West - 50 St to Union Tpke: Phase 1	\$186.75	Mar-21
T60806/61	Public Address/Customer Info Systems: ISIM B-Div: Module 3A RCC Build Out	\$25.39	Mar-21
T61004/10	Yard Rehabilitation: Yard CCTV, Phase 2	\$17.38	Mar-21
T70806/35	Communications Cable And Equipment: Connection-Oriented Ethernet (COE), Phase 2 Core Upgrade	\$31.49	Mar-21
T71607/29	Consolidated Employee Facilities:Subways: RTO Facility: 3 Avenue-138 Street / Pelham	\$5.00	Mar-21
U70302/23	Depot Rehabilitation: Upgrade CNG Equipment at Spring Creek Bus Depot	\$5.88	Mar-21
T71605/12	Capital Program Management: Test Pit Services	\$10.76	Apr-21
ET0403/27	Misc: Stations: Sandy Mitigation:Street Level Openings (7 Stns + 1 FP)	\$56.96	Apr-21
ET0403/29	Misc: Stations: Sandy Mitigation: Intrnl Stn Hardening (7Stns+1FP) - 3 Locs	\$2.12	Apr-21
T70407/05	Elevator Replacement: Replace 2 Hydraulic Elevators at Boro Hall / Clark Street	\$15.89	Apr-21
T70407/11	Elevator Replacement: Replace 2 Hydraulic Elevators: Franklin Avenue / Shuttle	\$14.99	Apr-21
T70803/25	Fire Protection: Signal Room Fire Suppression, Phase 2	\$25.71	Apr-21
T71203/06	Depot Rehabilitation: Generator: Yukon Depot NYPA	\$10.00	Apr-21
T71204/18	Depot Equipment And Machinery: Automated Fuel Management System Upgrade	\$2.64	Apr-21
U70302/02	New Buses: 257 Express Buses	\$192.54	Apr-21
T71604/08	Computer Hardware & Communications: Enterprise Asset Management (EAM)	\$41.00	May-21
T71203/21	Depot Rehabilitation: East New York Depot Windows and Facade	\$11.47	May-21
S60701/09	SIR: Line Equipment: SIR: Non-Reporting Block Alarm	\$2.22	May-21
T60803/03	Signal Systems: Church Ave Interlocking: Communication Work	\$1.43	May-21
T70803/08	Signal Systems: Kings Hwy Interlocking / Culver	\$179.14	May-21
T71004/05	Car Maintenance Shops: DCE Shop Components, Phase 4: 207 St, Admin	\$19.09	May-21
T71203/03	Depot Rehabilitation: HVAC: Queens Village Depot (NYPA)	\$15.67	May-21
U60302/12	Depot Rehabilitation: Upgrade CNG Equipment at College Point Bus Depot	\$5.00	May-21
T60412/B1	Station Component Investments: 3 Locations / Crosstown	\$10.54	Jun-21
T70703/03	Structural Component Repairs: Elev Structural Rehab:Livonia Yard Overpass & Retaining Wall	\$27.08	Jun-21
T70806/36	Communications Cable And Equipment: Connection-Oriented Ethernet (COE), Ph 3A Station Expansion	\$16.74	Jun-21
T71004/01	Car Maintenance Shops: DCE Shop Components, Ph 1:180 St, Coney Island, Pelham	\$26.85	Jun-21
U70302/09	Depot Rehabilitation: Rehab and Facilities Upgrade - College Point Depot	\$9.52	Jun-21
T71004/03	Car Maintenance Shops: DCE Shop Components, Phase 2: 239 St, Concourse, ENY	\$45.13	Jul-21
T60703/09	Line Structure Overcoating: Portal - East 180 St: Outstanding Work-(90 Bents) / WPR	\$8.96	Jul-21
T70703/01	Structural Component Repairs: Elev Structural Rehab: Boston Rd-Abutment N. of 180th St-WPR	\$20.34	Jul-21
T70803/23	Signal Systems: Signals Key-By Circuit Modification Phase 4	\$18.43	Jul-21
T70806/47	Communications Cable And Equipment: Connection-Oriented Ethernet (COE), Ph 3B [SBDP]	\$20.88	Jul-21
T71203/07	Depot Rehabilitation: HVAC: Fresh Pond Depot (NYPA)	\$1.26	Jul-21
T71602/03	Capital Revolving Fund: Capital Revolving Fund (CRF) - 2015	\$5.00	Jul-21
T71607/27	Facilities: Distribution: Roof Replacement: Tiffany Central Warehouse	\$17.05	Aug-21
T70407/14	Elevator Replacement: Replace One Hydraulic Elevator at GC / Flushing	\$10.28	Aug-21
T70703/20	Structural Component Repairs: Vents Between Stations: E 161 St - E 192 St / Concourse	\$10.00	Aug-21
T71203/23	New Depots & Facilities: Jamaica Depot: Demolition at Lots #68, #72 [SBMP]	\$0.05	Aug-21
T70902/02	Substation Renewal (IRT-BMT): Avenue Z Substation Renewal / CUL	\$32.25	Sep-21
ET0603/17	Work Train & Special Equipment: Sandy Resiliency: Conversion of 2 Pump Trains	\$16.57	Sep-21
ET0903/08	Misc: Power: Sandy Resiliency: Deployable Substations	\$31.59	Sep-21
ET1603/10	Facilities: Sandy Mitigation: Consolidated Revenue Facility	\$11.46	Sep-21
ET1603/12	Facilities: Distribution: Sandy Mitigation: Tiffany Central Warehouse	\$11.66	Sep-21

New York City Transit/Staten Island Railway
2019-22 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T70412/F4	Station Component Investments: Stairs: 14th St-6th Ave (S2/M4,S5/M11,S7/M13) [SBMP Tier2]	\$2.20	Sep-21
T70413/10	Station Accessibility (ADA): ADA: 59 Street / 4th Avenue	\$59.03	Sep-21
T70703/44	Structural Component Repairs: Repairing 'A' and Priority 'B' Column Base Conditions / WPR	\$0.59	Sep-21
T71004/09	Shop Equipment And Machinery: Heavy Shop Equipment Purchase & Replacement 2015-19	\$14.70	Sep-21
T71203/15	Depot Rehabilitation: HVAC: Zerega Consolidated Maintenance Facility NYPA	\$5.00	Sep-21
T71607/23	Facilities: Distribution: Priority Repairs of Tiffany Central Warehouse Exterior Walls	\$5.00	Sep-21
T70902/15	Power Distribution Facilities: Supplemental Negative Cables / QBL (Equalizers)	\$16.48	Oct-21
T70902/18	Contact Rail Replacement: Install Low-Resistance Contact Rail - 53 St Tube	\$48.42	Oct-21
T71606/05	Groundwater And Soil Remediation: Consultant Services: UST Remediation - 2017	\$6.50	Oct-21
T61607/05	Consolidated Employee Facilities:Subways: RTO Fac: Chambers St / Nassau Loop	\$7.07	Oct-21
T71607/28	Consolidated Employee Facilities:Subways: EMD Facility: Hoyt-Schermerhorn / Fulton	\$5.00	Oct-21
ET1002/09	Power Distribution Facilities: Sandy Repairs: Power Cable Replacement - 148th St Yard	\$14.72	Oct-21
ET1003/09	Maintenance Of Way: Sandy Mitigation:Long-Term Perimeter Protection, 148 St Yard	\$78.01	Oct-21
ET1003/11	Yard Rehabilitation: Sandy Mitigation: 148th Street Yard Portal	\$5.06	Oct-21
U60302/32	Depot Rehabilitation: HVAC: College Point Depot	\$8.49	Oct-21
S70701/02	SIR: Station Component Investments: SIR Station Component Program	\$7.33	Nov-21
T70803/22	Signal Systems: AC Line Relay Upgrade (Crosstown) - (95 Signal)	\$25.17	Nov-21
T71607/26	Security Program: IESS Wrap Up - Penn Station & Times Square	\$40.11	Nov-21
ET0403/27	Misc: Stations: Sandy Mitigation: 138 St - Gr Concourse/JER (Vent Battery A)	\$6.00	Dec-21
ET0703/08	Line Structure Rehabilitation: Sandy Mitigation: Steinway Portal(9 Stns Bk/Q Initiative)	\$15.00	Dec-21
T61204/02	Misc: Bus Projects: TSP: Traffic Signal Priority Rollout 1100 Buses (SBS)	\$3.48	Dec-21
T61302/02	Work Train & Special Equipment: Purchase 65 Flat Cars	\$47.07	Dec-21
T70412/51	Station Component Investments: Platform Components: 6 Avenue / Canarsie	\$4.57	Dec-21
T70413/07	Station Accessibility (ADA): ADA: Times Square, Phase 3 - Shuttle	\$237.09	Dec-21
T70414/02	Misc: Stations: Grand Central: Main Mezzanine Finishes / Lexington	\$3.95	Dec-21
T70414/04	Station Reconstruction: Station Reconstruction: Times Square, Phase 3 - Shuttle	\$29.35	Dec-21
T70502/86	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Times Sq Shuttle	\$5.68	Dec-21
T70703/39	Structural Component Repairs: LSCRP:Station and Tunnel Priority Defect Repairs, 1-8 Av/CNR	\$39.54	Dec-21
T70703/41	Structural Component Repairs: Vents Between Stations / E 192 St-E 198 St /BXC [SBMP Tier2]	\$5.00	Dec-21
T70703/42	Structural Component Repairs: Vents Between Stations: E 198 St-E 205 St / BXC [SBMP Tier2]	\$5.00	Dec-21
T70806/17	Information Technology: Liftnet Transition to Ethernet	\$15.97	Dec-21
T71204/04	Misc: Bus Projects: TSP: Traffic Signal Priority, Phase 2	\$4.02	Dec-21
U70302/10	Bus Paint Booths: Paint Booths - Eastchester and College Point Depots	\$4.89	Dec-21
U70302/12	Depot Rehabilitation: Environmental Remediation	\$4.50	Dec-21
T70902/06	Substation Equipment (IRT-BMT): Replace High Tension Switchgear at 7 Substations	\$29.80	Jan-22
ET0903/10	Maintenance Of Way: Sandy Mitigation: Back-up Power Control Center (PCC)	\$10.27	Feb-22
T60407/06	Elevator Replacement: Replace 2 Hydraulic Elevators: GC-42 Street / Lexington	\$13.84	Feb-22
T70407/04	Elevator Replacement: Replace 6 Traction Elevators / 8 Avenue	\$43.76	Feb-22
T70904/13	Maintenance Of Way: Upgrade SCADA System (BMT)	\$40.00	Feb-22
U60302/11	Depot Rehabilitation: HVAC: Spring Creek Depot	\$3.88	Feb-22
T71602/05	Capital Revolving Fund: Capital Revolving Fund (CRF) - 2017	\$5.00	Mar-22
T70803/26	Signal Systems: Life Cycle Replacement of Code Systems - Phase 1	\$35.42	Mar-22

New York City Transit/Staten Island Railway
2019-22 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T70703/10	Line Structure Overcoating: 17 Bridges & East 180 Street Flyover / Dyre Av	\$38.61	Apr-22
T71004/02	Roofing Repair & Replacement: 207 St Maintenance & Overhaul Shop Roof & Component Repair	\$60.13	Apr-22
T70407/02	Elevator Replacement: Replace 12 Traction Elevators / Broadway-7th Avenue	\$98.26	May-22
T70703/08	Line Structure Rehabilitation: Rehab Emergency Exit 302N - 168 St / BW7	\$3.46	May-22
T70605/03	Ventilation Facilities: Replace Supervisory Vent Controls - 11 Locs / Various	\$27.41	May-22
T70902/03	Substation Renewal (IRT-BMT): Central Substation Renewal Including New Rectifier / 6AV	\$47.51	May-22
ET0702/09	Maintenance Of Way: Sandy Repairs: Rockaway Line Wrap-Up	\$30.00	May-22
ET0903/04	Substation Equipment (IRT-BMT): Sandy Mitigation: Montague-Furman Substation / BWY	\$7.50	May-22
T70302/17	Fare Control Modernization: Replace Integrated Farebox Unit (IFU) Components	\$7.85	Jun-22
T70803/24	Signal Systems: Code Cable Replacement / BW7	\$29.08	Jun-22
T71004/41	Car Maintenance Shops: Rail Car Acceptance and Testing Facility, Brooklyn	\$25.00	Jun-22
T70407/03	Elevator Replacement: Replace 8 Traction Elevators / Various	\$61.71	Jul-22
T70413/14	Station Accessibility (ADA): ADA: Court Square / Crosstown (Elevator Phase)	\$16.63	Jul-22
T70803/01	Communication-Based Train Control: CBTC Queens Boulevard West - 50 St to Union Tpke: Phase 2	\$424.17	Jul-22
T70803/07	Signal Systems: Ditmas Interlocking: CBTC Culver	\$141.48	Jul-22
T70803/32	Communication-Based Train Control: CBTC: Culver (Church Ave to W8th St)	\$98.08	Jul-22
T70803/33	Signal Systems: Ave X Interlocking: CBTC Culver	\$211.90	Jul-22
T70803/43	Mainline Track Switches: Mainline Track Switches 2018 / CBTC Culver	\$32.48	Jul-22
T71602/04	Capital Revolving Fund: Capital Revolving Fund (CRF) - 2016	\$5.00	Jul-22
T71607/17	Fare Control Modernization: Refurbish Keene Vacuum Systems	\$9.20	Jul-22
T70407/01	Elevator Replacement: Replace 11 Hydraulic Elevators / Various	\$50.90	Aug-22
T70904/10	Power Distribution Facilities: Rehabilitation of Various CBH Enclosures	\$7.96	Aug-22
ET1002/11	Power Distribution Facilities: Sandy Repairs: Coney Island Yd Cables & Communication Eqpmnt	\$164.37	Sep-22
ET1003/07	Maintenance Of Way: Sandy Mitigation: Long Term Perimeter Protctn-ConeyIsland Yd	\$349.77	Sep-22
S70701/04	SIR: Line Equipment: SIR: UHF T-Band Radio System Replacement	\$26.05	Sep-22
T70101/02	New Subway Cars: Purchase 20 Open Gangway Prototype Cars (R211)	\$79.91	Sep-22
T70806/07	Communications Systems: UHF T-Band Radio System Replacement	\$43.36	Sep-22
T60902/17	Substations (IND): Reconstruct 6 Negative Manholes - Central Substation / 6AV	\$2.10	Oct-22
T40404/M6	Fare Control Modernization: AFC System Wrap-Up	\$8.10	Oct-22
T70605/06	Ventilation Facilities: Rehabilitate Forsyth St. Fan Plant	\$91.59	Oct-22
T70413/15	Station Accessibility (ADA): ADA: 149 Street - Grand Concourse Complex	\$85.00	Nov-22
T70806/04	Communications Cable And Equipment: Fiber Optic Cable Replacement Phase 2	\$28.69	Nov-22
T71607/34	Maintenance Of Way: Livingston Plz Elec and Mech Sys Improvements, Ph B	\$33.87	Nov-22
T70806/14	Public Address/Customer Info Systems: ISIM B-DIV: Module 3	\$103.25	Dec-22
T70302/03	New Buses: 275 Hybrid-Electric Standard Buses	\$265.68	Dec-22
T70302/16	New Buses: 45 Standard Electric Buses	\$54.52	Dec-22
T70412/13	Station Renewal: Woodhaven Boulevard / Jamaica	\$45.00	Dec-22
T70413/16	Station Accessibility (ADA): ADA: Woodhaven Boulevard / Jamaica	\$35.00	Dec-22
T70703/43	Structural Component Repairs: Repair Track/Structure Supporting Steel, 61 St-Woodside-FLS	\$0.76	Dec-22
T70703/17	Line Structure Overcoating: Overcoat Below Track-Level, 48 St - 72 St / Flushing	\$28.54	Apr-21

Note: Completion Goals are updated each February. The above reflect the February 2019 assumptions. Goals will next be updated in February 2020.

Long Island Rail Road
2019-22 Completions

ACEP	Project Description	Project Amount	Planned Completion Date
L70204/UJ	Enhanced Station Initiatives-5 Stations	\$ 20,637,837	Jun-19
L70204/V9	Enhanced Station Initiatives-6 Stations	\$ 26,626,513	Jun-19
L70502/LQ	Centralized Train Control	\$ 10,000,000	Jun-19
L70204/UM	Murray Hill Station - Elevators	\$ 10,100,831	Sep-18
L70204/UN	Nostrand Ave Station Rehab	\$ 28,100,000	Oct-19
L70401/BV	N Main & Accabonac Bridge Replacement	\$ 21,080,000	Nov-19
L70301/WE	2019 Track Program	\$ 61,222,918	Dec-19
L70204/VU	Station Signage Replacement 9 Locations SBDP	3,366,901	Jan-20 F
L70401/BT	REMOVAL OF MONTAUK CUT- OFF VIADUCT	5,700,000	Jan-20 F
L60701/AR	Richmond Hill Substation Replacement	16,617,791	Feb-20 F
L70204/VW	Amityville Platform Canopy Roof SBDP	1,569,776	Feb-20 F
L60601/YN	New Mid Suffolk Electric Yard	80,450,000	Mar-20 F
L70401/C6	Bridge Painting	3,780,000	Mar-20 F
L70601/YG	DIESEL LOCOMOTIVE SHOP IMPROVEMENTS	101,965,000	Mar-20 F
L70601/YR	YARD IMPROVEMENTS	46,855,000	Mar-20 F
L70601/YS	NEW HUNTINGTON/PORTJEFF BRANCH ELECTRICYARD	4,000,000	Apr-20 F
L70604/YV	HILLSIDE FACILITY/UPPER HOLBAN IMPROVEMENTS	3,613,000	Apr-20 F
L70204/VV	LYNBROOK STATION IMPROVEMENTS	8,200,000	Jun-20 F
L70205/V1	PARKING REHABILITATION	5,000,000	Jun-20 F
L70401/C3	Lynbrook and Rockville Ctr Viaducts	6,000,000	Jun-20 F
EL0602/ZL	Long Island City Yard Restoration	28,318,222	Sep-20 F
G60901/31	250 Hz Track Circuit	17,843,795	Sep-20 F
L50304/TQ	MLC-Hicksville North Siding	44,190,617	Sep-20 F
L50601/Y1	Port Washington Yard - Design	482,400	Sep-20 F
L70501/SN	PENN STA RADIO RETROFIT/ERT ANTENNA	5,155,585	Sep-20 F
L60206/VL	Penn Station Heating, Ventilation & Air Conditioning	10,928,813	Nov-20 F
L70701/XK	SIGNAL POWER MOTOR GENERATOR REPLACEMENT	6,400,000	Nov-20 F
L60502/LA	Positive Train Control (PTC)	235,343,969	Dec-20 F
L70204/VT	St. Albans Station Renewal SBDP	2,839,558	Dec-20 F
L70204/VX	Hempstead Fencing & Lighting Upgrade SBDP	1,287,710	Dec-20 F
L70401/BM	Wreck Lead Bridge Rehabilitation	2,000,000	Dec-20 F
L70401/BS	BRIDGE PAINTING / WATERPROOFING	8,048,756	Dec-20 F
L70501/SD	FIBER OPTIC NETWORK	33,460,000	Dec-20 F
L70501/SE	COMM. POLE LINE	5,700,000	Dec-20 F
L70501/SF	IMPROVE RADIO COVERAGE INITIATIVES/FCC MANDATE	4,800,000	Dec-20 F
L70501/SJ	LIRR PUBLIC ADDRESS SYSTEM	5,000,000	Dec-20 F
L70502/LK	POSITIVE TRAIN CONTROL (PTC)	165,955,176	Dec-20 F
L70701/XP	ATLANTIC AVENUE TUNNEL LIGHTING	5,000,000	Dec-20 F
L70904/NR	EAM RESERVE	8,000,000	Dec-20 F
L60304/TW	Extend Great Neck Pocket Track	25,400,000	Jan-21 F
L70401/BU	MENTOR ALLOWANCE - LINE STRUCTURES	17,675,423	Jan-21 F
L70502/LJ	SIGNAL NORMAL REPLACEMENT PROGRAM	30,000,000	Jan-21 F
L70301/WH	RETAINING WALLS / RIGHT OF WAY PROJECTS	10,000,000	Mar-21 F
EL0303/ZH	Emergency Management Equipment Mitigation	20,595,053	Apr-21 F
L60904/N4	Yaphank Landfill Remediation	9,100,000	May-21 F
L60904/N3	Chlordane Remediation - 20 Substations	6,500,000	Jun-21 F
L60904/N6	Smithtown Viaduct Remediation	3,200,000	Jun-21 F
L70304/WU	JAMAICA CAPACITY IMPROVEMENTS PH 2	42,490,000	Jun-21 F
L70204/U9	Jamaica Station - Planning & Engineering	10,000,000	Jul-21 F
G70901/34	Protect Locomotives	12,060,000	Aug-21 F
L70206/VN	PENN STATION - 33RD STREET CORRIDOR	172,032,125	Aug-21 F
EL0502/ZC	Long Beach Branch - Systems Restoration	70,886,202	Sep-21 F

Long Island Rail Road
2019-22 Completions

ACEP	Project Description	Project Amount	Planned Completion Date
L60304/TU	Jamaica Capacity Improvements - Phase One	301,653,240	Oct-21 F
L60701/AS	Penn Station Substation Replacement	38,200,000	Dec-21 F
L70101/ME	M-9 PROCUREMENT	368,800,000	Dec-21 F
L70206/VS	MOYNIHAN TRAIN HALL	114,032,941	Dec-21 F
EL0603/ZS	Long Island City Yard Resiliency - CR	20,542,331	Jan-22 F
L70502/LP	LIGHTNING PROTECTION	5,000,000	Jan-22 F
L70701/XB	SUBSTATION COMPONENTS	40,162,855	Feb-22 F
L70701/XA	SUBSTATION REPLACEMENTS	22,894,523	Mar-22 F
L60601/YL	Port Washington Yard Reconfiguration	12,842,104	Jun-22 F
EL0603/ZP	West Side Yard & East River Tunnel Mitigation	94,529,494	Jul-22 F
L70701/XU	Substation Repl Pkg 2: Construction	36,235,477	Aug-22 F
EL0602/ZD	West Side Storage Yard Restoration	43,512,962	Sep-22 F
L70502/LN	BABYLON TO PATCHOGUE	47,970,000	Sep-22 F

Note: Completion Goals are updated each February. The above reflect the February 2019 assumptions. Goals will next be updated in February 2020.

Metro-North Railroad
2019-22 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
M503-02-18	Systemwide Flood Control	\$1.9	Jan-19
M702-02-01	Harlem - 125th Street Improvements	3.77	Jan-19
M606-01-01	Harmon Shop Improvements	315.59	Feb-19
EM03-03-01	Specialized Equipment (Resiliency)	6.00	Feb-19
M605-01-01	Substation Bridge 23 - Construction	63.17	Mar-19
M706-01-02	Harmon Wheel True Improvements	2.00	Apr-19
M603-01-02	Turnouts - Mainline/High Speed	60.50	Apr-19
M602-01-08	GCT Utilities	48.15	Apr-19
EM05-02-06 / EM04-02-05	Power Infrastructure Restoration-Phase 1	157.36	May-19
EM03-02-02	Right of Way Restoration: Various Locations	8.00	Jun-19
EM05-02-08	Power Infrastructure Restoration-Substations	45.65	Nov-19
M605-01-03	Harlem & Hudson Lines Power Improvements	43.85	Nov-19
M604-01-01/ M704-01-03	Positive Train Control	114.63	Dec-19
M703-01-02	Cyclical Repl. Insulated Joint	2.00	Jan-20
M604-01-18	Harlem & Hudson Wayside Communication & Signal Systems	8.07	Jan-20
M603-02-12	Overhead Bridge Program - E of H	20.45	Jan-20
M608-01-02	Environmental Remediation	0.45	Jan-20
M708-01-04	Independent Engineer	8.00	Jan-20
M704-01-09	Fire Suppression Systems	0.75	Jan-20
M502-02-11	System Wide Vending Machines	0.57	Jan-20
M705-01-02	Transformer Rehabilitation	3.20	Jan-20
M602-02-03	Harlem Line Station Renewal	4.10	Jan-20
M503-02-12	Clearance Inventory and Video	2.20	Jan-20
M608-01-01	Systemwide Lead/Asbestos Abatement	0.25	Jan-20
M704-01-07	Replace High Cycle Relays	0.80	Jan-20
M604-01-04	Replace Field code System - Mott Haven	1.42	Jan-20
EM05-02-09	Power Infrastructure Restoration-HRLB	7.66	Jan-20
M606-01-03	Other Shops/Yards Renewal	7.22	Jan-20
M703-02-07	Bridge Walkways	2.00	Feb-20
M708-01-02	Environmental Remediation	1.59	Feb-20
M702-02-06	Station Building Rehabilitation	2.33	Feb-20
M703-01-06	Turnouts - Yards/Sidings	5.16	Feb-20
M704-01-02	Harmon to Poughkeepsie SignalSystem **	87.14	Feb-20
M704-01-12	Harlem Wayside Comm & Signal Improvements	63.75	Mar-20
M704-01-06	Upgrade Grade Crossings	1.50	Mar-20
M705-01-08	Replace 3rdRail SectionalizingSwitches	0.43	Mar-20
M708-01-11	EAM Reserve	13.07	Apr-20
E614-03-03	16TSGHarlem River Lift Bridge	16.27	May-20
M703-01-05	GCT Turnouts/Switch Renewal	24.93	May-20
M708-01-12	Harlem River Lift Bridge Security	3.45	May-20
M703-03-05	West of Hudson Improvements	3.45	Jun-20
M703-01-12	2019 Cyclical Track Program	24.70	Aug-20
N611-01-03	MTA Biltmore Room Connection	21.84	Aug-20
M604-01-02	West of Hudson Signal Improvements	67.60	Oct-20
M704-01-01	Network Infrastructure Replacement	43.46	Oct-20
M704-01-11	West of Hudson Signal Improvements	21.08	Oct-20
M702-02-16	Port Jervis Station Improvements	2.50	Nov-20
M703-02-11	ROW Fencing	1.00	Nov-20

Metro-North Railroad
2019-22 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
M702-01-06	GCT Elevator Imprvmnts-Final Phase	7.22	Dec-20
M604-01-01	Positive Train Control	480.58	Dec-20
M703-02-06	Railtop Culverts	3.38	Dec-20
M705-01-10	Park Avenue Tunnel Alarm	22.00	Dec-20
M703-02-02	Bridge Preservation Program	0.75	Dec-20
M704-01-05	PBX Replacement	2.02	Dec-20
M404-01-07	Optimize Signal Relay Circuits	2.61	Dec-20
M705-01-03	ReplaceAC Circuit Breaker/Switchgear	3.90	Dec-20
M702-02-10	Enhanced Station Initiative, 5 Stations	135.60	Dec-20
M601-01-02	M-8 New Haven Line Purchase	1,408.58	Jan-21
M702-02-07	Customer Communication	83.83	Jan-21
M703-02-08	Replace Timbers - Undergrade Bridges	5.00	Feb-21
EM04-02-06	Comm & Signal Infrastructure Restoration Phase 2	34.20	Mar-21
EM05-02-10	Power Infrastr Restoration-Remote Terminal Houses	1.28	Mar-21
EM05-02-07	Power Infrastructure Restoration-Phase 2	71.54	Mar-21
M703-02-10	Hudson Line Tunnels Inspection	0.80	Mar-21
M708-01-09	GCT/ESA Unified Trash Facility	20.11	Mar-21
M705-01-09	Replace Substations 128 and 178 **	3.35	Mar-21
EM04-03-01	Power and Signal Mitigation	27.70	Mar-21
EM04-03-02	Hudson Line Power and Signal Resiliency	33.28	Mar-21
M708-01-13	Customer Communication-CM	12.79	May-21
M703-03-03	Undergrade Bridge Rehabilitation	15.00	Jun-21
M705-01-06	Three Substation Replacements **	10.49	Jun-21
M702-03-01	Strategic Facilities **	21.80	Jun-21
M705-01-05	Harlem & Hudson Power Improvements	24.81	Jun-21
M703-01-09	Purchase MoW Equipment	22.06	Jun-21
M703-03-01	Rock Slope Remediation West of Hudson	13.80	Jul-21
M502-02-06	Station Building Rehabilitation	11.31	Jul-21
M701-01-01	Locomotive Purchase	236.22	Jul-21
M703-01-03	Rock Slope Remediation East of Hudson	18.62	Jul-21
M702-02-15	Beacon & Southeast Improvements	24.00	Aug-21
M702-02-17	Purdy's Elevator Improvements	3.00	Aug-21
M602-02-08	Customer Communications/Connectivity Improve	16.82	Sep-21
EM04-03-01	Power and Signal Mitigation	22.30	Sep-21
M703-01-07	Rebuild Retaining Walls	7.50	Oct-21
M702-02-03	Upper Hudson Station Improvements	3.11	Oct-21
M702-01-07	GCT PA Head End and VIS Systems	62.60	Oct-21
M705-01-04	Harlem & Hudson Power Rehabilitation	15.00	Nov-21
EM05-02-11	MNR Power Restoration Reserve	22.05	Dec-21
M706-01-04	West of Hudson Yard Improvements	16.42	Dec-21
M702-03-02	Mentoring Program - Strategic Facilities	1.09	Dec-21
M703-01-04	Turnouts - Mainline/High Speed **	51.47	Dec-21
M703-02-09	Harlem River Lift Bridge	10.00	Dec-21
M708-01-10	Systemwide Security Initiatives	17.38	Dec-21
M706-01-04	West of Hudson Yard Improvements	9.67	Dec-21
M503-02-06	Overhead Bridge Program-E of H (MNR Share)	18.65	Jan-22
M703-01-11	2018 Cyclical Track Program	21.70	Jan-22
M703-01-10	2017 Cyclical Track Program	3.00	Jan-22
M702-02-14	East of Hudson Station Priority Repairs	11.91	Mar-22
M603-02-10	Replace/Repair Undergrade Bridges Program	24.65	Apr-22
M702-01-03	GCT Platform Rehabilitation	2.65	Apr-22

Metro-North Railroad
2019-22 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
M703-03-04	Moodna/Woodbury Viaduct (incl timbers/walkways)	14.00	May-22
M702-01-02	Park Av Tunnel Fire&LifeSafetyImpvmts	5.00	Jul-22
M702-02-11	Customer Communication-Systems	17.28	Jul-22
M702-02-08	New Fare Payment	8.92	Sep-22
M706-01-01	Harmon Shop Replacement - Phase V	439.60	Oct-22
M703-02-12	Catenary Painting	1.00	Dec-22

Note: Completion Goals are updated each February. The above reflect the February 2019 assumptions. Goals will next be updated in February 2020.

MTA Bus
2019-22 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
U6030225	Bus Command Center	\$17.2M	Dec-17
U7030206	Automated Passenger Count - Ph. 1 Roll-Out - MTABC	\$1.8M	Mar-19
U7030221	Depot Rehab: Windows - Baisley Park	\$2.0M	Mar-19
U6030231	Bus Wash - Far Rockaway	\$2.2M	Jul-19
U6030204	Security: JFK & Spring Creek	\$8.5M	Aug-19
U6030214	Storage Room Expansion - Baisley Park	\$2.8M	Jan-20
U7030201	53 Articulated Buses	\$50.2M	Feb-20
U6030229	Bus Wash - College Point	\$4.4M	Mar-20
U7030205	Bus Digital Information Screens (DIS)	\$7.5M	Dec-20
U7030214	Non-Revenue Vehicles	\$3.6M	Dec-20
U7030218	Window Replacement - JFK	\$3.0M	Dec-20
U6030226	Bus Radio System	\$62.4M	Jan-21
U7030207	Storage Room Expansion - LaGuardia	\$5.4M	Jan-21
U7030208	CNG Upgrade - Spring Creek	\$5.9M	Jan-21
U7030202	257 Express Buses	\$192.5M	Apr-21
U7030209	College Point Rehab	\$9.5M	May-21
U6030212	CNG Upgrade - College Point	\$6.1M	Jun-21
U6030232	HVAC - College Point	\$8.5M	Dec-21
U7030210	Paint Booth - Eastchester & College Point	\$4.9M	Dec-21
U6030211	HVAC - Spring Creek	\$3.9M	May-22

Note: Completion Goals are updated each February. The above reflect the February 2019 assumptions. Goals will next be updated in February 2020.

MTA Police Department
2019-22 Completions

ACEP	Project	Project Amount (\$ in Mil)	Completion Date
E6100102	S. I. District Office	\$10.4M	06/2020
N7100101	Public Radio Phase 3	\$4.0M	01/2021
E6100104	MTAPD Radio Project Monopoles	\$3.0M	12/2019
N5100109	MTAPD Radio Project Design/Build - AAT	\$7.7M	9/2020
N5100109	Public Safety Radio	\$7.5M	12/2020
N5100109	Public Safety Radio	\$16.8M	10/2020
N7100101	Radio Project Phase 3	\$6.5M	09/2020
N7100101	Radio Project Phase 3	\$1.3M	10/2020
N7100105	Program Management	\$.1M	04/2019
E6100102	SI County district Office	\$.1M	02/2019

Note: Completion Goals are updated each February. The above reflect the February 2019 assumptions. Goals will next be updated in February 2020.

MTA Capital Construction
2019-22 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
G7090124	B-C Approach (CH058A)	68.74	Mar-21
G7090142	GCT Caverns (CM007)	712.01	Mar-20
G7090159	Harold Track Work Part 3 (CH057D)	16.30	May-19
G6140103	Harold Track Work Part 3 (CH057D)	80.88	May-19
G6090137	System Packaging 3 (VS086)	21.84	Feb-21
G6090146	GCT Concourse & Facilities (CM014B)	426.20	Sep-20
G6140107	GCT Concourse & Facilities (CM014B)	1.55	Sep-20
G7090160	GCT Concourse & Facilities (CM014B)	15.00	Sep-20
N6110103	GCT Concourse & Facilities (CM014B)	15.08	Sep-20
L70204UW	GCT Concourse & Facilities (CM014B)	8.71	Sep-20
M7020101	GCT Concourse & Facilities (CM014B)	1.08	Sep-20
M7080109	GCT Concourse & Facilities (CM014B)	16.14	Sep-20
G7090121	Mid-Day Storage Yard Facility (CQ033)	315.88	Nov-20
G6140105	Mid-Day Storage Yard Facility (CQ033)	3.68	Nov-20
G7140121	Mid-Day Storage Yard Facility (CQ033)	0.09	Nov-20
L70401BT	Mid-Day Storage Yard Facility (CQ033)	5.30	Nov-20
G6090143	Traction Power Systems (CS084)	79.72	Apr-21
G7090136	Systems Package 2 - Systems (CS086)	60.94	Feb-21
G6090135	Systems Package 1 - Facilities (CS179)	368.46	Nov-21
G7090135	Systems Package 1 - Facilities (CS179)	238.48	Nov-21

Note: Completion Goals are updated each February. The above reflect the February 2019 assumptions. Goals will next be updated in February 2020.

MTA Bridges & Tunnels
2019-22 Completions

ACEP	Project	Project Amount (\$ in mil)	Planned Completion Date
D703AW52	Traffic Detection/Incident Management Systems	\$0.2M	Feb-19
D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehab	\$3.8M	Jun-19
D703CB63	Open Road Tolling Initiative at CBB	\$2.9M	Jun-19
D703MP63	Open Road Tolling Initiative at MPP	\$3.8M	Jun-19
D703VN63	Open Road Tolling Initiative at VNB	\$0.2M	Jun-19
D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	\$21.3M	Jul-19
D505QM02	QM01 Ph.5 Rehabilitation [SBMP]**	\$1.6M	Aug-19
D701RK22	Interim Repairs - FDR Ramp	\$14.2M	Aug-19
D704AW67	Overheight Vehicle Detection Systems	\$4.8M	Aug-19
D704AW67	Overheight Vehicle Detection Systems	\$5.5M	Aug-19
D701VN34	Main Cable & Suspender Rope Testing - Phase 1	\$18.1M	Dec-19
D704TN27	Service Building Alarm Systems & Upgrades [SBDP]	\$0.9M	Dec-19
D701HH89	Skewback Retrofit	\$85.7M	Jan-20
D704RK21	Install Fire Standpipe/Upgrade Protection System	\$19.4M	Jan-20
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	\$30.9M	May-20
D701BW14	Miscellaneous Structural Rehabilitation	\$0.0M	Sep-20
D704AWX3	Bridge Structural Health Monitoring Initiatives	\$1.0M	Sep-20
D704AWX3	Bridge Structural Health Monitoring Initiatives	\$1.0M	Sep-20
D701VN89	Tower Pier Rehab/Construct Mooring Platform	\$31.4M	Oct-20
D703BW63	Open Road Tolling Initiative at BWB	\$10.5M	Oct-20
D703TN63	Open Road Tolling Initiative at TNB	\$13.1M	Oct-20
D704HC64	Brooklyn Service Building Electrical Rehab.	\$5.7M	Oct-20
D704VN30	Elevator Rehabilitation	\$5.1M	Oct-20
D701RK20	Cable Inspection and Rehabilitation	\$8.7M	Dec-20
D704RK60	Install Electronic Monitoring & Detection Systems	\$45.5M	Dec-20
D703HH88	Toll Plazas & Southbound Approach Reconstruction	\$73.0M	May-21
D704HC30	Installation of Smoke Detection/Alarm Systems	\$9.1M	May-21
D704HH13	Replacement of Facility Lighting System	\$10.0M	May-21
D704QM91	Installation of Smoke Detection/Alarm Systems	\$9.5M	May-21
D701VN10	Anchorage & Piers Rehabilitation and Sealing	\$38.5M	Jun-21

MTA Bridges & Tunnels
2019-22 Completions

D704BW39	Install Electronic Monitoring & Detection Systems	\$29.9M	Jun-21
D701CB18	CB Scour Protect/Repair/Replace CB/MP Pier Fender	\$55.2M	Dec-21
D702RK23	Construction of New Harlem River Drive Ramp	\$80.0M	Dec-21
D704QM81	Rehab of Tunnel Controls & Communication Systems	\$30.3M	Dec-21
D704HC07	Rehabilitation of HCT Ventilation Systems	\$74.3M	Mar-22
D704RK66	Relocation of 13KV Substation	\$21.8M	Mar-22
D701BW07	Fender Protection around Tower Piers (Const)	\$21.5M	Jun-22
D702VN11	Brooklyn Approach Reconstruction	\$20.6M	Jun-22
D704BW32	Installation of Fire Standpipe Connections	\$4.7M	Jun-22
D701HH07	Structural Rehabilitation	\$16.5M	Oct-22
D707HH30	Replacement of HHB Overcoat System	\$15.1M	Oct-22
D701VN32	Steel Repair & Concrete Rehabilitation	\$23.9M	Dec-22
D707VN49	Paint Suspended Span Upper & Lower Level Steel	\$31.4M	Dec-22

Note: Completion Goals are updated each February. The above reflect the February 2019 assumptions. Goals will next be updated in February 2020.

**OPERATING IMPACTS EXCEEDING \$1 MILLION
FOR CAPITAL PROJECTS REACHING BENEFICIAL USE 2019-2022**

NEW YORK CITY TRANSIT CAPITAL PROJECTS

Project: Flushing CBTC. This project is to overlay a new state of the art Communications Based Train Control (CBTC) system in the automatic signal area of the Flushing Line. The Flushing line is the second line to undergo an upgrade to CBTC within the transit system. The project will also replace obsolete air operated 25 Hz fixed-block signal systems with 60 Hz electric equipment in the Times Square Interlocking and install a new solid state interlocking (SSI) at 1st Avenue. Installation is projected for substantial completion in 2019. This project will have a multi-million dollar operating impact.

Project: Queens Boulevard CBTC. This project consists of adding a Communications Based Train Control (CBTC) system to the Queens Boulevard line. The new signal system shall be designed primarily for CBTC only operations with the capability to permit non-CBTC trains to safely operate through the CBTC territory. The Queens Boulevard line is the third line to undergo an upgrade to CBTC within the transit system. Installation is projected for substantial completion in 2021. This project will have a multi-million dollar operating impact.

Project: Help Point Installation. Plan is to install 2,700 Help Point Units in stations. These units provide customers with the ability to make quick voice calls for emergency as well as information related needs. Each station will have several staged Help Points for customer convenience and safety. The total annual cost at completion is projected to be \$1.5M.

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

Project: Bus Radio & Command Center Upgrade. The Bus Radio Upgrade operating budget impact is currently under review and the cost of the increased maintenance needs for the upgraded radio consoles based on existing radio maintenance efforts is being evaluated. Areas include Bus Depots for MTA and NYCT, the Central Electronics Shop repairs, and Network Operations Support as well as the maintenance of the new Bus Command Center consoles and radio sites. Total annual operating impact is currently still undetermined.

LONG ISLAND RAIL ROAD CAPITAL PROJECTS

Project: East Side Access. This project will expand LIRR service into Grand Central Terminal. The construction includes new tunnel and track along with related right-of-way equipment, vent plants, substations, and a new terminal station with elevators, escalators, and HVAC. The project also includes 236 new rail cars and will introduce an expanded train service plan to support Opening Day. In 2019 the LIRR is incurring personnel hiring and training costs associated with the opening of the station. Projected operating costs are tied to the opening day's service schedule which is being prepared.

Project: Positive Train Control (PTC). This project is for the installation of a PTC system for the LIRR. It is an integrated command, control, communication, and geographic information system designed to prevent train-to-train collisions, over-speed derailments, incursions into established work zone limits, and the movement of a train through a switch left in the wrong position. PTC is composed of five core elements: On-Board Equipment, a Wireless Communication Network, Central Servers, a Dispatching System, and Wayside Equipment. The full operating budget impact has not been identified. However, because of the assets and equipment that will need to be operated and maintained, it is expected that PTC will have an operating budget impact of at least \$3M a year.

Project: Main Line Expansion. The project will add a third track along a 9.8-mile of Main Line corridor between the LIRR's Floral Park and Hicksville train stations. The project will eliminate seven grade crossings, upgrade to railroad infrastructure and stations, and add new parking facilities. The project will reduce train congestion and delays, and enable true bi-directional service during peak hours, as well as more intra-Island service. The contract was awarded in December 2017. Estimated completion is scheduled for 2022. Headcount increase is required for Track, Signal and Power maintenance. Initial estimates indicate that the project is expected to have an annual operating budget impact of greater than \$1M.

METRO-NORTH RAILROAD CAPITAL PROJECTS

Project: M-8 New Haven Line Purchase. This project is for the design, manufacture, test and delivery of the New Haven Line M8 EMU Cars. The first one hundred cars will be utilized to supplement the existing fleet to fill out trains and reduce standees. The base contract for 210 cars and the first option for 90 additional cars were awarded on August 21, 2006, with two additional options of 42 and 38 cars respectively. A change order was also executed for 25 Single Cars for a total of 405 cars. Subsequently, an additional change order was executed for another 60 cars. Anticipated steady-state Operating Budget Impact of at least \$4M (NYS portion) once all cars are in service.

Project: Positive Train Control (PTC). Installation of a PTC system is mandated by the Federal Rail Safety Improvement Act of 2008. PTC is an integrated command, control, communication, and geographic information system designed to prevent train-to-train collisions, over-speed derailments, incursions into established work zone limits, and the movement of a train through a switch left in the wrong position. It is composed five core elements: On-Board Equipment, a Wireless Communication Network, Central Servers, a Dispatching System, and Wayside Equipment. There is an anticipated steady-state Operating Budget Impact of at least \$4M in costs for this project (NYS portion).

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

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

MTA POLICE DEPARTMENT CAPITAL PROJECTS

Project: Upgrade Police Radio System. This project provides for the upgrade and enhancement of the MTAPD radio system and associated infrastructure through strategic partnerships with local and state agencies, as well as the installation of contemporary equipment and technologies throughout the 14 counties served by the MTAPD. It is expected that at completion the project will result in increased maintenance expenses of approximately \$4.4M or more per year. These expenses will be partially offset by an estimated \$2.4M per year of savings as MTAPD moves from 2 person patrols to 1 person patrols in districts outside of New York City. Full budget impacts of the project are expected after 2019.

MTA SYSTEM-WIDE CAPITAL PROJECTS

Project: Enterprise Asset Management. This project, which has already begun, will not be completed until after 2022. It is expected that the project will result in significant operating budget impacts leading up to and after its full implementation. Impacts will include both necessary investments and efficiency savings.

Note: Agency OBI Discussions are updated each February. The above reflect the February 2019 update. Discussions will be updated in February 2020.

V. Agency Financial Plans

Bridges and Tunnels

MTA BRIDGES AND TUNNELS
2020 Final Proposed Budget
November Financial Plan 2020–2023

Financial Overview

MTA Bridges and Tunnels (B&T) continues to serve as a strong source of fiscal stability for the MTA. In 2019 and 2020 combined, B&T is projected to contribute nearly \$2.3 billion in Support to Mass Transit. B&T provides this substantial support to mass transit by efficiently carrying-out its operations and maintaining its facilities in a state of good repair, while at the same time providing high levels of customer service and maintaining a strong safety focus for both employees and customers utilizing its facilities. B&T's mission is being enhanced in unprecedented ways through cashless tolling, the recently legislated Central Business District (CBD) Tolling Program, and participation in a new intra-agency Fare Evasion Task Force.

Cashless Tolling

The implementation of cashless tolling at all MTA bridges and tunnels was a key component of the New York Crossings Project that New York Governor Andrew M. Cuomo launched on October 5, 2016. Less than one year after the launch of this ambitious plan, cashless tolling became a reality across all B&T facilities on September 30, 2017.

Cashless tolling is now providing significant and sustained regional improvements, as less traffic congestion for motorists means cleaner air for everyone. Cashless tolling has also resulted in reduced travel times through our facilities. Along with newly paved roadways, which enable a smoother ride, barrier-free tolling zones offer a clear line of sight through our crossings. This, coupled with overall improved signage has made the cashless tolling initiative a major success in improving our customer's experience.

Challenges, however, remain. Cashless tolling eliminated cash payments collected at the time of passage and instead relies on a system of billing some tolls post-transaction. B&T has developed a comprehensive approach to address the critically important issue of toll collection, revenue recovery and violation enforcement, utilizing, among other things, available resources of B&T's Operations Force and the New York State Police, which has enforced New York State Department of Motor Vehicles (NYS DMV) registration suspensions and exclusion orders of out of state vehicles from B&T facilities to address toll violators.

This November Financial Plan includes the resources necessary to continue safe, efficient and equitable cashless tolling operations, both on the roadway and in the back office.

Central Business District Tolling Program

In April 2019, Governor Andrew M. Cuomo and the New York State Legislature empowered B&T to establish a Central Business District Tolling Program, the first program of its kind in the nation. The program includes the installation of electronic tolling devices on the perimeter and within the CBD, defined as streets south of 60th Street in Manhattan. B&T will work closely with the New York City Department of Transportation for installation and be responsible for operating and maintaining the system. A six-member Traffic Mobility Review Board will be established to advise on tolls, exemptions, and credits. Decisions will ultimately be made by the B&T Board based on recommendations from the Traffic Mobility Review Board. The implementation date will not be

before December 31, 2020. The CBD Tolling Program is expected to leverage \$15 billion in capital funding, which will be dedicated to mass transit infrastructure needs.

B&T is currently in the implementation planning phase of this historic initiative. Implementation costs will initially be funded through B&T PAYGO and other capital resources, all of which will be reimbursed when the program becomes fully operable.

Fare Evasion Task Force

On June 16th, Governor Andrew M. Cuomo and MTA Chairman and CEO Patrick Foye announced the creation of a Fare Enforcement Task Force comprised of 500 uniformed officers selected from the NYPD, MTA Police and MTA Bridges and Tunnels. The focused enforcement has two main objectives: to maximize fare collection and to ensure that enforcement does not target any specific demographic. Task Force members will deter fare evasion through their physical presence and the issuance of Transit Adjudication Bureau summonses. The components of the plan focus on educating MTA riders and are not meant to be punitive or increase the number of arrests. The task force will be deployed to subway stations and bus routes with the highest ridership rates.

B&T will draw from its current uniformed workforce for this initiative and therefore no additional headcount will be required.

2019 November Forecast

In the 2019 November Forecast, a total of \$1,574.3 million is projected in baseline operating income compared to \$1,572.8 million in the 2019 Mid-Year Forecast, an increase of \$1.5 million.

Total revenue is forecast at \$2,124.0 million, which is \$6.7 million lower than the Mid-Year Forecast. Toll revenue accounts for 98% of all revenues and is projected at \$2,078.1 million, which is \$10.1 million lower due to slower year-over-year traffic growth than previously forecast. The reduction in toll revenue is partially offset by higher Other Operating Revenue of \$2.0 million and higher Investment Income of \$1.4 million based on actual results through August.

The 2019 November Forecast includes expenses totaling \$549.7 million before depreciation and GASB adjustments. Labor costs are \$276.4 million and non-labor costs are \$273.3 million. Total expenses are \$8.3 million below the Mid-Year Forecast.

Labor expenses have been reduced by \$5.8 million primarily due to vacancies that are expected to remain unfilled through the end of the year. Non-Labor costs are \$2.5 million lower mainly due to lower Professional Service Contract costs associated with the MTA centralization of the Enterprise Asset Management (EAM) program. B&T's unencumbered projected costs for this program (\$2.2 million) have been moved to a centralized MTA account.

Total Support to Mass Transit is \$1,117.3 million compared to \$1,098.8 million in the 2019 Mid-Year Forecast, an increase of \$18.5 million which is the net result of \$1.5 million more in baseline operating income (\$6.7 million less revenue offset by nearly \$8.3 million fewer expenses), lower Capitalized Assets of over \$16.7 million due to programmatic timing, and lower B&T Debt Service of over \$0.2 million.

In 2019, total planned year-end headcount is 1,498, including 87 capital reimbursable full-time equivalents, which is 1 position less than the Mid-Year Forecast.

2020 Final Proposed Budget - Baseline

In the 2020 Final Proposed Budget, a total of \$1,578.4 million is projected in baseline operating income compared to \$1,577.4 million in the July Financial Plan, an increase of \$1.0 million.

Total revenue is budgeted at \$2,161.0 million, which is \$3.4 million below the 2020 Preliminary Proposed Budget due to downward revisions to the toll revenue forecast stemming from relatively slower traffic growth than previously estimated. Toll revenue is forecast at \$2,118.0 million compared to \$2,121.4 million in the Preliminary Proposed Budget.

The 2020 Final Proposed Budget includes expenses totaling \$582.6 million before depreciation and GASB adjustments. Labor costs are \$305.6 million and non-labor costs are \$277.0 million. Total expenses are \$4.4 million below the Preliminary Proposed Budget primarily due to the consolidation of B&T's unencumbered EAM program expenses into an MTA centralized account.

Total Support to Mass Transit is \$1,152.2 million in the 2020 Final Proposed Budget compared to \$1,155.8 million in the July Financial Plan, a decrease of \$3.5 million resulting from the net of \$1.0 million more in baseline operating income (\$3.4 million less revenue offset by \$4.4 million fewer expenses) and higher B&T Debt Service of \$4.5 million.

In 2020, total headcount is budgeted at 1,504, including 87 capital reimbursable full-time equivalents, which is 1 less position than the Preliminary Proposed Budget.

2021-2023 Projections

The 2021 projection for baseline operating income is \$1,569.3 million compared to \$1,568.1 million in the July Financial Plan. This consists of \$2,169.1 million in revenues less \$599.8 million in expenses. The expenses are comprised of \$312.1 million in labor costs and \$287.7 million in non-labor expenses.

The 2022 projection for baseline operating income is \$1,552.8 million compared to \$1,550.8 million in the July Financial Plan. This consists of nearly \$2,169.4 million in revenues, offset by over \$616.5 million in expenses. The expenses are comprised of nearly \$317.3 million in labor costs and nearly \$299.3 million in non-labor expenses.

In 2023, the projection for baseline operating income is \$1,551.5 million compared to \$1,550.0 million in the July Financial Plan. This consists of \$2,171.4 million in revenues, offset by \$619.9 million in expenses. The expenses are comprised of \$321.0 million in labor costs and \$298.9 million in non-labor expenses.

Total headcount is planned at 1,504 in 2021 and 2022, and at 1,510 in 2023, including 87 capital-reimbursable positions.

Details for year-to-year changes, reconciliations of the November Financial Plan to the July Financial Plan, and assumptions guiding traffic and headcount projections are discussed in the sections that follow.

MTA BRIDGES AND TUNNELS
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
<u>Non-Reimbursable</u>						
Operating Revenue						
Toll Revenue	\$1,975.663	\$2,078.076	\$2,118.012	\$2,125.639	\$2,125.372	\$2,126.849
Other Operating Revenue	23.921	20.936	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	2.603	2.640	1.240	1.240	1.240	1.240
Total Revenues	\$2,002.186	\$2,101.653	\$2,138.188	\$2,145.816	\$2,145.549	\$2,147.026
Operating Expense						
<u>Labor:</u>						
Payroll	\$119.588	\$118.762	\$141.500	\$143.926	\$146.859	\$150.129
Overtime	23.676	27.347	27.895	28.455	29.026	29.606
Health and Welfare	26.866	27.451	32.092	33.391	34.896	36.474
OPEB Current Payments	21.672	22.837	24.387	25.500	26.783	27.685
Pension	36.465	46.427	43.037	43.643	40.992	37.480
Other Fringe Benefits	21.175	18.955	21.687	21.873	23.080	23.628
Reimbursable Overhead	(6.328)	(7.720)	(7.874)	(8.032)	(8.192)	(8.356)
Total Labor Expenses	\$243.114	\$254.058	\$282.726	\$288.755	\$293.442	\$296.646
<u>Non-Labor:</u>						
Electric Power	\$4.474	\$4.774	\$4.941	\$5.066	\$5.250	\$5.559
Fuel	1.960	1.931	1.879	1.852	1.841	1.870
Insurance	11.755	11.254	11.875	12.579	13.192	13.859
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	152.519	165.242	163.633	171.739	180.454	176.386
Professional Services Contracts	39.620	37.334	39.908	40.346	41.794	43.880
Materials and Supplies	4.550	3.744	3.821	3.900	3.993	4.091
Other Business Expenses	43.273	48.974	50.960	52.242	52.762	53.284
Total Non-Labor Expenses	\$258.150	\$273.253	\$277.018	\$287.725	\$299.285	\$298.929
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$501.265	\$527.312	\$559.743	\$576.480	\$592.728	\$595.575
Depreciation	\$148.686	\$151.977	\$158.779	\$169.848	\$181.689	\$194.355
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	41.265	40.094	33.900	36.023	38.150	38.814
GASB 68 Pension Expense Adjustment	(8.968)	(17.838)	(13.597)	(13.153)	(9.456)	(4.896)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$682.247	\$701.545	\$738.826	\$769.198	\$803.110	\$823.848
Less: Depreciation	148.686	151.977	158.779	169.848	181.689	194.355
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Exp Adjustment	41.265	40.094	33.900	36.023	38.150	38.814
GASB 68 Pension Exp Adjustment	(8.968)	(17.838)	(13.597)	(13.153)	(9.456)	(4.896)
Total Expenses	\$501.265	\$527.312	\$559.743	\$576.480	\$592.728	\$595.575
Net Surplus/(Deficit)	\$1,500.922	\$1,574.341	\$1,578.445	\$1,569.336	\$1,552.821	\$1,551.451

MTA BRIDGES AND TUNNELS
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Reimbursable						
Operating Revenue						
Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	21.175	22.345	22.826	23.317	23.817	24.328
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$21.175	\$22.345	\$22.826	\$23.317	\$23.817	\$24.328
Operating Expense						
Labor:						
Payroll	\$8.816	\$8.676	\$8.850	\$9.027	\$9.208	\$9.392
Overtime	0.330	0.827	0.868	0.909	0.952	0.995
Health and Welfare	2.144	1.867	1.905	1.943	1.982	2.021
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.342	2.221	2.272	2.323	2.376	2.430
Other Fringe Benefits	1.215	1.034	1.058	1.083	1.108	1.134
Reimbursable Overhead	6.328	7.720	7.874	8.032	8.192	8.356
Total Labor Expenses	\$21.175	\$22.345	\$22.826	\$23.317	\$23.817	\$24.328
Non-Labor:						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$21.175	\$22.345	\$22.826	\$23.317	\$23.817	\$24.328
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Non-Reimbursable / Reimbursable						
Page 1 of 2						
Operating Revenue						
Toll Revenue	\$1,975.663	\$2,078.076	\$2,118.012	\$2,125.639	\$2,125.372	\$2,126.849
Other Operating Revenue	23.921	20.936	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	21.175	22.345	22.826	23.317	23.817	24.328
Investment Income	2.603	2.640	1.240	1.240	1.240	1.240
Total Revenues	\$2,023.362	\$2,123.998	\$2,161.014	\$2,169.132	\$2,169.366	\$2,171.353
Operating Expense						
Labor:						
Payroll	\$128.404	\$127.438	\$150.350	\$152.953	\$156.067	\$159.521
Overtime	24.007	28.174	28.763	29.364	29.977	30.601
Health and Welfare	29.010	29.318	33.997	35.334	36.877	38.496
OPEB Current Payments	21.672	22.837	24.387	25.500	26.783	27.685
Pension	38.807	48.648	45.309	45.966	43.367	39.910
Other Fringe Benefits	22.390	19.989	22.745	22.955	24.188	24.761
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$264.290	\$276.404	\$305.552	\$312.072	\$317.260	\$320.974
Non-Labor:						
Electric Power	\$4.474	\$4.774	\$4.941	\$5.066	\$5.250	\$5.559
Fuel	1.960	1.931	1.879	1.852	1.841	1.870
Insurance	11.755	11.254	11.875	12.579	13.192	13.859
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	152.519	165.242	163.633	171.739	180.454	176.386
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Other Business Expenses	43.273	48.974	50.960	52.242	52.762	53.284
Total Non-Labor Expenses	\$258.150	\$273.253	\$277.018	\$287.725	\$299.285	\$298.929
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$522.440	\$549.657	\$582.570	\$599.797	\$616.545	\$619.903
Depreciation	\$148.686	\$151.977	\$158.779	\$169.848	\$181.689	\$194.355
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	41.265	40.094	33.900	36.023	38.150	38.814
GASB 68 Pension Expense Adjustment	(8.968)	(17.838)	(13.597)	(13.153)	(9.456)	(4.896)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$703.423	\$723.891	\$761.652	\$792.515	\$826.927	\$848.176
Less: Depreciation	148.686	151.977	158.779	169.848	181.689	194.355
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Exp Adjustment	41.265	40.094	33.900	36.023	38.150	38.814
GASB 68 Pension Exp Adjustment	(8.968)	(17.838)	(13.597)	(13.153)	(9.456)	(4.896)
Total Expenses	\$522.440	\$549.657	\$582.570	\$599.797	\$616.545	\$619.903
Net Surplus/(Deficit)	\$1,500.922	\$1,574.341	\$1,578.445	\$1,569.336	\$1,552.821	\$1,551.451

MTA BRIDGES AND TUNNELS
November Financial Plan 2020 - 2023
Accrual Statement of Operations by Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Non-Reimbursable / Reimbursable						
Page 2 of 2						
Net Surplus/(Deficit)	\$1,500.922	\$1,574.341	\$1,578.445	\$1,569.336	\$1,552.821	\$1,551.451
<u>Deductions from Income:</u>						
Less: Capitalized Assets	\$9.684	\$25.000	\$29.090	\$27.465	\$27.997	\$28.535
B&T Capital Reserves	(0.793)	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted Net Surplus/(Deficit)	\$1,492.031	\$1,549.341	\$1,549.355	\$1,541.871	\$1,524.824	\$1,522.916
Less: Debt Service	\$667.808	\$670.196	\$711.586	\$747.371	\$783.120	\$914.058
Less: Contribution to the Capital Program	119.664	132.981	56.623	13.878	0.000	0.000
Income Available for Distribution	\$704.559	\$746.164	\$781.146	\$780.622	\$741.704	\$608.858
<u>Distributable To:</u>						
MTA - Investment Income	\$2.603	\$2.640	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Distributable Income	411.822	429.436	448.410	447.730	426.021	365.142
NYCT - Distributable Income	290.135	314.088	331.496	331.652	314.443	242.475
Total Distributable Income	\$704.559	\$746.164	\$781.146	\$780.622	\$741.704	\$608.858
<u>Actual Cash Transfers:</u>						
MTA - Investment Income - Prior Year	\$1.477	\$2.603	\$2.640	\$1.240	\$1.240	\$1.240
MTA - Cash Surplus Transfer	404.229	456.759	446.512	447.798	428.192	371.230
NYCT - Cash Surplus Transfer	287.811	325.912	329.756	331.636	316.164	249.672
Total Cash Transfers	\$693.517	\$785.273	\$778.908	\$780.674	\$745.596	\$622.142
SUPPORT TO MASS TRANSIT:						
Total Revenue	\$2,023.362	\$2,123.998	\$2,161.014	\$2,169.132	\$2,169.366	\$2,171.353
Total Expenses Before Non-Cash Liability Adjs.	522.440	549.657	582.570	599.797	616.545	619.903
Net Operating Income	\$1,500.922	\$1,574.341	\$1,578.445	\$1,569.336	\$1,552.821	\$1,551.451
<u>Deductions from Operating Income:</u>						
B&T Debt Service	\$282.391	\$299.110	\$340.517	\$378.493	\$426.002	\$527.905
Contribution to the Capital Program	119.664	132.981	56.623	13.878	0.000	0.000
Capitalized Assets	9.684	25.000	29.090	27.465	27.997	28.535
B&T Capital Reserves	(0.793)	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000
Total Deductions from Operating Income	\$410.946	\$457.091	\$426.230	\$419.836	\$453.999	\$556.441
Total Support to Mass Transit	\$1,089.975	\$1,117.250	\$1,152.215	\$1,149.500	\$1,098.822	\$995.010

MTA BRIDGES AND TUNNELS
2019 November Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

	Total		
	Hours	\$	%
<i>NON-REIMBURSABLE OVERTIME</i>			
Scheduled Service	71,838	\$4.428	16.2%
Unscheduled Service	5,222	0.332	1.2%
Programmatic/Routine Maintenance	40,176	3.215	11.8%
Unscheduled Maintenance	18,374	1.473	5.4%
Vacancy/Absentee Coverage	172,966	10.846	39.7%
Weather Emergencies	17,667	1.347	4.9%
Safety/Security/Law Enforcement	25,429	1.552	5.7%
Other	11,986	0.956	3.5%
All Other Departments and Adjustments *	0	3.198	11.7%
Subtotal	363,658	\$27.347	100.0%
<i>REIMBURSABLE OVERTIME</i>	11,714	\$0.827	
TOTAL OVERTIME	375,372	\$28.174	

* Includes overtime for all departments other than Operations and Maintenance, in addition to adjustments to reflect the 28-day payroll lag. Does not include hours.

MTA BRIDGES AND TUNNELS
2020 Final Proposed Budget
November Financial Plan 2020–2023
Year-to-Year Changes by Category - Baseline

Toll Revenue

- Toll revenue is forecast at \$2,078.1 million in 2019 and \$2,118.0 million in 2020. Revenue growth in 2020 is primarily based on a full year's impact of the toll increase implemented on March 31st, 2019 and higher paid traffic volume stemming from modest growth in regional employment (See Traffic/Utilization).
- Toll revenue ranges from \$2,125.6 million in 2021 to \$2,126.8 million in 2023, primarily reflecting traffic volume increases from projected regional employment growth and inflation (See Traffic/Utilization).

Other Operating Revenue

- Other Operating Revenue consists of income from E-ZPass administrative fees, receipts from the Battery Parking Garage, and several other relatively smaller sources.
- Revenue is estimated at \$20.9 million in 2019 and \$18.9 million in 2020. The decline is due to a one-time insurance settlement received in 2019.
- Revenue is projected to remain at \$18.9 million for the rest of the plan period.

Capital and Other Reimbursements

- Capital and Other Reimbursements are tied to expected work to be performed through the Capital Programs.
- Reimbursements are estimated at \$22.3 million in 2019 and grow by approximately \$0.5 million each year through 2023.

Investment Income

- Investment Income is estimated at \$2.6 million in 2019 based on actuals through August.
- From 2020 through 2023, income is estimated at approximately \$1.2 million, reflecting conservatively projected short-term investment yields on estimated fund balances.

Payroll

- Payroll costs grow from \$127.4 million in 2019 to \$150.4 million in 2020 primarily due to the filling of 2019 vacancies, contractual step-up increases and inflationary adjustments.
- Thereafter, projected costs grow to \$153.0 million in 2021, \$156.1 million in 2022, and \$159.5 million in 2023 primarily reflecting contractual step-up increases and inflationary adjustments.
- Salaries for most represented employees include contract settlements for increases to compensation earned from 2012 and into 2019 or 2020, followed by CPI-based increases of 2.0%.
- For those represented employees working without a contract settlement since 2012, compensation assumptions incorporate the wage increases present in the TWU agreements that cover the 2012-2019 period, followed by CPI-based increases of 2.0%.
- Wage inflation for non-represented employees reflect wage growth assumptions.

Overtime

- Wage inflation rates for overtime are the same as for payroll and result in growth of approximately \$0.6 million each year from 2019 through 2023.

Health and Welfare/OPEB Current Payments

- In 2020, there is an increase of \$6.2 million from 2019 primarily due to forecast inflation of 6.5% for most defined medical programs and the filling of 2019 vacancies.
- Expenses increase by \$2.4 million in 2021, \$2.8 million in 2021 and \$2.5 million in 2023 primarily reflecting forecast annual medical program inflation of 4.3% in 2021 and 4.8% each year thereafter.

Pension

- Pension expenses incorporate current projections for NYCERS provided by the NYC Office of the Actuary.
- Projected annual costs decline from \$48.6 million in 2019 to an average of \$45.6 million in 2020 and 2021.
- Forecast expenses decline to \$43.4 million in 2022 and to \$39.9 million in 2023.

Other Fringe Benefits

- Year-to-year growth in Other Fringe Benefits is generally proportionate to changes in payroll and overtime.
- Other Fringe Benefits range between \$20.0 million in 2019 to \$24.8 million in 2023.

Electric Power

- Electricity costs are based on the most recent rate projections.
- Expenses are estimated at \$4.8 million in 2019 and grow by \$0.2 million on average each year through 2023.

Fuel

- The expense plan for fuel is driven mainly by the most recent forecast for heating fuel.
- Estimated costs average approximately \$1.9 million in each year of the financial plan with very minor year-to-year fluctuations.

Insurance

- Based on current insurance policy growth assumptions, costs range from \$11.3 million in 2019 to \$13.9 million in 2023.

Maintenance and Other Operating Contracts

- Expenses are forecast at \$165.2 million in 2019 and decline to \$163.6 million in 2020 largely due to re-estimates across a variety of routine maintenance contracts.
- The plan for 2021 and 2022 includes additional provisions for projected major maintenance needs and the replacement or upgrading of a License Plate Recognition system used mainly

for toll revenue protection. Expenses subsequently grow to \$171.7 million in 2021 and to \$180.5 million in 2022.

- Cost estimates decline to \$176.4 million in 2023, reflecting current baseline needs adjusted for inflation.

Professional Service Contracts

- Total costs grow from \$37.3 million in 2019 to \$39.9 million in 2020 and to \$40.3 million in 2021 largely due to inflationary adjustments and additional provisions for contracted general engineering services to support projected major maintenance needs.
- Estimated costs average \$42.8 million per year in 2022 and 2023 primarily due to Inflationary adjustments.

Materials and Supplies

- Expenses range between \$3.7 million in 2019 to \$4.1 million in 2023 with modest year-to-year fluctuations mainly due to inflationary adjustments.

Other Business Expenses

- Expenses range between \$49.0 million in 2019 to \$53.3 million in 2023 with modest year-to-year fluctuations mainly due to inflationary adjustments.

MTA BRIDGES AND TUNNELS
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2019	Final Proposed Budget 2020	Change 2019 - 2020	Change 2021	Change 2020 - 2021	Change 2022	Change 2021 - 2022	Change 2023	Change 2022 - 2023
Non-Reimbursable									
Operating Revenues									
Toll Revenue	\$2,078.076	\$2,118.012	\$39.936	\$2,125.639	\$7.627	\$2,125.372	(\$0.267)	\$2,126.849	\$1.477
Other Operating Revenue	20.936	18.936	(2.000)	18.936	0.000	18.936	0.000	18.936	0.000
Investment Income	2.640	1.240	(1.400)	1.240	0.000	1.240	0.000	1.240	0.000
Total Revenues	\$2,101.653	\$2,138.188	\$36.536	\$2,145.816	\$7.627	\$2,145.549	(\$0.267)	\$2,147.026	\$1.477
Operating Expenses									
<u>Labor:</u>									
Payroll	\$118.762	\$141.500	(\$22.738)	\$143.926	(\$2.426)	\$146.859	(\$2.933)	\$150.129	(\$3.270)
Overtime	27.347	27.895	(0.548)	28.455	(0.559)	29.026	(0.571)	29.606	(0.581)
Health and Welfare	27.451	32.092	(4.642)	33.391	(1.298)	34.896	(1.505)	36.474	(1.579)
OPEB Current Payments	22.837	24.387	(1.550)	25.500	(1.112)	26.783	(1.284)	27.685	(0.902)
Pension	46.427	43.037	3.389	43.643	(0.605)	40.992	2.651	37.480	3.511
Other Fringe Benefits	18.955	21.687	(2.732)	21.873	(0.186)	23.080	(1.207)	23.628	(0.548)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(7.720)	(7.874)	0.154	(8.032)	0.157	(8.192)	0.161	(8.356)	0.164
Total Labor Expenses	\$254.058	\$282.726	(\$28.667)	\$288.755	(\$6.029)	\$293.442	(\$4.688)	\$296.646	(\$3.204)
<u>Non-Labor:</u>									
Electric Power	\$4.774	\$4.941	(\$0.167)	\$5.066	(\$0.125)	\$5.250	(\$0.184)	\$5.559	(\$0.308)
Fuel	1.931	1.879	0.052	1.852	0.027	1.841	0.011	1.870	(0.029)
Insurance	11.254	11.875	(0.621)	12.579	(0.703)	13.192	(0.613)	13.859	(0.667)
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	165.242	163.633	1.610	171.739	(8.107)	180.454	(8.715)	176.386	4.068
Professional Services Contracts	37.334	39.908	(2.574)	40.346	(0.438)	41.794	(1.448)	43.880	(2.086)
Materials and Supplies	3.744	3.821	(0.077)	3.900	(0.080)	3.993	(0.092)	4.091	(0.098)
Other Business Expenses	48.974	50.960	(1.986)	52.242	(1.282)	52.762	(0.520)	53.284	(0.522)
Total Non-Labor Expenses	\$273.253	\$277.018	(\$3.764)	\$287.725	(\$10.707)	\$299.285	(\$11.560)	\$298.929	\$0.357
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$527.312	\$559.743	(\$32.432)	\$576.480	(\$16.737)	\$592.728	(\$16.248)	\$595.575	(\$2.847)
Depreciation									
Depreciation	\$151.977	\$158.779	(\$6.802)	\$169.848	(\$11.069)	\$181.689	(\$11.841)	\$194.355	(\$12.666)
GASB 75 OPEB Expense Adjustment	40.094	33.900	(6.194)	36.023	(2.123)	38.150	(2.126)	38.814	(0.665)
GASB 68 Pension Expense Adjustment	(17.838)	(13.597)	(4.241)	(13.153)	(0.444)	(9.456)	(3.697)	(4.896)	(4.560)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$701.545	\$738.826	(\$37.280)	\$769.198	(\$30.373)	\$803.110	(\$33.912)	\$823.848	(\$20.738)
Less: Depreciation									
Less: Depreciation	\$151.977	\$158.779	(\$6.802)	\$169.848	(\$11.069)	\$181.689	(\$11.841)	\$194.355	(\$12.666)
GASB 75 OPEB Expense Adjustment	40.094	33.900	6.194	36.023	(2.123)	38.150	(2.126)	38.814	(0.665)
GASB 68 Pension Expense Adjustment	(17.838)	(13.597)	(4.241)	(13.153)	(0.444)	(9.456)	(3.697)	(4.896)	(4.560)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$527.312	\$559.743	(\$32.432)	\$576.480	(\$16.737)	\$592.728	(\$16.248)	\$595.575	(\$2.847)
Net Surplus/(Deficit)	\$1,574.341	\$1,578.445	\$4.104	\$1,569.336	(\$9.109)	\$1,552.821	(\$16.515)	\$1,551.451	(\$1.370)

MTA BRIDGES AND TUNNELS
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast	Final Proposed Budget	Change						
	2019	2020	2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Reimbursable									
Operating Revenues									
Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	22.345	22.826	0.481	23.317	0.491	23.817	0.500	24.328	0.510
Total Revenues	\$22.345	\$22.826	\$0.481	\$23.317	\$0.491	\$23.817	\$0.500	\$24.328	\$0.510
Operating Expenses									
<u>Labor:</u>									
Payroll	\$8.676	\$8.850	(\$0.174)	\$9.027	(\$0.177)	\$9.208	(\$0.181)	\$9.392	(\$0.184)
Overtime	0.827	0.868	(0.041)	0.909	(0.042)	0.952	(0.042)	0.995	(0.043)
Health and Welfare	1.867	1.905	(0.037)	1.943	(0.038)	1.982	(0.039)	2.021	(0.040)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.221	2.272	(0.051)	2.323	(0.052)	2.376	(0.053)	2.430	(0.054)
Other Fringe Benefits	1.034	1.058	(0.024)	1.083	(0.025)	1.108	(0.025)	1.134	(0.026)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	7.720	7.874	(0.154)	8.032	(0.157)	8.192	(0.161)	8.356	(0.164)
Total Labor Expenses	\$22.345	\$22.826	(\$0.481)	\$23.317	(\$0.491)	\$23.817	(\$0.500)	\$24.328	(\$0.510)
<u>Non-Labor:</u>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$22.345	\$22.826	(\$0.481)	\$23.317	(\$0.491)	\$23.817	(\$0.500)	\$24.328	(\$0.510)
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2019	Final Proposed Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Non-Reimbursable and Reimbursable									
Operating Revenues									
Toll Revenue	\$2,078.076	\$2,118.012	\$39.936	\$2,125.639	\$7.627	\$2,125.372	(\$0.267)	\$2,126.849	\$1.477
Other Operating Revenue	20.936	18.936	(2.000)	18.936	0.000	18.936	0.000	18.936	0.000
Investment Income	2.640	1.240	(1.400)	1.240	0.000	1.240	0.000	1.240	0.000
Capital and Other Reimbursements	22.345	22.826	0.481	23.317	0.491	23.817	0.500	24.328	0.510
Total Revenues	\$2,123.998	\$2,161.014	\$37.017	\$2,169.132	\$8.118	\$2,169.366	\$0.233	\$2,171.353	\$1.987
Operating Expenses									
Labor:									
Payroll	\$127.438	\$150.350	(\$22.912)	\$152.953	(\$2.603)	\$156.067	(\$3.114)	\$159.521	(\$3.454)
Overtime	28.174	28.763	(0.589)	29.364	(0.601)	29.977	(0.613)	30.601	(0.624)
Health and Welfare	29.318	33.997	(4.679)	35.334	(1.336)	36.877	(1.544)	38.496	(1.618)
OPEB Current Payments	22.837	24.387	(1.550)	25.500	(1.112)	26.783	(1.284)	27.685	(0.902)
Pension	48.648	45.309	3.339	45.966	(0.657)	43.367	2.599	39.910	3.458
Other Fringe Benefits	19.989	22.745	(2.756)	22.955	(0.210)	24.188	(1.232)	24.761	(0.574)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$276.404	\$305.552	(\$29.148)	\$312.072	(\$6.520)	\$317.260	(\$5.188)	\$320.974	(\$3.714)
Non-Labor:									
Electric Power	\$4.774	\$4.941	(\$0.167)	\$5.066	(\$0.125)	\$5.250	(\$0.184)	\$5.559	(\$0.308)
Fuel	1.931	1.879	0.052	1.852	0.027	1.841	0.011	1.870	(0.029)
Insurance	11.254	11.875	(0.621)	12.579	(0.703)	13.192	(0.613)	13.859	(0.667)
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	165.242	163.633	1.610	171.739	(8.107)	180.454	(8.715)	176.386	4.068
Professional Services Contracts	37.334	39.908	(2.574)	40.346	(0.438)	41.794	(1.448)	43.880	(2.086)
Materials and Supplies	3.744	3.821	(0.077)	3.900	(0.080)	3.993	(0.092)	4.091	(0.098)
Other Business Expenses	48.974	50.960	(1.986)	52.242	(1.282)	52.762	(0.520)	53.284	(0.522)
Total Non-Labor Expenses	\$273.253	\$277.018	(\$3.764)	\$287.725	(\$10.707)	\$299.285	(\$11.560)	\$298.929	\$0.357
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$549.657	\$582.570	(\$32.912)	\$599.797	(\$17.227)	\$616.545	(\$16.748)	\$619.903	(\$3.358)
Depreciation	\$151.977	\$158.779	(\$6.802)	\$169.848	(\$11.069)	\$181.689	(\$11.841)	\$194.355	(\$12.666)
GASB 75 OPEB Expense Adjustment	40.094	33.900	(6.194)	36.023	(2.123)	38.150	(2.126)	38.814	(0.665)
GASB 68 Pension Expense Adjustment	(17.838)	(13.597)	(4.241)	(13.153)	(0.444)	(9.456)	(3.697)	(4.896)	(4.560)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$723.891	\$761.652	(\$37.761)	\$792.515	(\$30.863)	\$826.927	(\$34.412)	\$848.176	(\$21.249)
Less: Depreciation	\$151.977	\$158.779	(\$6.802)	\$169.848	(\$11.069)	\$181.689	(\$11.841)	\$194.355	(\$12.666)
GASB 75 OPEB Expense Adjustment	40.094	33.900	6.194	36.023	(2.123)	38.150	(2.126)	38.814	(0.665)
GASB 68 Pension Expense Adjustment	(17.838)	(13.597)	(4.241)	(13.153)	(0.444)	(9.456)	(3.697)	(4.896)	(4.560)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$549.657	\$582.570	(\$32.912)	\$599.797	(\$17.227)	\$616.545	(\$16.748)	\$619.903	(\$3.358)
Net Surplus/(Deficit)	\$1,574.341	\$1,578.445	\$4.104	\$1,569.336	(\$9.109)	\$1,552.821	(\$16.515)	\$1,551.451	(\$1.370)

MTA BRIDGES AND TUNNELS
November Financial Plan 2020 - 2023
Accrual Statement of Operations by Category
(\$ in millions)

	November Forecast 2019	Final Proposed Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Non-Reimbursable / Reimbursable									
Page 2 of 2									
Net Surplus/(Deficit)	\$1,574.341	\$1,578.445	\$4.104	\$1,569.336	(\$9.109)	\$1,552.821	(\$16.515)	\$1,551.451	(\$1.370)
<u>Deductions from Income:</u>									
Less: Capitalized Assets	\$25.000	\$29.090	(\$4.090)	\$27.465	\$1.625	\$27.997	(\$0.532)	\$28.535	(\$0.538)
Capitalized Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted Net Surplus/(Deficit)	\$1,549.341	\$1,549.355	\$0.014	\$1,541.871	(\$7.484)	\$1,524.824	(\$17.047)	\$1,522.916	(\$1.908)
Less: Debt Service	\$670.196	\$711.586	(\$41.390)	\$747.371	(\$35.786)	\$783.120	(\$35.749)	\$914.058	(\$130.938)
Less: Contribution to the Capital Program	\$132.981	\$56.623	\$76.358	\$13.878	\$42.745	\$0.000	\$13.878	\$0.000	\$0.000
Income Available for Distribution	\$746.164	\$781.146	(\$41.376)	\$780.622	(\$43.270)	\$741.704	(\$52.795)	\$608.858	(\$132.846)
<u>Distributable To:</u>									
MTA - Investment Income	\$2.640	\$1.240	(\$1.400)	\$1.240	\$0.000	\$1.240	\$0.000	\$1.240	\$0.000
MTA - Distributable Income	429.436	448.410	18.974	447.730	(0.680)	426.021	(21.709)	365.142	(60.879)
NYCT - Distributable Income	314.088	331.496	17.409	331.652	0.156	314.443	(17.209)	242.475	(71.968)
Total Distributable Income:	\$746.164	\$781.146	\$34.982	\$780.622	(\$0.525)	\$741.704	(\$38.917)	\$608.858	(\$132.846)
<u>Actual Cash Transfers:</u>									
MTA - Investment Income - Prior Year	\$2.603	\$2.640	\$0.037	\$1.240	(\$1.400)	\$1.240	\$0.000	\$1.240	\$0.000
MTA - Cash Surplus Transfer	456.759	446.512	(10.246)	447.798	1.285	428.192	(19.606)	371.230	(56.962)
NYCT - Cash Surplus Transfer	325.912	329.756	3.844	331.636	1.881	316.164	(15.472)	249.672	(66.492)
Total Cash Transfers:	\$785.273	\$778.908	(\$6.365)	\$780.674	\$1.766	\$745.596	(\$35.078)	\$622.142	(\$123.454)
SUPPORT TO MASS TRANSIT:									
Total Revenue	\$2,123.998	\$2,161.014	\$37.017	\$2,169.132	\$8.118	\$2,169.366	\$0.233	\$2,171.353	\$1.987
Total Expenses Before Non-Cash Liability Adjs.	549.657	582.570	(32.912)	599.797	(17.227)	616.545	(16.748)	619.903	(3.358)
Net Operating Income:	\$1,574.341	\$1,578.445	\$4.104	\$1,569.336	(\$9.109)	\$1,552.821	(\$16.515)	\$1,551.451	(\$1.370)
<u>Deductions from Operating Income:</u>									
B&T Debt Service	\$299.110	\$340.517	(\$41.408)	\$378.493	(\$37.976)	\$426.002	(\$47.509)	\$527.905	(\$101.904)
Contribution to the Capital Program	132.981	56.623	76.358	13.878	42.745	0.000	13.878	0.000	0.000
Capitalized Assets	25.000	29.090	(4.090)	27.465	1.625	27.997	(0.532)	28.535	(0.538)
Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Deductions from Operating Income:	\$457.091	\$426.230	\$30.860	\$419.836	\$6.394	\$453.999	(\$34.163)	\$556.441	(\$102.442)
Total Support to Mass Transit:	\$1,117.250	\$1,152.215	\$34.965	\$1,149.500	(\$2.715)	\$1,098.822	(\$50.678)	\$995.010	(\$103.812)

MTA BRIDGES AND TUNNELS
2020 Final Proposed Budget
November Financial Plan 2020–2023
Summary of Major Plan-to-Plan Changes

Non-Reimbursable

2019: November Financial Plan vs. July Financial Plan

Revenue

Total revenue has been reduced by \$6.7 million based on the following:

- The toll revenue forecast has been reduced by \$10.1 million based on actual traffic trends through August. Although some year-to-year traffic growth has continued, growth hasn't been as high as what was projected for the Mid-Year Forecast (See Traffic/Utilization).
- Other Operating Revenue has been increased by \$2.0 million primarily due to the receipt of a one-time insurance settlement.
- Investment Income has been increased by \$1.4 million based on favorable actual results through August.

Expenses

Non-reimbursable expenses are projected to be \$8.3 million below the Mid-Year Forecast.

- Labor costs are \$5.8 million lower primarily due to vacancies that are expected to remain unfilled through the end of the year.
- Non-Labor costs are \$2.5 million lower mainly due to lower Professional Service Contract costs associated with the MTA centralization of the Enterprise Asset Management (EAM) program. B&T's unencumbered projected costs for this program (\$2.2 million) have been moved to a centralized MTA account.

Deductions from Operating Income

Capitalized Assets are \$16.7 million lower primarily due to the re-scheduling of non-revenue vehicle purchases and capitalized projects to later years in the financial plan.

Reimbursable

Reimbursable revenue and expenses are unchanged from the Mid-Year Forecast.

2020-2023: November Financial Plan vs. July Financial Plan

Non-Reimbursable

Revenue

The forecast for regional employment is slightly better in the November Financial Plan compared to the July Financial Plan, but the resulting gains in the traffic forecast are more than offset by baselining the slower year-over-year traffic growth experienced this year through August (See Traffic/Utilization). The toll revenue forecast has subsequently been reduced between \$3.3 million and \$4.1 million each year.

Expenses

Non-reimbursable expenses decrease between \$4.4 million and \$5.7 million each year primarily due to the MTA centralization of the EAM program. B&T's projected unencumbered EAM costs

range from \$3.8 million to \$4.5 million annually from 2020 through 2023. Other favorable expense adjustments are primarily the result of slightly lower projections for annual inflation.

Deductions from Operating Income

Capitalized Assets in 2020 have been maintained at the July Financial Plan level but have been increased by \$5.6 million each year from 2021 through 2023 based on the rescheduling of vehicle purchases and capitalized projects from 2019.

Reimbursable

Reimbursable revenue and expenses are unchanged from the July Financial Plan.

2019: November Financial Plan vs. February Financial Plan

Revenue

Total revenue has been increased by \$97.8 million based on the following:

- The toll revenue forecast has been revised upward by \$94.4 million due to the toll increase implemented on March 31, 2019 and favorable actual traffic trends through August compared to the Adopted Budget.
- Other Operating Revenue has been increased by \$2.0 million primarily due to the receipt of a one-time insurance settlement.
- Investment Income has been increased by \$1.4 million based on favorable actual results through August.

Expenses

Non-reimbursable expenses are projected to be \$46.7 million below the Adopted Budget. Labor costs are \$18.3 million lower and non-labor expenses are \$28.4 million lower. The following is a brief description of the major variances:

Labor

- Lower Payroll, Health and Welfare, and Other Fringe Benefits costs combined are \$27.7 million lower primarily due to vacancies that are expected to remain unfilled through the end of the year.
- Favorable rate re-estimates for OPEB Current Payments total an additional \$1.4 million.
- These savings are partially offset by \$10.8 million in additional Pension costs resulting from revised projections issued by the NYC Office of the Actuary to NYCERS.

Non-Labor

- B&T's November Financial Plan incorporates a Budget Reduction Program (BRP) that reduces non-labor expenses by \$17.3 million annually beginning in 2019. The program consists of the following elements:
 - In the expectation that operating in a cashless tolling environment would create numerous customer service and revenue protection challenges, B&T has maintained a contingency fund to manage these risks. Now that we have over a year and a half of experience managing these risks we can confidently reduce the amount in the contingency fund by \$7.5 million;
 - The Major Maintenance and Bridge Painting Program, which is funded solely through operating sources, has been reduced by \$6.4 million. Several projects that were planned in this program are eligible for Capital Program funding and will be transferred accordingly. In addition, other projects have been identified that can be deferred,

- cancelled or have significant scope reductions without compromising B&T's ability to maintain its facilities in a state of good repair;
- A thorough review of routine maintenance contracts, ranging from de-icing materials to a wide array of roadway materials and facility repair services, has yielded a total of \$2.2 million in combined contract savings;
- Re-estimates for building occupancy costs have reduced costs by \$1.1 million in this area.
- Additional savings beyond those included in the BRP include:
 - Professional Service Contracts are \$6.8 million lower primarily due to reduced consulting costs across a variety of areas (\$4.6 million) and the transfer of unencumbered B&T EAM program funding to a centralized MTA account (\$2.2 million).
 - Approximately \$2.7 million in combined savings will be realized through rate and policy re-estimates for electric power (\$1.2 million), fuel (\$0.5 million) and insurance (\$1.0 million).

Deductions from Operating Income

Capitalized Assets are \$0.3 million higher primarily due to the re-scheduling of projects from 2018.

Reimbursable

Reimbursable revenue and expenses are \$1.7 million below the February Financial Plan due to reduced overtime and associated fringe benefits required for projects funded through the Capital Program.

2020-2022: November Financial Plan vs. February Financial Plan

Non-Reimbursable

Revenue

The toll increase implemented on March 31, 2019 and the favorable traffic trends experienced through August have been baselined through the November Plan period, which are the primary factors driving additional toll revenue of \$127.6 million in 2020, \$127.3 million in 2021 and \$127.1 million in 2022.

Expenses

Non-reimbursable expenses decrease by \$19.7 million in 2020, \$19.0 million in 2021, and \$23.0 million in 2022.

Labor

Expenses increase by \$6.9 million in 2020, \$6.4 million in 2021, and \$2.7 million in 2022 mainly due to:

- Increased Pension costs of \$9.4 million in 2020, \$9.6 million in 2021 and \$6.2 million in 2022 based on revised projections issued by the NYC Office of the Actuary to NYCERS, partially offset by;
- Lower Health and Welfare/OPEB costs of \$2.4 million in 2020, \$3.0 million in 2021 and \$3.5 million in 2022 resulting primarily from favorable revisions to inflationary assumptions for defined medical plans.

Non-Labor

Non-Labor expenses decrease by \$26.6 million in 2020, \$25.4 million in 2021, and \$25.7 million in 2022 based on the following major variances:

- The previously discussed BRP savings of \$17.3 million recur in each year of the financial plan;
- The transfer of B&T's projected unencumbered EAM program costs, ranging from \$3.8 million to \$4.5 million each year, to a centralized MTA account.
- Additional combined annual savings of \$2.7 million to \$3.0 million result from rate and policy re-estimates for electric power, fuel and insurance.

Deductions from Operating Income

Capitalized Assets are higher by \$2.0 million in 2020 and \$5.6 million each year thereafter based on the timing of non-revenue vehicle purchases and capitalized projects that have been delayed from 2018 and 2019.

Reimbursable

Reimbursable revenue and expenses are \$1.7 million below the February Financial Plan in each year of the financial plan due to reduced overtime and associated fringe benefits required for projects funded through the Capital Program.

MTA BRIDGES AND TUNNELS
November Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE	2019	2020	2021	2022	2023
2019 July Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,531.095	\$1,548.352	\$1,546.244	\$1,528.353	\$1,526.990
Baseline Changes					
Revenue					
Vehicle Toll Revenue	(\$10.119)	(\$3.398)	(\$3.298)	(\$3.626)	(\$4.086)
Other Operating Revenue	2.000	0.000	0.000	0.000	0.000
Investment Income	1.400	0.000	0.000	0.000	0.000
Total Revenue Changes	(\$6.719)	(\$3.398)	(\$3.298)	(\$3.626)	(\$4.086)
Expenses					
<i>Labor:</i>					
Payroll	\$2.009	\$0.085	\$0.087	\$0.089	\$0.091
Overtime	(0.000)	0.000	0.000	0.000	(0.000)
Health and Welfare	3.003	0.020	0.020	0.021	0.021
OPEB Current Payment	0.162	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.001	0.005	0.005
Other Fringe Benefits	0.581	0.007	0.007	0.007	0.007
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	\$5.755	\$0.112	\$0.115	\$0.121	\$0.124
<i>Non-Labor:</i>					
Electric Power	\$0.300	\$0.268	\$0.314	\$0.347	\$0.388
Fuel	0.000	0.071	0.027	(0.001)	0.002
Insurance	0.000	0.000	0.002	0.002	0.002
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.457)	2.066	2.495	3.658	3.749
Professional Service Contracts	2.199	1.879	1.518	1.512	1.294
Materials & Supplies	0.000	0.003	0.013	0.016	0.014
Other Business Expenses	0.458	0.002	0.010	0.011	0.010
Total Non-Labor Expense Changes	\$2.500	\$4.289	\$4.379	\$5.545	\$5.458
Total Expenses before Depreciation and GASB Adj.	\$8.255	\$4.401	\$4.495	\$5.667	\$5.582
Add: Depreciation					
Add: GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	(\$0.000)	\$0.000	(\$0.000)
Add: GASB 68 Pension Adjustment	(40.094)	(33.900)	(36.023)	(38.150)	(38.814)
Add: Environmental Remediation	57.932	47.497	49.176	47.606	43.710
Total Expenses after Depreciation and GASB Adj.	\$26.093	\$17.998	\$17.648	\$15.123	\$10.478
Less: Depreciation	\$0.000	\$0.000	(\$0.000)	\$0.000	(\$0.000)
Less: GASB 75 OPEB Expense Adjustment	(40.094)	(33.900)	(36.023)	(38.150)	(38.814)
Less: GASB 68 Pension Adjustment	57.932	47.497	49.176	47.606	43.710
Total Expense Changes	\$8.255	\$4.401	\$4.495	\$5.667	\$5.582
Total Net Surplus/(Deficit) Changes	\$1.536	\$1.003	\$1.197	\$2.041	\$1.496
Deductions from Income					
Capitalized Assets	\$16.710	\$0.000	(\$5.570)	(\$5.570)	(\$5.570)
Capital Reserves	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000
Total Deductions from Income	\$16.710	\$0.000	(\$5.570)	(\$5.570)	(\$5.570)
Total Adjusted Net Surplus/(Deficit) Changes	\$18.246	\$1.003	(\$4.373)	(\$3.529)	(\$4.074)
2019 November Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,549.341	\$1,549.355	\$1,541.871	\$1,524.824	\$1,522.916

MTA BRIDGES AND TUNNELS
November Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE	2019	2020	2021	2022	2023
2019 July Financial Plan - Adjusted Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	0.000	0.000	0.000	0.000	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
<i>Labor:</i>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Non-Labor:</i>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Add: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000
Add: GASB 68 Pension Adjustment					
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation and GASB Adj.	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000
Less: GASB 68 Pension Adjustment					
Total Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Adjustment Changes					
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Net Surplus/(Deficit) Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Deductions from Income					
Capitalized Assets	\$0.000	\$0.000	\$0.000	\$0.000	0.000
Capital Reserves	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000
Total Deductions from Income	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Adjusted Net Surplus/(Deficit) Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
2019 November Financial Plan - Adjusted Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
November Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2019	2020	2021	2022	2023
2019 July Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,531.095	\$1,548.352	\$1,546.244	\$1,528.353	\$1,526.990
Baseline Changes					
Revenue					
Vehicle Toll Revenue	(\$10.119)	(\$3.398)	(\$3.298)	(\$3.626)	(\$4.086)
Other Operating Revenue	2.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	0.000	0.000	0.000	0.000	0.000
Investment Income	1.400	0.000	0.000	0.000	0.000
Total Revenue Changes	(\$6.719)	(\$3.398)	(\$3.298)	(\$3.626)	(\$4.086)
Expenses					
<i>Labor:</i>					
Payroll	\$2.009	\$0.085	\$0.087	\$0.089	\$0.091
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	3.003	0.020	0.020	0.021	0.021
OPEB Current Payment	0.162	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.001	0.005	0.005
Other Fringe Benefits	0.581	0.007	0.007	0.007	0.007
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	\$5.755	\$0.112	\$0.115	\$0.121	\$0.124
<i>Non-Labor:</i>					
Electric Power	\$0.300	\$0.268	\$0.314	\$0.347	\$0.388
Fuel	0.000	0.071	0.027	(0.001)	0.002
Insurance	0.000	0.000	0.002	0.002	0.002
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.457)	2.066	2.495	3.658	3.749
Professional Service Contracts	2.199	1.879	1.518	1.512	1.294
Materials & Supplies	0.000	0.003	0.013	0.016	0.014
Other Business Expenses	0.458	0.002	0.010	0.011	0.010
Total Non-Labor Expense Changes	\$2.500	\$4.289	\$4.379	\$5.545	\$5.458
Total Expenses before Depreciation and GASB Adjs.	\$8.255	\$4.401	\$4.495	\$5.667	\$5.582
Add: Depreciation	\$0.000	\$0.000	(\$0.000)	\$0.000	(\$0.000)
Add: GASB 75 OPEB Expense Adjustment	(40.094)	(33.900)	(36.023)	(38.150)	(38.814)
Add: GASB 68 Pension Adjustment	57.932	47.497	49.176	47.606	43.710
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation and GASB Adjs.	\$26.093	\$17.998	\$17.648	\$15.123	\$10.478
Less: Depreciation	\$0.000	\$0.000	(\$0.000)	\$0.000	(\$0.000)
Less: GASB 75 OPEB Expense Adjustment	(40.094)	(33.900)	(36.023)	(38.150)	(38.814)
Less: GASB 68 Pension Adjustment	57.932	47.497	49.176	47.606	43.710
Total Expense Changes	\$8.255	\$4.401	\$4.495	\$5.667	\$5.582
Total Baseline Changes	\$1.536	\$1.003	\$1.197	\$2.041	\$1.496
Deductions from Income					
Capitalized Assets	\$16.710	\$0.000	(\$5.570)	(\$5.570)	(\$5.570)
Capital Reserves	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000
Total Deductions from Income	\$16.710	\$0.000	(\$5.570)	(\$5.570)	(\$5.570)
Total Adjusted Baseline Changes	\$18.246	\$1.003	(\$4.373)	(\$3.529)	(\$4.074)
2019 November Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,549.341	\$1,549.355	\$1,541.871	\$1,524.824	\$1,522.916

MTA BRIDGES AND TUNNELS
November Financial Plan 2020-2023
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2019	2020	2021	2022	2023
2019 July Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,531.095	\$1,548.352	\$1,546.244	\$1,528.353	\$1,526.990
Non-Reimbursable Major Changes					
Revenue					
Lower toll revenue due to lower than anticipated traffic growth	(\$10.119)	(\$3.398)	(\$3.298)	(\$3.626)	(\$4.086)
Higher Other Operatign Income primarily due to an insurance settlement	2.000	0.000	0.000	0.000	0.000
Higher than anticipated Investment Income	1.400	0.000	0.000	0.000	0.000
Sub-Total Non-Reimbursable Revenue Changes	(\$6.719)	(\$3.398)	(\$3.298)	(\$3.626)	(\$4.086)
Expenses					
Vacancies	\$5.565	\$0.000	\$0.000	\$0.000	\$0.000
FOIL Labor Consolidation	0.028	0.112	0.115	0.121	0.124
Lower than anticipated OPEB costs	0.162	0.000	0.000	0.000	0.000
Changes in Rates & Related Assumptions:					
Electricity	0.300	0.268	0.315	0.348	0.388
Fuel	0.000	0.071	0.027	(0.001)	0.002
Inflation	0.000	0.148	0.579	0.700	0.615
Enterprise Asset Management Consolidation	2.200	3.803	3.459	4.500	4.454
Timing of Capitalized Assets projects	16.710	0.000	(5.570)	(5.570)	(5.570)
Sub-Total Non-Reimbursable Expense Changes	\$24.965	\$4.401	(\$1.075)	\$0.097	\$0.012
Total Non-Reimbursable Major Changes	\$18.246	\$1.003	(\$4.373)	(\$3.529)	(\$4.074)
Reimbursable Major Changes					
Revenue					
Sub-Total Reimbursable Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
Sub-Total Reimbursable Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	\$18.246	\$1.003	(\$4.373)	(\$3.529)	(\$4.074)
Cash Adjustment Changes					
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Net Changes	\$18.246	\$1.003	(\$4.373)	(\$3.529)	(\$4.074)
2019 November Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,549.341	\$1,549.355	\$1,541.871	\$1,524.824	\$1,522.916

MTA BRIDGES AND TUNNELS
2020 Final Proposed Budget
November Financial Plan 2020–2023
Traffic/Utilization

Year-to-Year

In 2019, traffic volume is estimated to reach a record high of 329.3 million crossings based on actual trends through August. The forecast from 2020 through 2023 includes average year-over-year traffic growth of 0.4%, which reflects changes in regional employment and regional inflation. The traffic forecast also takes into consideration an additional day for the leap year in 2020. Paid traffic is forecast at 331.2 million crossings in 2020, 332.9 million in 2021, 333.4 million in 2022 and 334.0 million in 2023.

Plan-to-Plan

Paid traffic volume is estimated to reach a record high of 329.3 million crossings in 2019, which is 2.0 million crossings, or 0.6% below the Mid-Year Forecast level. The Mid-Year Forecast was based on actual trends through May. At that time, year-to-date volume was 4.4% higher on a year-over-year basis, and growth from June through the end of the year was projected at 1.7%. However, actual traffic growth from June through August slowed to 0.8%. The 2019 November Forecast has therefore been adjusted downward to reflect the slower growth.

The decreased volume in 2019 has been baselined through each year of the November Financial Plan, but modest favorable plan-to-plan revisions to the regional employment forecast partially offset some of the baseline loss. The resulting traffic forecast is lower than the July Financial Plan by 0.9 million crossings on average each year from 2020 through 2023.

MTA BRIDGES AND TUNNELS
November Financial Plan 2020 - 2023
Traffic Volume (Utilization)
(in millions)

	Actual	November Forecast	Final Proposed Budget	2021	2022	2023
	2018	2019	2020			

TRAFFIC VOLUME

Total Traffic Volume

322.289	329.293	331.172	332.923	333.350	333.957
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TOLL REVENUE

Toll Revenue

\$1,975.663	\$2,078.076	\$2,118.012	\$2,125.639	\$2,125.372	\$2,126.849
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MTA BRIDGES AND TUNNELS
November Financial Plan 2020-2023
2019 Budget Reduction Plan (BRPs) Summary
(\$ in millions)

Non-Reimbursable BRP	Favorable/(Unfavorable)									
<u>Administration</u>	<u>Pos.</u>	<u>2019</u>	<u>Pos.</u>	<u>2020</u>	<u>Pos.</u>	<u>2021</u>	<u>Pos.</u>	<u>2022</u>	<u>Pos.</u>	<u>2023</u>
Building Services (July Plan)	-	<u>1.096</u>	-	<u>1.096</u>	-	<u>1.096</u>	-	<u>1.096</u>	-	<u>1.096</u>
<i>Subtotal Administration</i>	-	<i>1.096</i>	-	<i>1.096</i>	-	<i>1.096</i>	-	<i>1.096</i>	-	<i>1.096</i>
<u>Service/Platform/Svc.Supt/Customer Convenience</u>										
Cashless Tolling (July Plan)	-	<u>7.534</u>	-	<u>7.534</u>	-	<u>7.534</u>	-	<u>7.534</u>	-	<u>7.534</u>
<i>Subtotal Service/Platform/Svc.Supt/Customer Convenience</i>	-	<i>7.534</i>	-	<i>7.534</i>	-	<i>7.534</i>	-	<i>7.534</i>	-	<i>7.534</i>
<u>Maintenance/Operations</u>										
Major Maintenance (July Plan)	-	6.423	-	6.423	-	6.423	-	6.423	-	6.423
Routine Maintenance (July Plan)	-	2.247	-	2.247	-	2.247	-	2.247	-	2.247
<i>Subtotal Maintenance/Operations</i>	-	<i>8.670</i>	-	<i>8.670</i>	-	<i>8.670</i>	-	<i>8.670</i>	-	<i>8.670</i>
<u>Revenue Enhancement</u>										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Revenue Enhancement</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>
<u>Safety/Security</u>										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Safety/Security</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>
<u>Other</u>										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Other</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>
 Total Non-Reimbursable BRPs	 -	 \$17.300	 -	 \$17.300	 -	 \$17.300	 -	 \$17.300	 -	 \$17.300
Reimbursable BRP										
<u>Capital Program</u>										
Capital and & Other Reimbursements Reduction (July Plan)		(1.701)		(1.701)		(1.701)		(1.701)		(1.701)
Reimbursable Overtime/Fringe (July Plan)	-	<u>1.701</u>	-	<u>1.701</u>	-	<u>1.701</u>	-	<u>1.701</u>	-	<u>1.701</u>
Total Reimbursable BRPs	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Total Non-Reimbursable and Reimbursable BRPs	-	\$17.300	-	\$17.300	-	\$17.300	-	\$17.300	-	\$17.300

MTA BRIDGES AND TUNNELS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: Building Services

Background Details: B&T reduced its occupied space considerably in 2017, and the rent chargeback subsequently decreased.

Program Description/Implementation Plan: Reduce budget to reflect current lease charges.

Program Implementation Date: January 2019

When will savings begin?: January 2019

Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$1.096	\$1.096	\$1.096	\$1.096	\$1.096
<i>Total Positions Required:</i>	0	0	0	0	0

MTA BRIDGES AND TUNNELS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Service

Program: Cashless Tolling

Background Details: In the expectation that operating in a Cashless Tolling environment would create numerous customer service and revenue protection challenges, B&T has maintained a contingency fund to manage these risks. Now that we have over a year and a half of experience managing these cashless tolling risks we can reduce the amount in the contingency fund. B&T is confident that the amount remaining in the fund will be sufficient to address any new issues, barring unforeseen events.

Program Description/Implementation Plan: Reduce the current budget for Cashless Tolling risk contingencies.

Program Implementation Date: March 2019 **When will savings begin?:** March 2019

Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$7.534	\$7.534	\$7.534	\$7.534	\$7.534
<i>Total Positions Required:</i>	0	0	0	0	0

MTA BRIDGES AND TUNNELS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Maintenance/Operations

Program: Major Maintenance

Background Details: Approximately 24% of B&T's non-labor financial plan is dedicated to a Major Maintenance and Bridge Painting Program that supplements and supports the large construction projects carried out through the Capital Programs. A comprehensive re-evaluation of these supplemental needs over the July Financial Plan period has yielded savings of approximately \$6.4 million per year.

Program Description/Implementation Plan: Several projects that were planned in the Major Maintenance program are eligible for Capital Program funding and will be transferred accordingly. In addition, other projects have been identified that can be deferred, cancelled or have significant scope reductions without compromising B&T's ability to maintain its facilities in state of good repair.

Program Implementation Date: July 2019 **When will savings begin?:** July 2019
Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$6.423	\$6.423	\$6.423	\$6.423	\$6.423
Total Positions Required:	0	0	0	0	0

MTA BRIDGES AND TUNNELS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Maintenance/Operations

Program: Routine Maintenance

Background Details: B&T's Maintenance Department reviewed their routine contracts, ranging from de-icing materials to a wide array of roadway materials and facility repair services, and identified individual contract savings that totaled \$2.2 million combined.

Program Description/ Implementation Plan:	Reduce budget by favorable contract re-estimates.
Program Implementation Date: March 2019	When will savings begin?: March 2019
	Are these savings recurring?: Yes
Other Issues: None	

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$2.247	\$2.247	\$2.247	\$2.247	\$2.247
<i>Total Positions Required:</i>	0	0	0	0	0

MTA BRIDGES AND TUNNELS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Reimbursable

Program: Reimbursable BRP

Background Details: B&T will reduce its reimbursable budget by \$1.7 million through re-estimates for Maintenance and Operations staff overtime needs to carry out Capital Program projects. Much of the Sandy restoration work at the tunnels was done overnight and on weekends, which created certain strains on the scheduling of Maintenance and Operational support. That work is now complete, and we are anticipating less of a need for overtime coverage on other capital projects, which are generally less complex.

Program Description/ Implementation Plan:	Reduce reimbursable overtime by \$1.2 million and related reimbursable fringe benefits by \$0.5 million
Program Implementation Date: January 2019	When will savings begin?: January 2019
	Are these savings recurring?: Yes
Other Issues: None	

	Favorable/(Unfavorable)				
Financial Impact:	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Capital and Other Reimbursements</i>	(\$1.701)	(\$1.701)	(\$1.701)	(\$1.701)	(\$1.701)
<i>Total Expense Reduction</i>	\$1.701	\$1.701	\$1.701	\$1.701	\$1.701
Net Cash Savings (in millions)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

MTA BRIDGES AND TUNNELS
2020 Final Proposed Budget
November Financial Plan 2020–2023
Positions

Position Assumptions

Year-to-Year

Year-end headcount is budgeted at 1,498 in 2019. The development plan for the Enterprise Asset Management program requires an additional six positions in 2020, which brings headcount to 1,504, where it remains through 2022. Headcount increases to 1,510 in 2023, when an additional 6 positions are projected for the maintenance and development of Cashless Tolling systems.

Total headcount includes 87 capital reimbursable positions in each year of the financial plan.

Plan-to-Plan

Year-end headcount has been reduced from the July Financial Plan by one position each year to reflect B&T's participation in the MTA consolidation of FOIL functions.

MTA BRIDGES AND TUNNELS					
November Financial Plan 2020-2023					
Favorable/(Unfavorable)					
Total Position Changes at a Glance					
	2019	2020	2021	2022	2023
2019 July Plan - Total Positions	1,499	1,505	1,505	1,505	1,511
Total Plan-to-Plan Changes	1	1	1	1	1
2019 November Plan - Total Positions	1,498	1,504	1,504	1,504	1,510
Total Year-to-Year Changes, November Plan		(6)	0	0	(6)
Total Plan-to-Plan Changes by Reporting Category:					
<i>Non-Reimbursable</i>	1	1	1	1	1
<i>Reimbursable</i>	0	0	0	0	0
Total	1	1	1	1	1
<i>Full-Time</i>	1	1	1	1	1
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	1	1	1	1	1
<i>By Function Category</i>					
- Administration	0	0	0	0	0
- Operations	(3)	(3)	(3)	(3)	(3)
- Maintenance	1	1	1	1	1
- Engineering/Capital	0	0	0	0	0
- Public Safety	3	3	3	3	3
Total	1	1	1	1	1
<i>By Occupational Group</i>					
- Managers/Supervisors	(2)	(2)	(2)	(2)	(2)
- Professional/Technical/Clerical	3	3	3	3	3
- Operational Hourlies	0	0	0	0	0
Total	1	1	1	1	1
Total Plan-to-Plan Changes by Major Category:					
2019 BRPs	0	0	0	0	0
New Needs	0	0	0	0	0
Change in Reimbursable Positions	0	0	0	0	0
Re-estimates & All Other¹	1	1	1	1	1
Total	1	1	1	1	1

¹ Includes Full-time Equivalents

MTA BRIDGES & TUNNELS
November Financial Plan 2020-2023
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents

FUNCTION/DEPARTMENT	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Administration						
Executive	8	10	10	10	10	10
Law ⁽¹⁾	13	17	17	17	17	17
CFO ⁽²⁾	23	27	27	27	27	27
Administration	34	40	40	40	40	40
EEO	1	2	2	2	2	2
Total Administration	79	96	96	96	96	96
Operations						
Revenue Management	35	42	42	42	42	42
Operations (Non-Security)	52	60	60	60	60	60
Total Operations	87	102	102	102	102	102
Maintenance						
Maintenance	249	227	227	227	227	233
Operations - Maintainers	161	168	168	168	168	168
Total Maintenance	410	395	395	395	395	401
Engineering/Capital						
Engineering & Construction	149	192	192	192	192	192
Health & Safety	9	10	10	10	10	10
Law ⁽¹⁾	18	22	22	22	22	22
Planning & Budget Capital	26	31	37	37	37	37
Total Engineering/Capital	202	255	261	261	261	261
Public Safety						
Operations (Security)	575	605	605	605	605	605
Internal Security - Operations	35	45	45	45	45	45
Total Public Safety	610	650	650	650	650	650
Total Positions	1,388	1,498	1,504	1,504	1,504	1,510
<i>Non-Reimbursable</i>	1,301	1,411	1,417	1,417	1,417	1,423
<i>Reimbursable</i>	87	87	87	87	87	87
<i>Total Full-Time</i>	1,388	1,498	1,504	1,504	1,504	1,510
<i>Total Full-Time Equivalents</i>	0	0	0	0	0	0

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff

(3) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
November Financial Plan 2020 - 2023
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Administration						
Managers/Supervisors	30	33	33	33	33	33
Professional/Technical/Clerical	49	63	63	63	63	63
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	79	96	96	96	96	96
Operations						
Managers/Supervisors	53	64	64	64	64	64
Professional/Technical/Clerical	34	38	38	38	38	38
Operational Hourlies (1)	0	0	0	0	0	0
Total Operations Headcount	87	102	102	102	102	102
Maintenance						
Managers/Supervisors	20	31	31	31	31	31
Professional/Technical/Clerical	17	21	21	21	21	27
Operational Hourlies (2)	373	343	343	343	343	343
Total Maintenance Headcount	410	395	395	395	395	401
Engineering / Capital						
Managers/Supervisors	47	62	62	62	62	62
Professional/Technical/Clerical	155	193	199	199	199	199
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	202	255	261	261	261	261
Public Safety						
Managers/Supervisors	161	187	187	187	187	187
Professional/Technical/Clerical	27	35	35	35	35	35
Operational Hourlies (3)	422	428	428	428	428	428
Total Public Safety Headcount	610	650	650	650	650	650
Total Positions						
Managers/Supervisors	311	377	377	377	377	377
Professional/Technical/ Clerical	282	350	356	356	356	362
Operational Hourlies	795	771	771	771	771	771
Total Positions	1,388	1,498	1,504	1,504	1,504	1,510

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

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

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

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Capital Construction Company

MTA CAPITAL CONSTRUCTION COMPANY
2020 Final Proposed Budget
November Financial Plan 2020-2023

FINANCIAL OVERVIEW

MTACC continues to utilize a mix of MTA staff and consultant resources to make the most efficient use of labor resources during peak staff needs while maintaining a cost-efficient management structure. MTACC's core staff directly manages the design and construction of over \$17 billion in capital projects and draws from the expertise and support services available in other MTA agencies to supplement the core staff and to support design and construction management.

All MTACC expenses are reimbursable from the MTA Capital Program and are drawn-down as expenses are incurred, therefore revenues (reimbursements) always equal expenses. Consequently, reduced expenses result in lower revenues.

Below is a list of recurring budget changes included in MTACC's 2019 November Forecast and November Financial Plan 2020 – 2023 projections:

- Inter-agency staffing: 1 position has been identified and will be transferred from MTACC to MTAHQ in response to the MTA Transformation Plan. MTAHQ will be reporting the associated cost of the position once the transfer is completed.

2019 November Forecast

MTACC's 2019 November Forecast is projected to be \$38.7 million, reflecting a \$1.8 million decrease and 1 position below the Mid-Year Forecast. Labor costs are projected at \$25.6 million, a decrease of \$1.6 million, or 5.9%, with headcount of 162 by year-end. Revised payroll projections, reflecting the hiring freeze impact, and revised timing of project needs, contributed to the decrease in Labor. Non-Labor costs are projected at \$13.1 million, a decrease of \$0.2 million, or 1.4%, from the Mid-Year Forecast, primarily due to the revised timeline of independent compliance monitoring services.

2020 Final Proposed Budget – Baseline

MTACC projects 2020 expenses to be \$43.6 million, which is a decrease of \$0.1 million and 1 position below the July Financial Plan.

Overall Labor expenses are projected at \$32.7 million, a \$0.2 million decrease or 0.7%, from the July Plan. This is primarily due to the change in payroll assumption projection. With a revision in independent compliance monitoring services' timeline, Non-Labor expenses are expected to come in at \$10.9 million, which is \$0.2 million, or 1.6%, higher than the July Plan.

2021 - 2023 Projections

Expenses are projected at \$44.6 million in 2021, \$45.9 million in 2022 and \$47.3 million in 2023, which are \$0.3 million, or .6%, below the July Plan.

Major assumptions and reconciliations to the February Financial Plan and the July Plan are discussed later.

Year-end staffing levels of 162 employees remain constant through 2023.

MTA CAPITAL CONSTRUCTION
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	36.900	38.748	43.570	44.632	45.900	47.252
Total Revenues	\$36.900	\$38.748	\$43.570	\$44.632	\$45.900	\$47.252
Operating Expense						
Labor:						
Payroll	\$17.219	\$18.276	\$22.444	\$22.888	\$23.341	\$23.803
Overtime	0.017	0.020	0.020	0.020	0.020	0.020
Health and Welfare	2.615	3.090	4.028	4.197	4.404	4.621
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.305	2.359	3.657	3.846	4.048	4.260
Other Fringe Benefits	1.615	1.866	2.507	2.581	2.658	2.735
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$23.772	\$25.610	\$32.655	\$33.532	\$34.471	\$35.439
Non-Labor:						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.002	0.002	0.002	0.002	0.002	0.002
Insurance	0.000	0.038	0.043	0.050	0.058	0.067
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.552	3.001	2.914	2.977	3.081	3.188
Professional Services Contracts	9.323	9.745	7.549	7.673	7.884	8.145
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.252	0.352	0.406	0.398	0.404	0.411
Total Non-Labor Expenses	\$13.128	\$13.138	\$10.915	\$11.099	\$11.428	\$11.813
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$36.900	\$38.748	\$43.570	\$44.632	\$45.900	\$47.252
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION
November Financial Plan 2020 - 2023
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	\$36.900	\$38.748	\$43.570	\$44.632	\$45.900	\$47.252
Total Receipts	\$36.900	\$38.748	\$43.570	\$44.632	\$45.900	\$47.252
Expenditures						
Labor:						
Payroll	\$17.219	\$18.276	\$22.444	\$22.888	\$23.341	\$23.803
Overtime	0.017	0.020	0.020	0.020	0.020	0.020
Health and Welfare	2.615	3.090	4.028	4.197	4.404	4.621
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.305	2.359	3.657	3.846	4.048	4.260
Other Fringe Benefits	1.615	1.866	2.507	2.581	2.658	2.735
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$23.772	\$25.610	\$32.655	\$33.532	\$34.471	\$35.439
Non-Labor:						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.002	0.002	0.002	0.002	0.002	0.002
Insurance	0.000	0.038	0.043	0.050	0.058	0.067
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.552	3.001	2.914	2.977	3.081	3.188
Professional Services Contracts	9.323	9.745	7.549	7.673	7.884	8.145
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.252	0.352	0.406	0.398	0.404	0.411
Total Non-Labor Expenditures	\$13.128	\$13.138	\$10.915	\$11.099	\$11.428	\$11.813
Other Expenditure Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$36.900	\$38.748	\$43.570	\$44.632	\$45.900	\$47.252
Net Cash Balance	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION
November Financial Plan 2020 - 2023
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Flow Adjustments						
Receipts						
Capital and Other Reimbursements	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditure Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION COMPANY
2020 Final Proposed Budget
November Financial Plan 2020-2023
Year-to-Year Changes by Category - Baseline

Revenue

Capital and Other Reimbursements

- All MTACC expenses are reimbursable from the MTA Capital Program.
- Funds are made available in the MTA's Capital Program and are drawn-down as expenditures are incurred; therefore, revenues (reimbursements) always equal expenditures. Consequently, reduced expenses result in lower revenues.
- Costs are reimbursed from specific capital projects in accordance with how the resources are utilized.

Expenses

Payroll

- 2020 payroll costs reflect a full-year of staffing levels of 162. As a result, payroll costs are projected to increase by \$4.2 million, or 22.8%, as compared to 2019.
- Staffing of 162 remains constant from 2021 to 2023 and reflect CPI-based increases of 2.0% per year.

Other Fringe Benefits

- In 2020, healthcare costs are projected to increase by \$0.9 million, due to higher payroll costs. Pension and Other Fringe Benefits are projected to increase by \$1.3 million and \$0.6 million respectively, for the same reason.
- Overall Benefit expenditures are projected to increase by 4.2%, 4.6%, and 4.5% respectively from 2021 to 2023, as a result of projected benefit and escalation rates from multi-agency payrolls.

Fuel

- From 2020 to 2023 expenditures are projected to remain relatively constant.

Insurance

- Insurance costs are projected to increase annually by 15.4% from 2020 to 2023.

Maintenance and Other Operating Contracts

- 2020 expenditures are projected to be \$0.1 million lower than in 2019 due to the completion of office-related construction in 2019.
- Expenditures are projected to increase annually by \$0.1 million from 2021 to 2023 due to assumed annual occupancy escalation.

Professional Service Contracts

- With fewer anticipated NYCT administrative staff support costs and consulting services, 2020 Professional Services are expected to decrease by \$2.2 million, or 22.5%.
- Expenditures are projected to increase by \$0.1 million, \$0.2 million and \$0.3 million, respectively, from 2021 to 2023 as the level of engineering and consulting services remain relatively constant to support the workload of assumed capital project activity.

Other Business Expenses

- Expenses will increase by \$0.1 million due to a full year of 162 staff level positions in 2020.
- From 2021 to 2023, expenditures are projected to remain relatively constant.

MTA CAPITAL CONSTRUCTION
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2019	Final Proposed Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Reimbursable									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	38.748	43.570	4.822	44.632	1.061	45.900	1.268	47.252	1.352
Total Revenues	\$38.748	\$43.570	\$4.822	\$44.632	\$1.061	\$45.900	\$1.268	\$47.252	\$1.352
Operating Expenses									
<u>Labor:</u>									
Payroll	\$18.276	\$22.444	(\$4.168)	\$22.888	(\$0.444)	\$23.341	(\$0.453)	\$23.803	(\$0.462)
Overtime	0.020	0.020	0.000	0.020	0.000	0.020	0.000	0.020	0.000
Health and Welfare	3.090	4.028	(0.938)	4.197	(0.169)	4.404	(0.207)	4.621	(0.217)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.359	3.657	(1.298)	3.846	(0.190)	4.048	(0.202)	4.260	(0.211)
Other Fringe Benefits	1.866	2.507	(0.641)	2.581	(0.074)	2.658	(0.077)	2.735	(0.077)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$25.610	\$32.655	(\$7.045)	\$33.532	(\$0.877)	\$34.471	(\$0.939)	\$35.439	(\$0.968)
<u>Non-Labor:</u>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.002	0.002	0.000	0.002	0.000	0.002	0.000	0.002	0.000
Insurance	0.038	0.043	(0.006)	0.050	(0.007)	0.058	(0.008)	0.067	(0.009)
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.001	2.914	0.087	2.977	(0.063)	3.081	(0.104)	3.188	(0.108)
Professional Services Contracts	9.745	7.549	2.196	7.673	(0.124)	7.884	(0.211)	8.145	(0.261)
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.352	0.406	(0.054)	0.398	0.009	0.404	(0.007)	0.411	(0.007)
Total Non-Labor Expenses	\$13.138	\$10.915	\$2.223	\$11.099	(\$0.184)	\$11.428	(\$0.329)	\$11.813	(\$0.385)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$38.748	\$43.570	(\$4.822)	\$44.632	(\$1.061)	\$45.900	(\$1.268)	\$47.252	(\$1.352)
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast	Final Proposed Budget	Change	Change	Change	Change	Change	Change	Change
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
Cash Receipts and Expenditures									
Receipts									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	38.748	43.570	4.822	44.632	1.061	45.900	1.268	47.252	1.352
Total Receipts	\$38.748	\$43.570	\$4.822	\$44.632	\$1.061	\$45.900	\$1.268	\$47.252	\$1.352
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$18.276	\$22.444	(\$4.168)	\$22.888	(\$0.444)	\$23.341	(\$0.453)	\$23.803	(\$0.462)
Overtime	0.020	0.020	0.000	0.020	0.000	0.020	0.000	0.020	0.000
Health and Welfare	3.090	4.028	(0.938)	4.197	(0.169)	4.404	(0.207)	4.621	(0.217)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.359	3.657	(1.298)	3.846	(0.190)	4.048	(0.202)	4.260	(0.211)
Other Fringe Benefits	1.866	2.507	(0.641)	2.581	(0.074)	2.658	(0.077)	2.735	(0.077)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$25.610	\$32.655	(\$7.045)	\$33.532	(\$0.877)	\$34.471	(\$0.939)	\$35.439	(\$0.968)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.002	0.002	0.000	0.002	0.000	0.002	0.000	0.002	0.000
Insurance	0.038	0.043	(0.006)	0.050	(0.007)	0.058	(0.008)	0.067	(0.009)
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.001	2.914	0.087	2.977	(0.063)	3.081	(0.104)	3.188	(0.108)
Professional Services Contracts	9.745	7.549	2.196	7.673	(0.124)	7.884	(0.211)	8.145	(0.261)
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.352	0.406	(0.054)	0.398	0.009	0.404	(0.007)	0.411	(0.007)
Total Non-Labor Expenditures	\$13.138	\$10.915	\$2.223	\$11.099	(\$0.184)	\$11.428	(\$0.329)	\$11.813	(\$0.385)
<u>Other Expenditure Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$38.748	\$43.570	(\$4.822)	\$44.632	(\$1.061)	\$45.900	(\$1.268)	\$47.252	(\$1.352)
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION COMPANY
2020 Final Proposed Budget
November Financial Plan 2020-2023
Plan-to-Plan Changes by Generic Category

2019: November Forecast vs. Mid-Year Forecast

Revenue

Capital and Other Reimbursements

- All MTACC expenses are reimbursable from the MTA Capital Program.
- Funds are made available in the MTA's Capital Program and are drawn down as expenditures are incurred; therefore, revenues (reimbursements) will always equal expenditures. Consequently, reduced expenses result in lower revenues.
- Costs will be reimbursed from specific capital projects in accordance with how the resources are utilized.

Expenses

Total expenses are projected at \$38.7 million, a decrease of \$1.8 million, or 4.4%, from the Mid-Year Forecast.

Major changes include:

- **Payroll costs** are projected to decrease by \$0.7 million due to the hiring freeze and the timing of project needs.
- Overall **Fringe Benefit** costs are expected to come in lower by \$1.0 million for the same reasons noted for payroll costs.
- **Professional Services** costs are projected to decrease by \$0.2 million due to the revised timeline of independent compliance monitoring services.

2020 - 2023: November Financial Plan vs. July Financial Plan

Revenue

Capital and Other Reimbursements – (explained previously)

Expenses

MTACC's 2020 overall expenses are anticipated to come in \$43.6 million, which is \$0.1 million, or .2%, below the July Financial Plan. Costs will continue to decrease further by \$0.3 million, or 0.6%, annually from 2021 to 2023.

Major changes include:

- A change in the staffing level of 163 to 162 positions and a revised payroll assumption resulted in a decrease of \$0.3 million annually between 2020 and 2023 in overall **Labor** costs.
- With a revision in the independent compliance monitoring services' timeline, 2020 **Professional Services** will come in \$0.2 million higher than the July Plan.

MTA CAPITAL CONSTRUCTION COMPANY
2020 Final Proposed Budget
November Financial Plan 2020-2023
Plan-to-Plan Changes by Generic Category

2019: November Forecast vs. Adopted Budget

Revenue

Capital and Other Reimbursements

- All MTACC expenses are reimbursable from the MTA Capital Program.
- Funds are made available in the MTA's Capital Program and are drawn down as expenditures are incurred; therefore, revenues (reimbursements) will always equal expenditures. Consequently, reduced expenses result in lower revenues.
- Costs will be reimbursed from specific capital projects in accordance with how the resources are utilized.

Expenses

Total expenses are projected at \$38.7 million, which is a decrease of \$8.8 million and 19 positions below the Adopted Budget.

Major changes include:

- **Payroll costs** are projected to decrease by \$5.9 million due to the hiring freeze, reduction of 18 vacant positions that no longer meet the projects' staffing requirements and 1 position transferred to MTAHQ in response to the Transformation Plan.
- Overall **Fringe Benefit** costs are expected to come in lower by \$3.9 million for the same reasons noted for payroll costs.
- **Professional Services** costs are projected to increase by \$1.5 million primarily due to the transition and maintenance costs associated with the East Side Access project's IT network. Effective July 1, 2019, the network will be brought in-house to be integrated under MTA IT department. The integration will streamline and improve support for the project and field offices. The costs were proposed as New Needs in MTACC's 2019 Mid-Year Forecast and July Financial Plan 2020-2023.
- **Maintenance and Other Operating Contracts** will decrease by \$0.5 million due to revised occupancy escalation assumptions.

2020 - 2022: November Financial Plan vs. February Financial Plan

Revenue

Capital and Other Reimbursements – (explained previously)

Expenses

2020 overall expenses are projected to come in at \$43.6 million, which is \$3.5 million below the February Financial Plan. Costs will continue to decrease by \$3.7 million annually resulting a year-end of \$44.6 million for 2021 and \$45.9 million for 2022.

Major changes include:

- The reduction in staffing level of 181 to 162 positions resulted in a decrease of \$3.7 million, \$3.9 million, and \$4.0 million respectively, from 2020 to 2022, in overall **Labor** costs.
- **Professional Services** are anticipated to come in higher than the February Plan by \$0.4 million annually between 2020 and 2021. Forecasting reflects sustained levels of engineering and consulting support costs based on the current schedules of MTACC “mega” projects and the costs related to East Side Access project’s IT network migrating to MTA IT department for support and maintenance.

MTA CAPITAL CONSTRUCTION
November Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE	2019	2020	2021	2022	2023
July Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue					
Capital and Other Reimbursement	(1.793)	(0.068)	(0.262)	(0.267)	(0.270)
Total Revenue Changes	(\$1.793)	(\$0.068)	(\$0.262)	(\$0.267)	(\$0.270)
Expenses					
<i>Labor:</i>					
Payroll	\$0.662	\$0.347	\$0.355	\$0.363	\$0.370
Overtime	(\$0.020)	(0.020)	(0.020)	(0.020)	(0.020)
Health and Welfare	0.122	(0.029)	(0.020)	(0.020)	(0.021)
OPEB Current Payment					
Pensions	0.619	(0.015)	(0.015)	(0.015)	(0.015)
Other Fringe Benefits	0.225	(0.041)	(0.044)	(0.047)	(0.049)
Reimbursable Overhead					
Total Labor Expense Changes	\$1.608	\$0.241	\$0.256	\$0.261	\$0.265
<i>Non-Labor:</i>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.000)	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	(0.000)	0.000	0.000	0.000	0.000
Professional Service Contracts	0.162	(0.160)	0.004	0.005	0.004
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.023	(0.013)	0.002	0.002	0.000
Total Non-Labor Expense Changes	\$0.185	(\$0.174)	\$0.006	\$0.007	\$0.005
Total Expense Changes	\$1.793	\$0.068	\$0.262	\$0.267	\$0.270
<i>Other Expense Adjustments/Gap Closing Actions</i>					
Other - Restricted Cash Adjustment					
Total Other Expenditure AdjustmentsChanges	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
November Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION
November Financial Plan 2020-2023
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

REIMBURSABLE	2019	2020	2021	2022	2023
July Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Non-Reimbursable Major Changes					
Revenue					
Sub-Total Non-Reimbursable Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
Sub-Total Non-Reimbursable Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Non-Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Reimbursable Major Changes					
Revenue	(\$1.793)	(\$0.068)	(\$0.262)	(\$0.267)	(\$0.270)
Sub-Total Reimbursable Revenue Changes	(\$1.793)	(\$0.068)	(\$0.262)	(\$0.267)	(\$0.270)
Expenses	\$1.793	\$0.068	\$0.262	\$0.267	\$0.270
Sub-Total Reimbursable Expense Changes	\$1.793	\$0.068	\$0.262	\$0.267	\$0.270
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Adjustment Changes					
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
November Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION COMPANY
2020 Final Proposed Budget
November Financial Plan 2020-2023
Positions

Position Assumptions

All costs are reimbursable from the MTA Capital Program. Below is a list of staffing needed to support the current MTACC capital projects and agency-wide. In 2019, Canarsie Line Reconstruction and LIRR Concourse Train Hall were added to MTACC's management portfolio.

- Second Avenue Subway – 12 positions
- East Side Access – 31 positions
- 7 Line Extension – 1 position
- Lower Manhattan – 3 positions
- Security Program – 2 positions
- Penn Station Access – 5 positions
- LIRR 3rd Track – 7 positions
- Canarsie Line Reconstruction – 4 positions
- LIRR Concourse Train Hall – 3 positions
- MTACC Administration – 94 positions

In response to the beginning stage of the Transformation Plan, 1 position has been identified and will be transferred to MTAHQ. This results in 162 positions at 2019 year-end, which is 1 position below MTACC's Mid-Year Forecast. Annual staffing levels are projected to remain at 162 through 2023 based on MTACC's current management portfolio.

Of the 94 positions in MTACC's Administration group, 64 positions provide legal, procurement, estimating, scheduling, risk management, financial, employee relations and communications support on all projects. The remaining 30 positions reside temporarily under the MTACC Administration group until project responsibility centers are established.

As mega projects are completed and fully closed out, employees will be reassigned to current or new capital projects such as Canarsie Line Reconstruction and LIRR Concourse Train Hall. This is anticipated on the 7 Line Extension and Lower Manhattan projects, which are progressing in the close-out phase.

Staffing needs are also met with a mix of employees matrixed* to the company from other MTA Agencies or provided by third-party consultants. The actual mix of MTACC employees, matrixed employees, and consultant staff, are dependent upon the needs of each project and the availability of proper resources. MTACC has carefully timed the hiring of employees to correspond with project needs and the mix of construction and design activities underway.

*Employees of other Agencies under temporary management by MTACC

MTA Capital Construction
November Financial Plan 2020-2023
 Favorable/(Unfavorable)

Total Position Changes at a Glance

	2019	2020	2021	2022	2023
2019 July Plan - Total Baseline Positions¹	163	163	163	163	163
Total Plan-to-Plan Changes	1	1	1	1	1
2019 November Plan - Total Baseline Positions¹	162	162	162	162	162
Total Year-to-Year Changes, November Plan		0	0	0	0

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	0	0	0	0	0
<i>Reimbursable</i>	1	1	1	1	1
Total	1	1	1	1	1
<i>Full-Time</i>	1	1	1	1	1
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	1	1	1	1	1
<i>By Function Category</i>					
- Administration	0	0	0	0	0
- Operations	0	0	0	0	0
- Maintenance	0	0	0	0	0
- Engineering/Capital	1	1	1	1	1
- Public Safety	0	0	0	0	0
Total	1	1	1	1	1
<i>By Occupational Group</i>					
- Managers/Supervisors	0	0	0	0	0
- Professional, Technical, Clerical	1	1	1	1	1
- Operational Hourlies	0	0	0	0	0
Total	1	1	1	1	1

Total Plan-to-Plan Changes by Major Category:

<i>2019 BRPs²</i>	0	0	0	0	0
<i>New Needs</i>	0	0	0	0	0
<i>Change in Reimbursable Positions³</i>	1	1	1	1	1
<i>Re-estimates & All Other⁴</i>	0	0	0	0	0
Total	1	1	1	1	1

¹ Reflects positions at year end (December 31). Totals may not add due to rounding.

² Non-Reimbursable only.

³ Includes Reimbursable positions in connection with BRPs, the impact of revised capital project activity and MTA Transformation Plan.

⁴ Includes Full-time Equivalents .

MTA CAPITAL CONSTRUCTION
November Financial Plan 2020-2023
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2018 Actual	2019 November Forecast	2020 Final Proposed Budget	2021	2022	2023
Administration						
MTACC	18	19	19	19	19	19
Engineering/Capital						
MTACC	38	75	75	75	75	75
East Side Access	24	31	31	31	31	31
Security Program	4	2	2	2	2	2
Second Avenue Subway	16	12	12	12	12	12
Lower Manhattan Project	8	3	3	3	3	3
7 Line Extension	6	1	1	1	1	1
Penn Station Access	5	5	5	5	5	5
LIRR 3rd Track	6	7	7	7	7	7
Canarsie Line Reconstruction		4	4	4	4	4
LIRR Concourse Train Hall		3	3	3	3	3
Total Engineering/Capital	107	143	143	143	143	143
Total Baseline Positions	125	162	162	162	162	162
<i>Non-Reimbursable</i>	-	-	-	-	-	-
<i>Reimbursable</i>	125	162	162	162	162	162
<i>Total Full-Time</i>	125	162	162	162	162	162
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

MTA CAPITAL CONSTRUCTION
November Financial Plan 2020 - 2023
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Administration						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	18	19	19	19	19	19
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	18	19	19	19	19	19
Operations						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Operations Headcount	0	0	0	0	0	0
Maintenance						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Maintenance Headcount	0	0	0	0	0	0
Engineering / Capital						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	107	143	143	143	143	143
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	107	143	143	143	143	143
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/ Clerical	125	162	162	162	162	162
Operational Hourlies	0	0	0	0	0	0
Total Positions	125	162	162	162	162	162

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Long Island Rail Road

MTA LONG ISLAND RAIL ROAD

2020 Final Proposed Budget

November Financial Plan 2020 - 2023

FINANCIAL OVERVIEW

The Long Island Rail Road (LIRR) is committed to delivering safe, secure, and reliable transportation and first-class customer service, and the Four-Year Financial Plan contains the resources necessary to accomplish this fundamental mission. Significant investments are included in the Plan that supports the LIRR's ongoing safety initiatives, asset maintenance efforts, and system expansion projects. In addition, this Financial Plan reflects the full integration of the LIRR Forward philosophy into how it manages every day. Announced in May 2018 and first funded in the July 2018 Plan, LIRR Forward represents a "solve it now" approach with a reinvigorated customer focus that is being applied to all aspects of the operation, from train service to infrastructure repair asset maintenance, and customer communication to unplanned event responses. Furthermore, it prioritizes critical investments and support staff in achieving this mission. Completing work efficiently, effectively and expeditiously is at its core, and the Financial Plan contains the resources to ensure this happens, and customers experience tangible positive results. All of this is being achieved as the LIRR continues its largest expansion in decades with the anticipated opening of East Side Access (ESA) and adding a third track between Floral Park and Hicksville in 2022.

Concurrently, the LIRR identified ways to operate smarter, resulting in efficiency savings to achieve the MTA's budget reduction targets. The LIRR achieved the target without significant reductions to train service or customer-facing amenities and requires the railroad to "do more with less" and to focus on its most critical priorities.

LIRR Forward

LIRR Forward represents a new way of doing business to improve service reliability, seasonal preparedness, and customer communications. The strategy re-prioritizes critical infrastructure upgrades and accelerates system protection installations and lays the groundwork for a more proactive approach to the railroad's maintenance program. This new direction puts the customer and employee first in all aspects and provides real-time and accurate information.

Funding within the Financial Plan enables the LIRR to improve system reliability and to aggressively repair and replace components that continue to fail frequently.

The goals of this initiative included the following:

- Repair 10 switches that caused 40% of all switch failures;
- Upgrade 300+ track circuits that caused 36% of all circuit failures;

- Outfit 296-grade crossings system-wide with flexible delineators;
- Replace 79 Public Service Enterprise Group poles (PSEG LI work);
- Weld 4,000 joints; and
- Clear 180 miles of vegetation along the right of way.

Crews have made good progress. To date, teams have repaired all ten switches originally specified while also replacing another 13, upgraded 255 track circuits (specifically at Harold, Queens, Jay and Hall Interlockings), outfitted and continue to maintain all 296 grade crossings with delineators, replaced 206 PSEG LI poles, welded over 3,400 joints, and cleared over 225 miles of vegetation along the right of way.

The Financial Plan also contains funding to fortify the system for the fall and winter seasons. The following initiatives have been a primary focus:

- Harden 12 utility holes within the Atlantic Tunnel (including three critically identified);
- Lightning protection for 30 signal hut locations;
- Install 60 switch snow covers;
- Install third rail heaters at 14 locations; and
- Replace 3,344 M7 threshold plates

To date, all utility holes have been insulated, over 3,100 M7 threshold plates have been replaced, and all 14 heaters have been installed. Engineering and Maintenance of Equipment completed the season milestones for the lightning protection and switch snow covers (install and remove).

LIRR Forward, which launched about a year ago, is already producing tangible results. Through September of 2019, system-wide on-time performance increased to 92.6% from 90.2% last year. The number of short trains has dropped by more than 24%, and train cancelations are down almost 42%. The average delay per late train decreased to 12.0 minutes, which is over one minute less than the same period in 2018 (13.1).

LIRR Forward is also focused on enhancing customer communication and improving the customer experience. Global Positioning System (GPS) equipment was installed on 952 rail cars to provide customers with real-time information, enabling the LIRR to launch a new website/application in January 2019, which allows customers to identify the location of trains, the number of train cars and potential disruptions along train paths. The station screens also include Countdown clocks that provide customers with service information.

Safety Initiatives

The LIRR's approach to safety management engages every employee to promote the value of safety and leads collaborative efforts between the Corporate Safety Department and all LIRR operating, support, and administrative departments. To positively impact employee availability, productivity, equipment reliability, and customer satisfaction, the LIRR is establishing a high level of safety performance.

The LIRR previously launched several initiatives designed to improve rail safety for customers and employees. All initiatives are progressing, and the November Financial Plan continues to provide funding for these safety initiatives. These initiatives include: holding quarterly Safety FOCUS (Fatigue, Outside Influences, Communication, Uncertainty Meetings, Situational Awareness) Days with employees; partnering with Amtrak, New Jersey Transit, and New York City Transit on customer safety awareness events at Penn Station; facilitating a confidential close-call reporting system; establishing an accident investigation unit and a dedicated roadway worker protection field compliance unit to assure that all field workers are following company and Federal Railroad Administration (FRA) mandated safety procedures; participating in the MTA's sleep apnea initiative; and partnering with the MTA Information Technology Department and Metro-North Railroad to implement a new safety enterprise safety system to enhance analytics and better focus on interventions to optimize safety performance.

Also, efforts are well underway to enhance and improve track maintenance, such as the rail joint bar elimination initiative and installation of a wheel impact load detection and measurement system. The LIRR is also progressing with the initiative to install cameras and recording devices on-board rolling stock and is upgrading and replacing fire alarm and fire suppression systems throughout its employee facilities and stations.

In response to recent incidents, the LIRR continues to work with MTA Headquarters, the New York State Department of Transportation (NYDOT), Nassau and Suffolk County, local government authorities, and a third-party consultant, to explore enhanced safety measures at grade crossings. This initiative is in addition to the LIRR's on-going, highly-successful community outreach and education program in collaboration with the MTA Police Department and the Federal Rail Administration (FRA). As previously mentioned (part of LIRR Forward), safety delineators have been installed at all grade crossings, and the LIRR is working with third-party software application map developers to highlight grade crossings to help prevent vehicles from turning onto railroad tracks. The Mainline Expansion project will eliminate seven grade crossings to improve safety for employees, passengers, drivers, and pedestrians. The LIRR will also add vehicle detection/warning systems on three frequently struck bridges.

System Investments

The LIRR's current Capital Program makes crucial investments in rolling stock and infrastructure as the Rail Road looks to maintain and improve safety, reliability, and customer convenience. These investments are in addition to a combination of existing investments funded through prior Capital Programs, as well as investments made by other entities, both private and public, which will affect the LIRR's operating environment and customers' experience positively.

With many of these projects nearing completion, the LIRR's operating budget and financial plan include funding to operate and maintain these investments (operating budget impacts) after they are put into use. Some of the major projects that will impact the LIRR's operating environment and budget within the next several years include: ESA, Main Line Expansion, Positive Train Control (PTC), Moynihan Station/Penn Station Redesign, Hudson Yards Overbuild, the new arena

and other development projects at Belmont Park and the purchase of M9 electric cars to replace the aging M3 fleet and expand service.

In addition to these major new expansion projects and investments, the Capital Program reflects investments that renew LIRR assets, promote a state of good repair, and upgrade stations across the entire LIRR network - in Manhattan, Brooklyn, Queens, Nassau and Suffolk counties.

Efficiency Initiatives

The 2019 November Financial Plan includes \$50 million per year of reduced operating expenses beginning in 2020 as part of the MTA's July Financial Plan 2019 Budget Reduction Program (BRP). To achieve this reduction target, the LIRR reviewed its business practices and priorities, identifying efficiencies and re-evaluating its priorities.

The LIRR's reliability-centered maintenance program (RCM) has been a success, as the fleet has consistently exceeded its Mean Distance Between Failure (MDBF) goals. In particular, the M7 fleet exceeded 450,000 miles in 2018 and on average, sustained this level through the first seven months of 2019. The November Plan reflects the LIRR's continued efforts to strategically re-balance its RCM program to maximize the use of its resources in reducing rolling stock running repair and fleet modification costs.

In addition to fleet maintenance, opportunities were identified to become more cost-effective in Right-of-Way maintenance and Transportation support. More effective management of the existing workforce will result in savings in both field and non-field staffing levels.

The LIRR continues its extensive review of how to more efficiently integrate existing LIRR service with new service to Grand Central Terminal (GCT). The Plan reflects revised estimates of ESA opening day staffing requirements, training, and operating costs. There was significant payroll and non-payroll savings and efficiencies identified, some of which were incorporated in the LIRR's BRP package, while some are used to fund the maintenance costs for retaining a portion of the M3 fleet in revenue service through 2024.

The LIRR has identified greater efficiencies with existing resources to achieve the goals of the LIRR Forward plan. Approaches to overnight right-of-way maintenance and customer support have been modified to reduce costs while still achieving the overall goals of the plan.

To address a recent increase in credit/debit card fraud, the LIRR will install chip verification technology in all its Ticket Vending Machines (TVM) and Ticket Office Machines (TOM), which will result in a reduction of credit card chargebacks as the credit card processor will assume responsibility for fraudulent credit card transactions and recoup revenue.

Customers are increasingly using less cash to purchase tickets, opting instead to pay digitally through electronic transactions. Considering this, the Plan proposes a pilot program that will eliminate cash acceptance on board trains, which will encourage customers onboard to either use

to the popular eTix or, as a secondary option, take advantage of credit/debit options offered by train crews. Customers will still be able to use cash to purchase tickets at windows or vending machines. This initiative is expected to reduce processing and back-office costs and result in a more efficient operation, which is a fundamental premise of the MTA's One Metro New York (OMNY) Project.

The LIRR continues to place tight controls on non-payroll spending and hiring. The LIRR had been aggressive in reviewing all hiring decisions, including simple backfills of existing vacant positions, even before the initiation of MTA-wide hiring restrictions. Both efforts have resulted in additional budget savings in the Financial Plan.

In addition to the operating budget reduction, the LIRR also reduced its reimbursable budget. Reimbursable revenue and expenses decrease by \$23.3 million annually. The 2020 reduction assumes a 12.7% reduction in headcount from the 2019 level based on more efficient use of resources. This reduction includes headcount from Engineering Construction and Support, Equipment Field and Rolling Stock Support, Transportation Field and Construction Support, Department of Program Management, Special Projects/ESA Construction Support, and other administrative areas. Independent of this exercise, the 2020 - 2023 was reviewed and adjusted to reflect the anticipated 2020 - 2024 capital program.

Ridership and Revenue

Ridership was 2.4% higher through September 2019 compared to the same period in 2018 (adjusted for the same number of calendar workdays) and 0.4% higher than the Mid-Year Forecast. Both favorable trends are a result of higher non-commutation ridership. The November Financial Plan forecasts year-end 2019 ridership to be 91.3 million customers compared to 91.0 million in the Mid-Year Forecast. At the end of April, there was the implementation of a fare increase yielding 3.85%.

In 2018, the LIRR introduced two new fare programs to customers. The Summer Saturdays Program, which offers a discount to customers who travel with an existing monthly ticket holder, and the Atlantic Ticket Field Study, a temporary fare discount program for customers traveling between Southeast Queens and Downtown Brooklyn. Both programs continue in 2019. Also, working with the South Fork communities, the LIRR has launched a pilot program called the South Fork Commuter Connection, which provides additional "shuttle" service on the South Fork of Long Island that meets with buses (provided by the local municipalities)

Several special events included in the financial plan and impacting revenue and ridership in 2019 include the PGA Championship at Bethpage State Park and the Belmont Stakes. The financial plan assumes additional ridership and revenue associated with the new arena being built at Belmont Park at the beginning fourth quarter of 2021. The financial plan also includes revenue and ridership for new service to GCT, beginning in 2022

2019 November Forecast

The LIRR's 2019 November Forecast includes Non-Reimbursable revenue totaling \$812.9 million and Non-Reimbursable expenses, including Government Accounting Standards Board (GASB) adjustments and Depreciation of \$2,029.7 million, that generates an operating deficit of \$1,216.8 million. The 2019 November Forecast Reimbursable revenue and expenses each total \$429.0 million.

Total Non-Reimbursable revenue is lower than the Mid-Year Forecast with lower other operating revenues, partially offset by higher Farebox Revenue.

Total Non-Reimbursable expenses (excluding non-cash liabilities) are lower by \$71.8 million primarily as a result of vacant positions, higher reimbursable activity resulting in higher overhead reimbursement and the timing of various non-payroll and RCM activities and modifications,

Full-time positions total 7,682 in the 2019 November Forecast, with 6,561 Non-Reimbursable positions and 1,121 Reimbursable positions.

2020 Final Proposed Budget - Baseline

The LIRR's Financial Plan is geared toward achieving several key goals in 2019: maintain a high level of rolling stock reliability; improve service reliability; enhance the customer experience; and improve employee and customer safety and security.

The 2020 Final Proposed Budget includes revenue totaling \$1,203.9 million, of which \$817.5 million is Non-Reimbursable revenue, and \$386.5 million is Reimbursable revenue, primarily from the Capital Program. The total expense budget is \$2,606.9 million, of which \$2,161.8 million is for operating expenses, and the balance is associated with non-cash items such as the GASB adjustments and Depreciation. Non-Reimbursable operating expenses total \$1,775.4 million (excluding non-cash items), while reimbursable expenses are \$386.5 million.

The cash budget for the 2020 Preliminary Budget incorporates \$1,184.3 million in cash receipts and \$2,155.6 million in cash disbursements. The baseline cash requirement of \$971.3 million is driven by operating expenses and revenues anticipated in the 2020 Final Proposed Budget and other adjustments to cash flow.

On an accrued basis, revenues are lower, and expenses are higher in the 2020 Final Proposed Budget than the 2019 November Forecast. Total revenues for 2020 are \$1,203.9 million, \$38.0 million lower than 2019, with Non-Reimbursable revenues increasing by \$4.5 million and Reimbursable revenues decreasing by \$42.5 million. Ridership in the 2020 Final Proposed Budget increases over the 2019 November Forecast by 0.5 million rides or 0.6%. Total operating expenses before the GASB adjustments and Depreciation of \$2,161.8 million reflects an increase of \$188.0 million over 2019. Non-Reimbursable expenses increase by \$230.5 million and Reimbursable expenses decrease by \$42.5 million. The resulting total operating baseline deficit,

including non-cash items such as GASB and Depreciation, OPEB, increases by \$186.2 million to \$1,402.9 million in the 2020 Final Proposed Budget. The projected baseline cash deficit (or subsidy requirement) of \$971.3 million in the 2020 Final Proposed Budget is \$240.7 million higher than 2019.

Full-time positions total 7,891 in the 2020 Final Proposed Budget, with 6,668 Non-Reimbursable positions and 1,222 Reimbursable positions. Compared to the 2019 November Forecast, this reflects a net increase of 209 positions -- an increase of 108 Non-Reimbursable positions and an increase of 101 Reimbursable positions. The Non-Reimbursable headcount increase is primarily due to the ramp-up for ESA, which increases staffing needs by 161 positions, and continued maintenance of the M3 fleet, partially offset by the impact of various budget reduction initiatives. Reimbursable positions increase due to anticipated changes in capital project activity. Otherwise, changes in year-end Non-reimbursable and Reimbursable headcount are due to the timing of capital and maintenance activity. As a result, year-end headcount changes, as reported in the financial tables, can appear to be more dramatic than the change in average headcount.

Compared with the July Plan, there is a net increase of 138 positions – a decrease of 133 Non-Reimbursable positions and an increase of 272 Reimbursable positions. The primary driver of the non-reimbursable position decrease is the timing of capital and maintenance activity. The Reimbursable increase is due to higher projected capital project activity. As a result, year-end headcount changes, as reported in the financial tables, can appear to be more dramatic than the change in average headcount.

Financial Plan 2021-2023 Projections

The baseline projections for 2021 through 2023 reflect continued initiatives launched in 2019 and 2020. During this period, the LIRR has increased its investments in the Reliability Centered Maintenance Program as many components start to enter critical maintenance stages, as well as various operating budget impacts, including ESA, Moynihan Station, PTC, West Side Yard overbuild and West End Concourse.

The baseline projections for 2021 through 2023 reflect these various impacts. Non-Reimbursable revenues grow by 0.7% in 2021, 1.0% in 2022 and 1.1% in 2023 with the launch of service to Belmont Park (Islanders and other events) in October 2021 and GCT in July 2022, while Reimbursable revenues decrease by 9.0% in 2021 and 0.4% in 2022 and 5.2% in 2023.

The pace of expense growth is higher than projected revenue growth, driven by rates that exceed inflation in “uncontrollable costs,” such as health insurance (active employees and retirees). Non-Reimbursable expenses grow by 4.5% from \$1,775.4 million in 2020 to \$1,856.0 million in 2021. They continue to rise by 1.9% in 2022 and 3.7% in 2023, reaching \$1,961.4 million. The higher rate of growth in the out-years is primarily due to ESA readiness efforts. Reimbursable revenues/expenses decrease by 9.0% in 2021, 0.4% in 2022 and 5.2% in 2023.

On a year-to-year basis, baseline positions increase by 241 positions in 2021, 11 positions in 2022, and remain flat in 2023. Non-Reimbursable positions increase by 408 in 2021, 50 in 2022, and 58 in 2023. These increases are primarily related to ESA readiness efforts (increases of 282 in 2021, 29 positions in 2022, and 67 in 2023). Reimbursable positions decrease by 167 in 2021, 39 in 2022, and 58 in 2023, due to changes in project activity.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$740.477	\$771.110	\$781.384	\$785.778	\$793.424	\$802.571
Other Operating Revenue	49.206	41.819	36.076	37.059	37.518	37.697
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$789.683	\$812.929	\$817.460	\$822.837	\$830.942	\$840.268
Operating Expense						
Labor:						
Payroll	\$536.064	\$572.367	\$634.918	\$662.983	\$675.231	\$696.093
Overtime	151.021	153.440	151.226	163.893	171.779	175.302
Health and Welfare	107.952	114.640	134.091	147.419	157.212	167.181
OPEB Current Payments	61.676	63.893	74.468	78.101	82.312	87.391
Pension	123.361	135.488	141.703	150.642	145.629	145.045
Other Fringe Benefits	151.612	144.422	157.663	166.344	172.351	177.727
Reimbursable Overhead	(54.575)	(38.721)	(10.054)	(13.994)	(26.315)	(24.061)
Total Labor Expenses	\$1,077.111	\$1,145.529	\$1,284.015	\$1,355.388	\$1,378.200	\$1,424.679
Non-Labor:						
Electric Power	\$88.946	\$83.783	\$95.970	\$99.580	\$118.547	\$123.486
Fuel	21.068	20.569	20.380	19.791	19.668	20.095
Insurance	19.880	20.494	23.088	25.585	27.917	30.540
Claims	13.505	6.894	4.546	4.612	4.682	4.755
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	73.056	66.864	88.997	100.639	99.693	105.889
Professional Services Contracts	46.658	37.928	47.610	44.700	34.949	36.071
Materials and Supplies	136.464	142.775	188.924	183.366	186.448	193.683
Other Business Expenses	14.178	19.998	21.822	22.375	21.917	22.225
Total Non-Labor Expenses	\$413.753	\$399.306	\$491.336	\$500.647	\$513.821	\$536.745
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,490.865	\$1,544.836	\$1,775.351	\$1,856.035	\$1,892.021	\$1,961.424
Depreciation	\$362.333	\$397.085	\$397.510	\$401.806	\$405.783	\$409.799
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	133.232	99.584	52.144	39.059	20.663	0.452
GASB 68 Pension Expense Adjustment	(5.492)	(13.800)	(6.600)	(37.400)	(29.000)	2.500
Environmental Remediation	1.936	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$1,982.875	\$2,029.705	\$2,220.405	\$2,261.500	\$2,291.467	\$2,376.175
Net Surplus/(Deficit)	(\$1,193.192)	(\$1,216.776)	(\$1,402.945)	(\$1,438.663)	(\$1,460.525)	(\$1,535.907)
Cash Conversion Adjustments						
Depreciation	\$362.333	\$397.085	\$397.510	\$401.806	\$405.783	\$409.799
Operating/Capital	(19.188)	(16.534)	(23.600)	(13.667)	(12.274)	(13.167)
Other Cash Adjustments	149.808	105.354	57.734	0.005	(9.027)	3.841
Total Cash Conversion Adjustments	\$492.953	\$485.905	\$431.644	\$388.145	\$384.481	\$400.473
Net Cash Surplus/(Deficit)	(\$700.239)	(\$730.871)	(\$971.302)	(\$1,050.518)	(\$1,076.044)	(\$1,135.434)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	510.390	428.961	386.456	351.738	350.466	332.424
Total Revenues	\$510.390	\$428.961	\$386.456	\$351.738	\$350.466	\$332.424
Operating Expense						
Labor:						
Payroll	\$138.072	\$131.468	\$138.978	\$133.389	\$129.876	\$124.209
Overtime	67.694	45.804	51.012	46.198	43.038	37.516
Health and Welfare	34.846	31.373	28.320	26.726	25.693	24.044
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	50.993	46.651	46.012	43.423	41.744	39.066
Other Fringe Benefits	37.428	32.199	28.959	27.330	26.273	24.587
Reimbursable Overhead	54.575	38.721	10.054	13.994	26.315	24.061
Total Labor Expenses	\$383.608	\$326.217	\$303.334	\$291.061	\$292.938	\$273.482
Non-Labor:						
Electric Power	\$1.299	\$0.596	\$0.268	\$0.268	\$0.268	\$0.268
Fuel	0.052	0.000	0.000	0.000	0.000	0.000
Insurance	8.478	8.124	9.975	9.341	9.218	9.611
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	34.502	25.074	16.679	13.037	12.941	12.801
Professional Services Contracts	8.473	1.762	1.044	0.682	0.696	0.709
Materials and Supplies	72.519	66.419	54.763	36.979	34.050	35.219
Other Business Expenses	1.459	0.768	0.393	0.370	0.356	0.333
Total Non-Labor Expenses	\$126.782	\$102.744	\$83.122	\$60.677	\$57.528	\$58.941
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$510.390	\$428.961	\$386.456	\$351.738	\$350.466	\$332.424
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Non-Reimbursable / Reimbursable						
Operating Revenue						
Farebox Revenue	\$740.477	\$771.110	\$781.384	\$785.778	\$793.424	\$802.571
Other Operating Revenue	49.206	41.819	36.076	37.059	37.518	37.697
Capital and Other Reimbursements	510.390	428.961	386.456	351.738	350.466	332.424
Total Revenues	\$1,300.073	\$1,241.889	\$1,203.916	\$1,174.575	\$1,181.408	\$1,172.692
Operating Expense						
Labor:						
Payroll	\$674.137	\$703.835	\$773.896	\$796.372	\$805.107	\$820.301
Overtime	218.715	199.245	202.237	210.092	214.817	212.818
Health and Welfare	142.798	146.013	162.411	174.145	182.904	191.226
OPEB Current Payments	61.676	63.893	74.468	78.101	82.312	87.391
Pension	174.354	182.139	187.715	194.065	187.373	184.111
Other Fringe Benefits	189.039	176.621	186.622	193.674	198.624	202.314
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$1,460.720	\$1,471.746	\$1,587.350	\$1,646.449	\$1,671.138	\$1,698.161
Non-Labor:						
Electric Power	\$90.245	\$84.379	\$96.238	\$99.848	\$118.815	\$123.754
Fuel	21.120	20.569	20.380	19.791	19.668	20.095
Insurance	28.358	28.618	33.063	34.925	37.135	40.151
Claims	13.505	6.894	4.546	4.612	4.682	4.755
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	107.558	91.939	105.675	113.676	112.634	118.691
Professional Services Contracts	55.130	39.690	48.654	45.382	35.645	36.780
Materials and Supplies	208.983	209.195	243.687	220.345	220.497	228.902
Other Business Expenses	15.637	20.767	22.214	22.745	22.273	22.558
Total Non-Labor Expenses	\$540.536	\$502.050	\$574.458	\$561.324	\$571.350	\$595.686
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$2,001.255	\$1,973.796	\$2,161.808	\$2,207.773	\$2,242.488	\$2,293.847
Depreciation	\$362.333	\$397.085	\$397.510	\$401.806	\$405.783	\$409.799
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	133.232	99.584	52.144	39.059	20.663	0.452
GASB 68 Pension Expense Adjustment	(5.492)	(13.800)	(6.600)	(37.400)	(29.000)	2.500
Environmental Remediation	1.936	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$2,493.266	\$2,458.665	\$2,606.862	\$2,613.238	\$2,641.933	\$2,708.599
Net Surplus/(Deficit)	(\$1,193.192)	(\$1,216.776)	(\$1,402.945)	(\$1,438.663)	(\$1,460.525)	(\$1,535.907)
Cash Conversion Adjustments						
Depreciation	\$362.333	\$397.085	\$397.510	\$401.806	\$405.783	\$409.799
Operating/Capital	(19.188)	(16.534)	(23.600)	(13.667)	(12.274)	(13.167)
Other Cash Adjustments	149.808	105.354	57.734	0.005	(9.027)	3.841
Total Cash Conversion Adjustments	\$492.953	\$485.905	\$431.644	\$388.145	\$384.481	\$400.473
Net Cash Surplus/(Deficit)	(\$700.239)	(\$730.871)	(\$971.302)	(\$1,050.518)	(\$1,076.044)	(\$1,135.434)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2020 - 2023
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$763.083	\$781.755	\$797.384	\$801.778	\$809.424	\$818.571
Other Operating Revenue	31.130	32.504	24.475	24.705	24.857	24.737
Capital and Other Reimbursements	491.745	417.225	362.398	337.542	337.654	318.708
Total Receipts	\$1,285.958	\$1,231.484	\$1,184.257	\$1,164.025	\$1,171.935	\$1,162.016
Expenditures						
Labor:						
Payroll	\$668.506	\$694.887	\$767.513	\$789.845	\$798.435	\$813.478
Overtime	215.582	199.245	202.237	210.092	214.817	212.818
Health and Welfare	149.992	131.471	162.411	174.145	182.904	191.226
OPEB Current Payments	65.568	59.799	74.468	78.101	82.312	87.391
Pension	169.624	179.857	187.715	194.065	187.373	184.111
Other Fringe Benefits	180.524	179.864	185.622	192.674	197.624	201.314
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,449.797	\$1,445.123	\$1,579.966	\$1,638.922	\$1,663.465	\$1,690.338
Non-Labor:						
Electric Power	\$91.115	\$84.379	\$96.238	\$99.848	\$118.814	\$123.755
Fuel	21.386	20.569	20.380	19.790	19.668	20.095
Insurance	27.511	28.481	32.742	34.572	37.796	39.752
Claims	2.599	5.723	1.822	1.837	1.852	1.867
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	94.825	108.055	105.675	113.676	112.634	118.691
Professional Services Contracts	36.223	37.730	38.155	34.357	24.069	24.625
Materials and Supplies	226.430	196.453	239.605	229.975	228.531	236.836
Other Business Expenses	16.460	22.982	24.976	25.566	25.150	25.491
Total Non-Labor Expenditures	\$516.549	\$504.372	\$559.593	\$559.621	\$568.514	\$591.112
Other Expenditure Adjustments:						
Other	\$16.711	\$16.000	\$16.000	\$16.000	\$16.000	\$16.000
Total Other Expense Adjustments	\$16.711	\$16.000	\$16.000	\$16.000	\$16.000	\$16.000
Total Expenditures	\$1,983.058	\$1,965.495	\$2,155.559	\$2,214.543	\$2,247.979	\$2,297.450
Net Cash Balance	(\$697.100)	(\$734.011)	(\$971.302)	(\$1,050.518)	(\$1,076.044)	(\$1,135.434)
Cash Timing and Availability Adjustment	(3.139)	3.139	(0.000)	(0.000)	(0.000)	(0.000)
Net Cash Balance after Cash Timing & Availability Adj	(\$700.239)	(\$730.871)	(\$971.302)	(\$1,050.518)	(\$1,076.044)	(\$1,135.434)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2020 - 2023
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$22.606	\$10.645	\$16.000	\$16.000	\$16.000	\$16.000
Other Operating Revenue	(18.076)	(9.314)	(11.601)	(12.354)	(12.661)	(12.960)
Capital and Other Reimbursements	(18.645)	(11.736)	(24.058)	(14.196)	(12.812)	(13.716)
Total Receipts	(\$14.116)	(\$10.405)	(\$19.659)	(\$10.550)	(\$9.473)	(\$10.676)
Expenditures						
Labor:						
Payroll	\$5.630	\$8.948	\$6.383	\$6.527	\$6.672	\$6.823
Overtime	3.133	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(7.195)	14.542	0.000	0.000	0.000	0.000
OPEB Current Payments	(3.892)	4.094	0.000	0.000	0.000	0.000
Pension	4.730	2.282	0.000	0.000	0.000	0.000
Other Fringe Benefits	8.516	(3.243)	1.000	1.000	1.000	1.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$10.923	\$26.623	\$7.384	\$7.527	\$7.673	\$7.823
Non-Labor:						
Electric Power	(\$0.870)	\$0.000	0.000	\$0.000	\$0.001	(\$0.001)
Fuel	(0.266)	0.000	0.000	0.001	0.000	0.000
Insurance	0.847	0.137	0.321	0.353	(0.661)	0.399
Claims	10.906	1.171	2.724	2.775	2.830	2.888
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	12.733	(16.116)	0.000	0.000	0.000	0.000
Professional Services Contracts	18.907	1.960	10.500	11.025	11.576	12.155
Materials and Supplies	(17.448)	12.742	4.082	(9.630)	(8.034)	(7.934)
Other Business Expenses	(0.823)	(2.215)	(2.762)	(2.821)	(2.877)	(2.933)
Total Non-Labor Expenditures	\$23.986	(\$2.322)	\$14.865	\$1.703	\$2.836	\$4.574
Other Expenditure Adjustments:						
Other Expense Adjustments	(\$16.711)	(\$16.000)	(\$16.000)	(\$16.000)	(\$16.000)	(\$16.000)
Total Other Expenditure Adjustments	(\$16.711)	(\$16.000)	(\$16.000)	(\$16.000)	(\$16.000)	(\$16.000)
Total Expenditures	\$18.198	\$8.301	\$6.249	(\$6.771)	(\$5.491)	(\$3.602)
Total Cash Conversion Adjustments before Depreciation	\$4.082	(\$2.103)	(\$13.410)	(\$17.321)	(\$14.964)	(\$14.278)
Depreciation	\$362.333	\$397.085	\$397.510	\$401.806	\$405.783	\$409.799
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	133.232	99.584	52.144	39.059	20.663	0.452
GASB 68 Pension Expense Adjustment	(5.492)	(13.800)	(6.600)	(37.400)	(29.000)	2.500
Environmental Remediation	1.936	2.000	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	(3.139)	3.139	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$492.953	\$485.905	\$431.644	\$388.145	\$384.481	\$400.473

MTA LONG ISLAND RAIL ROAD
2019 November Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

	Total		
	Hours	\$	%
<i>NON-REIMBURSABLE OVERTIME</i>			
Scheduled Service	435,971	\$27.742	18.1%
Unscheduled Service	74,474	4.935	3.2%
Programmatic/Routine Maintenance	937,831	56.343	36.7%
Unscheduled Maintenance	17,321	1.046	0.7%
Vacancy/Absentee Coverage	852,618	51.769	33.7%
Weather Emergencies	159,578	9.470	6.2%
Safety/Security/Law Enforcement	0	0.000	-
Other	25,556	2.135	1.4%
Subtotal	2,503,349	\$153.440	100.0%
<i>REIMBURSABLE OVERTIME</i>	730,783	\$45.804	
TOTAL OVERTIME	3,234,132	\$199.245	

MTA Long Island Rail Road
2020 Final Proposed Budget
November Financial Plan 2020 – 2023
Year-To-Year Changes by Category - Baseline

Revenue

Farebox Revenue

- The regional economy and employment trends are the primary drivers of Farebox Revenue.
- Farebox revenue is projected to increase by 1.3% in 2020, 0.6% in 2021, 1.0% in 2022 and 1.2% in 2023. 2020 reflects the full-year impact of the fare increase implemented in April 2019. 2021 reflects new service to Belmont Park (Islanders and other events) beginning fourth quarter 2021 and 2022 reflects additional Farebox Revenue associated with the beginning of service to GCT in July 2022.

Other Operating Revenue

- Decreases from 2019 to 2020 due to lower Penn Station rent revenue and lower scrap material sales.
- Increases from 2020 to 2023 are due to normal inflationary increases.

Capital and Other Reimbursements

- 2020 to 2022 decreases reflect projected changes in capital project activity.

Expenses

Payroll

- Salaries for Non-represented employees assume a 2.0% increase on July 1, 2019, and 2% annually on July 1st of each year after that.
- Salaries for Represented employees assume the terms of the prevailing labor contracts, followed by increases of 2.0% annually.
- 2019 to 2020 payroll increase is primarily due to higher headcount for ESA, which increases by 161 positions, vacant positions being filled, budgeted 2% salary increases, and the full-year impact of continued M3 and other fleet maintenance, partially offset by various budget reduction initiatives including fleet maintenance, administrative reductions, and other operational efficiencies.
- Almost all the operating headcount increases from 2020 to 2023 are related to ESA readiness efforts. ESA headcount increases by 274 positions in 2021, 66 in 2022, and 67 in 2023.

Overtime

- 2019 to 2020 overtime increase is primarily associated with higher capital project activity than originally projected, partially offset by lower vacant position coverage and lower right of way maintenance.
- 2020 to 2021 increase is associated with ESA operations, higher M3 maintenance costs, and normal inflationary increases, partially offset by lower capital project activity.

- 2021 to 2022 overtime increases are associated with ESA operations, and normal inflationary increases, partially offset by lower capital project activity.
- 2022-2023 overtime decrease associated with lower capital project activity, partially offset by ESA operations.

Health & Welfare

- 2019 to 2023 increases reflect annual New York State Health Insurance Program (NYSHIP) rate increases of approximately 0.4% (2019), 5.6% (2020), 3.2% (2021) and 3.8% (2022 and 2023), for individual coverage, and 0.8% (2019), 6.1% (2020), 4.3% (2021) and 4.8% (2022 and 2023) for family coverage.
- Reflects the impact of headcount changes each year, including ramp-up costs for ESA beginning in 2019.

Pensions

- Reflects the latest actuarial estimates.

Other Fringe Benefits

- Railroad Retirement Tax maximum limits are based on the projected maximum earnings base from the Railroad Retirement Board and annual Consumer Price Index (CPI) increases; the tax rate for each tier is expected to remain unchanged.
- Railroad Unemployment costs reflect a slight annual increase in the monthly charge per employee each year.
- Reflects the impact of headcount changes each year, including ramp-up costs for ESA beginning in 2019.

Electric Power

- 2019 is based on actuals through July and reflects the latest LIRR consumption estimates and inflationary increases.
- 2020 to 2023 reflects the latest LIRR consumption estimates and inflationary increases.
- 2021 to 2023 includes ESA operating costs.

Fuel

- 2019 is based on actuals through July and reflects the latest LIRR consumption estimates and inflationary increases.
- 2020 to 2023 reflects the latest inflationary increases.

Insurance

- 2019 to 2022 reflects the latest inflationary increases and Force Account Insurance estimates based on project activity. Generally, premium rates are assumed to increase by 5% to 10% per year.

Claims

- 2019 reflects actuals through July and the anticipated settlement and payout of claims for the balance of the year.

- 2020 to 2023 reflects anticipated settlement and payout of claims as well as inflationary increases.

Maintenance and Other Operating Contracts

- 2019 to 2020 increase due to the timing of expenses shifting from 2019, higher joint facility Penn Station rent and ESA operating costs, and previous costs captured as material that should have been maintenance, partially offset by lower capital project activity and the 2019 Budget Reduction Program.
- 2020 – 2021 increase due to higher ESA operating costs and various operating budget impacts.
- 2021 – 2022 decrease due to lower operating budget impacts and right of way maintenance costs, partially offset by higher ESA operating costs.
- 2022 through 2023 increases are primarily due to higher ESA operating costs.

Professional Service Contracts

- 2019 to 2020 increase reflects increased Sperry rail testing and timing of M3 decommissioning, medical related expenses, Marketing & Public Affairs initiatives, ESA Operating costs, and various other professional service agreements, partially offset by the “lift and shift” of expenses for Enterprise Asset Management (EAM) initiatives to HQ.
- 2020 – 2021 decrease due to lower fleet decommissioning costs and other professional service agreements
- 2021 to 2022 decrease due to lower Right of Way maintenance initiatives, fleet decommissioning costs, and ESA operating costs.
- 2022 through 2023, normal inflationary increases.

Material and Supplies

- 2019 to 2020 increase include the timing of various rolling stock RCM and fleet modification initiatives, including M7 inverter replacement, Right of Way maintenance material, various operating-funded capital projects and operating budget impacts of capital investments, and increases associated with ESA operating costs, partially offset by lower capital project activity.
- 2020 to 2021 decreases due to lower capital project activity, operating funded capital projects, and right-of-way materials, partially offset by increases associated with various operating budget impacts and ESA operating costs.
- 2021 to 2022 increase due to material associated with ESA readiness efforts and operating budget impacts, partially offset by changes in rolling stock maintenance and modifications activities and capital project activities.
- 2022 to 2023 increase due to material associated with ESA readiness efforts and capital project activity.

Other Business Expenses

- 2019 to 2020 increase due to higher mobility tax associated with higher headcount and right of way miscellaneous expenses related to Mainline third track, partially offset by lower bad debt.
- 2020 to 2021 increase associated with ESA operating costs.

- 2021 to 2022 decrease associated with the completion of Mainline third track, partially offset by increases associated with ESA operating costs.
- 2022 to 2023 increase associated with ESA operating costs,

Depreciation/Other Post-Employment Benefits/Environmental Remediation/GASB 68

- Reflects Depreciation of current assets as well as estimates for capital projects based on their beneficial use. OPEB and GASB 68 based on the latest actuarial estimates.

Cash Adjustments

Expense

- Insurance adjustment to reflect projected payments versus accrued expenses for potential liabilities.
- Depreciation and other non-cash adjustments for each year.
- FELA Payments versus reserve adjustments.
- New York Power Authority (NYPA) loan payments.
- Timing of receipts/expenditures from 2019.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2019	Final Proposed Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
<u>Non-Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$771.110	\$781.384	\$10.274	\$785.778	\$4.395	\$793.424	\$7.645	\$802.571	\$9.147
Other Operating Revenue	41.819	36.076	(5.742)	37.059	0.983	37.518	0.459	37.697	0.179
Total Revenues	\$812.929	\$817.460	\$4.531	\$822.837	\$5.377	\$830.942	\$8.104	\$840.268	\$9.327
Operating Expenses									
<u>Labor:</u>									
Payroll	\$572.367	\$634.918	(\$62.551)	\$662.983	(\$28.065)	\$675.231	(\$12.249)	\$696.093	(\$20.861)
Overtime	153.440	151.226	2.215	163.893	(12.668)	171.779	(7.886)	175.302	(3.523)
Health and Welfare	114.640	134.091	(19.451)	147.419	(13.328)	157.212	(9.792)	167.181	(9.970)
OPEB Current Payments	63.893	74.468	(10.575)	78.101	(3.632)	82.312	(4.211)	87.391	(5.079)
Pension	135.488	141.703	(6.215)	150.642	(8.939)	145.629	5.012	145.045	0.584
Other Fringe Benefits	144.422	157.663	(13.241)	166.344	(8.681)	172.351	(6.007)	177.727	(5.376)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(38.721)	(10.054)	(28.668)	(13.994)	3.941	(26.315)	12.320	(24.061)	(2.254)
Total Labor Expenses	\$1,145.529	\$1,284.015	(\$138.486)	\$1,355.388	(\$71.373)	\$1,378.200	(\$22.812)	\$1,424.679	(\$46.479)
<u>Non-Labor:</u>									
Electric Power	\$83.783	\$95.970	(\$12.187)	\$99.580	(\$3.610)	\$118.547	(\$18.966)	\$123.486	(\$4.940)
Fuel	20.569	20.380	0.189	19.791	0.590	19.668	0.123	20.095	(0.428)
Insurance	20.494	23.088	(2.594)	25.585	(2.497)	27.917	(2.332)	30.540	(2.623)
Claims	6.894	4.546	2.348	4.612	(0.066)	4.682	(0.071)	4.755	(0.072)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	66.864	88.997	(22.132)	100.639	(11.642)	99.693	0.946	105.889	(6.197)
Professional Services Contracts	37.928	47.610	(9.682)	44.700	2.910	34.949	9.751	36.071	(1.121)
Materials and Supplies	142.775	188.924	(46.148)	183.366	5.558	186.448	(3.082)	193.683	(7.236)
Other Business Expenses	19.998	21.822	(1.824)	22.375	(0.553)	21.917	0.458	22.225	(0.307)
Total Non-Labor Expenses	\$399.306	\$491.336	(\$92.030)	\$500.647	(\$9.311)	\$513.821	(\$13.174)	\$536.745	(\$22.923)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,544.836	\$1,775.351	(\$230.515)	\$1,856.035	(\$80.684)	\$1,892.021	(\$35.987)	\$1,961.424	(\$69.402)
Depreciation	\$397.085	\$397.510	(\$0.425)	\$401.806	(\$4.297)	\$405.783	(\$3.976)	\$409.799	(\$4.016)
GASB 75 OPEB Expense Adjustment	99.584	52.144	(47.440)	39.059	13.085	20.663	18.396	0.452	20.211
GASB 68 Pension Expense Adjustment	(13.800)	(6.600)	(7.200)	(37.400)	30.800	(29.000)	(8.400)	2.500	(31.500)
Environmental Remediation	2.000	2.000	0.000	2.000	0.000	2.000	0.000	2.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$2,029.705	\$2,220.405	(\$190.701)	\$2,261.500	(\$41.095)	\$2,291.467	(\$29.967)	\$2,376.175	(\$84.708)
Net Surplus/(Deficit)	(\$1,216.776)	(\$1,402.945)	(\$186.169)	(\$1,438.663)	(\$35.718)	(\$1,460.525)	(\$21.862)	(\$1,535.907)	(\$75.381)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2019	Final Proposed Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Reimbursable									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	428.961	386.456	(42.504)	351.738	(34.718)	350.466	(1.272)	332.424	(18.043)
Total Revenues	\$428.961	\$386.456	(\$42.504)	\$351.738	(\$34.718)	\$350.466	(\$1.272)	\$332.424	(\$18.043)
Operating Expenses									
<u>Labor:</u>									
Payroll	\$131.468	\$138.978	(\$7.510)	\$133.389	\$5.589	\$129.876	\$3.513	\$124.209	\$5.667
Overtime	45.804	51.012	(5.207)	46.198	4.813	43.038	3.161	37.516	5.522
Health and Welfare	31.373	28.320	3.054	26.726	1.593	25.693	1.034	24.044	1.648
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	46.651	46.012	0.639	43.423	2.589	41.744	1.679	39.066	2.678
Other Fringe Benefits	32.199	28.959	3.239	27.330	1.629	26.273	1.057	24.587	1.686
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	38.721	10.054	28.668	13.994	(3.941)	26.315	(12.320)	24.061	2.254
Total Labor Expenses	\$326.217	\$303.334	\$22.882	\$291.061	\$12.274	\$292.938	(\$1.877)	\$273.482	\$19.455
<u>Non-Labor:</u>									
Electric Power	\$0.596	\$0.268	\$0.328	\$0.268	\$0.000	\$0.268	\$0.000	\$0.268	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	8.124	9.975	(1.851)	9.341	0.635	9.218	0.122	9.611	(0.392)
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	25.074	16.679	8.396	13.037	3.641	12.941	0.097	12.801	0.139
Professional Services Contracts	1.762	1.044	0.718	0.682	0.362	0.696	(0.014)	0.709	(0.014)
Materials and Supplies	66.419	54.763	11.656	36.979	17.784	34.050	2.929	35.219	(1.169)
Other Business Expenses	0.768	0.393	0.376	0.370	0.022	0.356	0.014	0.333	0.023
Total Non-Labor Expenses	\$102.744	\$83.122	\$19.622	\$60.677	\$22.445	\$57.528	\$3.149	\$58.941	(\$1.413)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$428.961	\$386.456	\$42.504	\$351.738	\$34.718	\$350.466	\$1.272	\$332.424	\$18.043
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2019	Final Proposed Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
<u>Non-Reimbursable and Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$771.110	\$781.384	\$10.274	\$785.778	\$4.395	\$793.424	\$7.645	\$802.571	\$9.147
Other Operating Revenue	41.819	36.076	(5.742)	37.059	0.983	37.518	0.459	37.697	0.179
Capital and Other Reimbursements	428.961	386.456	(42.504)	351.738	(34.718)	350.466	(1.272)	332.424	(18.043)
Total Revenues	\$1,241.889	\$1,203.916	(\$37.973)	\$1,174.575	(\$29.341)	\$1,181.408	\$6.833	\$1,172.692	(\$8.716)
Operating Expenses									
<u>Labor:</u>									
Payroll	\$703.835	\$773.896	(\$70.061)	\$796.372	(\$22.476)	\$805.107	(\$8.736)	\$820.301	(\$15.194)
Overtime	199.245	202.237	(2.993)	210.092	(7.854)	214.817	(4.725)	212.818	1.999
Health and Welfare	146.013	162.411	(16.398)	174.145	(11.734)	182.904	(8.759)	191.226	(8.321)
OPEB Current Payments	63.893	74.468	(10.575)	78.101	(3.632)	82.312	(4.211)	87.391	(5.079)
Pension	182.139	187.715	(5.576)	194.065	(6.350)	187.373	6.692	184.111	3.262
Other Fringe Benefits	176.621	186.622	(10.001)	193.674	(7.052)	198.624	(4.950)	202.314	(3.690)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$1,471.746	\$1,587.350	(\$115.604)	\$1,646.449	(\$59.099)	\$1,671.138	(\$24.689)	\$1,698.161	(\$27.023)
<u>Non-Labor:</u>									
Electric Power	\$84.379	\$96.238	(\$11.859)	\$99.848	(\$3.610)	\$118.815	(\$18.966)	\$123.754	(\$4.940)
Fuel	20.569	20.380	0.189	19.791	0.590	19.668	0.123	20.095	(0.428)
Insurance	28.618	33.063	(4.446)	34.925	(1.862)	37.135	(2.210)	40.151	(3.015)
Claims	6.894	4.546	2.348	4.612	(0.066)	4.682	(0.071)	4.755	(0.072)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	91.939	105.675	(13.736)	113.676	(8.001)	112.634	1.042	118.691	(6.057)
Professional Services Contracts	39.690	48.654	(8.964)	45.382	3.272	35.645	9.737	36.780	(1.135)
Materials and Supplies	209.195	243.687	(34.492)	220.345	23.342	220.497	(0.152)	228.902	(8.405)
Other Business Expenses	20.767	22.214	(1.448)	22.745	(0.531)	22.273	0.472	22.558	(0.285)
Total Non-Labor Expenses	\$502.050	\$574.458	(\$72.407)	\$561.324	\$13.134	\$571.350	(\$10.026)	\$595.686	(\$24.336)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,973.796	\$2,161.808	(\$188.011)	\$2,207.773	(\$45.965)	\$2,242.488	(\$34.715)	\$2,293.847	(\$51.360)
Depreciation	\$397.085	\$397.510	(\$0.425)	\$401.806	(\$4.297)	\$405.783	(\$3.976)	\$409.799	(\$4.016)
GASB 75 OPEB Expense Adjustment	99.584	52.144	(47.440)	39.059	13.085	20.663	18.396	0.452	20.211
GASB 68 Pension Expense Adjustment	(13.800)	(6.600)	(7.200)	(37.400)	30.800	(29.000)	(8.400)	2.500	(31.500)
Environmental Remediation	2.000	2.000	0.000	2.000	0.000	2.000	0.000	2.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$2,458.665	\$2,606.862	(\$148.196)	\$2,613.238	(\$6.377)	\$2,641.933	(\$28.695)	\$2,708.599	(\$66.665)
Net Surplus/(Deficit)	(\$1,216.776)	(\$1,402.945)	(\$186.169)	(\$1,438.663)	(\$35.718)	(\$1,460.525)	(\$21.862)	(\$1,535.907)	(\$75.381)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2019	Final Proposed Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Cash Receipts and Expenditures									
Receipts									
Farebox Revenue	\$781.755	\$797.384	\$15.629	\$801.778	\$4.394	\$809.424	\$7.646	\$818.571	\$9.147
Other Operating Revenue	32.504	24.475	(8.029)	24.705	0.230	24.857	0.152	24.737	(0.120)
Capital and Other Reimbursements	417.225	362.398	(54.827)	337.542	(24.856)	337.654	0.112	318.708	(18.946)
Total Receipts	\$1,231.484	\$1,184.257	(\$47.227)	\$1,164.025	(\$20.232)	\$1,171.935	\$7.910	\$1,162.016	(\$9.919)
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$694.887	\$767.513	(\$72.626)	\$789.845	(\$22.332)	\$798.435	(\$8.590)	\$813.478	(\$15.043)
Overtime	199.245	202.237	(2.992)	210.092	(7.855)	214.817	(4.725)	212.818	1.999
Health and Welfare	131.471	162.411	(30.940)	174.145	(11.734)	182.904	(8.759)	191.226	(8.322)
OPEB Current Payments	59.799	74.468	(14.669)	78.101	(3.633)	82.312	(4.211)	87.391	(5.079)
Pension	179.857	187.715	(7.858)	194.065	(6.350)	187.373	6.692	184.111	3.262
Other Fringe Benefits	179.864	185.622	(5.758)	192.674	(7.052)	197.624	(4.950)	201.314	(3.690)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,445.123	\$1,579.966	(\$134.843)	\$1,638.922	(\$58.956)	\$1,663.465	(\$24.543)	\$1,690.338	(\$26.873)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$84.379	\$96.238	(\$11.859)	\$99.848	(\$3.610)	\$118.814	(\$18.966)	\$123.755	(\$4.941)
Fuel	20.569	20.380	0.189	19.790	0.590	19.668	0.122	20.095	(0.427)
Insurance	28.481	32.742	(4.261)	34.572	(1.830)	37.796	(3.224)	39.752	(1.956)
Claims	5.723	1.822	3.901	1.837	(0.015)	1.852	(0.015)	1.867	(0.015)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	108.055	105.675	2.380	113.676	(8.001)	112.634	1.042	118.691	(6.057)
Professional Services Contracts	37.730	38.155	(0.425)	34.357	3.797	24.069	10.288	24.625	(0.556)
Materials and Supplies	196.453	239.605	(43.152)	229.975	9.630	228.531	1.444	236.836	(8.305)
Other Business Expenses	22.982	24.976	(1.994)	25.566	(0.590)	25.150	0.416	25.491	(0.341)
Total Non-Labor Expenditures	\$504.372	\$559.593	(\$55.221)	\$559.621	(\$0.029)	\$568.514	(\$8.893)	\$591.112	(\$22.598)
<u>Other Expenditure Adjustments:</u>									
Other	16.000	16.000	0.000	16.000	0.000	16.000	0.000	16.000	0.000
Total Other Expenditure Adjustments	\$16.000	\$16.000	\$0.000	\$16.000	\$0.000	\$16.000	\$0.000	\$16.000	\$0.000
Total Expenditures	\$1,965.495	\$2,155.559	(\$190.064)	\$2,214.543	(\$58.985)	\$2,247.979	(\$33.436)	\$2,297.450	(\$49.471)
Cash Timing Adjustments	\$3.139	(\$0.000)	(\$3.139)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)
Net Surplus/(Deficit)	(\$730.871)	(\$971.302)	(\$240.430)	(\$1,050.518)	(\$79.217)	(\$1,076.044)	(\$25.526)	(\$1,135.434)	(\$59.390)

MTA Long Island Rail Road
2020 Final Proposed Budget
November Financial Plan 2020 - 2023
Plan-To-Plan Changes by Generic Category - Baseline

2019: November Forecast vs. Mid-Year Forecast

2019 November Forecast is based on actual performance through July with projections for August through December based on current trends and known activities.

Revenue

- Passenger Revenue is favorable due to higher ridership, partially offset by lower yield per passenger.
- Other Operating Revenue is unfavorable due to lower rental and advertising revenue.
- Capital and Other Reimbursements are higher due to the timing of capital project activity.

Expense

- Payroll is lower because of vacant positions.
- Overtime increases as a result greater reimbursable activity.
- Health and Welfare costs are lower due to vacant positions.
- OPEB Current Payment is lower due to fewer than projected retirees.
- Other Fringe decreased primarily due to vacant positions, partially offset by higher overtime.
- Higher Electric Power costs are due to higher inflationary growth.
- Lower Fuel costs are due to lower consumption and lower rates.
- Lower Force Account Insurance.
- Lower Maintenance and Other Operating Contracts due to the timing of various initiatives shifted to outer years of the financial plan, including elevator/escalator, HVAC, security systems, platform investments, and various other maintenance initiatives, partially offset by higher capital project activity.
- Lower Professional Services costs primarily due to the timing of various initiatives shifted to outer years of the financial plan, including EAM and M3 decommissioning funding.
- Lower Material costs are due to the timing of RCM activity, including Lifecycle Asset Management (LAMP) for the M-7 fleet, partially offset by higher right of way material and capital project activity.
- Other Business Expense is lower due to various miscellaneous and employee expenses, partially offset by higher bad debt.

2020 – 2022: November Financial Plan vs. July Financial Plan

Revenue

- Passenger Revenue is favorable due to higher ridership and additional service to Belmont beginning in the fourth quarter of 2021.
- Other Operating Revenue is favorable due to higher rental revenue.
- Capital and Other Reimbursements are higher due to the timing of capital activity.

Expense

- Payroll is higher due to higher headcount associated with capital project activity and additional Belmont service beginning in the fourth quarter 2021.
- Overtime increases as a result of higher capital project activity, right of way maintenance overtime, and Belmont service beginning in fourth quarter 2021.
- Health and Welfare costs are higher due to higher reimbursable headcount.
- Other Fringe costs are higher due to higher payroll and overtime costs.
- Higher Electric Power costs are due to higher inflationary growth assumptions.
- Fuel changes are based on rate changes.
- Insurance changes are due to Force Account insurance.
- Maintenance and Other Operating Contracts costs are higher due to capital project activity, the timing of initiatives from 2019, higher Penn Station rent, and higher elevator/escalator maintenance.
- Professional Services are higher in 2020 and 2021 primarily due to the timing of various initiatives, including M3 decommissioning funding and increased Sperry rail testing, fiber maintenance agreements, and other consulting agreements. These increases are partially offset in 2020 and 2021 and result in savings in 2022 and 2023 by lifting and shifting EAM non-payroll operating expenses from the LIRR to MTA HQ.
- Material & Supplies changes are due to the timing of RCM activities and capital project activities.
- Other Business Expenses are higher primarily due to higher mobility tax as a result of higher headcount associated with capital project activity.

Depreciation/Other Post-Employment Benefits/Environmental Remediation/GASB 68

- Reflects Depreciation of current assets as well as estimates for capital assets based on their beneficial use. OPEB, GASB 68, and Environmental Remediation based on the latest actuarial estimates.

MTA Long Island Rail Road
2020 Final Proposed Budget
November Financial Plan 2020 - 2023
Plan-To-Plan Changes by Generic Category - Baseline

2019-2021 November Financial Plan vs. February Financial Plan

Revenue

- Passenger Revenue is favorable due to the fare increase implemented in April, higher ridership than originally estimated, the 2019 PGA event at Bethpage State Park, and new service to Belmont beginning in October 2021. The financial impact of this fare increase was originally captured below the line on the MTA consolidated February Financial Plan and is now reflected within Agency baselines. Farebox revenue also reflects the latest service plan for ESA, which assumes service begins in July 2022 and BRP associated with reduced Debit/Credit card fraud.
- Other Operating Revenue is unfavorable due to lower rental revenue and scrap material sales, partially offset by a change in Accounting policy related to upfront wireless payments associated with wireless system construction.
- Capital and Other Reimbursements are higher due to the timing of capital project activity.

Expense

- Payroll is lower in 2019 because of vacant positions, including revised ESA needs for operational readiness, the MTA-wide hiring restrictions, and the timing of retroactive compression payments. 2021 - 2022 is lower due to the 2019 July Plan Budget Reduction Program operational, administrative and support efficiency improvements and the latest ESA operating plan, partially offset by maintaining the M3 fleet through 2024, the timing of compression payments (2020), the timing of opening Moynihan Train Hall and other customer-centric support positions and the timing of capital project activity.
- Overtime increases as a result of maintaining 80 M3 cars in revenue service through 2024 as well as coverage requirements for vacancies (offset by payroll savings), right of way maintenance, Nassau 1 switch and crossover replacement work (2019), South Fork Commuter Connection (2019, 2020) and Penn Station Amtrak state of good repair efforts (2019), 2019 PGA golf tournament, and greater reimbursable activity for right-of-way maintenance and third-party flagging support. This is partially offset by the timing of various RCM activities each year, the 2019 budget reduction initiatives regarding fleet, and more efficient use of resources from 2020 to 2022 and lower ESA operations in 2021.
- Health and Welfare costs are lower due to lower rates.
- OPEB Current Payment is lower due to fewer than projected retirees/beneficiaries and lower rates.
- Pension is higher based on the latest actuarial estimates.
- Other Fringe changes based on headcount and overtime changes.
- Electric Power costs are based on inflationary growth assumptions and consumption estimates and the latest estimates for ESA operations.

- Fuel costs are based on inflationary growth assumptions and consumption estimates.
- Lower Insurance cost in 2019 due to lower Liability insurance. 2020 -2022 changes due force account insurance.
- Lower Maintenance and Other Operating Contracts in 2019 due to a change in Accounting treatment related to payments associated with wireless system construction, lower ESA operational readiness costs, shift of platform investment funding from non-payroll to overtime and Fuel, reallocation of Engineering department non-payroll funding from maintenance to other non-payroll accounts, and timing of various initiatives shifted to outer years of the financial plan. Maintenance and Other Operating Contracts costs are higher in 2020 due to capital project activity, the timing of initiatives from 2019 and higher elevator/escalator maintenance, partially offset by the revised ESA service plan, the timing of initiatives from 2019, and BRPs associated with tighter control and prioritization of non-payroll funds to core mission initiatives. 2021-2022 are lower due to the revised ESA service plan and BRPs associated with tighter control and prioritization of non-payroll funds to core mission initiatives.
- Lower Professional Services costs in 2019 primarily due to the timing of various initiatives shifted to outer years of the financial plan, lower and timing of M3 decommissioning costs, and lower M7 Propulsion testing, partially offset by the write-offs of various projects that are no longer capital-eligible. 2020 – 2022 Professional Services are higher due to an estimate of write-offs of various projects that are no longer capital-eligible (non-cash), partially offset by the lifting and shifting on EAM non-payroll expenses from the LIRR to MTA HQ.
- Lower 2019 Material costs are due to the timing of RCM activity including Lifecycle Asset Management (LAMP) for the M-7 fleet activity, and timing of security initiatives shifted to 2020, partially offset by higher right of way material, RCM activities related to maintaining the M3 fleet through 2024 and capital project activity. Material & Supplies costs are higher in 2020 due to the timing of M7 Inverter RCM program as well as other RCM initiatives, maintaining the M3 fleet through 2024 and capital project activity.
- Other Business Expense changes due to Mainline Third Track expenses previously captured in Maintenance and Other Operating Contracts and impacts of payroll and overtime on mobility tax.

Depreciation/Other Post-Employment Benefits/Environmental Remediation/GASB 68

- Reflects Depreciation of current assets as well as estimates for capital assets based on their beneficial use. OPEB, GASB 68 and Environmental Remediation based on latest actuarial estimates.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2019	2020	2021	2022	2023
July Financial Plan - Cash Surplus/(Deficit)	(\$816.792)	(\$930.890)	(\$1,034.289)	(\$1,086.319)	(\$1,134.960)
Baseline Changes					
Revenue					
Farebox Revenue	\$0.306	\$1.798	\$4.890	\$7.192	\$7.431
Vehicle Toll Revenue					
Other Operating Revenue	(0.523)	0.163	0.679	0.675	0.386
Capital and Other Reimbursement					
Total Revenue Changes	(\$0.217)	\$1.961	\$5.569	\$7.867	\$7.817
Expenses					
<i>Labor:</i>					
Payroll	\$10.731	\$2.944	\$0.339	(\$2.093)	(\$4.561)
Overtime	0.505	(3.867)	(1.660)	(3.931)	(3.448)
Health and Welfare	2.671	1.791	0.710	(1.013)	(1.982)
OPEB Current Payment	2.475	0.000	0.000	0.000	0.000
Pensions	(0.543)	8.041	5.949	4.697	1.403
Other Fringe Benefits	4.744	(1.526)	(2.588)	(4.235)	(4.809)
Reimbursable Overhead	6.462	(8.758)	(4.273)	9.404	6.465
Total Labor Expense Changes	\$27.045	(\$1.375)	(\$1.524)	\$2.831	(\$6.932)
<i>Non-Labor:</i>					
Electric Power	(\$2.244)	(\$6.570)	(\$3.242)	(\$0.013)	(\$0.632)
Fuel	3.018	0.353	0.260	0.121	0.134
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	14.432	(5.195)	(7.919)	(3.726)	(1.414)
Professional Service Contracts	4.730	(8.194)	(5.435)	2.518	2.120
Materials & Supplies	24.185	(16.741)	(2.706)	0.826	(1.435)
Other Business Expenses	0.613	(0.747)	(0.312)	(0.157)	(0.140)
Total Non-Labor Expense Changes	\$44.734	(\$37.094)	(\$19.353)	(\$0.432)	(\$1.368)
Total Expense Changes before Depreciation and GASB Adjs.	\$71.780	(\$38.469)	(\$20.877)	\$2.399	(\$8.300)
Depreciation	(\$0.000)	\$0.000	\$0.000	\$0.000	\$0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	\$71.780	(\$38.469)	(\$20.877)	\$2.399	(\$8.300)
Cash Adjustment Changes					
Material	\$2.694	\$5.306	\$0.000	\$0.000	\$0.000
Bad Debt	0.430	0.000	0.000	0.000	0.000
Advertising Revenue	0.259	0.504	0.000	0.000	0.000
Depreciation/OPEB/Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Other Miscellaneous	1.478	0.007	0.007	0.007	0.007
Total Cash Adjustment Changes	\$4.861	\$5.817	\$0.007	\$0.007	\$0.007
Total Baseline Changes	\$76.423	(\$30.692)	(\$15.300)	\$10.274	(\$0.476)
November Financial Plan - Cash Surplus/(Deficit)	(\$740.369)	(\$961.582)	(\$1,049.589)	(\$1,076.045)	(\$1,135.436)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2019	2020	2021	2022	2023
July Financial Plan - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue					
Other Operating Revenue					
Capital and Other Reimbursement	27.009	74.409	55.258	57.484	33.088
Total Revenue Changes	\$27.009	\$74.409	\$55.258	\$57.484	\$33.088
Expenses					
<i>Labor:</i>					
Payroll	\$5.227	(\$19.431)	(\$15.911)	(\$13.835)	(\$6.180)
Overtime	(6.260)	(30.241)	(25.155)	(21.574)	(15.772)
Health and Welfare	(1.213)	(4.949)	(3.661)	(2.891)	(0.864)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.543	(8.041)	(5.949)	(4.697)	(1.403)
Other Fringe Benefits	(1.335)	(5.061)	(3.744)	(2.956)	(0.883)
Reimbursable Overhead	(6.462)	8.758	4.273	(9.404)	(6.465)
Total Labor Expense Changes	(\$9.500)	(\$58.965)	(\$50.148)	(\$55.358)	(\$31.568)
<i>Non-Labor:</i>					
Electric Power	(\$0.160)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.812	(2.289)	(1.708)	(1.727)	(1.775)
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(3.184)	(2.055)	(0.520)	(0.424)	(0.169)
Professional Service Contracts	(0.647)	(0.375)	0.000	0.000	0.000
Materials & Supplies	(14.022)	(10.658)	(2.831)	0.064	0.435
Other Business Expenses	(0.307)	(0.069)	(0.051)	(0.040)	(0.012)
Total Non-Labor Expense Changes	(\$17.509)	(\$15.444)	(\$5.110)	(\$2.126)	(\$1.520)
Total Expense Changes	(\$27.009)	(\$74.409)	(\$55.258)	(\$57.484)	(\$33.088)
Cash Adjustment Changes					
Operating Funded Capital	9.757	(9.723)	(0.929)	0.001	0.000
Total Cash Adjustment Changes	\$9.757	(\$9.723)	(\$0.929)	\$0.001	\$0.000
Total Baseline Changes	\$9.757	(\$9.723)	(\$0.929)	\$0.001	\$0.000
November Financial Plan - Cash Surplus/(Deficit)	\$9.757	(\$9.723)	(\$0.929)	\$0.001	\$0.000

MTA LONG ISLAND RAILROAD
November Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE

	2019	2020	2021	2022	2023
July Financial Plan - Cash Surplus/(Deficit)	(\$816.792)	(\$930.890)	(\$1,034.289)	(\$1,086.319)	(\$1,134.960)
Baseline Changes					
Revenue					
Farebox Revenue	\$0.306	\$1.798	\$4.890	\$7.192	\$7.431
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(0.523)	0.163	0.679	0.675	0.386
Capital and Other Reimbursement	27.009	74.409	55.258	57.484	33.088
Total Revenue Changes	\$26.791	\$76.370	\$60.827	\$65.352	\$40.905
Expenses					
<i>Labor:</i>					
Payroll	\$15.958	(\$16.487)	(\$15.573)	(\$15.927)	(\$10.742)
Overtime	(5.754)	(34.108)	(26.816)	(25.505)	(19.220)
Health and Welfare	1.458	(3.158)	(2.951)	(3.904)	(2.846)
OPEB Current Payment	2.475	0.000	0.000	0.000	0.000
Pensions	0.000	(0.000)	0.000	0.000	(0.000)
Other Fringe Benefits	3.409	(6.587)	(6.332)	(7.191)	(5.692)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	\$17.545	(\$60.340)	(\$51.671)	(\$52.527)	(\$38.500)
<i>Non-Labor:</i>					
Electric Power	(\$2.403)	(\$6.570)	(\$3.242)	(\$0.013)	(\$0.632)
Fuel	3.018	0.353	0.260	0.121	0.134
Insurance	0.812	(2.289)	(1.708)	(1.727)	(1.775)
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	11.248	(7.249)	(8.439)	(4.150)	(1.583)
Professional Service Contracts	4.083	(8.569)	(5.435)	2.518	2.120
Materials & Supplies	10.162	(27.398)	(5.537)	0.891	(0.999)
Other Business Expenses	0.306	(0.815)	(0.363)	(0.197)	(0.152)
Total Non-Labor Expense Changes	\$27.225	(\$52.538)	(\$24.463)	(\$2.558)	(\$2.888)
Total Expense Changes before Depreciation and GASB Adjs.	\$44.771	(\$112.879)	(\$76.134)	(\$55.085)	(\$41.387)
Depreciation	(\$0.000)	\$0.000	\$0.000	\$0.000	\$0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	\$44.771	(\$112.879)	(\$76.134)	(\$55.085)	(\$41.387)
Cash Adjustment Changes					
Material	\$2.694	\$5.306	\$0.000	\$0.000	\$0.000
Bad Debt	0.430	0.000	0.000	0.000	0.000
Advertising Revenue	0.259	0.504	0.000	0.000	0.000
Operating Funded Capital	9.757	(9.723)	(0.929)	0.001	0.000
Depreciation/OPEB/Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Other Miscellaneous	1.478	0.007	0.007	0.007	0.007
Total Cash Adjustment Changes	\$14.618	(\$3.906)	(\$0.922)	\$0.008	\$0.007
Total Baseline Changes	\$86.180	(\$40.415)	(\$16.229)	\$10.275	(\$0.475)
November Financial Plan - Cash Surplus/(Deficit)	(\$730.612)	(\$971.305)	(\$1,050.518)	(\$1,076.044)	(\$1,135.435)

MTA Long Island Rail Road
2020 Final Proposed Budget
November Financial Plan 2020 - 2023
Summary of Major Plan-To-Plan Changes

Revenue

- Farebox Revenue is favorable compared with the July Plan due to higher projected ridership and service to Belmont Park for Islander games and other events beginning in the fourth quarter of 2021.
- Other Operating Revenue changes are due to rental revenue.

Expenses

- Timing adjustments between years for various RCM activities and modifications, Lifecycle Asset Management Program, ESA Operational Readiness costs, and other non-payroll expenses
- Payroll rates, open positions (Represented), and overtime adjustments result in savings in 2019 and slightly unfavorable from 2020 to 2022 due to the timing of attrition related to the 2018 BRP program and other rate adjustments.
- General & Administrative (G&A), pension and department overhead changes associated with higher capital project activity partially offset by lower 2020 – 2023 capital overhead rates.
- Due to the risk of 2020 – 2024 capital program funding not being fully in place effective 1/1/2020, some favorable department overhead has been offset with a reserve.
- Electric and diesel rate changes.
- Increased Sperry rail testing to improve track maintenance and system reliability
- Increase service to Belmont Park around Islanders and other events beginning in the fourth quarter of 2021.
- Lower OPEB Current costs due to fewer retirees/beneficiaries during the period of April – July 2019.
- Higher Penn Station rent based on reconfiguration and developer agreement related to existing support space at Penn Station.
- Additional savings as a result of the hiring restrictions during the period of April – July 2019.

Cash

- GASB 68 pension adjustment, depreciation, environmental remediation, and bad debt are all accrued but not cash items.
- The timing of operating funded capital projects.
- The timing of various cash expenses.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2020-2023
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2019	2020	2021	2022	2023
July Financial Plan - Cash Surplus/(Deficit)	(\$816.792)	(\$930.890)	(\$1,034.289)	(\$1,086.319)	(\$1,134.960)
Non-Reimbursable Major Changes					
Revenue					
Farebox Revenue - Base	\$0.306	\$1.798	\$4.349	\$5.118	\$5.356
Farebox Revenue - Belmont Arena	0.000	0.000	0.541	2.074	2.074
Advertising Revenue	(0.259)	(0.504)			
Other Operating Revenue	(0.264)	0.666	0.679	0.675	0.386
Sub-Total Non-Reimbursable Revenue Changes	(\$0.217)	\$1.961	\$5.569	\$7.867	\$7.817
Expenses					
Reliability Centered Maintenance and Rolling Stock Modification Updates	\$30.158	(\$8.605)	(\$14.093)	(\$3.000)	(\$4.085)
Non-payroll Adjustments - Miscellaneous	9.333	(14.526)	(1.725)	1.623	6.740
Payroll Rates, Open Positions (craft) and Vacancy Rate Adjustments	12.821	(5.088)	(1.553)	(0.726)	(0.673)
East Side Access Operations	2.765	7.283	(0.826)	(2.697)	(6.526)
Lifecycle Asset Management Program (LAMP)	10.000	(10.000)	(0.000)	(0.000)	(0.000)
G&A and Pension Overhead Changes	5.769	24.549	19.996	17.388	11.268
Capital Overhead Rate Changes	0.000	(11.475)	(11.324)	(11.302)	(11.847)
Reimbursable Headcount & Overtime Adjustments	0.000	13.035	10.394	8.337	5.176
Contingency for Delayed Capital Program	0.000	(21.900)	(15.000)	0.000	-
Electric and Diesel Rate Changes	(2.732)	(4.362)	(2.456)	0.767	(0.033)
Increased Sperry Rail Testing	(0.500)	(2.227)	(2.286)	(0.249)	(0.280)
Belmont Arena	0.000	0.000	(1.877)	(6.980)	(7.162)
OPEB Current - Fewer retiree/beneficiaries	2.475	0.000	0.000	0.000	-
Revised Real Estate expenses	0.000	(2.000)	(2.000)	(2.000)	(2.000)
Hiring freeze savings	2.191				
Depreciation/GASB 68 Pension Expense Adjustment/Environmental Remediation/OPEB	(0.000)	0.000	0.000	0.000	0.000
All Other	(0.501)	(3.155)	1.873	1.238	1.122
Sub-Total Non-Reimbursable Expense Changes	\$71.780	(\$38.469)	(\$20.877)	\$2.399	(\$8.300)
Total Non-Reimbursable Major Changes	\$71.562	(\$36.508)	(\$15.307)	\$10.267	(\$0.483)
Reimbursable Major Changes					
Revenue					
Capital and Other Reimbursements	27.009	74.409	55.258	57.484	33.088
Sub-Total Reimbursable Revenue Changes	\$27.009	\$74.409	\$55.258	\$57.484	\$33.088
Expenses					
Capital and Other Reimbursements	(27.009)	(74.409)	(55.258)	(57.484)	(33.088)
Sub-Total Reimbursable Expense Changes	(\$27.009)	(\$74.409)	(\$55.258)	(\$57.484)	(\$33.088)
Total Reimbursable Major Changes	\$0.000	(\$0.000)	\$0.000	(\$0.000)	\$0.000
Total Accrual Changes	\$71.562	(\$36.508)	(\$15.307)	\$10.267	(\$0.483)
Cash Adjustment Changes					
Material	\$2.694	\$5.306	\$0.000	\$0.000	\$0.000
Bad Debt	0.430	-	-	-	-
Advertising Revenue	0.259	0.504	-	-	-
Operating Funded Capital	9.757	(9.723)	(0.929)	0.001	-
Depreciation/OPEB/Environmental Remediation	0.000	-	-	-	-
Other Miscellaneous	1.478	0.007	0.007	0.007	0.007
Total Cash Adjustment Changes	\$14.618	(\$3.906)	(\$0.922)	\$0.008	\$0.007
Total Baseline Changes	\$86.180	(\$40.415)	(\$16.229)	\$10.275	(\$0.476)
November Financial Plan - Cash Surplus/(Deficit)	(\$730.612)	(\$971.305)	(\$1,050.518)	(\$1,076.044)	(\$1,135.436)

MTA Long Island Rail Road
2020 Final Proposed Budget
November Financial Plan 2020 – 2023
Ridership/(Utilization)

RIDERSHIP/UTILIZATION PROJECTIONS

Growth in the regional economy and employment are the primary drivers of passenger ridership. Other areas of growth included the 2019 PGA Golf Tournament, the new arena in Belmont Park beginning fourth quarter 2021, and ESA opening day in July 2022. Ridership through September was 0.4% higher than the Mid-Year Forecast and above the 2018 level by 2.4% (adjusted for the same number of calendar workdays). Both favorable trends are a result of higher non-commutation ridership. The 2019 November Forecast projects ridership to be 91.3 million, which is 0.2 million higher than the Mid-Year Forecast. Ridership projections for the outer years of the November Financial Plan 2020-2023 reveal modest annual growth of 0.6% in 2020, 0.4% in 2021, 1.2% in 2022, and 1.2% in 2023.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2020 - 2023
Ridership (Utilization)
(in millions)

	Actual	November	Final			
	2018	Forecast	Proposed	2021	2022	2023
		2019	Budget			
			2020			

RIDERSHIP

Monthly Ridership	48.731	48.032	48.470	48.531	49.258	50.374
Weekly Ridership	2.101	2.445	2.456	2.467	2.472	2.471

Total Commutation	50.832	50.478	50.927	50.998	51.730	52.845
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One-way Full Fare	9.258	10.019	10.003	10.076	10.157	10.154
One-way Off-Peak	18.638	19.107	19.184	19.321	19.477	19.473
All Other	11.044	11.647	11.664	11.760	11.916	11.913

Total Non-Commutation	38.941	40.773	40.850	41.157	41.549	41.540
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Total Ridership	89.773	91.250	91.777	92.155	93.279	94.385
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FAREBOX REVENUE

Baseline Total Farebox Revenue	\$740.477	\$771.110	\$781.384	\$785.778	\$793.424	\$802.571
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MTA LONG ISLAND RAIL ROAD
November Financial Plan 2020-2023
2019 Budget Reduction Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022	Pos.	2023
Administration										
Eliminate Administration Positions (July Plan)	-	0.000	12	2.059	12	2.100	12	2.143	12	2.193
<i>Subtotal Administration</i>	-	0.000	12	2.059	12	2.100	12	2.143	12	2.193
Customer Convenience/Amenities										
Reduce Customer Support through efficiencies. (July Plan)	-	0.000	3	0.301	3	0.307	3	0.313	3	0.320
Reduce/Eliminate Ticket Office Hours (July Plan)	-	0.000	4	0.722	4	0.730	4	0.736	4	0.691
Do not accept cash on board trains (MTA Pilot) (July Plan)	-	0.000	10	1.184	10	1.238	10	1.268	10	1.304
<i>Subtotal Customer Convenience/Amenities</i>	-	0.000	16	2.208	16	2.275	16	2.317	16	2.316
Maintenance										
LIRR Forward Reductions (July Plan)	-	0.000	15	2.164	15	2.210	15	2.258	15	2.315
Fleet Maintenance Initiatives (July Plan)	-	0.000	5	9.093	5	9.089	5	9.087	5	9.079
Enterprise Asset Management (July Plan)	-	0.000	-	0.180	-	0.180	-	0.180	-	0.180
Right of Way Maintenance Support Efficiencies (July Plan)	-	0.000	5	0.844	6	1.013	6	1.108	6	1.133
Reduction in budgeted overtime hours based on more efficient use of resources (July Plan)		0.000	-	0.542	-	0.554	-	0.565	-	0.577
Employee Facility Cleaning (July Plan)	-	0.000	1	0.053	1	0.058	1	0.061	1	0.064
Improve efficiency of right of way maintenance (July Plan)	-	0.000	5	0.601	11	1.333	20	2.485	26	3.302
Operating Efficiencies within Core Operations/East Side Access (July Plan)	-	0.000	83	20.762	83	20.762	83	20.762	83	20.762
Tighter Control and Prioritization of Non Payroll Funds to Core Mission Initiatives (July Plan)	-	0.000	-	5.009	-	3.840	-	2.343	-	1.262
<i>Subtotal Maintenance</i>	-	0.000	114	39.249	121	39.038	130	38.849	136	38.674
Revenue Enhancement										
Fare Evasion Strategy - Debit/Credit Card (July Plan)	-	0.000	-	0.500	-	0.500	-	0.500	-	0.500
<i>Subtotal Revenue Enhancement</i>	-	0.000	-	0.500	-	0.500	-	0.500	-	0.500
Safety										
<i>Subtotal Safety</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Security										
<i>Subtotal Security</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Service										
Service Adjustments Within Guidelines (July Plan)	-	0.000	5	1.600	5	1.611	5	1.620	5	1.634
<i>Subtotal Service</i>	-	0.000	5	1.600	5	1.611	5	1.620	5	1.634
Service Support										
Crew Book Efficiencies (July Plan)	-	0.000	24	2.855	24	2.913	24	2.975	24	3.047
Train Service Support Efficiencies (July Plan)	-	0.000	8	1.273	8	1.300	8	1.327	8	1.360
<i>Subtotal Service Support</i>	-	0.000	32	4.129	32	4.213	32	4.302	32	4.407
Other										
Homeless Outreach Bowery Residences' Committee (BRC) (July Plan)	-	0.000	-	0.256	-	0.263	-	0.269	-	0.276
<i>Subtotal Other</i>	-	0.000	-	0.256	-	0.263	-	0.269	-	0.276
Total Non-Reimbursable BRP	-	\$0.000	179	\$50.000	186	\$50.000	195	\$50.000	201	\$50.000
Reimbursable BRP										
Capital Program										
Capital and Other Reimbursements Reduction (July Plan)	-	\$0.000	-	(\$23.278)	160	(\$23.278)	160	(\$23.278)	160	(\$23.278)
Reimbursable Expense Reduction (July Plan)	-	0.000	-	23.278	-	23.278	-	23.278	-	23.278
Total Reimbursable BRP	-	\$0.000	-	\$0.000	160	\$0.000	160	\$0.000	160	\$0.000
Total Non-Reimbursable and Reimbursable BRP	-	\$0.000	179	\$50.000	346	\$50.000	355	\$50.000	361	\$50.000

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Administration

Program: Eliminate Administration Positions (July Plan)

Background Details: Reduce administrative positions across the company by combining functions to improve productivity and efficiency. Positions reduced through attrition.

Program Description/ Implementation Plan:

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020
Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$2.059	\$2.100	\$2.143	\$2.193
<i>Total Positions Required:</i>	0	12	12	12	12

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Customer Convenience

Program: Reduce Customer Support through efficiencies. (July Plan)

Background Details: Reduce customer support at Penn Station and Moynihan Station. Cover through existing clerks and Ambassadors. Positions reduced through attrition.

Program Description/ Implementation Plan:

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020
Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
<i>Financial Impact (Operating):</i>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$0.301	\$0.307	\$0.313	\$0.320
<i>Total Positions Required:</i>	0	3	3	3	3

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Customer Convenience

Program: Reduce/Eliminate Ticket Office Hours (July Plan)

Background Details: Eliminate 5 low volume part-time ticket offices, reduce weekend hours at 3 stations; reduce clerks at Jamaica and 10 seasonal ticket clerks. Minimal ticket selling at Moynihan Station.

**Program Description/
Implementation Plan:**

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020

Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.722	\$0.730	\$0.736	\$0.691
<i>Total Positions Required:</i>	0	4	4	4	4

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Customer Convenience

Program: Do not accept cash on board trains (MTA Pilot) (July Plan)

Background Details:	MTA Pilot Program to no longer accept cash on board train which will allow for a reduction in back office support and ticket remittance clerks at various locations. This initiative will result in the closing of two low volume ticket offices at eastern stations which support conductor remittance and three conductor ticket remittance offices. Positions reduced through attrition and/or reallocated to Moynihan Station upon opening.
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Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.184	\$1.238	\$1.268	\$1.304
<i>Total Positions Required:</i>	0	10	10	10	10

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: LIRR Forward Reductions (July Plan)

Background Details:	Reduce Ushers, Transportation support, Stations Movement Bureau Support, overnight signal supervisors and maintenance of way inspectors. The overall elements of LIRR Forward will remain, just strategically scaled back. Greater efficiencies within existing resources will be achieved. Positions reduced through attrition.
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Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$2.164	\$2.210	\$2.258	\$2.315
<i>Total Positions Required:</i>	0	15	15	15	15

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance

Program: Fleet Maintenance Initiatives (July Plan)

Background Details:	Further material savings identified due to high MDBF of M7 fleet. Certain reliability maintenance and modification activities will be rescheduled over a greater number of years including M7 Phase 4 Truck RCM, Phase 2 Battery Change out and Phase 2 Air Brake. All programs extended from 8 years to 10 years. Extend coupler RCM program. Refrigeration changeout program done in house within existing RCM program.
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Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$9.093	\$9.089	\$9.087	\$9.079
<i>Total Positions Required:</i>	0	5	5	5	5

**MTA LONG ISLAND RAIL ROAD
 July Financial Plan 2020 - 2023
 2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: Enterprise Asset Management (July Plan)

Background Details:	Increase reliance on existing staff for project management.
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Program Description/ Implementation Plan:	LIRR has established a committee to review all proposed hiring.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.180	\$0.180	\$0.180	\$0.180
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: Right of Way Maintenance Support Efficiencies (July Plan)

Background Details: Eliminate Right of Way Maintenance managerial positions through improved efficiencies by combining job functions. Positions reduced through attrition.

**Program Description/
Implementation Plan:**

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020
Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.844	\$1.013	\$1.108	\$1.133
<i>Total Positions Required:</i>	0	5	6	6	6

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance

Program: Reduction in budgeted overtime hours based on more efficient use of resources (July Plan)

Background Details: More efficiently manage bus programs, foreman coverage and holiday overtime in Stations Department. Do not backfill open jobs on the 2nd and 3rd tour within the Signal Department.

**Program Description/
Implementation Plan:**

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020
Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.542	\$0.554	\$0.565	\$0.577
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA LONG ISLAND RAIL ROAD
 July Financial Plan 2020 - 2023
 2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: Employee Facility Cleaning (July Plan)

Background Details: More efficiently manage employee facility cleaning at Hillside, Vanderbilt Yard and West Side Yard. Position reduced through attrition.

Program Description/ Implementation Plan:

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020
Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.053	\$0.058	\$0.061	\$0.064
<i>Total Positions Required:</i>	0	1	1	1	1

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: Improve efficiency of right of way maintenance (July Plan)

Background Details: Improve efficiency/productivity of existing workforce. Positions reduced through attrition.

**Program Description/
Implementation Plan:**

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020
Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.601	\$1.333	\$2.485	\$3.302
<i>Total Positions Required:</i>	0	5	11	20	26

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance

Program: Operating Efficiencies within Core Operations/East Side Access (July Plan)

Background Details:	The LIRR has continued it's review on how to more efficiently integrate the existing LIRR service with the new service to Grand Central including operational staffing, administrative staffing, training, fleet maintenance, crew staffing, etc. Based on this continuing review, savings have been identified.
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Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$20.762	\$20.762	\$20.762	\$20.762
<i>Total Positions Required:</i>	0	83	83	83	83

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance

Program: Tighter Control and Prioritization of Non Payroll Funds to Core Mission Initiatives (July Plan)

Background Details:	Funding reduction for miscellaneous contract services as a result of historical spending trends and programmatic initiatives.
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Program Description/ Implementation Plan:	LIRR Staff will continue to closely monitor contract costs and spending.		
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$5.009	\$3.840	\$2.343	\$1.262
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA LONG ISLAND RAIL ROAD
 July Financial Plan 2020 - 2023
 2019 Budget Reduction Plan Worksheet**

Category by Function: Revenue
Program: Fare Evasion Strategy - Debit/Credit Card (July Plan)

Background Details:	New chip enabled TVM and TOM technology will reduce Debit/Credit Card charges.
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Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.500	\$0.500	\$0.500	\$0.500
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Service
Program: Service Adjustments Within Guidelines (July Plan)

Background Details:	Based on a careful review of service guidelines, there are several adjustments which can be made that will have minimal impact on customers.
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Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.600	\$1.611	\$1.620	\$1.634
<i>Total Positions Required:</i>	0	5	5	5	5

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Service Support
Program: Crew Book Efficiencies (July Plan)

Background Details:	Analyzed existing crew book and future service needs and was able to reduce number of Assistant Conductor/Collector hires.
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Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$2.855	\$2.913	\$2.975	\$3.047
<i>Total Positions Required:</i>	0	24	24	24	24

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Service Support
Program: Train Service Support Efficiencies (July Plan)

Background Details:	Consolidations and efficiencies within Transportation Support areas will result in savings. Positions reduced through attrition.
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Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.273	\$1.300	\$1.327	\$1.360
<i>Total Positions Required:</i>	0	8	8	8	8

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Other

Program: Homeless Outreach Bowery Residences' Committee (BRC) (July Plan)

Background Details:	Reduce BRC funding at Penn Station, Jamaica, Atlantic Terminal.
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Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.256	\$0.263	\$0.269	\$0.276
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance

Program: BRP - Reimbursable (July Plan)

Background Details:	The 2020 budget reduction for Reimbursable assumes a 12.7% reduction in headcount from the 2019 level based on more efficient use of resources. This reduction includes Engineering Construction and Support Headcount, Equipment Field and Rolling Stock Support Headcount, Transportation Field and Construction Support Headcount, Department of Program Management, Special Projects/East Side Access Construction Support and other administrative reductions. Independent of this exercise, the 2020 - 2023 was reviewed and adjusted to reflect the anticipated 2020 - 2024 capital program.
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Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	160	160	160	160

MTA Long Island Rail Road
2020 Final Proposed Budget
November Financial Plan 2020 – 2023
Positions
Year-To-Year Summary of Changes

Position Assumptions

Positions are identified as of year-end (December 31) for each year in the financial plan and reflect an estimate of the total number of paid employees required to meet and achieve corporate goals as well as those in line with reimbursable activity. Position totals incorporate the seasonal, as well as other fluctuations in staffing requirements for capital projects.

2019 - 2020 Changes

The 2020 Final Proposed Budget totals 7,891 positions, an increase of 209 positions from the 2019 November Forecast. This includes an increase of 108 Non-Reimbursable positions and 101 Reimbursable positions. The Non-Reimbursable headcount increase is primarily due to ESA, which increases by 161 positions, continued RCM maintenance of M3, staffing for Moynihan Station, and other customer service-centric positions and West Side Yard overbuild maintenance, partially offset by the impact of various budget reduction initiatives. Reimbursable positions increase due to anticipated changes in capital project activity. Otherwise, changes in year-end Non-reimbursable and Reimbursable headcount are due to the timing of capital and maintenance activity. As a result, the year-end headcount changes, as reported in the financial tables can appear to be more dramatic than the change in average headcount.

2021 – 2023 Changes

Annual staffing levels increase by 241 positions in 2021 and 11 positions in 2022. There is no change in positions in 2023. Non-Reimbursable positions increase by 408 in 2021, 50 in 2022, and 58 in 2023. These increases are primarily related to ESA readiness efforts (increases of 274 in 2021, 66 positions in 2022 and 67 in 2023) and additional staffing to support enhanced service to Belmont Park beginning in the fourth quarter of 2021. Reimbursable positions decreased by 167 in 2021, 39 in 2022, and 58 in 2023 due to capital project activity. Otherwise, changes in year-end Non-reimbursable and Reimbursable headcount are due to the timing of capital and maintenance activity. As a result, the year-end headcount changes as reported in the financial tables can appear to be more dramatic than the change in average headcount

MTA Long Island Rail Road
2020 Final Proposed Budget
November Financial Plan 2020 – 2023
Positions
Plan-to-Plan Summary of Changes

Position Assumptions

Positions are identified as of year-end (December 31st) for each year in the financial plan and reflect an estimate of the total number of paid employees required to meet and achieve corporate goals as well as those in line with reimbursable activity. Position totals incorporate seasonal as well as other fluctuations in staffing requirements for capital projects.

2019 Changes

Total Positions of 7,682 in the 2019 November Forecast represents a decrease of 28 positions from the 2019 Mid-Year Forecast, all year-end Non-Reimbursable positions. The overall decrease is primarily related to the latest anticipated hiring plans for ESA positions and the transfer of one position to MTA HQ as part of the centralization of craft positions.

2020 Changes

The 2020 Final Proposed Budget totals 7,891 positions, an increase of 138 positions from the July Plan. Non-Reimbursable positions decreased by 133, and Reimbursable increased by 272. The Non-Reimbursable position decrease is primarily driven by the timing of capital and maintenance activity. As a result, the year-end headcount changes, as reported in the financial tables, can appear to be more dramatic than the change in average headcount. This decrease is partially offset by higher headcount associated with increasing customer service positions instead of overtime and additional positions to support LIRR Cares. The reimbursable increase is associated with greater capital project activity including flagging support for main-line third track and right of way maintenance staffing for the annual track program and other projects.

2021 – 2022 Changes

The November Financial Plan in the years 2021 through 2023 reflects an increase of 150 positions in 2021, 171 positions in 2022, and 113 in 2023. Non-Reimbursable positions increase 6 in 2021, 40 in 2022, and 40 in 2023. The Non-Reimbursable positions increase are driven by the items identified in 2020, increased service to Belmont Park beginning in fourth quarter 2021, and adjustments to ESA staffing. Reimbursable positions increased by 145 in 2021, 131 in 2022, and 73 in 2023 due to changes in capital project activity.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2020-2023
Favorable/(Unfavorable)

Total Position Changes at a Glance

	2019	2020	2021	2022	2023
2019 July Plan - Total Baseline Positions¹	7,710	7,753	7,981	7,971	8,029
Total Plan-to-Plan Changes	28	(138)	(150)	(171)	(113)
2019 November Financial Plan - Total Baseline Positions¹	7,682	7,891	8,132	8,143	8,143
Total Year-to-Year Changes, July Plan		(209)	(241)	(11)	0

Total Plan-to-Plan Changes by Reporting Category:					
<i>Non-Reimbursable</i>	28	133	(6)	(40)	(40)
<i>Reimbursable</i>	0	(272)	(145)	(131)	(73)
Total	28	(138)	(150)	(171)	(113)
<i>Full-Time</i>	28	(138)	(150)	(171)	(113)
<i>Full-Time Equivalents</i>					
Total	28	(138)	(150)	(171)	(113)
<i>By Function Category</i>					
- Administration	1	(8)	(2)	(2)	1
- Operations	0	(87)	(96)	(80)	(25)
- Maintenance	27	(43)	(52)	(89)	(89)
- Engineering/Capital	0	(1)	(1)	(1)	0
- Public Safety					
Total	28	(138)	(150)	(171)	(113)
<i>By Occupational Group</i>					
- Managers/Supervisors	10	(120)	(17)	(15)	(10)
- Professional, Technical, Clerical	3	(7)	(11)	5	3
- Operational Hourlies	15	(11)	(122)	(161)	(106)
Total	28	(138)	(150)	(171)	(113)

Total Plan-to-Plan Changes by Major Category:					
<i>2019 BRPs²</i>	0	0	0	0	0
<i>New Needs</i>	-	-	(27)	(27)	(27)
<i>Change in Reimbursable Positions³</i>	0	(272)	(145)	(131)	(73)
<i>Re-estimates & All Other⁴</i>	28	133	21	(13)	(13)
Total	28	(138)	(150)	(171)	(113)

¹ Reflects positions at year end (December 31). Totals may not add due to rounding.

² Non-Reimbursable only.

³ Includes Reimbursable positions in connection with BRPs and the impact of revised capital project activity.

⁴ Includes Full-time Equivalents.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2020-2023
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2018 Actual	2019 November Forecast	2020 Final Proposed Budget	2021	2022	2023
Administration						
Executive VP	2	2	2	2	2	2
Enterprise Asset Management	6	7	7	7	7	7
Sr Vice President - Engineering	2	2	2	8	8	14
Labor Relations	18	18	18	18	18	18
Procurement & Logistics (excl. Stores)	64	75	71	68	66	64
Human Resources	34	39	39	39	39	39
Sr VP Administration	2	2	2	2	2	2
Strategic Investments	18	15	15	15	15	15
President	6	10	9	9	9	9
VP & CFO	2	3	3	3	3	3
Information Technology	0	0	0	0	0	0
Controller	44	45	44	45	45	45
Management and Budget	16	18	18	18	18	18
BPM, Controls, & Compliance	5	6	5	5	5	5
Market Dev. & Public Affairs	71	71	70	70	70	70
Gen. Counsel & Secretary	32	32	30	31	31	31
Diversity Management	3	3	3	3	3	3
Security	10	14	17	17	17	17
System Safety	36	42	46	46	46	42
Training	65	69	69	68	68	68
Service Planning	26	31	30	28	28	22
Rolling Stock Programs	10	17	17	17	17	17
Sr Vice President - Operations	1	2	2	2	2	2
Total Administration	473	523	519	521	519	513
Operations						
Train Operations	2,314	2,340	2,406	2,449	2,432	2,374
Customer Service	306	311	316	403	403	403
Total Operations	2,620	2,651	2,722	2,852	2,835	2,777
Maintenance						
Engineering	2,056	2,022	2,103	2,168	2,138	2,151
Equipment	2,140	2,164	2,225	2,281	2,326	2,389
Procurement (Stores)	94	95	95	95	111	111
Total Maintenance	4,290	4,281	4,423	4,544	4,575	4,651
Engineering/Capital						
Department of Program Management	134	152	152	152	151	150
Special Projects/East Side Access	41	61	61	60	60	49
Positive Train Control	13	14	14	3	3	3
Total Engineering/Capital	188	227	227	215	214	202
Total Baseline Positions	7,571	7,682	7,891	8,132	8,143	8,143
<i>Non-Reimbursable</i>	6,498	6,561	6,668	7,076	7,126	7,184
<i>Reimbursable</i>	1,073	1,121	1,222	1,056	1,017	959
<i>Total Full-Time</i>	7,571	7,682	7,891	8,132	8,143	8,143
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2020-2023
Total Positions by Function and Occupation
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/OCCUPATIONAL GROUP	2018 Actual	2019 November Forecast	2020 Final Proposed Budget	2021	2022	2023
Administration						
Managers/Supervisors	248	278	281	286	286	283
Professional, Technical, Clerical	121	141	135	132	114	111
Operational Hourlies	104	104	103	103	119	119
Total Administration	473	523	519	521	519	513
		-	-	-	-	-
Operations						
Managers/Supervisors	306	325	342	358	350	347
Professional, Technical, Clerical	104	104	112	121	121	121
Operational Hourlies	2,210	2,222	2,268	2,373	2,364	2,309
Total Operations	2,620	2,651	2,722	2,852	2,835	2,777
Maintenance						
Managers/Supervisors	772	882	923	858	846	861
Professional, Technical, Clerical	237	293	315	347	345	363
Operational Hourlies	3,281	3,106	3,185	3,339	3,384	3,427
Total Maintenance	4,290	4,281	4,423	4,544	4,575	4,651
Engineering/Capital						
Managers/Supervisors	127	157	157	150	149	136
Professional, Technical, Clerical	61	70	70	65	65	66
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	188	227	227	215	214	202
Public Safety						
Managers/Supervisors	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-
Total Baseline Positions						
Managers/Supervisors	1,453	1,642	1,703	1,652	1,631	1,627
Professional, Technical, Clerical	523	608	632	665	645	661
Operational Hourlies	5,595	5,432	5,556	5,815	5,867	5,855
Total Baseline Positions	7,571	7,682	7,891	8,132	8,143	8,143

Metro-North Railroad

MTA METRO-NORTH RAILROAD
2020 Final Proposed Budget
November Financial Plan 2020-2023

FINANCIAL OVERVIEW

Metro-North's (MNR) November Financial Plan 2020-2023 reflects the resources required to sustain current operations and fund strategic investments that further promote safe, secure and reliable transportation service for our customers, a safe and secure working environment for our employees, and continuing improvements in our infrastructure.

Our Strategic Plan: Our Railroad, Our Vision, Our Future

In June of 2016, we launched a new five-year Metro-North Strategic Plan, which identifies three Priority Areas: Our Customers, Our Infrastructure, and Our People.

Through the three priorities of Our Customers, Our Infrastructure and Our People, an engaged workforce will continue to progress Metro-North Railroad towards fulfilling Our Mission.

- *Our Customers – Consistently meet customer expectations by ensuring safe, reliable, accessible and comfortable service, and by providing timely, accurate and open communication.*
- *Our Infrastructure – Ensure that all assets are in a state of good repair.*
- *Our People – Be an engaged, accountable and high performing workforce.*

Our Plan drivers - Safety, Integrity, and Innovation establish the focus for new initiatives.

- *Safety – Safety guides all our decisions, actions and initiatives.*
- *Integrity – Maintaining the public's confidence in all that we do and building a sustainable future.*
- *Innovation – Encouraging new ways of thinking and doing business.*

The November Financial Plan focuses on resources to continue the support of Metro-North's Strategic Plan. October 2018 saw the launch of Metro-North's "Way Ahead" Program, which lays out how Metro-North will continue to set the standard for safety, reliability and innovation in the delivery of excellent customer service.

Metro-North has realized key aspects of its vision, and that means customers can expect safety upgrades, improved communications, enhanced customer service, reinvigorated stations, and renewed infrastructure, all of which translates to a more positive commuting experience.

Significant highlights of our "Way Ahead" accomplishments include:

Safety

- Expanded TRACKS (Together Railroads and Communities Keeping Safe), Metro-North Railroad's award-winning free community outreach program designed to educate and promote rail safety. We have reached almost 100,000 through September 30th, 2019 and expect to exceed our annual goal of 105,000 in 2019.
- Completed 100% installation of inward and outward facing cameras in all train cabs to more closely monitor both train speeds and engineers.

- All 103 Metro-North Railroad crossings are now identified in the WAZE app. Through this partnership, motorists using the WAZE app will be warned as they approach railroad crossings.
- Upgraded 78 grade crossings with LED lights to provide better visibility.

Customer Service

- Station ambassadors are now in place at the six busiest Metro-North stations: Stamford, White Plains, Harlem-125th Street, Fordham, New Rochelle and Croton-Harmon.
- Continued to focus on improving the customer experience at the White Plains station with the completion of numerous station improvements as well as the relocation of the coffee vendor up to the expanded waiting area to better serve our customers.
- Finished the rehabilitation of the Middletown station parking facility and, after assuming control of 109 spaces at the Fleetwood Station, plan to add an additional 12 by instituting a new layout.
- Opened New Haven Line trains for travel between Fordham and Manhattan, adding the Fordham station stop to an additional 96 weekday trains.
- Completed accessibility improvements at Port Chester and Crestwood with sixty stations in New York State including Grand Central Terminal now currently accessible.
- Supported the Connecticut Department of Transportation's replacement of the Atlantic Street Railroad Bridge in Stamford and delivered Old Greenwich Railroad Station improvements including lengthening of the station platform.

Communications

- Replaced 30 out of 96 departure boards in GCT with the remainder to be completed by the 2nd quarter of 2020.
- Installed a total of 138 Advertising screens at MNR Stations including GCT and installed a total of 29 Customer Information Displays at MNR Stations.
- Completed installation of a new state-of-the-art "Big Board" in Grand Central Terminal that is brighter, easier to read, simple to update in response to service changes, and does not compromise the Terminal's historical integrity.
- Completed fifteen "Connect with Us" forums for customers to ask questions and address concerns with Metro-North leadership, with two more 2019 forums scheduled before the end of the year.

Infrastructure

- Through our new SMARTRACK program, Metro-North crews are undertaking critical infrastructure work by strategically shutting down continuous segments of track, giving multiple work groups uninterrupted access to maintain and improve the system. Crews completed a host of track improvements from Mt. Vernon East to Pelham, including: changing ties, rail and insulated joints, cleaning drains, welding joints and upgrading switches. Completed work most recently along a seven-mile stretch between Melrose and Woodlawn stations, where we have installed over 1,400 new rail ties, 2,000 feet of new rail, welded track, installed a crossover switch, insulated joints and cleaned up the right of way.
- Metro-North crews completed the new 14th Avenue Mount Vernon overhead bridge and will now begin the demolition phase of work to replace the 6th and 10th Avenue bridges.
- Continued to progress GCT Station Track Rehabilitation, which includes replacing and laying new rail, bracket ties, and block ties at five different tracks.

- Opened the newly constructed Harmon Shop EMU Annex and Consist Shop Facilities. The EMU Annex is a 74,000-square foot building containing support and wheel shops, while the Consist Shop is a 119,000-square foot facility for inspection and unscheduled repairs.
- Continue to proactively minimize delays due to slippery rail conditions by building a tandem Wheel Truing Lathe in Harmon Shop.
- Began project work on the Moodna Viaduct, which includes the replacement of an average of 500 ties per day as well as installing surface track, renewing turnouts that allow trains to move from one track to another and extending the cab signal system.

Focusing on the Future, What's Next in the Way Ahead Plan:

- Take delivery of 66 additional M-8 cars on the New Haven Line in 2020.
- Add more station and accessibility improvements.
- Complete the installation of new Grand Central Terminal gate boards.
- Install digital screen advertising on-board trains beginning in 2020.
- Continue SMARTRACK program and trackside clean-up efforts.
- Installations of displays and cameras under the Customer Service Initiatives (CSI) program are ongoing with seven locations to be completed by the end of 2019, nine by the end of 2020 and the remaining three in early 2021.
- Progress work on the \$442 million new Electric Car Facility – the last phase of our improvements of maintenance facilities at Harmon.

This November Financial Plan also includes new initiatives designed to significantly enhance customer convenience and system reliability as well as ensure regulatory compliance and safety for both our customers and our employees. These new initiatives are:

Investments in Our Customers

- **Metro-North Headcount to Support East Side Access (ESA) Operations**
In conjunction with the expansion of the Long Island Railroad's (LIRR) service into Grand Central Terminal (GCT), Metro-North's first phase of hiring includes additional Fire Brigade staff to support the 24/7 emergency response function related to the LIRR-ESA facility as well as increased passenger flow within GCT. Operational efficiency discussions continue between the LIRR and MNR.

Investments in our Infrastructure

- **Support and Material for 66 New M-8 Cars**
Metro-North, in partnership with the Connecticut Department of Transportation (CDOT), executed an agreement to purchase 60 additional M-8 cars for the New Haven Line. An additional 6 were ordered in mid-2018. The first of these cars are scheduled to arrive in the first quarter of 2020, with all cars expected to be delivered by the end of 2020. This initiative represents funding for both the staff and materials required to maintain these 66 new M-8 cars.
- **M-8 Traction Motor Bearings Replacement**
The M-8 Fleet has reached its 10-year service life and replacement of the motor bearings is required to extend the life of the traction motor. If the bearings within the traction motors that power the M-8 wheelsets were to fail unexpectedly, significant damage to other components can occur as well as the possibility of traction motor failure.

- **Positive Train Control (PTC) Materials**
In order to effectively maintain PTC, an adequate supply of spare parts is required to be maintained in inventory. This will ensure that all rolling stock equipment remains fully operational and compliant with Federal Railroad Administration (FRA) PTC regulations.
- **On-Board Video (OBV) Materials**
Metro-North's rolling stock currently has a total of 12,062 cameras and 1,138 digital recorders installed across its entire fleet. An adequate inventory of spare parts is required to maintain these forward facing, in-cab and passenger compartment cameras as well as ensure compliance with National Transportation Safety Board (NTSB) and FRA requirements.
- **M-3 Propulsion Parts Replacement**
The M-3 Fleet, which entered service in the mid-eighties, still has 138 of the original 142 cars in use. Metro-North is working with the LIRR to procure new M-9A cars but delivery is not expected until sometime during the 2025-2029 Capital Program. Therefore, Metro-North must continue to maintain the M-3 Fleet for potentially another 10 years by upgrading the propulsion systems.
- **M-7 On-Board Climate Controller Replacement**
The electronic technology in the M-7 Air Conditioning Control Units is obsolete and unreliable. As part of an approved joint procurement led by the LIRR, Metro-North will replace 334 units during 2020 and 2021.

Efficiency Initiatives

The 2019 November Financial Plan includes approximately \$32 million per year of Non-Reimbursable budget reductions beginning in 2020 as part of the MTA's 2019 Budget Reduction Program (BRP). Operating efficiencies were identified through the elimination of 69 vacant administrative positions, consolidating office space, extending several fleet maintenance cycles, and rightsizing non-labor expenses. In addition, revenue-generating initiatives include improving onboard fare collection practices and parking fee modifications.

In addition to the Non-Reimbursable budget reductions, Metro-North also reduced its MTA Five-Year Capital budget by \$82.3 million, and 65 positions, over the course of the Plan. Reductions included scaling back or eliminating Maintenance of Way Track Department production gangs, Procurement Design-Build Positions, and reducing various projects in the 2015-2019 and anticipated 2020-2024 Capital Programs.

Ridership

Total Metro-North forecasted rail ridership in 2019 includes 87.1 million East and West of Hudson riders, which is 0.6% higher than 2018 ridership. Farebox revenues reflect a 4% average fare increase implemented on April 21, 2019. When compared to the Mid-Year Forecast, ridership is 0.5% unfavorable due to lower than projected growth in commutation ridership. Total ridership in 2020-2023 is projected to grow by 0.7% in 2020, 0.4% in 2021, 0.1% in 2022, and 0.4% in 2023 with the growth occurring across all commuter lines.

MTA METRO-NORTH RAILROAD
2020 Final Proposed Budget
November Financial Plan 2020-2023

2019 NOVEMBER FORECAST

The 2019 November Forecast reflects Non-Reimbursable revenue projections totaling \$824.6 million and expenses, including non-cash liability adjustments, of \$1,682.9 million resulting in an operating deficit of \$858.3 million. Operating revenue includes passenger revenues of \$764.3 million that are \$3.4 million unfavorable versus the 2019 Mid-Year Forecast due to lower than forecast ridership. Non-passenger revenues of \$60.3 million are \$0.4 million higher than the Mid-Year Forecast reflecting higher net GCT retail income. Non-Reimbursable operating expenses of \$1,682.9 million are \$17.7 million higher than the 2019 Mid-Year Forecast primarily due to unfavorable Payroll, Professional Services, Reimbursable Overhead, and Health and Welfare costs partially offset by lower Maintenance and Other Operating Contracts.

The 2019 November Forecast for Reimbursable expenditures (and receipts) is \$330.6 million, a decrease of \$19.3 million relative to the Mid-Year Forecast. This is primarily due to a forecast correction for the East of Hudson Power Rehabilitation project and the rescheduling of the Waterbury Branch Cab Signal Replacement project.

The 2019 November Forecast cash subsidy requirement of \$596.0 million for Non-Reimbursable operations is \$18.3 million lower than the 2019 Mid-Year Forecast. This reflects lower than forecasted cash receipts by \$19.1 million partially offset by lower than forecasted cash expenditures by \$37.4 million.

2020 FINAL PROPOSED BUDGET

The 2020 Final Proposed Budget reflects Non-Reimbursable revenue projections totaling \$838.5 million and expenses, including non-cash liability adjustments, of \$1,635.0 million that generate an operating deficit of \$796.5 million. Farebox revenue of \$775.9 million is \$3.0 million lower than the 2020 Preliminary Budget reflecting lower ridership growth. Non-passenger revenue of \$62.6 million is projected to be flat to the 2020 Preliminary Budget. Operating expenses of \$1,635.0 million are higher by \$23.2 million reflecting unfavorable expenses for Materials and Supplies, Other Business Expenses, and Maintenance and Other Operating Contracts.

The 2020 Final Proposed Budget for Reimbursable expenditures (and receipts) is \$347.6 million, an increase of \$16.9 million from the 2020 Preliminary Budget. This increase was primarily due to the Connecticut Track Programs, DC Substation-Signal House Roof Replacement, Turnouts-Yards/Siding and MNR East Side Access Projects.

The 2020 Final Proposed Budget cash subsidy requirement of \$628.1 million for Non-Reimbursable operations is \$63.3 million higher than the 2020 Preliminary Budget. This reflects higher than budgeted cash receipts of \$24.4 million partially offset by higher than budgeted cash expenditures by \$87.7 million.

2021-2023 PROJECTIONS

Non-Reimbursable revenues decrease by \$0.2 million in 2021, \$0.4 million in 2022 and \$0.5 million in 2023. Operating expenses, including non-cash liability adjustments, increase by \$1.6 million in 2021, \$2.4 million in 2022 and \$6.1 million in 2023 versus the 2019 Mid-Year Forecast.

Reimbursable expenditures (and receipts) are higher in 2021 to 2023 by \$8.3 million, \$17.1 million and \$11.5 million, respectively.

The 2021 to 2023 November Financial Plan subsidy requirements are higher by \$6.8 million in 2021, \$7.2 million in 2022 and \$5.9 million in 2023.

The 2021-2023 expenditures allow Metro-North to continue initiatives that improve safety, maintain train service levels, continue service reliability programs that maintain rolling stock and enhance the Right-of-Way as well as incorporate projected cost changes in labor, employee benefits, materials, maintenance and other operating contracts, and capital projects. Major assumptions reflected in the 2021-2023 November Financial Plan are furnished later in this document.

Details for the year-to-year changes, a reconciliation of the November Plan to both the July and February Plans, and the assumptions guiding ridership and headcount are discussed in the sections that follow.

MTA METRO-NORTH RAILROAD
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
<u>Non-Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$740.271	\$764.320	\$775.873	\$779.903	\$781.286	\$785.150
Other Operating Revenue	52.577	60.296	62.649	68.132	66.252	68.460
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$792.848	\$824.615	\$838.522	\$848.036	\$847.538	\$853.610
Operating Expense						
<u>Labor:</u>						
Payroll	\$527.238	\$529.985	\$539.727	\$551.173	\$563.315	\$571.704
Overtime	100.996	95.419	96.306	98.232	100.196	102.200
Health and Welfare	108.999	111.132	113.499	115.608	117.930	119.285
OPEB Current Payments	36.416	39.000	36.000	37.000	38.000	39.000
Pension	104.896	111.098	108.722	106.939	97.238	89.929
Other Fringe Benefits	124.338	127.391	129.471	131.821	134.376	136.228
Reimbursable Overhead	(59.971)	(73.781)	(74.009)	(70.730)	(62.043)	(55.740)
Total Labor Expenses	\$942.912	\$940.245	\$949.716	\$970.042	\$989.013	\$1,002.606
<u>Non-Labor:</u>						
Electric Power	\$75.264	\$73.226	\$71.938	\$73.697	\$76.320	\$80.045
Fuel	21.736	20.157	19.633	19.723	19.810	20.197
Insurance	17.480	16.300	18.672	21.011	23.106	25.504
Claims	5.162	1.000	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	108.310	118.348	106.957	111.311	113.461	116.340
Professional Services Contracts	36.983	43.040	38.243	38.539	39.646	39.463
Materials and Supplies	95.223	101.631	107.431	101.862	96.827	102.953
Other Business Expenses	32.024	27.938	27.699	19.830	28.299	28.314
Total Non-Labor Expenses	\$392.182	\$401.641	\$391.573	\$386.973	\$398.469	\$413.817
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,335.093	\$1,341.886	\$1,341.289	\$1,357.015	\$1,387.483	\$1,416.423
Depreciation	\$230.485	\$246.507	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	97.599	94.200	39.700	33.800	26.900	26.000
GASB 68 Pension Expense Adjustment	3.770	(3.700)	3.500	(14.800)	(6.000)	17.000
Environmental Remediation	17.351	4.000	4.000	4.000	4.000	4.000
Total Expenses	\$1,684.299	\$1,682.892	\$1,634.996	\$1,626.522	\$1,658.889	\$1,709.930
Net Surplus/(Deficit)	(\$891.451)	(\$858.277)	(\$796.474)	(\$778.486)	(\$811.351)	(\$856.319)
Cash Conversion Adjustments						
Depreciation	\$230.485	\$246.507	\$246.507	\$246.507	\$246.507	\$246.507
Operating/Capital	(59.998)	(67.369)	(90.961)	(33.242)	(15.043)	(16.804)
Other Cash Adjustments	169.717	83.181	12.863	22.585	16.965	38.894
Total Cash Conversion Adjustments	\$340.204	\$262.319	\$168.409	\$235.849	\$248.429	\$268.597
Net Cash Surplus/(Deficit)	(\$551.247)	(\$595.958)	(\$628.065)	(\$542.637)	(\$562.922)	(\$587.723)

MTA METRO-NORTH RAILROAD
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<i>MNR - MTA</i>	<i>129.157</i>	<i>152.861</i>	<i>162.920</i>	<i>141.563</i>	<i>134.363</i>	<i>138.759</i>
<i>MNR - CDOT</i>	<i>110.977</i>	<i>135.444</i>	<i>164.762</i>	<i>139.169</i>	<i>120.033</i>	<i>111.654</i>
<i>MNR - Other</i>	<i>12.304</i>	<i>42.288</i>	<i>19.946</i>	<i>12.101</i>	<i>12.786</i>	<i>12.655</i>
Capital and Other Reimbursements	252.438	330.593	347.628	292.833	267.181	263.067
Total Revenues	\$252.438	\$330.593	\$347.628	\$292.833	\$267.181	\$263.067
Operating Expense						
Labor:						
Payroll	\$46.791	\$52.146	\$61.275	\$62.475	\$63.951	\$63.974
Overtime	26.791	29.501	29.406	30.537	32.375	33.587
Health and Welfare	16.514	17.883	20.379	20.868	21.552	21.762
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	11.515	12.883	14.571	14.924	15.410	15.559
Other Fringe Benefits	12.632	13.929	15.739	16.119	16.651	16.813
Reimbursable Overhead	57.309	69.637	71.239	68.900	61.260	55.110
Total Labor Expenses	\$171.552	\$195.978	\$212.609	\$213.823	\$211.199	\$206.804
Non-Labor:						
Electric Power	\$0.188	\$0.002	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	4.238	3.331	4.109	4.154	3.695	3.355
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	28.077	57.069	42.613	16.300	16.238	16.635
Professional Services Contracts	21.107	31.414	32.409	22.917	21.728	22.180
Materials and Supplies	26.931	41.969	55.120	35.535	14.214	13.985
Other Business Expenses	0.346	0.829	0.767	0.103	0.106	0.108
Total Non-Labor Expenses	\$80.886	\$134.615	\$135.018	\$79.010	\$55.982	\$56.263
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$252.438	\$330.593	\$347.628	\$292.833	\$267.181	\$263.067
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA METRO-NORTH RAILROAD
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$740.271	\$764.320	\$775.873	\$779.903	\$781.286	\$785.150
Other Operating Revenue	52.577	60.296	62.649	68.132	66.252	68.460
MNR - MTA	129.159	152.861	162.920	141.563	134.363	138.759
MNR - CDOT	110.977	135.444	164.762	139.169	120.033	111.654
MNR - Other	<u>12.302</u>	<u>42.288</u>	<u>19.946</u>	<u>12.101</u>	<u>12.786</u>	<u>12.655</u>
Capital and Other Reimbursements	252.438	330.593	347.628	292.833	267.181	263.067
Total Revenues	\$1,045.286	\$1,155.208	\$1,186.150	\$1,140.869	\$1,114.719	\$1,116.678
Operating Expense						
<u>Labor:</u>						
Payroll	\$574.029	\$582.131	\$601.002	\$613.648	\$627.267	\$635.678
Overtime	127.786	124.920	125.712	128.769	132.571	135.787
Health and Welfare	125.513	129.015	133.878	136.476	139.482	141.046
OPEB Current Payments	36.416	39.000	36.000	37.000	38.000	39.000
Pension	116.411	123.981	123.293	121.863	112.648	105.489
Other Fringe Benefits	136.969	141.320	145.210	147.939	151.027	153.041
Reimbursable Overhead	(2.662)	(4.145)	(2.770)	(1.830)	(0.783)	(0.631)
Total Labor Expenses	\$1,114.463	\$1,136.223	\$1,162.325	\$1,183.865	\$1,200.213	\$1,209.410
<u>Non-Labor:</u>						
Electric Power	\$75.451	\$73.228	\$71.938	\$73.697	\$76.320	\$80.045
Fuel	21.736	20.157	19.633	19.723	19.810	20.197
Insurance	21.718	19.631	22.781	25.165	26.802	28.859
Claims	5.162	1.000	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	136.387	175.417	149.570	127.611	129.699	132.976
Professional Services Contracts	58.090	74.454	70.652	61.456	61.374	61.642
Materials and Supplies	122.154	143.601	162.551	137.398	111.042	116.939
Other Business Expenses	32.370	28.767	28.466	19.934	28.405	28.423
Total Non-Labor Expenses	\$473.068	\$536.256	\$526.592	\$465.983	\$454.451	\$470.080
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,587.531	\$1,672.479	\$1,688.917	\$1,649.848	\$1,654.664	\$1,679.490
Depreciation	\$230.485	\$246.507	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	97.599	94.200	39.700	33.800	26.900	26.000
GASB 68 Pension Expense Adjustment	3.770	(3.700)	3.500	(14.800)	(6.000)	17.000
Environmental Remediation	17.351	4.000	4.000	4.000	4.000	4.000
Total Expenses	\$1,936.737	\$2,013.485	\$1,982.623	\$1,919.355	\$1,926.070	\$1,972.997
Net Surplus/(Deficit)	(\$891.451)	(\$858.277)	(\$796.474)	(\$778.486)	(\$811.351)	(\$856.319)
Cash Conversion Adjustments						
Depreciation	\$230.485	\$246.507	\$246.507	\$246.507	\$246.507	\$246.507
Operating/Capital	(59.998)	(67.369)	(90.961)	(33.242)	(15.043)	(16.804)
Other Cash Adjustments	169.717	83.181	12.863	22.585	16.965	38.894
Total Cash Conversion Adjustments	\$340.204	\$262.319	\$168.409	\$235.849	\$248.429	\$268.597
Net Cash Surplus/(Deficit)	(\$551.247)	(\$595.958)	(\$628.065)	(\$542.637)	(\$562.922)	(\$587.723)

MTA METRO-NORTH RAILROAD
November Financial Plan 2020 - 2023
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$726.616	\$748.708	\$760.044	\$763.742	\$764.927	\$768.589
Other Operating Revenue	125.503	108.748	90.816	94.486	93.191	95.995
MNR - MTA	135.709	146.714	167.866	145.161	134.208	137.547
MNR - CDOT	112.768	135.444	164.762	139.169	120.033	111.654
MNR - Other	15.191	43.857	19.946	12.101	12.786	12.655
Capital and Other Reimbursements	263.668	326.015	352.575	296.431	267.027	261.856
Total Receipts	\$1,115.787	\$1,183.471	\$1,203.435	\$1,154.659	\$1,125.145	\$1,126.439
Expenditures						
Labor:						
Payroll	\$569.675	\$581.082	\$611.772	\$606.559	\$620.892	\$628.894
Overtime	125.615	127.480	130.459	128.910	132.665	135.863
Health and Welfare	144.002	140.393	145.827	148.436	151.452	153.152
OPEB Current Payments	36.423	39.000	36.000	37.000	38.000	39.000
Pension	118.967	124.481	123.243	121.643	112.243	105.043
Other Fringe Benefits	133.889	143.309	145.017	143.483	146.802	148.772
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,128.571	\$1,155.746	\$1,192.317	\$1,186.030	\$1,202.053	\$1,210.724
Non-Labor:						
Electric Power	\$79.229	\$75.495	\$73.819	\$75.622	\$78.291	\$82.063
Fuel	22.654	19.667	19.134	19.214	19.291	19.667
Insurance	20.949	21.593	23.545	25.428	28.102	29.154
Claims	19.154	19.912	2.166	1.146	1.146	1.146
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	146.040	212.373	206.461	149.614	138.043	134.458
Professional Services Contracts	64.401	79.340	80.598	61.927	61.434	61.695
Materials and Supplies	144.239	149.119	176.868	139.566	111.867	118.127
Other Business Expenses	41.797	46.185	56.591	38.749	47.840	57.127
Total Non-Labor Expenditures	\$538.463	\$623.684	\$639.182	\$511.266	\$486.014	\$503.438
Other Expenditure Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$1,667.034	\$1,779.430	\$1,831.499	\$1,697.295	\$1,688.067	\$1,714.162
Net Cash Balance	(\$551.247)	(\$595.958)	(\$628.065)	(\$542.637)	(\$562.922)	(\$587.723)
Subsidies						
MTA	\$439.182	\$465.086	\$495.564	\$412.927	\$422.547	\$442.523
CDOT	129.830	130.872	132.501	129.709	140.375	145.200
Total Subsidies	\$569.012	\$595.958	\$628.065	\$542.637	\$562.922	\$587.723

MTA METRO-NORTH RAILROAD
November Financial Plan 2020 - 2023
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Flow Adjustments						
Receipts						
Farebox Revenue	(\$13.655)	(\$15.611)	(\$15.829)	(\$16.161)	(\$16.359)	(\$16.562)
Other Operating Revenue	72.926	48.452	28.167	26.354	26.940	27.535
<i>MNR - MTA</i>	<i>6.550</i>	<i>(6.147)</i>	<i>4.947</i>	<i>3.598</i>	<i>(0.154)</i>	<i>(1.212)</i>
<i>MNR - CDOT</i>	<i>1.791</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
<i>MNR - Other</i>	<i>2.889</i>	<i>1.569</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
Total Capital and Other Reimbursements	\$11.230	(\$4.578)	\$4.947	\$3.598	(\$0.154)	(\$1.212)
Total Receipts	\$70.501	\$28.263	\$17.285	\$13.790	\$10.426	\$9.762
Expenditures						
<u>Labor:</u>						
Payroll	\$4.354	\$1.048	(\$10.770)	\$7.089	\$6.375	\$6.784
Overtime	2.171	(2.559)	(4.747)	(0.141)	(0.094)	(0.076)
Health and Welfare	(18.489)	(11.378)	(11.949)	(11.960)	(11.969)	(12.105)
OPEB Current Payments	(0.007)	0.000	0.000	0.000	0.000	0.000
Pension	(2.556)	(0.500)	0.050	0.220	0.405	0.446
Other Fringe Benefits	3.080	(1.989)	0.193	4.457	4.226	4.269
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(2.662)	(4.145)	(2.770)	(1.830)	(0.783)	(0.631)
Total Labor Expenditures	(\$14.108)	(\$19.522)	(\$29.992)	(\$2.165)	(\$1.841)	(\$1.314)
<u>Non-Labor:</u>						
Electric Power	(\$3.778)	(\$2.267)	(1.881)	(\$1.926)	(\$1.971)	(\$2.018)
Fuel	(0.918)	0.490	0.499	0.509	0.520	0.530
Insurance	0.769	(1.962)	(0.764)	(0.263)	(1.300)	(0.296)
Claims	(13.992)	(18.912)	(1.166)	(0.146)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(9.653)	(36.955)	(56.891)	(22.002)	(8.344)	(1.483)
Professional Services Contracts	(6.311)	(4.886)	(9.946)	(0.472)	(0.059)	(0.053)
Materials and Supplies	(22.085)	(5.518)	(14.317)	(2.168)	(0.826)	(1.188)
Other Business Expenses	(9.427)	(17.418)	(28.125)	(18.815)	(19.436)	(28.704)
Total Non-Labor Expenditures	(\$65.395)	(\$87.429)	(\$112.590)	(\$45.282)	(\$31.563)	(\$33.358)
<u>Other Expenditure Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	(\$79.503)	(\$106.951)	(\$142.582)	(\$47.447)	(\$33.403)	(\$34.672)
Total Cash Conversion Adjustments before Depreciation	(\$9.002)	(\$78.688)	(\$125.298)	(\$33.657)	(\$22.978)	(\$24.910)
Depreciation	\$230.485	\$246.507	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	97.599	94.200	39.700	33.800	26.900	26.000
GASB 68 Pension Expense Adjustment	3.770	(3.700)	3.500	(14.800)	(6.000)	17.000
Environmental Remediation	17.351	4.000	4.000	4.000	4.000	4.000
Total Cash Conversion Adjustments	\$340.204	\$262.319	\$168.409	\$235.849	\$248.429	\$268.597

MTA METRO-NORTH RAILROAD
2019 November Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

	Total		
	Hours	\$	%
<i>NON-REIMBURSABLE OVERTIME</i>			
Scheduled Service	641,314	\$38.901	40.8%
Unscheduled Service	0	0.000	-
Programmatic/Routine Maintenance	567,179	33.787	35.4%
Unscheduled Maintenance	30	0.002	0.0%
Vacancy/Absentee Coverage	304,777	17.090	17.9%
Weather Emergencies	101,834	5.952	6.2%
Safety/Security/Law Enforcement	0	0.000	-
Other	164	-0.313	(0.3)%
Subtotal	1,615,297	\$95.419	100.0%
<i>REIMBURSABLE OVERTIME</i>	493,575	\$29.501	
TOTAL OVERTIME	2,108,872	\$124.920	

MTA METRO-NORTH RAILROAD
2020 Final Proposed Budget
November Financial Plan 2020-2023
Year-to-Year Changes by Category - Baseline

REVENUE

FAREBOX REVENUE

- Farebox revenues are projected to grow by 1.5% in 2020, 0.5% in 2021, 0.2% in 2022 and 0.5% in 2023.
 - 2020 increases due to the full year impact of the 2019 Fare increase, the implementation of improved on-board fare collection practices, and higher ridership growth of 0.7%.
 - 2021-2023 shows slight revenue growth based upon modest annual ridership increases of 0.4% in 2021, 0.1% in 2022, and 0.4% in 2023.
 - No New York State or Connecticut fare increases are assumed for 2020 through 2023.

OTHER OPERATING REVENUE

- Other Operating Revenue increases in 2020 and 2021, decreases in 2022 and then increases in 2023 due to parking fee modifications, increases in net GCT retail income and advertising revenue, and timing related to the New York State Grade Crossing Reimbursement.

CAPITAL AND OTHER REIMBURSEMENTS

Capital project cost reimbursements in each year of the financial plan are based on recovering 100% of accrued project expenditures.

- 2020 accrued expenditures (and receipts) increase due to the rescheduling of the Waterbury Branch Cab Signal Project, Connecticut Track Program and Signal Replacement from Greenwich to South Norwalk Project.
- 2021 accrued expenditures (and receipts) decrease due to Waterbury Branch Cab Signal Project, Signal Replacement from Greenwich to South Norwalk Project and Maybrook Trailway Project.
- 2022 accrued expenditures (and receipts) decrease largely due to revised scheduling in the Waterbury Branch Cab Signal Project.
- 2023 accrued expenditures (and receipts) decrease largely due to Phase Five of the Harmon Shop Replacement Project.

EXPENSES

PAYROLL

Non-Reimbursable

- Salaries for Non-represented employees assume a 2.0% increase on July 1, 2019 and 2% annually on July 1st of each year thereafter.
- Salaries for Represented employees assume the terms of the prevailing labor contracts, followed by increases of 2.0% annually.
- 2021-2023 increases include the impact of new hires primarily in the Operational Departments as well as hiring associated with the new initiatives for Support and Material for 66 New M-8 Cars and East Side Access (ESA).

Reimbursable.

- 2020 reflects labor increases primarily in the Connecticut Track Program, Harmon to Poughkeepsie Signal System Project and Cyclical Track Program.
- 2021 reflects labor increases primarily in the Walk Bridge Accelerated Design-Construction Project.
- 2022 reflects labor increases primarily in the Walk Bridge Accelerated Design-Construction Project and Signal Replacement from Greenwich to South Norwalk Project.
- 2023 reflects labor increases primarily in the Replace Timbers – Undergrade Bridges Project.

OVERTIME

Non-Reimbursable

- 2020 reflects wage growth assumptions and the full year impact of the April Schedule Change.
- 2021-2023 reflects the impact of wage growth assumptions.

Reimbursable

- 2020 reflects labor decreases primarily in the Catenary Replacement Projects and Turnouts: Mainline and High-Speed Interlocking Replacement Project.
- 2021 reflects labor increases primarily in the Connecticut Track Program.
- 2022 reflects labor increases primarily in the Connecticut Track Program and Walk Bridge Accelerated Design-Construction Project.
- 2023 reflects labor increases primarily in the Turnouts: Mainline and High-Speed Interlocking Replacement Project.

HEALTH AND WELFARE

- Reflects revised staffing assumptions and rates.

OPEB CURRENT PAYMENT (GASB 75)

- Other Post Employment Benefit (OPEB) Current Payment reflects Metro-North’s estimated annual cost of health care for current retirees.
- Projections reflect the rising cost of health care premiums and an increase in the number of covered retirees.

PENSIONS

- Pension costs represent the inclusion of all non-represented and most represented Metro-North employees in the MTA Defined Benefit Plan (DB Plan). Those employees not in the DB Plan are participants in the MTA 401K Plan. Metro-North’s projected share of the incremental funding requirements for the DB Plan is based on interim projections prepared by actuarial consultants.

OTHER FRINGE BENEFITS

- Railroad Retirement Tax maximum limits are based on the projected maximum earnings base from the Railroad Retirement Board and annual Consumer Price Index (CPI) increases. The tax rate for each tier is expected to remain unchanged.

REIMBURSABLE OVERHEAD

Non-Reimbursable

- Changes in overhead cost recoveries reflect revisions in Reimbursable project cost estimates.

Reimbursable

- Overhead costs are based on a percentage share of direct labor costs charged to reimbursable projects.
- 2020 is higher primarily due to the Connecticut Track Program and Signal Replacement from Greenwich to South Norwalk Project.
- 2021 is lower primarily due to the West of Hudson Signal Improvement and Positive Train Control (PTC) - New York (NY) Projects.
- 2022 is lower due to the Harlem Wayside Communication and Signal Improvements, Harmon to Poughkeepsie Signal System Replacement, PTC – NY and Cyclical Track Program Projects.
- 2023 is lower due to Phase Five of the Harmon Shop Replacement Project and Connecticut Track Program.
- Material handling and equipment recovery increases are based on CPI driven inflation rates.

ELECTRIC POWER

Traction Power – Revenue

- 2020-2023 reflects the latest inflation assumptions.

Non-Traction Power – Non-Revenue

- 2020-2023 reflects the latest inflation assumptions.

FUEL

Revenue Vehicle Fuel

- 2020-2023 reflects the latest inflation assumptions.

Non-Revenue Fuel

- 2020-2023 reflects the latest inflation assumptions.

INSURANCE

- Reflects revised insurance premium estimates.

CLAIMS

- Reflects current claim trends for passenger injuries and miscellaneous claims.

Materials and Supplies were inflated by CPI increases in 2020-2023 of 0.17%, 0.79%, 1.34%, and 1.43%, respectively. The remaining Non-Reimbursable cost categories were inflated by CPI increases in 2020 through 2023 of 2.05%, 2.09%, 2.37%, and 2.45%, respectively.

MAINTENANCE AND OTHER OPERATING CONTRACTS

Non-Reimbursable

- 2020 decrease reflects timing of BRPs, the completion of Bridgeport Derailment M-8 repairs, and last year's resolution of the dispute with the New York City Water Board partially offset by the new On-Board Video (OBV) Materials initiative.
- 2021 is higher due to timing of the BL-20 Locomotive Overhauls and timing of BRPs.
- 2022 increase is primarily due to higher MTA Police Allocations, inflation and the timing of BRPs.
- 2023 is higher primarily due to increased Harmon Shop equipment maintenance and inflation.

Reimbursable

- 2020 is lower primarily due to timing changes in the Maybrook Trailway Project.
- 2021 is lower due to the Signal Replacement from Greenwich to South Norwalk and Maybrook Trailway Projects.
- 2022 is lower primarily due to the Tree Removal Program – New Haven Line in Connecticut Project.
- 2023 is higher due to the Signal Replacement from Greenwich to South Norwalk Project.

PROFESSIONAL SERVICES CONTRACTS

Non-Reimbursable

- 2020 is lower due to the impact of 2018 and 2019 New Haven Line MTA IT allocation adjustments in 2019, timing of BRPs, and the prior year's Enterprise Asset Management (EAM) expense partially offset by third party engineering contracts and the bi-annual Market Share Study.
- 2021-2023 reflects the impact of New Haven Line MTA IT allocation increases and the bi-annual Market Share Study.

Reimbursable

- 2020 is higher primarily due to the Sasco Creek Traction Power Supply Station and Oil Circuit Breaker Replacement Projects.
- 2021 is lower due to PTC – Connecticut (CT), Oil Circuit Breaker Replacement and Sasco Creek Traction Power Supply Station Projects.
- 2022 is lower due to the Sasco Creek Traction Power Supply Station and Waterbury Cab Signal Projects.
- 2023 is higher due to PTC – CT.

MATERIAL AND SUPPLIES

Non-Reimbursable

- 2020-2023 changes are primarily due to new initiatives for Positive Train Control (PTC), M-8 Traction Motor Bearings Replacement, M-3 Propulsion Parts, and M-7 On-Board Climate Controllers as well as Support and Materials for 66 new M-8 Cars, the timing for Reliability Centered Maintenance (RCM) Programs and inflation.

Reimbursable

- 2020 is higher due to the Waterbury Branch Cab Signal Project.
- 2021 is lower due to the Waterbury Branch Cab Signal Project and Connecticut Track Program.
- 2022 is lower primarily due to the Waterbury Cab Signal, West of Hudson Track Improvement and GCT Turnouts – Switch Renewal Projects.
- 2023 is lower due to Phase Five of the Harmon Shop Replacement Project.

OTHER BUSINESS EXPENSES

- 2020 is lower primarily due to higher Passenger Rail Investment and Improvement Act (PRIIA) Amtrak recoveries partially offset by higher New Jersey Transit Subsidy payments for West of Hudson operations.
- 2021-2022 reflects primarily the re-timing of the Park Avenue Viaduct Fire recovery.
- 2023 is essentially flat.

DEPRECIATION

- Reflects timing differences in project completions and assets reaching beneficial use.

GASB 75 ADJUSTMENT

- Reflects the latest actuarial estimates.

GASB 68 PENSION ADJUSTMENT

- Reflects the latest actuarial estimates.

ENVIRONMENTAL REMEDIATION

- Reflects the estimated liability for environmental remediation costs associated with capital projects.

CASH ADJUSTMENTS

Cash adjustments are made to the accrual financial statements to align the forecast with actual cash impacts for several categories. These categories include: Farebox Revenue, Other Operating Revenue, Payroll, Health and Welfare, Claims, Materials and Supplies, and Other Business Expenses. Other cash adjustments are made to reverse items that are accrued but have no impact on cash reporting. These items include: GASB 68 and 75 Adjustments, Depreciation and Environmental Remediation.

Major Year-to-Year cash adjustments include:

- Payroll – Payroll timing differences and retroactive wage settlements made in 2020 for \$12.7 million.
- Insurance – projected payments versus accrued expenses

MTA METRO-NORTH RAILROAD
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast	Final Proposed Budget	Change	Change	Change	Change	Change	Change	Change
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
<u>Non-Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$764.320	\$775.873	\$11.554	\$779.903	\$4.030	\$781.286	\$1.383	\$785.150	\$3.864
Other Operating Revenue	60.296	62.649	2.353	68.132	5.484	66.252	(1.881)	68.460	2.208
Total Revenues	\$824.615	\$838.522	\$13.907	\$848.036	\$9.514	\$847.538	(\$0.498)	\$853.610	\$6.072
Operating Expenses									
<u>Labor:</u>									
Payroll	\$529.985	\$539.727	(\$9.742)	\$551.173	(\$11.445)	\$563.315	(\$12.143)	\$571.704	(\$8.389)
Overtime	95.419	96.306	(0.887)	98.232	(1.926)	100.196	(1.965)	102.200	(2.004)
Health and Welfare	111.132	113.499	(2.366)	115.608	(2.109)	117.930	(2.322)	119.285	(1.355)
OPEB Current Payments	39.000	36.000	3.000	37.000	(1.000)	38.000	(1.000)	39.000	(1.000)
Pension	111.098	108.722	2.376	106.939	1.783	97.238	9.701	89.929	7.309
Other Fringe Benefits	127.391	129.471	(2.079)	131.821	(2.350)	134.376	(2.555)	136.228	(1.852)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(73.781)	(74.009)	0.227	(70.730)	(3.279)	(62.043)	(8.687)	(55.740)	(6.302)
Total Labor Expenses	\$940.245	\$949.716	(\$9.471)	\$970.042	(\$20.327)	\$989.013	(\$18.971)	\$1,002.606	(\$13.593)
<u>Non-Labor:</u>									
Electric Power	\$73.226	\$71.938	\$1.288	\$73.697	(\$1.758)	\$76.320	(\$2.623)	\$80.045	(\$3.726)
Fuel	20.157	19.633	0.524	19.723	(0.090)	19.810	(0.087)	20.197	(0.387)
Insurance	16.300	18.672	(2.372)	21.011	(2.339)	23.106	(2.095)	25.504	(2.398)
Claims	1.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	118.348	106.957	11.391	111.311	(4.354)	113.461	(2.150)	116.340	(2.880)
Professional Services Contracts	43.040	38.243	4.797	38.539	(0.296)	39.646	(1.108)	39.463	0.184
Materials and Supplies	101.631	107.431	(5.799)	101.862	5.568	96.827	5.035	102.953	(6.126)
Other Business Expenses	27.938	27.699	0.239	19.830	7.869	28.299	(8.469)	28.314	(0.016)
Total Non-Labor Expenses	\$401.641	\$391.573	\$10.067	\$386.973	\$4.600	\$398.469	(\$11.496)	\$413.817	(\$15.348)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adj.	\$1,341.886	\$1,341.289	\$0.597	\$1,357.015	(\$15.726)	\$1,387.483	(\$30.467)	\$1,416.423	(\$28.940)
Depreciation	\$246.507	\$246.507	\$0.000	\$246.507	\$0.000	\$246.507	\$0.000	\$246.507	\$0.000
GASB 75 OPEB Expense Adjustment	94.200	39.700	(54.500)	33.800	5.900	26.900	6.900	26.000	0.900
GASB 68 Pension Expense Adjustment	(3.700)	3.500	(7.200)	(14.800)	18.300	(6.000)	(8.800)	17.000	(23.000)
Environmental Remediation	4.000	4.000	0.000	4.000	0.000	4.000	0.000	4.000	0.000
Total Expenses After Depreciation and GASB Adj.	\$1,682.892	\$1,634.996	\$47.897	\$1,626.522	\$8.474	\$1,658.889	(\$32.367)	\$1,709.930	(\$51.040)
Net Surplus/(Deficit)	(\$858.277)	(\$796.474)	\$61.803	(\$778.486)	\$17.988	(\$811.351)	(\$32.865)	(\$856.319)	(\$44.968)

MTA METRO-NORTH RAILROAD
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2019	Final Proposed Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Reimbursable									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	330.593	347.628	17.035	292.833	(54.795)	267.181	(25.652)	263.067	(4.114)
Total Revenues	\$330.593	\$347.628	\$17.035	\$292.833	(\$54.795)	\$267.181	(\$25.652)	\$263.067	(\$4.114)
Operating Expenses									
<u>Labor:</u>									
Payroll	\$52.146	\$61.275	(\$9.129)	\$62.475	(\$1.200)	\$63.951	(\$1.476)	\$63.974	(\$0.023)
Overtime	29.501	29.406	0.095	30.537	(1.131)	32.375	(1.838)	33.587	(1.212)
Health and Welfare	17.883	20.379	(2.497)	20.868	(0.488)	21.552	(0.685)	21.762	(0.210)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	12.883	14.571	(1.688)	14.924	(0.353)	15.410	(0.486)	15.559	(0.150)
Other Fringe Benefits	13.929	15.739	(1.810)	16.119	(0.380)	16.651	(0.532)	16.813	(0.162)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	69.637	71.239	(1.602)	68.900	2.339	61.260	7.640	55.110	6.150
Total Labor Expenses	\$195.978	\$212.609	(\$16.631)	\$213.823	(\$1.214)	\$211.199	\$2.624	\$206.804	\$4.396
<u>Non-Labor:</u>									
Electric Power	\$0.002	\$0.000	\$0.002	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	3.331	4.109	(0.778)	4.154	(0.045)	3.695	0.459	3.355	0.340
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	57.069	42.613	14.456	16.300	26.313	16.238	0.062	16.635	(0.397)
Professional Services Contracts	31.414	32.409	(0.995)	22.917	9.492	21.728	1.189	22.180	(0.452)
Materials and Supplies	41.969	55.120	(13.151)	35.535	19.585	14.214	21.321	13.985	0.229
Other Business Expenses	0.829	0.767	0.061	0.103	0.664	0.106	(0.002)	0.108	(0.003)
Total Non-Labor Expenses	\$134.615	\$135.018	(\$0.404)	\$79.010	\$56.008	\$55.982	\$23.028	\$56.263	(\$0.282)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$330.593	\$347.628	(\$17.035)	\$292.833	\$54.795	\$267.181	\$25.652	\$263.067	\$4.114
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA METRO-NORTH RAILROAD
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2019	Final Proposed Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
<u>Non-Reimbursable and Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$764.320	\$775.873	\$11.554	\$779.903	\$4.030	\$781.286	\$1.383	\$785.150	\$3.864
Other Operating Revenue	60.296	62.649	2.353	68.132	5.484	66.252	(1.881)	68.460	2.208
Capital and Other Reimbursements	330.593	347.628	17.035	292.833	(54.795)	267.181	(25.652)	263.067	(4.114)
Total Revenues	\$1,155.208	\$1,186.150	\$30.941	\$1,140.869	(\$45.281)	\$1,114.719	(\$26.150)	\$1,116.678	\$1.959
Operating Expenses									
<u>Labor:</u>									
Payroll	\$582.131	\$601.002	(\$18.871)	\$613.648	(\$12.646)	\$627.267	(\$13.619)	\$635.678	(\$8.411)
Overtime	124.920	125.712	(0.792)	128.769	(3.057)	132.571	(3.802)	135.787	(3.216)
Health and Welfare	129.015	133.878	(4.863)	136.476	(2.598)	139.482	(3.006)	141.046	(1.564)
OPEB Current Payments	39.000	36.000	3.000	37.000	(1.000)	38.000	(1.000)	39.000	(1.000)
Pension	123.981	123.293	0.688	121.863	1.430	112.648	9.215	105.489	7.159
Other Fringe Benefits	141.320	145.210	(3.890)	147.939	(2.730)	151.027	(3.088)	153.041	(2.014)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(4.145)	(2.770)	(1.375)	(1.830)	(0.940)	(0.783)	(1.047)	(0.631)	(0.152)
Total Labor Expenses	\$1,136.223	\$1,162.325	(\$26.102)	\$1,183.865	(\$21.540)	\$1,200.213	(\$16.348)	\$1,209.410	(\$9.197)
<u>Non-Labor:</u>									
Electric Power	\$73.228	\$71.938	\$1.290	\$73.697	(\$1.758)	\$76.320	(\$2.623)	\$80.045	(\$3.726)
Fuel	20.157	19.633	0.524	19.723	(0.090)	19.810	(0.087)	20.197	(0.387)
Insurance	19.631	22.781	(3.150)	25.165	(2.384)	26.802	(1.637)	28.859	(2.057)
Claims	1.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	175.417	149.570	25.847	127.611	21.959	129.699	(2.088)	132.976	(3.277)
Professional Services Contracts	74.454	70.652	3.802	61.456	9.196	61.374	0.081	61.642	(0.268)
Materials and Supplies	143.601	162.551	(18.950)	137.398	25.153	111.042	26.356	116.939	(5.897)
Other Business Expenses	28.767	28.466	0.300	19.934	8.533	28.405	(8.471)	28.423	(0.018)
Total Non-Labor Expenses	\$536.256	\$526.592	\$9.664	\$465.983	\$60.609	\$454.451	\$11.532	\$470.080	(\$15.629)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,672.479	\$1,688.917	(\$16.438)	\$1,649.848	\$39.069	\$1,654.664	(\$4.815)	\$1,679.490	(\$24.827)
Depreciation	\$246.507	\$246.507	\$0.000	\$246.507	\$0.000	\$246.507	\$0.000	\$246.507	\$0.000
GASB 75 OPEB Expense Adjustment	94.200	39.700	(54.500)	33.800	5.900	26.900	6.900	26.000	0.900
GASB 68 Pension Expense Adjustment	(3.700)	3.500	(7.200)	(14.800)	18.300	(6.000)	(8.800)	17.000	(23.000)
Environmental Remediation	4.000	4.000	0.000	4.000	0.000	4.000	0.000	4.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$2,013.485	\$1,982.623	\$30.862	\$1,919.355	\$63.269	\$1,926.070	(\$6.715)	\$1,972.997	(\$46.927)
Net Surplus/(Deficit)	(\$858.277)	(\$796.474)	\$61.803	(\$778.486)	\$17.988	(\$811.351)	(\$32.865)	(\$856.319)	(\$44.968)

MTA METRO-NORTH RAILROAD
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2019	Final Proposed Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Cash Receipts and Expenditures									
Receipts									
Farebox Revenue	\$748.708	\$760.044	\$11.336	\$763.742	\$3.698	\$764.927	\$1.185	\$768.589	\$3.662
Other Operating Revenue	108.748	90.816	(17.932)	94.486	3.670	93.191	(1.295)	95.995	2.804
Capital and Other Reimbursements	326.015	352.575	26.559	296.431	(56.144)	267.027	(29.404)	261.856	(5.171)
Total Receipts	\$1,183.471	\$1,203.435	\$19.963	\$1,154.659	(\$48.776)	\$1,125.145	(\$29.514)	\$1,126.439	\$1.294
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$581.082	\$611.772	(\$30.689)	\$606.559	\$5.213	\$620.892	(\$14.333)	\$628.894	(\$8.002)
Overtime	127.480	130.459	(2.979)	128.910	1.549	132.665	(3.756)	135.863	(3.198)
Health and Welfare	140.393	145.827	(5.434)	148.436	(2.608)	151.452	(3.016)	153.152	(1.700)
OPEB Current Payments	39.000	36.000	3.000	37.000	(1.000)	38.000	(1.000)	39.000	(1.000)
Pension	124.481	123.243	1.238	121.643	1.600	112.243	9.400	105.043	7.200
Other Fringe Benefits	143.309	145.017	(1.708)	143.483	1.534	146.802	(3.319)	148.772	(1.970)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,155.746	\$1,192.317	(\$36.572)	\$1,186.030	\$6.288	\$1,202.053	(\$16.024)	\$1,210.724	(\$8.670)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$75.495	\$73.819	\$1.676	\$75.622	(\$1.803)	\$78.291	(\$2.669)	\$82.063	(\$3.773)
Fuel	19.667	19.134	0.533	19.214	(0.080)	19.291	(0.077)	19.667	(0.376)
Insurance	21.593	23.545	(1.952)	25.428	(1.883)	28.102	(2.674)	29.154	(1.053)
Claims	19.912	2.166	17.746	1.146	1.020	1.146	0.000	1.146	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	212.373	206.461	5.912	149.614	56.847	138.043	11.571	134.458	3.585
Professional Services Contracts	79.340	80.598	(1.257)	61.927	18.670	61.434	0.494	61.695	(0.261)
Materials and Supplies	149.119	176.868	(27.749)	139.566	37.302	111.867	27.698	118.127	(6.259)
Other Business Expenses	46.185	56.591	(10.407)	38.749	17.843	47.840	(9.092)	57.127	(9.287)
Total Non-Labor Expenditures	\$623.684	\$639.182	(\$15.498)	\$511.266	\$127.916	\$486.014	\$25.252	\$503.438	(\$17.425)
<u>Other Expenditure Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$1,779.430	\$1,831.499	(\$52.070)	\$1,697.295	\$134.204	\$1,688.067	\$9.228	\$1,714.162	(\$26.095)
Net Cash Surplus/(Deficit)	(\$595.958)	(\$628.065)	(\$32.107)	(\$542.637)	\$85.428	(\$562.922)	(\$20.286)	(\$587.723)	(\$24.800)
Subsidies									
MTA	465.086	495.564	30.478	412.927	(82.637)	422.547	9.619	442.523	19.976
CDOT	130.872	132.501	1.628	129.709	(2.791)	140.375	10.666	145.200	4.825
Total Subsidies	\$595.958	\$628.065	\$32.107	\$542.637	(\$85.428)	\$562.922	\$20.286	\$587.723	\$24.800

MTA METRO-NORTH RAILROAD
2020 Final Proposed Budget
November Financial Plan 2020-2023
Summary of Plan-to-Plan Changes by Generic Category

November Financial Plan vs. July Financial Plan

REVENUE

FAREBOX REVENUE

- 2019-2023 revenues are unfavorable due to lower ridership assumptions.
- There are no budgeted New York State fare increases during this period. (However, there are proposed fare increases of 4% in 2021 and 2023 reflected in Volume I of the November Financial Plan).

OTHER OPERATING REVENUE

- 2019-2023 revenues are slightly favorable due to higher net GCT retail income.

CAPITAL AND OTHER REIMBURSEMENTS

- Capital project cost reimbursements in each year of the financial plan are based on recovering 100% of accrued project expenditures.
- 2019 accrued expenditures (and receipts) reflect a decrease due to a forecasting correction for East of Hudson Power Rehabilitation Project.
- 2020 accrued expenditures (and receipts) reflect an increase due to the Connecticut Track Program, DC Substation Signal House Roof Replacement and Turnouts – Yards/Siding Projects.
- 2021 accrued expenditures (and receipts) reflect an increase due to the Connecticut Track Program.
- 2022 accrued expenditures (and receipts) reflect an increase due to Communications & Signal Infrastructure Restoration, Install Bridge Timbers, Power Infrastructure Restoration and MNR East Side Access Projects.
- 2023 accrued expenditures (and receipts) reflect an increase due to the Universal Interlock CP243, Signal Replacement from Greenwich to South Norwalk, Turnouts: Mainline and High-Speed Interlocking Replacement, MNR East Side Access and Power Infrastructure Restoration Projects.

EXPENSES

PAYROLL

Non-Reimbursable

- 2019-2023 costs are higher driven by the rescheduling of hiring projections and staffing associated with the new initiatives for Support and Material for 66 New M-8 Cars and ESA.

Reimbursable

- 2019 costs are lower due to the Cyclical Track Program.
- 2020 costs are higher due to the DC Substation Signal House Roof Repair, Connecticut Track Program and Turnouts – Yards/Siding.
- 2021 costs are higher due to Connecticut Track Program and PTC – NY.

- 2022 costs are higher due to Miscellaneous I&C Harlem and Hudson Lines, Signal Infrastructure Restoration and Power Infrastructure Restoration Projects.
- 2023 costs are higher due to Miscellaneous I&C Harlem and Hudson Lines, MNR East Side Access and Power Infrastructure Restoration Projects.

OVERTIME

Non-Reimbursable

- 2019-2023 costs are essentially flat.

Reimbursable

- 2019 costs are slightly higher due to Turnouts: Mainline and High-Speed Interlocking Replacement Project.
- 2020-2021 costs are lower primarily due to the timing of project activity and refinements to project scheduling for the Cyclical Track Program.
- 2022 is lower primarily due to the Connecticut Track Program.
- 2023 is lower due to the Replace Timbers – Undergrade Bridges Rehabilitation Project.

HEALTH AND WELFARE

- Reflects revised staffing assumptions and rates.

PENSIONS

- Pension costs represent updated actuarial estimates for the Defined Benefit Plan.

OTHER FRINGE BENEFITS

- Reflects changes in Railroad Retirement taxes.

REIMBURSABLE OVERHEAD

- Non-Reimbursable and Reimbursable changes in overhead cost recoveries reflect revisions to project cost estimates.

ELECTRIC POWER

Traction Power - Revenue

- 2019-2023 reflects the latest inflation assumptions.

Non-Traction Power – Non-Revenue

- 2019-2023 reflects the latest inflation assumptions.

FUEL

Revenue Vehicle Fuel

- 2019-2023 reflects the latest inflation assumptions.

Non-Revenue Fuel

- 2019-2023 reflects the latest inflation assumptions.

INSURANCE

- Reflects the impact of revised premiums.

CLAIMS

- Reflects current passenger claim trends.

MAINTENANCE AND OTHER OPERATING CONTRACTS

Non-Reimbursable

- 2019 decrease is primarily due to lower miscellaneous maintenance services as well as the timing of the Ticket Vending Machines (TVM) chip verification technology upgrade.
- 2020-2023 increases reflect the new OBV Materials initiative, revised BRPs, the timing of the TVM chip verification technology upgrade and an increase in Harmon Shop equipment maintenance.

Reimbursable

- 2019-2020 decrease is due to the timing of the Signal Replacement from Greenwich to South Norwalk Projects and Maybrook Trailway Project.
- 2021-2023 increase is due to the refinements to project scheduling for the Cyclical Track Program and Signal Replacement from Greenwich to South Norwalk Project.

PROFESSIONAL SERVICES CONTRACTS

Non-Reimbursable

- 2019 is higher due to the impact of 2018 and 2019 New Haven Line MTA IT allocation adjustments partially offset by third party engineering contracts, and lower outside training expense.
- 2020-2023 is lower due to reductions based upon the MTA Transformation Plan for EAM and revised BRPs partially offset by third-party engineering contracts and increased New Haven Line MTA IT allocations.

Reimbursable

- 2019 is lower while 2020-2021 is higher due to the timing of the Sasco Creek Traction Power Supply Station Project.
- 2022-2023 is higher due to Turnouts: Mainline and High-Speed Interlocking Replacement Project.

MATERIAL AND SUPPLIES

Non-Reimbursable

- 2019 is higher due to new initiatives for the replacement of M-8 Traction Motor Bearings and M-7 On-Board Climate Controllers as well as timing of expense for RCM Programs and inflation.
- 2020-2023 expenses are higher due to new initiatives for PTC Materials, replacement of M-8 Traction Motor Bearings, M-3 Propulsion Parts, and M-7 On-Board Climate Controllers as well as Support and Materials for 66 new M-8 Cars, the timing for RCM Programs and inflation.

Reimbursable

- 2019 is lower due to a forecasting correction for the East of Hudson Power Rehabilitation Project.
- 2020 is higher due to the Connecticut Track and Cyclical Track Program.
- 2021 is higher due to the Waterbury Branch Cab Signal Project and Connecticut Track Program.
- 2022-2023 is lower due to the Connecticut Track Program and Turnouts: Mainline and High-Speed Interlocking Replacement Project.

OTHER BUSINESS EXPENSES

- 2019 is higher due to legal settlements and the re-timing of the Graybar Fire Damage recovery partially offset by increased PRIIA Amtrak recoveries.

- 2020-2021 changes result from the re-timing the Park Avenue Viaduct Fire insurance recovery.
- 2022-2023 expense is lower primarily due to increased PRIIA Amtrak recoveries.

DEPRECIATION

- Reflects timing differences in project completions and assets reaching beneficial use.

GASB 75 ADJUSTMENT

- Reflects the latest actuarial estimates.

GASB 68 PENSION ADJUSTMENT

- Reflects the latest actuarial estimates.

ENVIRONMENTAL REMEDIATION

- Reflects the estimated liability for environmental remediation costs associated with capital projects.

CASH ADJUSTMENTS

Cash adjustments are made to the accrual financial statements to align the forecast with actual cash impacts for several categories. These categories include: Farebox Revenue, Other Operating Revenue, Payroll, Claims and Other Business Expenses. Other cash adjustments are made to reverse items that are accrued but have no impact on cash reporting. These items include: GASB 68 and 75 Adjustments, Depreciation and Environmental Remediation.

Major Plan-to-Plan cash adjustments include:

- Payroll – Retiming of \$12.7 million of retroactive wage settlements for unsettled unions from 2019 to 2020.
- Other Fringe Benefits – Employer payroll taxes paid in 2019 pertaining to 2018 of \$5.1 million.

MTA METRO-NORTH RAILROAD
2020 Final Proposed Budget
November Financial Plan 2020-2023
Summary of November Plan-to-Plan Changes by Generic Category

November Financial Plan vs. February Financial Plan

REVENUE

FAREBOX REVENUE

- 2019-2022 is favorable due to the 2019 Fare increase and improved on-board fare collection practices partially offset by lower ridership assumptions.

OTHER OPERATING REVENUE

- 2019-2022 changes result from higher net GCT retail income and advertising revenue, parking fee modifications, and timing related to the removal of the Maybrook Trailway Reimbursement due to the transfer of this project to Reimbursable funding.

CAPITAL AND OTHER REIMBURSEMENTS

- Capital project cost reimbursements in each year of the financial plan are based on recovering 100% of accrued project expenditures.
- 2019 is higher primarily due to the Maybrook Trailway transfer from Operating Capital.
- 2020-2022 is higher due to timing of PTC – CT, Connecticut Track Program and Signal Replacement from Greenwich to South Norwalk Projects and the transfer of Maybrook Trailway.

EXPENSES

PAYROLL

Non-Reimbursable

- 2019 is higher due to the shift in focus on hiring Operational personnel and costs associated with the April Schedule Change partially offset by reduced hiring levels based upon the MTA Agency-wide hiring restrictions.
- 2020-2022 cost changes are primarily driven by reduced hiring levels based upon the MTA Agency-wide hiring restrictions, rescheduling of hiring projections and the BRPs partially offset by costs associated with the Support and Material for 66 new M-8 Cars and ESA new initiatives as well as the April Schedule Change.

Reimbursable

- 2019 costs are lower due to the Cyclical Track Program.
- 2020 costs are higher due to PTC – NY and the Connecticut Track Program.
- 2021-2022 costs are lower due to the Cyclical Track Program and Walk Bridge Accelerated Design-Construction Project.

OVERTIME

Non-Reimbursable

- 2019 is slightly higher primarily due to the April Schedule Change.
- 2020-2022 costs are lower due to the BRP which is slightly offset by costs associated with the April Schedule Change.

Reimbursable

- 2019-2022 costs are higher primarily due to the timing of project activity and refinements to project scheduling for the Connecticut Track Programs.

HEALTH AND WELFARE

- Reflects revised staffing assumptions and rates.

PENSIONS

- Pension costs represent updated actuarial estimates for the Defined Benefit Plan.

OTHER FRINGE BENEFITS

- Reflects changes in Railroad Retirement taxes.

REIMBURSABLE OVERHEAD

- Non-Reimbursable and Reimbursable changes in overhead cost recoveries reflect revisions to project cost estimates.

ELECTRIC POWER

Traction Power - Revenue

- Reflects the latest inflation assumptions.

Non-Traction Power – Non-Revenue

- Reflects the latest inflation assumptions.

FUEL

Revenue Vehicle Fuel

- Reflects the latest inflation assumptions.

Non-Revenue Fuel

- Reflects the latest inflation assumptions.

INSURANCE

- Reflects the impact of revised premiums.

CLAIMS

- Reflects current passenger claim trends.

MAINTENANCE AND OTHER OPERATING CONTRACTS

Non-Reimbursable

- 2019 is higher due to resolution of the dispute with the New York City Water Board, timing of Bridgeport Derailment M-8 Repairs and BL-20 Locomotive Overhauls, and increased MTA Police Allocations partially offset by revised BRPs and the timing of the TVM chip verification technology upgrade.
- 2020-2022 changes result from the BRPs, the timing of BL-20 Locomotive Overhauls, the new OBV Materials initiative and an increase in Harmon Shop equipment maintenance.

Reimbursable

- 2019 increases due to the Maybrook Trailway transfer from Operating Capital.

- 2020 increases due to timing of the Signal Replacement from Greenwich to South Norwalk Project and the Maybrook Trailway transfer from Operating Capital.
- 2021 is lower due to the Signal Replacement from Greenwich to South Norwalk Project.
- 2022 and 2023 are higher due to the GCT Leaks Remediation NYCDOT Share Project and Cyclical Track Program.

PROFESSIONAL SERVICES CONTRACTS

Non-Reimbursable

- 2019 is higher due to the impact of 2018 and 2019 New Haven Line MTA IT allocation adjustments partially offset by third party engineering contracts and reduced outside training expense.
- 2020-2022 changes are due to the MTA Transformation Plan for EAM and BRPs partially offset by third party engineering contracts and higher New Haven Line MTA IT allocations.

Reimbursable

- 2019 is lower due to the timing of the Waterbury Branch Cab Signal Project.
- 2020-2023 is higher due to PTC – CT.

MATERIAL AND SUPPLIES

Non-Reimbursable

- 2019 is higher primarily due to new initiatives for the replacement of M-8 Traction Motor Bearings and M-7 On-Board Climate Controllers as well as the timing of expense for RCM Programs and inflation partially offset by the transfer of expense to Operating Capital for several projects.
- 2020-2022 costs are higher due to new initiatives for PTC Materials, replacement of M-8 Traction Motor Bearings, M-3 Propulsion Parts, and M-7 On-Board Climate Controllers as well as Support and Materials for 66 new M-8 Cars and timing for RCM Programs partially offset by the BRPs.

Reimbursable

- 2019-2021 is higher primarily due to the timing of Waterbury Branch Cab Signal Project.
- 2022 is lower due to the Connecticut Track Program.

OTHER BUSINESS EXPENSES

- 2019 is favorable due to expense recoveries for 2016 & 2017 Track maintenance on the Port Jervis line from Norfolk Southern.
- 2020-2021 reflects revised timing for the Park Avenue Viaduct Fire recovery.
- 2022 is favorable primarily due to increased PRIIA Amtrak recoveries.

DEPRECIATION

- Reflects timing differences in project completions and assets reaching beneficial use.

GASB 75 ADJUSTMENT

- Reflects the latest actuarial estimates.

GASB 68 PENSION ADJUSTMENT

- Reflects the latest actuarial estimates.

ENVIRONMENTAL REMEDIATION

- Reflects the estimated liability for environmental remediation costs associated with capital projects.

CASH ADJUSTMENTS

Cash adjustments are made to the accrual financial statements to align the forecast with actual cash impacts for several categories. These categories include: Farebox Revenue, Other Operating Revenue, Payroll, Claims and Other Business Expenses. Other cash adjustments are made to reverse items that are accrued but have no impact on cash reporting. These items include: GASB 68 and 75 Adjustments, Depreciation and Environmental Remediation.

Major Plan-to-Plan cash adjustments include:

- Payroll – Retiming of \$12.7 million of retroactive wage settlements for unsettled unions from 2019 to 2020.
- Non-traction Power – A correction to reflect the principal portion of the New York Power Authority (NYPA) financing loan for GCT chiller units of approximately \$2.0 million annually, which is not reflected in the accrued financial statements.

MTA METRO-NORTH RAILROAD
November Financial Plan 2020 - 2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2019	2020	2021	2022	2023
2019 July Financial Plan - Cash Surplus/(Deficit)	(\$614.266)	(\$564.739)	(\$535.852)	(\$555.760)	(\$581.810)
Baseline Changes					
Revenue					
Farebox Revenue	(\$3.382)	(\$2.994)	(\$0.725)	(\$1.691)	(\$1.889)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.447	0.032	0.552	1.317	1.357
Capital and Other Reimbursement	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	(\$2.935)	(\$2.962)	(\$0.173)	(\$0.373)	(\$0.532)
Expenses					
<i>Labor:</i>					
Payroll	(\$9.836)	(\$3.194)	(\$3.175)	(\$2.101)	(\$3.701)
Overtime	(0.006)	0.091	0.093	0.095	0.097
Health and Welfare	(1.970)	(0.795)	(0.801)	(0.528)	(0.958)
OPEB Current Payment	(0.000)	0.000	0.000	(0.000)	0.000
Pensions	(1.214)	0.630	(0.083)	0.372	0.066
Other Fringe Benefits	(1.849)	(0.588)	(0.584)	(0.389)	(0.718)
Reimbursable Overhead	(2.045)	1.829	(0.259)	6.722	4.579
Total Labor Expense Changes	(\$16.921)	(\$2.028)	(\$4.808)	\$4.170	(\$0.635)
<i>Non-Labor:</i>					
Electric Power	(\$0.089)	\$1.568	\$2.312	\$2.622	\$3.140
Fuel	1.158	1.512	0.797	0.413	0.262
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.882	(3.872)	(2.595)	(3.094)	(2.493)
Professional Service Contracts	(3.478)	1.442	2.525	0.908	0.524
Materials & Supplies	(0.761)	(14.659)	(9.412)	(8.402)	(8.024)
Other Business Expenses	(0.517)	(7.195)	9.618	0.965	1.157
Total Non-Labor Expense Changes	(\$0.805)	(\$21.204)	\$3.245	(\$6.589)	(\$5.434)
Total Expenses before Depreciation and GASB Adjustments	(\$17.727)	(\$23.232)	(\$1.563)	(\$2.418)	(\$6.070)
Depreciation	(\$0.000)	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	\$0.000	0.000	0.000
GASB 68 Pension Adjustment	(0.000)	0.000	\$0.000	0.000	0.000
Environmental Remediation	0.000	0.000	\$0.000	0.000	0.000
GASB75 Adjustment	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	(\$17.727)	(\$23.232)	(\$1.563)	(\$2.418)	(\$6.070)
Cash Conversion Adjustment Changes					
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Operating/Capital	21.937	(24.406)	(4.156)	0.096	0.007
Other Cash Adjustments	17.033	(12.725)	(0.893)	(4.466)	0.681
Total Cash Conversion Adjustments	\$38.970	(\$37.131)	(\$5.049)	(\$4.370)	\$0.689
Net Surplus/(Deficit) Changes	\$18.308	(\$63.325)	(\$6.784)	(\$7.162)	(\$5.913)
2019 November Financial Plan - Net Operating Cash	(\$595.958)	(\$628.065)	(\$542.637)	(\$562.922)	(\$587.723)

MTA METRO-NORTH RAILROAD
November Financial Plan 2020 - 2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE	2019	2020	2021	2022	2023
2019 July Financial Plan - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue					
Other Operating Revenue					
Capital and Other Reimbursement	(19.309)	16.917	8.333	17.112	11.514
Total Revenue Changes	(19.309)	16.917	8.333	17.112	11.514
Expenses					
Labor:					
Payroll	\$2.100	(\$6.575)	(\$3.268)	(\$6.458)	(\$4.904)
Overtime	(0.633)	1.035	1.366	1.192	1.557
Health and Welfare	0.599	(1.538)	(0.613)	(1.500)	(1.021)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.290	(1.047)	(0.420)	(1.002)	(0.685)
Other Fringe Benefits	0.376	(1.183)	(0.468)	(1.149)	(0.781)
Reimbursable Overhead	2.346	(0.998)	0.600	(7.076)	(4.759)
Total Labor Expense Changes	\$5.078	(\$10.306)	(\$2.803)	(\$15.992)	(\$10.593)
Non-Labor:					
Electric Power	(\$0.000)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.000)	0.000	0.000	0.000	0.000
Insurance	0.237	(0.111)	(0.453)	(0.777)	(0.542)
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	0.437	2.782	(0.095)	(0.945)	(0.975)
Professional Service Contracts	1.128	(5.959)	(0.749)	(0.173)	(0.188)
Materials & Supplies	12.547	(3.324)	(4.232)	0.774	0.783
Other Business Expenses	(0.118)	0.001	0.000	0.001	0.000
Total Non-Labor Expense Changes	\$14.232	(\$6.611)	(\$5.529)	(\$1.121)	(\$0.921)
Total Expense Changes	\$19.309	(\$16.917)	(\$8.333)	(\$17.112)	(\$11.514)
2019 November Financial Plan - Net Operating Cash	(\$0.000)	(\$0.000)	\$0.000	\$0.000	\$0.000

MTA METRO-NORTH RAILROAD
November Financial Plan 2020 - 2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2019	2020	2021	2022	2023
2019 July Financial Plan - Cash Surplus/(Deficit)	(\$614.266)	(\$564.739)	(\$535.852)	(\$555.760)	(\$581.810)
Baseline Changes					
Revenue					
Farebox Revenue	(\$3.382)	(\$2.994)	(\$0.725)	(\$1.691)	(\$1.889)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.447	0.032	0.552	1.317	1.357
Capital and Other Reimbursement	(19.309)	16.917	8.333	17.112	11.514
Total Revenue Changes	(\$22.244)	\$13.955	\$8.160	\$16.739	\$10.982
Expenses					
<i>Labor:</i>					
Payroll	(\$7.736)	(\$9.769)	(\$6.443)	(\$8.559)	(\$8.606)
Overtime	(0.640)	1.126	1.459	1.287	1.654
Health and Welfare	(1.372)	(2.333)	(1.414)	(2.028)	(1.979)
OPEB Current Payment	(0.000)	0.000	0.000	(0.000)	0.000
Pensions	(0.924)	(0.417)	(0.503)	(0.631)	(0.619)
Other Fringe Benefits	(1.473)	(1.771)	(1.052)	(1.538)	(1.499)
Reimbursable Overhead	0.301	0.830	0.341	(0.353)	(0.179)
Total Labor Expense Changes	(\$11.844)	(\$12.334)	(\$7.612)	(\$11.821)	(\$11.229)
<i>Non-Labor:</i>					
Electric Power	(\$0.089)	\$1.568	\$2.312	\$2.622	\$3.140
Fuel	1.158	1.512	0.797	0.413	0.262
Insurance	0.237	(0.111)	(0.453)	(0.777)	(0.542)
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.319	(1.090)	(2.690)	(4.038)	(3.468)
Professional Service Contracts	(2.350)	(4.518)	1.776	0.735	0.336
Materials & Supplies	11.787	(17.983)	(13.644)	(7.629)	(7.241)
Other Business Expenses	(0.635)	(7.193)	9.619	0.965	1.157
Total Non-Labor Expense Changes	\$13.426	(\$27.815)	(\$2.284)	(\$7.710)	(\$6.355)
Total Expenses before Non-Cash Liability Adjs.	\$1.583	(\$40.149)	(\$9.896)	(\$19.531)	(\$17.584)
Depreciation	(\$0.000)	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Adjustment	(0.000)	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
GASB75 Adjustment	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	\$1.583	(\$40.149)	(\$9.896)	(\$19.531)	(\$17.584)
Net Surplus/(Deficit) Changes	(\$20.662)	(\$26.194)	(\$1.736)	(\$2.792)	(\$6.601)
Cash Conversion Adjustment Changes					
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Operating/Capital	21.937	(24.406)	(4.156)	0.096	0.007
Other Cash Adjustments	17.033	(12.725)	(0.893)	(4.466)	0.681
Total Cash Conversion Adjustments	\$38.970	(\$37.131)	(\$5.049)	(\$4.370)	\$0.689
Net Surplus/(Deficit) Changes	\$18.308	(\$63.325)	(\$6.784)	(\$7.162)	(\$5.913)
2019 November Financial Plan - Net Operating Cash	(\$595.958)	(\$628.065)	(\$542.637)	(\$562.922)	(\$587.723)

MTA Metro-North Railroad
November Financial Plan 2020 - 2023
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2019	2020	2021	2022	2023
2019 July Financial Plan - Cash Surplus/(Deficit)	(\$614.266)	(\$564.739)	(\$535.852)	(\$555.760)	(\$581.810)
Non-Reimbursable Major Changes					
Revenue					
<i>Fare Revenue - Fare Increase and Revised Ridership Projections</i>	(3.382)	(2.994)	(0.725)	(1.691)	(1.889)
<i>GCT Net Retail Revenue Projections</i>	0.836	0.536	0.552	1.317	1.357
<i>Advertising Revenue</i>	(0.259)	(0.504)	-	-	-
<i>Other</i>	(0.130)	0.000	(0.000)	0.000	0.000
Sub-Total Non-Reimbursable Revenue Changes	(\$2.935)	(\$2.962)	(\$0.173)	(\$0.373)	(\$0.532)
Expenses					
<i>Operating Expense - New Needs</i>	(1.120)	(22.164)	(18.148)	(18.953)	(19.291)
<i>Payroll - Election Day Paid Leave</i>	(0.415)	(1.307)	(0.890)	(0.909)	(0.927)
<i>Payroll - Rescheduling of Hiring Projections and Reimbursable Activity</i>	(9.422)	1.588	1.830	3.748	2.409
<i>Health & Welfare - Revised Rates & Payroll Projections</i>	(1.970)	0.139	0.297	0.782	0.415
<i>Pensions - Revised Actuarial Estimate & Payroll Projections</i>	(1.214)	1.241	0.644	1.247	0.985
<i>Other Fringe Benefits - Revised Rates & Payroll Projections</i>	(1.849)	0.127	0.251	0.598	0.314
<i>Reimbursable Overhead - Rescheduling of Reimbursable Project Activity and Revised Overhead Rates</i>	(2.045)	1.829	(0.259)	6.722	4.579
<i>Revised Electricity Rates</i>	(0.089)	1.568	2.312	2.622	3.140
<i>Revised Fuel Rates</i>	1.158	1.512	0.797	0.413	0.262
<i>MTA Transformation - EAM Non-Labor Transfer to HQ</i>	0.668	2.828	3.464	1.152	-
<i>Travel/Subscriptions/Memberships & Dues/External Training</i>	0.563	-	-	-	-
<i>Revised Amtrak PRRIA Recoveries (Due to Increased Recoverable Electric Propulsion Expense)</i>	0.661	0.053	0.122	0.140	0.127
<i>MofE Internal Rebalance - Shop Maintenance Agreements / 3rd Party Engineering Services / Materials</i>	8.613	(2.075)	(1.841)	(0.260)	(0.273)
<i>Retiming of the Park Ave Viaduct Insurance Recovery</i>	-	(8.600)	8.600	-	-
<i>MTA Allocations - NHL Share of BSC/IT</i>	(7.488)	(1.149)	(1.354)	(1.381)	(1.409)
<i>Other Net Expense Changes</i>	(3.777)	1.178	2.613	1.661	3.599
Sub-Total Non-Reimbursable Expense Changes	(\$17.727)	(\$23.232)	(\$1.563)	(\$2.418)	(\$6.070)
Total Non-Reimbursable Major Changes	(\$20.662)	(\$26.194)	(\$1.736)	(\$2.792)	(\$6.601)
Reimbursable Major Changes					
Revenue					
<i>Projections for 2019-2023 reflects the retiming of capital project activity levels</i>	(19.309)	16.917	8.333	17.112	11.514
Sub-Total Reimbursable Revenue Changes	(19.309)	16.917	8.333	17.112	11.514
Expenses					
<i>Projections for 2019-2023 reflects the retiming of capital project activity levels</i>	19.309	(16.917)	(8.333)	(17.112)	(11.514)
Sub-Total Reimbursable Expense Changes	19.309	(16.917)	(8.333)	(17.112)	(11.514)
Total Reimbursable Major Changes	(\$0.000)	(\$0.000)	\$0.000	\$0.000	\$0.000
Total Accrual Changes	(\$20.662)	(\$26.194)	(\$1.736)	(\$2.792)	(\$6.601)
Cash Adjustment Changes					
<i>Operating Capital - Rescheduling of Projects</i>	21.937	(24.139)	(3.610)	0.655	0.580
<i>Delay in MTA Reimbursable Receipts</i>	(7.316)	9.051	(0.031)	(4.458)	0.689
<i>Timing of RWA Payments from 2019 to 2020 for Unsettled Unions</i>	13.327	(12.669)	-	-	-
<i>Other Adjustments</i>	11.022	(9.375)	(1.408)	(0.567)	(0.580)
Total Cash Adjustment Changes	\$38.970	(\$37.131)	(\$5.049)	(\$4.370)	\$0.689
Net Surplus/(Deficit) Changes	\$18.308	(\$63.325)	(\$6.784)	(\$7.162)	(\$5.913)
2019 November Financial Plan - Net Operating Cash Surplus/(Deficit)	(\$595.958)	(\$628.065)	(\$542.637)	(\$562.922)	(\$587.723)

MTA METRO-NORTH RAILROAD
2020 Final Proposed Budget
November Financial Plan 2020-2023
Ridership / (Utilization)

Ridership projections are developed primarily by the line segment ridership forecasting models that incorporate current trends (excluding anomalies) to create the baseline forecast and updated to include the impact of economic and demographic factors, CPI, employment and population forecasts. In addition, Metro-North initiatives that enhance service as well as proposed parking expansions are also incorporated into ridership forecasts.

Total Metro-North forecasted rail ridership in 2019 is 87.1 million, which is 0.6% higher than 2018 ridership and the highest in Metro-North history.

East of Hudson forecasted ridership in 2019 is 85.5 million or 0.6% higher than the previous year due to growth across all three lines. In 2020, there is a 1.1% increase in the Hudson line, a 0.9% increase in the Harlem line and a 0.4% increase in the New Haven line over 2019. In 2021 through 2023, East of Hudson ridership is projected to grow by 0.4% in 2021, 0.1% in 2022 and 0.4% in 2023.

West of Hudson forecasted ridership in 2019 is lower than last year by 1.5%. However, in 2020-2023, West of Hudson ridership is projected to grow by 0.8%, 1.2%, 0.7%, and 0.7%, respectively.

Farebox Revenue in the 2020 Final Proposed Budget totals \$775.9 million, reflecting an increase of \$11.6 million or 1.5% over the 2019 November Forecast. Revenue in 2021 through 2023 is projected to grow by 0.5%, 0.2%, and 0.5%, respectively.

MTA METRO-NORTH RAILROAD
November Financial Plan 2020 - 2023
Ridership (Utilization)
(in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
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RIDERSHIP

<i>Harlem Line Ridership - Commutation</i>	16.643	16.584	16.729	16.807	16.820	16.885
<i>Harlem Line Ridership - Non-Commutation</i>	<u>10.808</u>	<u>11.090</u>	<u>11.187</u>	<u>11.239</u>	<u>11.248</u>	<u>11.291</u>
Total Harlem Line	27.451	27.673	27.916	28.046	28.068	28.176
<i>Hudson Line Ridership - Commutation</i>	9.418	9.432	9.532	9.596	9.621	9.670
<i>Hudson Line Ridership - Non-Commutation</i>	<u>7.743</u>	<u>7.921</u>	<u>8.005</u>	<u>8.059</u>	<u>8.080</u>	<u>8.121</u>
Total Hudson Line	17.161	17.353	17.538	17.655	17.702	17.792
<i>New Haven Line Ridership - Commutation</i>	22.086	21.996	22.091	22.133	22.120	22.213
<i>New Haven Line Ridership - Non-Commutation</i>	<u>18.213</u>	<u>18.436</u>	<u>18.516</u>	<u>18.551</u>	<u>18.540</u>	<u>18.619</u>
Total New Haven Line	40.299	40.432	40.607	40.684	40.660	40.832
Total Commutation Ridership	48.146	48.011	48.352	48.536	48.562	48.769
Total Non-Commutation Ridership	<u>36.764</u>	<u>37.447</u>	<u>37.708</u>	<u>37.849</u>	<u>37.868</u>	<u>38.031</u>
Total East of Hudson Ridership	84.911	85.459	86.061	86.385	86.430	86.800
West of Hudson Ridership	1.642	1.617	1.630	1.649	1.661	1.672
Total Ridership	86.553	87.075	87.691	88.035	88.091	88.472

FAREBOX REVENUE

<i>Harlem Line - Commutation Revenue</i>	111.605	114.097	116.201	116.949	117.214	117.724
<i>Harlem Line - Non-Commutation Revenue</i>	<u>99.382</u>	<u>105.503</u>	<u>107.448</u>	<u>108.140</u>	<u>108.385</u>	<u>108.857</u>
Total Harlem Line Revenue	\$210.988	\$219.601	\$223.649	\$225.089	\$225.599	\$226.581
<i>Hudson Line - Commutation Revenue</i>	73.751	75.640	77.200	77.858	78.176	78.626
<i>Hudson Line - Non-Commutation Revenue</i>	<u>87.230</u>	<u>92.305</u>	<u>94.209</u>	<u>95.012</u>	<u>95.400</u>	<u>95.949</u>
Total Hudson Line Revenue	\$160.981	\$167.946	\$171.410	\$172.870	\$173.576	\$174.575
<i>New Haven Line - Commutation Revenue</i>	158.018	161.037	162.782	163.200	163.224	164.016
<i>New Haven Line - Non-Commutation Revenue</i>	<u>195.673</u>	<u>201.107</u>	<u>203.286</u>	<u>203.808</u>	<u>203.838</u>	<u>204.827</u>
Total New Haven Line Revenue	\$353.691	\$362.143	\$366.068	\$367.007	\$367.062	\$368.843
Total Commutation Revenue	\$343.374	\$350.774	\$356.183	\$358.007	\$358.614	\$360.366
Total Non-Commutation Revenue	<u>382.286</u>	<u>398.915</u>	<u>404.943</u>	<u>406.960</u>	<u>407.623</u>	<u>409.633</u>
Total East of Hudson Revenue	\$725.660	\$749.690	\$761.126	\$764.967	\$766.238	\$769.998
West of Hudson Revenue	\$14.611	\$14.630	\$14.747	\$14.937	\$15.049	\$15.152
Total Farebox Revenue	\$740.271	\$764.320	\$775.873	\$779.903	\$781.286	\$785.150

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

MTA Metro-North Railroad
November Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	<u>Pos.</u>	<u>2019</u>	<u>Pos.</u>	<u>2020</u>	<u>Pos.</u>	<u>2021</u>	<u>Pos.</u>	<u>2022</u>	<u>Pos.</u>	<u>2023</u>
Non-Reimbursable BRP										
Administration										
Elimination of Administrative Positions (July Plan)	-	0.000	59	8.253	59	8.253	63	8.923	63	8.923
Elimination of Administrative Positions (Revised Nov Plan)	-	0.000	(5)	(0.087)	(5)	(0.075)	(5)	(0.061)	(5)	(0.048)
Administrative Office Space Reconfiguration (July Plan)	-	<u>0.000</u>	-	<u>3.852</u>	-	<u>3.942</u>	-	<u>4.038</u>	-	<u>4.135</u>
<i>Subtotal Administration</i>	-	<u>0.000</u>	<u>54</u>	<u>12.018</u>	<u>54</u>	<u>12.120</u>	<u>58</u>	<u>12.899</u>	<u>58</u>	<u>13.010</u>
Customer Convenience/Amenities										
Remove MNR Responsibility of Hudson Rail Link Service (July Plan)	-	0.000	-	2.508	-	2.839	-	2.908	-	2.978
Restore MNR Responsibility of Hudson Rail Link Service Eliminated (Nov Plan)	-	0.000	-	(2.508)	-	(2.839)	-	(2.908)	-	(2.978)
Eliminate Rockland County Transportation Subsidy (July Plan)	-	0.000	-	0.512	-	0.524	-	0.537	-	0.550
Eliminate Holiday Shopper Special Trains (July Plan)	-	<u>0.000</u>	-	<u>0.202</u>	-	<u>0.206</u>	-	<u>0.210</u>	-	<u>0.215</u>
<i>Subtotal Customer Convenience/Amenities</i>	-	<u>0.000</u>	-	<u>0.715</u>	-	<u>0.731</u>	-	<u>0.747</u>	-	<u>0.764</u>
Maintenance/Operations										
Fleet Maintenance Initiatives (July Plan)	-	0.000	-	3.104	-	5.943	-	8.207	-	7.843
Enterprise Asset Management (July Plan)	-	0.000	11	1.743	11	1.745	11	1.748	11	1.636
Reduction in Budgeted Overtime Hours (July Plan)	-	0.000	-	1.595	-	1.627	-	1.659	-	1.693
Reduce Annual Vehicle Replacement Program Funding (July Plan)	-	<u>0.000</u>	-	<u>2.241</u>	-	<u>2.293</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Maintenance/Operations</i>	-	<u>0.000</u>	<u>11</u>	<u>8.683</u>	<u>11</u>	<u>11.608</u>	<u>11</u>	<u>11.614</u>	<u>11</u>	<u>11.172</u>
Revenue Enhancement										
Improve On-Board Fare Collection Practices (July Plan)	-	0.000	-	1.000	-	1.000	-	1.000	-	1.000
Parking Fee Modifications (July Plan)	-	<u>0.000</u>	-	<u>0.997</u>	-	<u>0.997</u>	-	<u>0.997</u>	-	<u>0.997</u>
<i>Subtotal Revenue Enhancement</i>	-	<u>0.000</u>	-	<u>1.997</u>	-	<u>1.997</u>	-	<u>1.997</u>	-	<u>1.997</u>
Safety/Security										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Safety</i>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
Service										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Service</i>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
Service Support										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Service Support</i>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
Other										
Elimination of Long-Term Lease Expense of Grand Central Terminal and Harlem/Hudson Lines (July Plan)	-	0.000	-	2.062	-	2.062	-	2.062	-	2.062
Tighter Control and Prioritization of Non-Payroll Expenses (July Plan)	-	0.000	-	1.118	-	0.474	-	0.779	-	0.499
Tighter Control and Prioritization of Non-Payroll Expenses (Nov Plan)	-	0.000	-	2.132	-	2.625	-	2.042	-	2.705
Overhead Rates to applied to Amtrak PRIIA Billing for Propulsion (Nov Plan)	-	<u>0.000</u>	-	<u>0.500</u>	-	<u>0.500</u>	-	<u>0.500</u>	-	<u>0.500</u>
<i>Subtotal Other</i>	-	<u>0.000</u>	-	<u>5.812</u>	-	<u>5.661</u>	-	<u>5.383</u>	-	<u>5.766</u>
Total Non-Reimbursable BRP	-	\$0.000	65	\$29.223	65	\$32.117	69	\$32.641	69	\$32.709
Reimbursable BRP										
Capital Program										
Capital and & Other Reimbursements Reduction (July Plan)	-	0.000	-	(34.102)	-	(18.044)	-	(13.097)	-	(17.097)
Total Reimbursable Capital Expenses (July Plan)	-	<u>0.000</u>	<u>13</u>	<u>34.102</u>	<u>23</u>	<u>18.044</u>	<u>65</u>	<u>13.097</u>	<u>65</u>	<u>17.097</u>
Total Reimbursable BRP	-	\$0.000	13	\$0.000	23	\$0.000	65	\$0.000	65	\$0.000
Total Non-Reimbursable & Reimbursable BRP	-	\$0.000	78	\$29.223	88	\$32.117	134	\$32.641	134	\$32.709

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Administrative

Program: Elimination of Administrative Positions

Background Details:	Metro-North will eliminate a total of 63 Administrative Positions by 2022 in order to reduce costs and streamline the organization. These reductions span various functional areas of the organization and include the restructuring of several departments as well as the reassignment of responsibilities to other personnel.
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Program Description/ Implementation Plan:	Positions identified for elimination will be removed from Metro-North's list of Authorized Positions on the date specified by the department. The effective date of eliminated positions will be January 1, 2020 or later. These positions will not be available for department hiring forecasts.
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Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20

Are these savings recurring?: Yes

Other Issues:	
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	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	8.166	8.178	8.862	8.875
Net Cash Savings (in millions)	\$0.000	\$8.166	\$8.178	\$8.862	\$8.875
<i>Total Positions Required:</i>	0	54	54	58	58

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Administration
Program: Administrative Office Space Reconfiguration

Background Details:	Due to the elimination of Administrative positions, Metro-North will reconfigure office space in the New York Campus Graybar building.
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Program Description/ Implementation Plan:	Metro-North will work with MTA Real Estate Department to find suitable sub-leasing tenants either from other MTA agencies or outside parties to assume financial responsibility for the office space no longer needed by Metro-North in the Graybar Building.
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Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20
Are these savings recurring?: Yes

Other Issues:	
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	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	3.852	3.942	4.038	4.135
Net Cash Savings (in millions)	\$0.000	\$3.852	\$3.942	\$4.038	\$4.135
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Customer Convenience/Amenities

Program: Eliminate Rockland County Transportation Subsidy

Background Details:	During the 2018 November Financial Plan, Metro-North included an annual Rockland County Transportation subsidy to assist with the expanded Tappan Zee Express bus service, providing connecting service to White Plains and Tarrytown. The Hudson Link Bus service is fully operational and paid for by New York State, therefore this subsidy is no longer needed.
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Program Description/ Implementation Plan:	This BRP is predicated on the transfer of the annual transportation subsidy payment to Rockland County. Metro-North, in conjunction with the appropriate MTA stakeholders, will identify another MTA entity to assume the financial responsibilities of the agreement.
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Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20

Are these savings recurring?: Yes

Other Issues:	
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	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	0.512	0.524	0.537	0.550
Net Cash Savings (in millions)	\$0.000	\$0.512	\$0.524	\$0.537	\$0.550
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Customer Convenience/Amenities

Program: Eliminate Holiday Shoppers' Specials Trains

Background Details:	Metro-North operates Holiday Shoppers' special service on the Hudson and New Haven Lines for six weekends between November and December.
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Program Description/ Implementation Plan:	Elimination of this incremental service will allow existing staff to be utilized for regularly scheduled service coverage during the holiday season. This will reduce the need for overtime or relief-day coverage.
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Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20

Are these savings recurring?: Yes

Other Issues:	
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	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	0.202	0.206	0.210	0.215
Net Cash Savings (in millions)	\$0.000	\$0.202	\$0.206	\$0.210	\$0.215
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations
Program: Fleet Maintenance Initiatives

Background Details:	Several fleet maintenance activities will be extended including implementing a 8-year airbrake maintenance cycle versus the existing 6-year cycle for both the M7 and M8 Fleet as well as the M8 Seat Replacement Program. In addition, replacement initiatives for the end door coach seat and floor and center door aisle floor will be eliminated.
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Program Description/ Implementation Plan:	Extending fleet maintenance activities and eliminating the noted replacement initiatives will result in material savings.
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Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20
Are these savings recurring?: Yes

Other Issues:	
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	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	3.104	5.943	8.207	7.843
Net Cash Savings (in millions)	\$0.000	\$3.104	\$5.943	\$8.207	\$7.843
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations

Program: Enterprise Asset Management

Background Details:	Metro-North will eliminate a total of 11 Enterprise Asset Management Positions due to efficiencies and realignment of tasks.
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Program Description/ Implementation Plan:	Positions identified for elimination will be removed from Metro-North's list of Authorized Positions on the date specified by the department. The effective date of eliminated positions will be January 1, 2020. These positions will not be available for department hiring forecasts.
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Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20

Are these savings recurring?: Yes

Other Issues:	
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	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	1.743	1.745	1.748	1.636
Net Cash Savings (in millions)	\$0.000	\$1.743	\$1.745	\$1.748	\$1.636
<i>Total Positions Required:</i>	0	11	11	11	11

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations

Program: Reduction in Budgeted Overtime Hours

Background Details: Reduction of Overtime hours in the Maintenance of Way, Customer Service and Mail and Ride Departments.

Program Description/ Implementation Plan: Departmental management will continue to review overtime requirements and only authorize overtime usage for valid performance of work functions.

Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	1.595	1.627	1.659	1.693
Net Cash Savings (in millions)	\$0.000	\$1.595	\$1.627	\$1.659	\$1.693
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations
Program: Reduce Annual Vehicle Replacement Program Funding

Background Details:	Metro-North purchases replacement work vehicles annually to ensure that work gangs can safely get to and from right-of-way work locations. Purchased vehicles are generally less expensive over their useful life than rented/leased vehicles. Metro-North will reschedule \$2.1 million worth of annual vehicle purchases planned for both 2020 and 2021.
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Program Description/ Implementation Plan:	Annual Work Vehicle Purchase costs will be reduced by \$2.2 million from the Operating Capital Portfolio in 2020 and 2021.
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Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20
Are these savings recurring?: Yes

Other Issues:	
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	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	2.241	2.293	0.000	0.000
Net Cash Savings (in millions)	\$0.000	\$2.241	\$2.293	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Revenue Enhancement
Program: Improve On-Board Fare Collection Practices

Background Details:	<p>Metro-North Conductors check and validate tickets not sold onboard trains; they also collect fares onboard.</p> <p>Onboard fare collection comprised of two distinct transactions: Selling a one-way ticket to a customer without a ticket Charging peak fare differential to a customer with an off-peak ticket</p> <p>MTA Audit tests for instances in which the conductor does not: Sell a ticket to a customer without a ticket – Fare Not Collected Charge the appropriate fare differential – Incorrect Fare Collected</p> <p>Metro-North 2019 goal for both measures is a 10% reduction to 2018 observed and extrapolated instances to increase onboard fare collection by \$1 million</p>
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Program Description/ Implementation Plan:	<p>Metro-North will improve and monitor conductor training and oversight to ensure compliance with onboard fare collection requirements. Metro-North will also work with MTA Audit to refine sample size and methodology used to estimate fare evasion impacts.</p>
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Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20
Are these savings recurring?: Yes

Other Issues:	
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	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	1.000	1.000	1.000	1.000
Net Cash Savings (in millions)	\$0.000	\$1.000	\$1.000	\$1.000	\$1.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Revenue Enhancement
Program: Parking Fee Modifications

Background Details: Metro-North will modify parking fees at all 25 East of Hudson station facilities that are managed by Metro-North's Private Parking Operator, LAZ Parking. The overall 13.82% East of Hudson fee modification will increase annual permits by an average of \$42.75 and increase daily meters by 50 to 75 cents (16 hrs.) In conjunction with the fee modification, it is proposed that MNR also increase the fees charged for customer elected upgrade options. The cost per month for the option of having a second vehicle on a parking permit will increase \$2 per month (to \$9), the 24-hour option for parking permits (where available) will increase by \$2 per month (to \$24) at applicable stations. The meter upgrade option to 24-hour parking will increase by \$.25 per 24-hour period (to \$3.00 per 24 hr period). In addition, MNR proposes to modify its current Free Weekend and Holiday Parking policy at locations operated by LAZ. Saturdays will no longer be a free parking day. Regular daily parking fees charged would be applied to Saturday parking at all LAZ operated parking facilities. Sundays and certain Holidays will remain free. This new policy would apply to stations located on both the East and West of Hudson.

Program Description/Implementation Plan: No Public Hearings are required. The last parking fee increase of 5.1% was implemented December 2013. However, as the overall percentage increase of the new fees (13.8%) is greater than CPI inflation, this proposed fee structure will require MTA Board Approval.

Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20
Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	0.997	0.997	0.997	0.997
Net Cash Savings (in millions)	\$0.000	\$0.997	\$0.997	\$0.997	\$0.997
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Other

Program: Elimination of Long-Term Lease Expense of Grand Central Terminal and Harlem/Hudson Lines

Background Details: Metro-North Railroad leases Grand Central Terminal and the Harlem and Hudson right-of-way from Midtown Trackage Ventures, LLC. The current lease contract runs through 2274. MTA has exercised an early purchase option in 2017 with Midtown Trackage to purchase Grand Central Terminal and Harlem and Hudson right-of-way from Midtown Trackage. As a result of the purchase agreement, Metro-North will no longer incur lease expenses and interest payments.

Program Description/Implementation Plan: Midtown Trackage, the landlord of Grand Central Terminal, has executed the Term Sheet, an important step in moving towards MTA's acquisition of GCT and the Harlem and Hudson right-of-way. Legal and financial teams are moving forward with the sale and transfer of ownership documents.

Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	2.062	2.062	2.062	2.062
Net Cash Savings (in millions)	\$0.000	\$2.062	\$2.062	\$2.062	\$2.062
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Other

Program: Tighter Control and Prioritization of Non-Payroll Expenses

Background Details:	Departments across Metro-North have identified budget savings related to historical spending trends and cost containment efforts. Examples of these reductions include: advertising, materials and supplies, health and wellness programs and several other categories.
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Program Description/ Implementation Plan:	Reduce Non-Payroll budgets within various departments at Metro-North.
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Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20

Are these savings recurring?: Yes

Other Issues:	
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	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	1.118	0.474	0.779	0.499
Net Cash Savings (in millions)	\$0.000	\$1.118	\$0.474	\$0.779	\$0.499
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
November Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Other

Program: Tighter Control and Prioritization of Non-Payroll Expenses

Background Details:	Departments across Metro-North have identified budget savings related to historical spending trends and cost containment efforts. Examples of these reductions include: real estate management services, telephone usage and other miscellaneous expenses.
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Program Description/ Implementation Plan:	Reduce Non-Payroll budgets within various departments at Metro-North.
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Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20

Are these savings recurring?: Yes

Other Issues:	
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	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	2.132	2.625	2.042	2.705
Net Cash Savings (in millions)	\$0.000	\$2.132	\$2.625	\$2.042	\$2.705
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
November Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Other

Program: Overhead Rates to applied to Amtrak PRIIA Billing for Propulsion

Background Details: A portion of MNR's cost recovery from Amtrak includes electric traction power cost. MNR incurs expense in the administration of traction power and began billing Amtrak for administrative overhead to propulsion costs in July 2019 (retroactive to May 2018). The incremental cost recovery is approximately \$500K annually.

Program Description/ Implementation Plan:

Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	0.500	0.500	0.500	0.500
Net Cash Savings (in millions)	\$0.000	\$0.500	\$0.500	\$0.500	\$0.500
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Reimbursable / Capital Programs

Program: Eliminate Administrative Positions Supporting Reimbursable / Capital Programs

Background Details:	Metro-North will eliminate a total of 12 Administrative Positions by 2022 in order to reduce costs and streamline the organization. These reductions span various functional areas of the organization and include the restructuring of several departments as well as the reassignment of responsibilities to other personnel.
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Program Description/ Implementation Plan:	Positions identified for elimination will be removed from Metro-North's list of Authorized Positions on the date specified by the department. The effective date of eliminated positions will be January 1, 2020 or later. These positions will not be available for department hiring forecasts.
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Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20

Are these savings recurring?: Yes

Other Issues:	
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	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact:</i>	0.000	0.725	0.725	2.067	2.067
Net Cash Savings (in millions)	\$0.000	\$0.725	\$0.725	\$2.067	\$2.067
<i>Total Positions Required:</i>	0	5	5	12	12

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Reimbursable / Capital Programs

Program: Eliminate Track Department Production Gangs Supporting Reimbursable / Capital Program

Background Details: Metro-North will abolish the Track System Special Project Gang in 2021 and abolish the Track System Production Gang in 2022. Both of these gangs support capital production work.

Program Description/ Implementation Plan: Positions identified for elimination will be removed from Metro-North's list of Authorized Positions on the date specified by the department. The effective date of eliminated positions will be January 1, 2021 or later. These positions will not be available for department hiring forecasts. Associated reimbursable capital materials expenses will also be removed from the forecast.

Program Implementation Date: 1/1/2021 **When will savings begin?:** Jan-21

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact:</i>	0.000	0.000	1.152	7.682	7.682
Net Cash Savings (in millions)	\$0.000	\$0.000	\$1.152	\$7.682	\$7.682
<i>Total Positions Required:</i>	0	0	10	45	45

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Reimbursable / Capital Programs

Program: Eliminate Procurement Design-Build Positions Supporting Reimbursable / Capital Program

Background Details: Metro-North will eliminate 8 Design-Build Positions in 2020 in order to reduce costs and streamline the organization. These positions have presented significant challenges to fill for Metro-North and have remained vacant since they were approved to be added to Metro-North's 2017 Budget.

Program Description/ Implementation Plan: Positions identified for elimination will be removed from Metro-North's list of Authorized Positions on the date specified by the department. The effective date of eliminated positions will be January 1, 2020 or later. These positions will not be available for department hiring forecasts.

Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact:</i>	0.000	1.347	1.347	1.347	1.347
Net Cash Savings (in millions)	\$0.000	\$1.347	\$1.347	\$1.347	\$1.347
<i>Total Positions Required:</i>	0	8	8	8	8

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Reimbursable / Capital Programs

Program: PRIIA Capital Reimbursements - Northeast Corridor Commission Baseline Cost Contribution payments LTD

Background Details: The Passenger Rail Investment and Improvement Act of 2008 (PRIIA), established a cost allocation model for allocating common capital and operating costs between owners and operators. For the Baseline Cost Contribution for infrastructure projects on the Northeast Corridor, and pursuant to Agreement between Amtrak and Metro-North for 10-miles of the New Haven Line from CP216 in New Rochelle to milepost 26 in Port Chester (NY/CT state line), Amtrak will reimburse Metro-North \$2.1 M yearly for basic capital maintenance work performed in this segment. For the time period 2016 through the end of 2020 Amtrak has or will pay Metro-North up to \$2.1 M yearly, for a cumulative anticipated capital contribution of \$9.63 M.

Program Description/ Implementation Plan: Metro-North will work with MTA HQ to apply cash received from AMTRAK back to the MTA Capital Program. The cash received to date and expected from AMTRAK through 2020 is for railroad capital improvements funded and reimbursed through approved five year capital programs and Metro-North Operating-Capital projects.

Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20

Are these savings recurring?: No

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact:</i>	0.000	9.630	0.000	0.000	0.000
Net Cash Savings (in millions)	\$0.000	\$9.630	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Reimbursable / Capital Programs

Program: 2015-2019 Capital Program M702-02-15 Beacon/Southeast Station Improvements (3rd party)

Background Details: M702-02-15: This project includes preliminary engineering design consultant for design-build contract services for the planning, engineering and construction of Station improvements at the selected stations.

Planned improvements at the Beacon Station include platform repairs and improvements to the north overpass, rehabilitation of the tunnel underpass and new entrances at the tunnel approaches on the east and west sides of the railroad.

Planned improvements for the Southeast Station include platform repairs and new platform amenities, new station shelter, improvements to the platform canopy and the installation of CSI elements (including public address, visual information boards and security.)

Program Description/ Implementation Plan: Do not proceed with Third Party Professional Services - design-build contract. Reduce 2015-2019 Capital Program costs.

Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20

Are these savings recurring?: No

Other Issues:

	Favorable/(Unfavorable)				
<i>Financial Impact:</i>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$13.200	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Reimbursable / Capital Programs

Program: 2015-2019 Capital Program M703-01-06 Turnouts - Yards/Sidings (Force Account: labor/materials)

Background Details: M703-01-06: This project helps maintain Metro-North yard turnouts and sidings in a state of good repair to ensure train service to be operated in safe condition and at maximum efficiency through Force Account replacement of aging/deteriorated turnouts in yards and siding locations. This supports reliable travel time for Metro-North customers and greater flexibility for railroad operations. Locations funded in the 2015-2019 Capital Program are as follows: Brewster and Tulnoy Lumber on the Harlem Line, and Harmon 98, Harmon F9 and Highbridge on the Hudson Line.

Program Description/ Implementation Plan: Force Account project - estimated % split of labor and materials/equipment based on typical historical costs. Reduce 2015-2019 Capital Program costs.

Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20
Are these savings recurring?: No

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact:</i>	0.000	2.800	0.000	0.000	0.000
Net Cash Savings (in millions)	\$0.000	\$2.800	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Reimbursable / Capital Programs

Program: 2015-2019 Capital Program M703-02-13 DC Substation/Signal House Roof Replacement (Force Account: labor/materials)

Background Details:	M703-02-13: This project provides for force account rebuilding/replacement of deteriorated roofing systems and other roofing components at various signal power substations or signal houses on the Harlem and Hudson Lines. These substations provide 700 Volt DC traction power to the tracks. It is important to maintain them as weather proof enclosures for reliable and safe operation of traction and wayside signal equipment. This project would help reduce the possibility of water infiltration, extend the useful of the roofs of signal houses by 15 years and ensure regular rail service with minimal disruptions. Locations are prioritized based on field inspection of existing conditions and number of years in service.
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Program Description/ Implementation Plan:	Force Account project - estimated % split of labor and materials/equipment based on typical historical costs. Reduce 2015-2019 Capital Program costs.
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Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20

Are these savings recurring?: No

Other Issues:	
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	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact:</i>	0.000	3.500	0.000	0.000	0.000
Net Cash Savings (in millions)	\$0.000	\$3.500	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Reimbursable / Capital Programs

Program: 2015-2019 Capital Program M708-01-11 EAM Reserve (tbd)

Background Details:	M708-01-11: This project allocates capital funding in support of the MTA-led Metro-North EAM implementation program. Costs incurred to date are significantly lower than project total.
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Program Description/ Implementation Plan:	Reduce committed Third Party Professional Services costs. Reduce 2015-2019 Capital Program costs.
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Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-20

Are these savings recurring?: No

Other Issues:	
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	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact:</i>	0.000	2.900	0.000	0.000	0.000
Net Cash Savings (in millions)	\$0.000	\$2.900	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Reimbursable / Capital Programs

Program: 2020-2024 Capital Program M802 Stations placeholder (3rd party assessment, design, priority repairs)

Background Details: Scope under development as part of preparation of the upcoming 2020-2024 Capital Program. The Twenty Year Needs Assessment includes a stations placeholder for a future stations condition assessment with a resulting design and construction of priority repairs, including mentoring contract(s). Considering the robust state of good repair work already identified and included for design and construction in the 2020-2024 Capital Program, as well as the accessibility improvements Metro-North is planning to implement, this planned work will be eliminated. This includes eliminating a \$3m mentoring (Small Business Development Program) component to the project.

Program Description/ Implementation Plan: Third Party Professional Services - scope under development as part of preparation of the upcoming 2020-2024 Capital Program. Reduce 2020-2024 Capital Program scope.

Program Implementation Date: 1/1/2020 **When will savings begin?:** Jan-21

Are these savings recurring?: No

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact:</i>	0.000	0.000	14.820	0.000	0.000
Net Cash Savings (in millions)	\$0.000	\$0.000	\$14.820	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Reimbursable / Capital Programs

Program: 2020-2024 Capital Program M803-01-09 Turnouts - Yards/Sidings (Force Account: labor/materials)

Background Details: M803-01-09: Under development as part of the 2020-2024 Capital Program, this project helps maintain Metro-North yard turnouts and sidings in a state of good repair to ensure train service to be operated in safe condition and at maximum efficiency through Force Account replacement of aging/deteriorated turnouts in yards and siding locations. This supports reliable travel time for Metro-North customers and greater flexibility for railroad operations. Locations will be selected as part of the scoping and development of the project, prioritized based on condition, age, and operational criticality.

Program Description/Implementation Plan: Force Account project - estimated % split of labor and materials/equipment based on typical historical costs - scope under development as part of preparation of the upcoming 2020-2024 Capital Program. Reduce 2020-2024 Capital Program Scope

Program Implementation Date: 1/1/2024 **When will savings begin?:** Jan-24
Are these savings recurring?: No

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact:</i>	0.000	0.000	0.000	0.000	0.000
Net Cash Savings (in millions)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Reimbursable / Capital Programs

Program: 2020-2024 Capital Program M803-01-10 Rock Slope Remediation (3rd party)

Background Details: M803-01-10 / M803-03-01: Under this on-going program, Metro-North will make continued investments to the enhance the safety of Metro North Railroad passengers on East and West of Hudson lines (EoH & WoH) through rock slope remediation. This project includes the ongoing rock slope stabilization program informed by the findings of the annual inspections, completing critical rock slope repairs at priority locations.

In 1998, Metro-North Railroad initiated a Rock Slope Remediation Program in response to a rock fall that occurred in early January of that year. The program, established in 1998, includes annual inspections and remediation of rock slope sites. There are approximately 185 sites EoH and 75 WoH, the majority of which were created with limited controlled blasting when the tracks were laid. Exposure to the elements over time and cyclical geological changes pose a risk of rock fall.

Annual inspections are conducted and rock slope locations are assigned to one of three categories: Emergency, Priority and Routine. This project includes funding for a design consultant contract for the annual inspection of rock slope sites and the development of remediation designs, along with rehabilitation of some priority sites.

Program Description/ Implementation Plan: Third Party Professional Services - scope under development as part of preparation of the upcoming 2020-2024 Capital Program. Reduce 2020-2024 Capital Program Scope.

Program Implementation Date: 1/1/2022 **When will savings begin?:** Jan-22

Are these savings recurring?: No

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact:</i>	0.000	0.000	0.000	2.000	0.000
Net Cash Savings (in millions)	\$0.000	\$0.000	\$0.000	\$2.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Reimbursable / Capital Programs

Program: 2020-2024 Capital Program M803-03-04 Moodna/Woodbury Viaduct Priority Repairs (3rd party contract reduction)

Background Details: M803-03-04: This project continues priority repairs at Moodna and Woodbury Viaducts on Metro North's Port Jervis Line (PJL) West of the Hudson River. These 100+ year old viaducts have been in continuous service without major rehabilitation since their opening, supporting rail commutation and access to the New York City metropolitan area and supporting freight transport for operators to access intermodal container ports and industry in New Jersey and elsewhere on the Eastern Seaboard. In-depth inspections and live load ratings were performed by engineering design consultants on the viaducts in 2003, 2009, and 2016. On both viaducts, components such as girders, columns, connectors, rivets, cover plates, bearings, foundations and abutments were found to be deteriorated, contributing to the reduction in the live load rating of both structures. The project scope will include inspection, design and construction of continued priority repairs to both viaducts to enable these major structures to remain in service until replaced under a future capital program.

Program Description/ Implementation Plan: Third Party Professional Services - scope under development as part of preparation of the upcoming 2020-2024 Capital Program. Reduce 2020-2024 Capital Program Scope.

Program Implementation Date: 1/1/2023 **When will savings begin?:** Jan-23
Are these savings recurring?: No

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact:</i>	0.000	0.000	0.000	0.000	6.000
Net Cash Savings (in millions)	\$0.000	\$0.000	\$0.000	\$0.000	\$6.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA METRO-NORTH RAILROAD
2020 Final Proposed Budget
November Financial Plan 2020-2023
Positions**

POSITION ASSUMPTIONS

YEAR-TO-YEAR CHANGES

2019-2020

2020 includes a net decrease of 9 authorized positions. The decrease consists of 83 positions included in the Budget Reduction Plan partially offset by the addition of 74 positions which include:

- 55 Maintenance of Equipment positions to Support the 66 new M8 Cars.
- 10 Safety positions for East Side Access Operations.
- 5 Operations Support positions that were previously eliminated as part of the Budget Reduction Plan but are now being reinstated.
- 2 Maintenance of Way Communication & Signal (C&S) positions to support several critical capital projects.
- 2 Safety Compliance Managers for the Operations Control Center and Right-of-Way.

2020-2021

2021 includes a net increase of 9 authorized positions. The increase consists of the addition of 19 positions which include:

- 10 Safety positions for East Side Access Operations.
- 9 Conductor positions to support capital needs.

The net increase is partially offset by a decrease of 10 authorized positions included in the Budget Reduction Plan.

2021-2022

2022 includes a decrease of 46 authorized positions as part of the Budget Reduction Plan.

**MTA METRO-NORTH RAILROAD
2020 Final Proposed Budget
November Financial Plan 2020-2023
Positions**

PLAN-TO-PLAN CHANGES

2019

The 2019 November Forecast includes no net change of authorized positions versus the Mid-Year Forecast. However, there is a reallocation of 52 positions from Reimbursable to perform Non-Reimbursable work.

2020

The November Financial Plan for 2020 includes a net increase of 70 authorized positions versus the Preliminary Budget, which is comprised of 17 Non-Reimbursable positions and 53 Reimbursable positions.

The Non-Reimbursable positions consist of:

- 55 Maintenance of Equipment positions to Support the 66 new M-8 Cars.
- 10 Safety positions for East Side Access Operations.
- 5 Operations Support positions that were previously eliminated as part of the Budget Reduction Plan but are now being reinstated.
- The above increases are partially offset by the reallocation of 53 positions from Non-Reimbursable to perform Reimbursable work.

The increase of 53 Reimbursable positions consists of the reallocation of positions from Non-Reimbursable to perform Reimbursable work.

2021

The November Financial Plan for 2021 includes a net increase of 80 authorized positions versus the July Financial Plan. This increase is comprised of 53 Non-Reimbursable positions and 27 Reimbursable positions.

The Non-Reimbursable positions include:

- 10 Safety positions for East Side Access Operations.
- 70 Non-Reimbursable positions carried forward from 2020.
- The above increases are partially offset by the reallocation of 27 positions from Non-Reimbursable to perform Reimbursable work.

The increase of 27 Reimbursable positions consists of the reallocation of positions from Non-Reimbursable to perform Reimbursable work.

2022

The November Financial Plan for 2022 shows a net increase of 80 authorized positions over the July Financial Plan, which are comprised of an increase of 57 Non-Reimbursable positions and 23 Reimbursable positions.

The Non-Reimbursable positions include:

- 80 Non-Reimbursable positions carried forward from 2021.

- The above increase is partially offset by the reallocation of 23 positions from Non-Reimbursable to perform Reimbursable work.

The net increase of 23 Reimbursable positions consists of the reallocation of positions from Non-Reimbursable to perform Reimbursable work.

2023

The November Financial Plan for 2023 shows a net increase of 80 authorized positions over the July Financial Plan, which is comprised of an increase of 71 Non-Reimbursable positions and 9 Reimbursable positions.

The Non-Reimbursable positions are comprised of:

- 80 Non-Reimbursable positions carried forward from 2022.
- The above increase is partially offset by the reallocation of 9 positions from Non-Reimbursable to perform Reimbursable work.

The increase of 9 Reimbursable positions consists of the reallocation of positions from Non-Reimbursable to perform Reimbursable work.

MTA METRO-NORTH RAILROAD
November Financial Plan 2020 - 2023
Favorable/(Unfavorable)

Total Position Changes at a Glance

	2019	2020	2021	2022	2023
2019 July Plan - Total Positions	7,149	7,070	7,069	7,023	7,023
Total Plan-to-Plan Changes	0	(70)	(80)	(80)	(80)
2019 November Plan - Total Positions	7,149	7,140	7,149	7,103	7,103
Total Year-to-Year Changes, November Plan		9	(9)	46	0

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	(52)	(17)	(53)	(57)	(71)
<i>Reimbursable</i>	52	(53)	(27)	(23)	(9)
Total	0	(70)	(80)	(80)	(80)
<i>Full-Time</i>	0	(70)	(80)	(80)	(80)
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	0	(70)	(80)	(80)	(80)
<i>By Function Category</i>					
- Administration	0	(10)	(20)	(20)	(20)
- Operations	0	(5)	(5)	(5)	(5)
- Maintenance	0	(55)	(55)	(55)	(55)
- Engineering/Capital	(0)	0	0	0	0
- Public Safety	0	0	0	0	0
Total	(0)	(70)	(80)	(80)	(80)
<i>By Occupational Group</i>					
- Managers/Supervisors	(5)	(8)	(8)	(8)	(8)
- Professional, Technical, Clerical	6	(8)	(18)	(18)	(18)
- Operational Hourlies	(1)	(54)	(54)	(54)	(54)
Total	0	(70)	(80)	(80)	(80)

Total Plan-to-Plan Changes by Major Category:

<i>2019 BRPs</i>	0	(5)	(5)	(5)	(5)
<i>New Needs</i>	0	(65)	(75)	(75)	(75)
<i>Change in Reimbursable Positions</i>	52	(53)	(27)	(23)	(9)
<i>Re-estimates & All Other</i>	(52)	53	27	23	9
Total	0	(70)	(80)	(80)	(80)

MTA METRO-NORTH RAILROAD
November Financial Plan 2020 - 2023
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2018	2019	2020	2021	2022	2023
	Actual	November Forecast	Final Proposed Budget			
Administration						
President	3	3	3	3	3	3
Labor Relations	14	20	19	19	19	19
Safety	55	66	75	85	85	85
Security	24	26	23	23	23	23
Office of the Executive VP	9	10	10	10	10	10
Corporate & Public Affairs	16	19	15	15	15	15
Customer Service	61	69	65	65	65	65
Legal	12	20	15	15	15	15
Claims	12	14	12	12	12	12
Environmental Compliance & Svce	7	0	0	0	0	0
VP Human Resources	46	51	44	44	44	44
Training	86	101	96	96	96	96
Employee Relations & Diversity	5	7	6	6	6	6
VP Planning	2	2	2	2	2	2
Operations Planning & Analysis	21	22	23	23	19	19
Capital Planning & Programming	13	18	17	17	11	11
Long Range Planning	8	8	7	7	6	6
VP Finance & Info Systems	-	2	1	1	1	1
Controller	72	82	77	77	77	77
Information Technology & Project Mgmt	0	0	0	0	0	0
Budget	17	23	22	22	22	22
Procurement & Material Management	25	39	33	33	33	33
Corporate	0	0	0	0	0	0
Total Administration	508	602	565	575	564	564
Operations						
Operations Support	73	108	98	98	98	98
Transportation	1,639	1,687	1,686	1,695	1,695	1,695
Customer Service	268	403	396	396	396	396
Metro-North West	31	44	44	44	44	44
Corporate	0	0	0	0	0	0
Total Operations	2,011	2,242	2,224	2,233	2,233	2,233
Maintenance						
Maintenance of Equipment	1,652	1,724	1,779	1,779	1,779	1,779
Maintenance of Way	2,162	2,304	2,300	2,290	2,255	2,255
Procurement & Material Management	123	141	139	139	139	139
Corporate	0	0	0	0	0	0
Total Maintenance	3,937	4,169	4,218	4,208	4,173	4,173
Engineering/Capital						
Construction Management	36	42	41	41	41	41
Engineering & Design	78	94	92	92	92	92
Total Engineering/Capital	114	136	133	133	133	133
Total Positions	6,570	7,149	7,140	7,149	7,103	7,103
<i>Non-Reimbursable</i>	6,064	6,487	6,369	6,392	6,355	6,367
<i>Reimbursable</i>	507	662	771	757	748	736
<i>Total Full-Time</i>	6,570	7,148	7,139	7,148	7,102	7,102
<i>Total Full-Time-Equivalents</i>		1	1	1	1	1

MTA METRO-NORTH RAILROAD
November Financial Plan 2020 - 2023
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Administration						
Managers/Supervisors	172	198	186	186	181	181
Professional/Technical/Clerical	336	404	379	389	383	383
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	508	602	565	575	564	564
Operations						
Managers/Supervisors	243	260	257	257	257	257
Professional/Technical/Clerical	173	252	243	243	243	243
Operational Hourlies	1,595	1,730	1,724	1,733	1,733	1,733
Total Operations Headcount	2,011	2,242	2,224	2,233	2,233	2,233
Maintenance						
Managers/Supervisors	644	691	690	690	690	690
Professional/Technical/Clerical	501	521	516	516	516	516
Operational Hourlies	2,792	2,957	3,012	3,002	2,967	2,967
Total Maintenance Headcount	3,937	4,169	4,218	4,208	4,173	4,173
Engineering / Capital						
Managers/Supervisors	47	53	52	52	52	52
Professional/Technical/Clerical	67	83	81	81	81	81
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	114	136	133	133	133	133
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	1,107	1,202	1,185	1,185	1,180	1,180
Professional/Technical/ Clerical	1,077	1,260	1,219	1,229	1,223	1,223
Operational Hourlies	4,387	4,687	4,736	4,735	4,700	4,700
Total Positions	6,570	7,149	7,140	7,149	7,103	7,103

MTA Headquarters

MTA HEADQUARTERS
2020 Final Proposed Budget
November Financial Plan 2020 – 2023

FINANCIAL OVERVIEW

MTA Headquarters' current operations include four distinct components which further the MTA's mission of serving our customers and the people of New York: Policy and Oversight; Consolidated Functions; the Business Service Center (BSC); and MTA Security, which includes the MTA Police Department (MTAPD). The MTA Headquarters' November Financial Plan incorporates the impacts of an MTA Transformation Plan which was accepted by the MTA Board earlier this year. This historic undertaking includes the centralization of all operating support functions under the umbrella of Headquarters, redefining its role once completed.

Leading the effort of streamlining operations and maximizing efficiencies and revenue opportunities across the MTA, centralization of certain administrative functions has begun in areas, including Enterprise Asset Management (EAM), communications and legal. This plan also provides the resources needed to effectively establish, implement and oversee the transformation effort as well as provide on-going support so that future cost-savings and efficiency opportunities are identified and implemented.

Headquarters is also leading the way in improving safety and security across the MTA system for both our customers and employees, assisting the homeless and bolstering efforts to combat fare evasion by hiring 500 uniformed police officers, the cost of which are reflected in the plan. Headquarters is also providing funding that will enhance and fortify operational technology systems across the Agencies, directly supporting their mission to deliver safe and reliable service.

The November Plan captures new efforts, including initial consulting funding to lease-out MTA parking lots and rooftops for the development and installation of solar power that will generate revenue. Also included in these efforts is the short-term usage of advertising revenue to fund the Live Media Manager platform, which will allow MTA to provide its' customers with timely communications and detailed service information utilizing digital advertising screens throughout the system.

In addition to the above, Headquarters continues to support high priority initiatives which began in previous plans and focus on increasing efficiencies, safety, communications, and improving the customer experience:

- Grade crossing initiatives and other safety management projects;
- Personnel and support for the development and roll-out of OMNY (One Metro New York) fare payment system;
- Upgrade and installation of attendance and timekeeping systems;
- Information Technology (IT) initiatives and upgrades to support business and Agency needs; and
- Support of Central Business District Tolling.

2019 November Forecast

The MTA Headquarters baseline deficit of \$790.8 million in the November Financial Plan includes non-reimbursable operating revenues of \$53.1 million and expenses before depreciation and other post-employment benefits of \$775.0 million, consisting of \$416.6 million in labor expenses and \$358.4 million in non-labor expenses. Capital and other reimbursements are projected to be \$155.5 million, consisting of labor expenses of \$74.4 million and non-labor expenses of \$81.1 million. Cash adjustments before depreciation and GASB 68 & 75 are a favorable \$41.6 million. The baseline cash deficit is projected to be \$680.4 million, a \$13.7 million favorable variance from the July Financial Plan of \$694.1 million.

Major operating cash changes include:

Unfavorable

- Higher MTAPD overtime in support of the fare evasion and homeless outreach initiatives of \$7.3 million;
- Timing of prior year Gowanus HOV Lane charges of \$6.0 million;
- Revised timing for Grade Crossing Initiatives reimbursement of \$5.9 million;
- Hiring of critical positions of \$4.3 million;
- Re-estimate in outside strategic guidance needs of \$3.5 million;
- Offset to planned advertising revenue levels to fund the Live Media Manager communications software of \$2.3 million;
- Re-estimate of Headquarters support for the EAM program of \$2.1 million and
- The hiring of additional MTAPD officers of \$0.7 million.

Favorable

- Lower technology costs of \$15.0 million;
- Revised timing of \$11.3 million of Grade Crossing project expenses; and
- Lower current year labor costs of \$11.0 million.

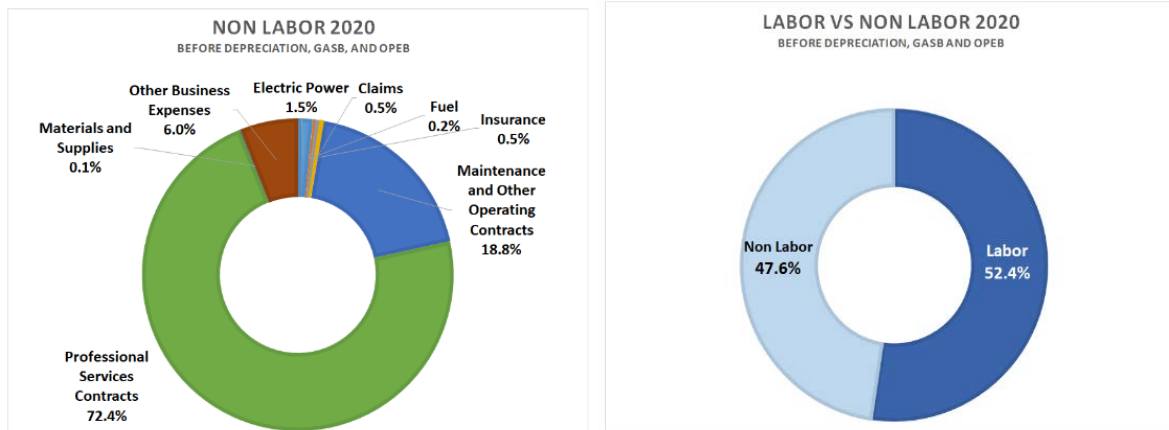
Reimbursable expenses consist of work performed on behalf of the Agencies as well as Headquarters Risk and Insurance Management, Pension Department expenses, and pass-through charges for the West Side Yard development and other properties. These recoverable expenses are higher than the July Financial Plan, reflecting additional current year costs for the West Side Yard Development as well as a correction in recovery levels from the Agencies for expenses related to the timekeeping initiative.

Baseline positions are projected to increase by 81 positions to 3,133 positions when compared to the July Plan. This increase is due to:

- Staffing of 49 positions supporting the Transformation;
- An increase of 21 police officers over July Plan anticipated levels.
- Beginning of centralization of functions from the Agencies shifting nine employees into Headquarters; and
- Two new positions to support the homeless outreach initiative.

2020 Final Proposed Budget - Baseline

The MTA Headquarters 2020 baseline deficit of \$982.9 million in the November Financial Plan includes non-reimbursable operating revenues of \$54.4 million and expenses before depreciation and non-cash items of \$940.8 million, consisting of \$492.6 million in labor expenses and \$448.2 million in non-labor expenses. Depreciation and GASB 68 & 75 adjustments total \$96.5 million.



Capital and other reimbursements are projected to be \$151.2 million, with reimbursable labor expenses of \$74.8 million and non-labor expenses of \$76.4 million. Favorable cash adjustments before depreciation and GASB 68 & 75 are \$111.6 million primarily reflecting the anticipated recovery of Headquarters relocation expenses and advertising revenue receipts.

The baseline cash deficit is projected to be \$774.7 million, \$225.7 million unfavorable to the July Financial Plan of \$549.0 million.

Major operating cash changes include:

Unfavorable

- Operational Technology support for Agencies of \$52.3 million;
- The hiring of additional MTAPD officers of \$52.3 million;
- Non-labor costs to support and implement the MTA transformation of \$25.0 million;
- Re-establishment of a Headquarters Contingency of \$25.0 million;
- Centralization and re-estimate of EAM costs of \$23.4 million;
- Staffing of critical positions of \$13.2 million;
- Timing of technology costs from 2019 of \$10.0 million;
- Offset to planned advertising revenue levels to fund the Live Media Manager communications software of \$4.6 million; and
- Revised timing for Grade Crossing Initiatives expenses of \$3.8 million.

Favorable

- Correction to recovery levels of \$6.3 million;
- Revised timing of Grade Crossing initiative grant reimbursement of \$2.0 million and
- Favorable utility, fuel and inflation rate changes of \$0.7 million.

Reimbursable expenses are higher than the July Financial Plan, reflecting a correction in recovery levels.

Baseline positions are projected to increase from the July Plan by 553 positions to 3,675 positions. This increase is due to:

- A net increase of 493 police officers over July Plan anticipated levels;
- Staffing of 49 positions supporting the MTA transformation;
- Beginning of centralization of functions from the Agencies shifting nine employees into Headquarters; and
- Two new positions to support the homeless outreach initiative.

2021-2023 Projections

Operating cash deficits are projected to increase by \$207.5 million in 2021, \$141.7 million in 2022 and \$118.4 million in 2023 relative to the July Financial Plan.

The major drivers of the unfavorable change in operating cash from the July Plan are:

- Critical position staffing to implement the MTA transformation and support costs;
- Operational Technology support for Agencies;
- The hiring of additional MTAPD officers;
- Re-establishment of a Headquarters contingency in 2021 and
- Re-estimate and centralization of support for the EAM program.

Reimbursable expenses in 2021 through 2023 are higher than the July Financial Plan, reflecting a correction in recovery levels.

Baseline positions are projected to increase by 553 positions in 2021 and by 554 positions in 2022 and 2023 relative to the July Plan because of the previously described initiatives. Total positions remain at 3,667 for 2021 through 2023.

Budget Reduction Program (BRPs)

The November Plan includes total Headquarters BRPs of \$2.9 million in 2019, \$19.1 million in 2020 and \$19.6 million annually for 2021 through 2023 that were originally included in the July Plan.

Reductions were realized in non-critical MTA IT and MTA PD expenses and adjustments made to the level of annual police vehicle replacements. Additional reductions identified and eliminated non-essential spending throughout all Headquarters departments, such as:

- Reduction to contingencies and funding available for corporate-wide needs including advertising, recruitment, and other professional services.
- Reductions implemented across most Headquarters' departments that reflects and reinforces the impact of the spending restrictions in areas such as travel, training, outside services, memberships, and postage.

In addition to the above operating budget BRPs, Headquarters reviewed Capital Program project data to identify opportunities for reduction, specifically capital budgets controlled by Headquarters departments. This review identified \$10 million in project budgets which will be removed from the 2015-2019 Capital Program envelope.

MTA HEADQUARTERS
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.001	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Other Operating Revenue:</i>						
Rental Income	47.815	46.278	46.889	48.778	50.744	52.787
Advertising	0.000	0.000	0.000	0.000	0.000	0.000
Other	<u>(10.072)</u>	<u>6.805</u>	<u>7.543</u>	<u>7.710</u>	<u>7.879</u>	<u>6.456</u>
Other Operating Revenue	37.743	53.083	54.432	56.488	58.623	59.243
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$37.744	\$53.083	\$54.432	\$56.488	\$58.623	\$59.243
Operating Expense						
<i>Labor:</i>						
Payroll	\$285.033	\$283.229	\$334.367	\$350.342	\$360.913	\$373.147
Overtime	27.582	24.473	16.027	14.074	14.351	14.624
Health and Welfare	55.080	56.452	66.855	73.073	76.861	80.715
OPEB Current Payments	15.643	15.768	16.415	17.203	18.029	18.894
Pension	72.481	66.016	80.565	86.261	86.499	87.683
Other Fringe Benefits	29.257	31.507	39.347	41.307	42.885	44.559
Reimbursable Overhead	(55.866)	(60.831)	(60.997)	(61.904)	(62.949)	(63.920)
Total Labor Expenses	\$429.211	\$416.615	\$492.579	\$520.356	\$536.590	\$555.703
<i>Non-Labor:</i>						
Electric Power	\$5.865	\$6.297	\$6.891	\$6.867	\$7.069	\$7.662
Fuel	0.923	0.913	0.991	1.023	1.042	1.153
Insurance	1.824	2.628	2.067	2.362	2.767	3.120
Claims	3.720	1.300	2.142	2.356	2.592	2.592
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	80.115	99.022	84.433	84.382	87.215	89.463
Professional Services Contracts	193.519	226.864	324.346	305.299	256.790	245.553
Materials and Supplies	0.515	0.586	0.356	0.365	0.376	0.387
<i>Other Business Expenses</i>						
MTA Internal Subsidy	15.700	12.548	12.851	12.851	12.851	12.851
Other	<u>7.803</u>	<u>8.261</u>	<u>14.109</u>	<u>8.338</u>	<u>8.561</u>	<u>8.783</u>
Other Business Expenses	23.503	20.809	26.960	21.189	21.412	21.634
Total Non-Labor Expenses	\$309.985	\$358.419	\$448.186	\$423.843	\$379.261	\$371.561
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$739.196	\$775.034	\$940.765	\$944.199	\$915.851	\$927.264
Depreciation	\$39.653	\$37.330	\$45.539	\$45.532	\$45.526	\$45.526
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	24.405	31.801	49.002	59.727	69.806	79.136
GASB 68 Pension Expense Adjustment	(11.072)	(0.249)	1.991	(3.709)	(0.410)	7.689
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$792.183	\$843.917	\$1,037.296	\$1,045.749	\$1,030.773	\$1,059.615
Net Surplus/(Deficit)	(\$754.439)	(\$790.833)	(\$982.863)	(\$989.260)	(\$972.150)	(\$1,000.372)

MTA HEADQUARTERS
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	156.588	155.511	151.224	143.851	145.983	147.984
Total Revenues	\$156.588	\$155.511	\$151.224	\$143.851	\$145.983	\$147.984
Operating Expense						
Labor:						
Payroll	\$4.497	\$5.736	\$7.441	\$7.569	\$7.698	\$7.830
Overtime	4.162	5.473	2.771	2.727	2.681	2.681
Health and Welfare	0.723	1.142	1.804	1.828	1.915	2.006
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.610	0.670	0.928	0.962	0.998	1.034
Other Fringe Benefits	0.387	0.555	0.894	0.922	0.951	0.979
Reimbursable Overhead	55.866	60.831	60.997	61.904	62.949	63.920
Total Labor Expenses	\$66.246	\$74.406	\$74.836	\$75.912	\$77.193	\$78.453
Non-Labor:						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.001	0.001
Professional Services Contracts	90.306	81.019	76.338	67.886	68.734	69.474
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses						
MTA Internal Subsidy	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
Other	<u>0.037</u>	<u>0.087</u>	<u>0.050</u>	<u>0.052</u>	<u>0.055</u>	<u>0.057</u>
Other Business Expenses	0.037	0.087	0.050	0.052	0.055	0.057
Total Non-Labor Expenses	\$90.342	\$81.105	\$76.388	\$67.939	\$68.790	\$69.532
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$156.588	\$155.511	\$151.224	\$143.851	\$145.983	\$147.984
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA HEADQUARTERS
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Non-Reimbursable / Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.001	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Other Operating Revenue:</i>						
Rental Income	47.815	46.278	46.889	48.778	50.744	52.787
Advertising	0.000	0.000	0.000	0.000	0.000	0.000
Other	<u>(10.072)</u>	<u>6.805</u>	<u>7.543</u>	<u>7.710</u>	<u>7.879</u>	<u>6.456</u>
Other Operating Revenue	37.743	53.083	54.432	56.488	58.623	59.243
Capital and Other Reimbursements	156.588	155.511	151.224	143.851	145.983	147.984
Total Revenues	\$194.332	\$208.595	\$205.656	\$200.339	\$204.605	\$207.227
Operating Expense						
<i>Labor:</i>						
Payroll	\$289.530	\$288.965	\$341.809	\$357.911	\$368.612	\$380.977
Overtime	31.744	29.946	18.798	16.801	17.032	17.306
Health and Welfare	55.804	57.594	68.659	74.901	78.776	82.722
OPEB Current Payments	15.643	15.768	16.415	17.203	18.029	18.894
Pension	73.092	66.686	81.493	87.224	87.498	88.718
Other Fringe Benefits	29.644	32.062	40.241	42.229	43.836	45.539
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$495.457	\$491.021	\$567.415	\$596.268	\$613.783	\$634.155
<i>Non-Labor:</i>						
Electric Power	\$5.865	\$6.297	\$6.891	\$6.867	\$7.069	\$7.662
Fuel	0.923	0.913	0.991	1.023	1.042	1.153
Insurance	1.824	2.628	2.067	2.362	2.767	3.120
Claims	3.720	1.300	2.142	2.356	2.592	2.592
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	80.115	99.022	84.433	84.382	87.215	89.463
Professional Services Contracts	283.825	307.883	400.684	373.185	325.524	315.027
Materials and Supplies	0.515	0.586	0.356	0.365	0.376	0.387
<i>Other Business Expenses</i>						
MTA Internal Subsidy	15.700	12.548	12.851	12.851	12.851	12.851
Other	<u>7.840</u>	<u>8.348</u>	<u>14.159</u>	<u>8.391</u>	<u>8.616</u>	<u>8.840</u>
Other Business Expenses	23.539	20.895	27.010	21.242	21.467	21.691
Total Non-Labor Expenses	\$400.327	\$439.524	\$524.574	\$491.782	\$448.050	\$441.093
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$895.784	\$930.546	\$1,091.989	\$1,088.050	\$1,061.833	\$1,075.248
Depreciation	\$39.653	\$37.330	\$45.539	\$45.532	\$45.526	\$45.526
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	24.405	31.801	49.002	59.727	69.806	79.136
GASB 68 Pension Expense Adjustment	(11.072)	(0.249)	1.991	(3.709)	(0.410)	7.689
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$948.771	\$999.428	\$1,188.520	\$1,189.600	\$1,176.755	\$1,207.599
Net Surplus/(Deficit)	(\$754.439)	(\$790.833)	(\$982.863)	(\$989.260)	(\$972.150)	(\$1,000.372)

MTA HEADQUARTERS
November Financial Plan 2020 - 2023
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Other Operating Revenue:</i>						
Rental Income	46.575	46.278	46.889	48.778	50.744	52.787
Advertising Revenue	118.219	144.865	128.419	136.421	139.732	142.962
Other Revenue	<u>(0.280)</u>	<u>6.805</u>	<u>70.043</u>	<u>70.202</u>	<u>7.879</u>	<u>6.456</u>
Other Operating Revenue	164.514	197.948	245.351	255.401	198.355	202.205
Capital and Other Reimbursements	141.693	155.511	151.224	143.851	145.983	147.984
Total Receipts	\$306.207	\$353.459	\$396.576	\$399.252	\$344.337	\$350.189
Expenditures						
Labor:						
Payroll	\$281.954	\$282.006	\$335.309	\$351.411	\$362.112	\$374.477
Overtime	31.715	29.946	18.798	16.801	17.032	17.306
Health and Welfare	54.740	57.594	68.659	74.901	78.776	82.722
OPEB Current Payments	20.853	20.268	20.615	21.303	22.029	22.894
Pension	73.109	64.329	81.861	87.612	87.893	89.117
Other Fringe Benefits	28.967	31.248	40.241	42.229	43.836	45.539
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$491.338	\$485.392	\$565.483	\$594.256	\$611.678	\$632.054
Non-Labor:						
Electric Power	\$6.350	\$6.742	\$6.891	\$6.867	\$7.069	\$7.662
Fuel	0.947	1.092	1.091	1.119	1.042	1.153
Insurance	0.711	2.628	2.038	2.330	2.735	3.088
Claims	3.295	1.300	2.142	2.356	2.592	2.592
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	75.582	98.357	81.333	81.282	84.015	86.263
Professional Services Contracts	268.865	305.689	395.084	367.985	320.224	309.727
Materials and Supplies	0.040	0.448	0.356	0.365	0.376	0.387
<i>Other Business Expenses:</i>						
MTA Internal Subsidy	15.700	12.548	12.851	12.851	12.851	12.851
Other	<u>10.071</u>	<u>12.237</u>	<u>13.579</u>	<u>7.811</u>	<u>8.016</u>	<u>8.240</u>
Other Business Expenses	25.771	24.785	26.430	20.662	20.867	21.091
Total Non-Labor Expenditures	\$381.562	\$441.043	\$515.365	\$482.966	\$438.919	\$431.961
Other Expenditure Adjustments:						
Operating Capital	52.927	107.375	90.451	57.119	33.458	23.186
Total Other Expense Adjustments	\$52.927	\$107.375	\$90.451	\$57.119	\$33.458	\$23.186
Total Expenditures	\$925.827	\$1,033.810	\$1,171.299	\$1,134.341	\$1,084.055	\$1,087.201
Net Cash Balance	(\$619.620)	(\$680.351)	(\$774.724)	(\$735.088)	(\$739.717)	(\$737.012)

MTA HEADQUARTERS
November Financial Plan 2020 - 2023
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Flow Adjustments						
Receipts						
Farebox Revenue	(\$0.001)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Rent and Utilities</i>	(1.240)	0.000	0.000	0.000	0.000	0.000
<i>Advertising</i>	118.219	144.865	128.419	136.421	139.732	142.962
<i>Other Revenue</i>	9.793	0.000	62.500	62.492	0.000	0.000
Other Operating Revenue	126.771	144.865	190.919	198.913	139.732	142.962
Capital and Other Reimbursements	(14.895)	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$111.876	\$144.865	\$190.919	\$198.913	\$139.732	\$142.962
Expenditures						
Labor:						
Payroll	\$7.576	\$6.958	\$6.500	\$6.500	\$6.500	\$6.500
Overtime	0.029	0.000	0.000	0.000	0.000	0.000
Health and Welfare	1.064	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	(5.210)	(4.500)	(4.200)	(4.100)	(4.000)	(4.000)
Pension	(0.018)	2.357	(0.368)	(0.388)	(0.395)	(0.399)
Other Fringe Benefits	0.677	0.814	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$4.119	\$5.629	\$1.932	\$2.012	\$2.105	\$2.101
Non-Labor:						
Electric Power	(\$0.485)	(\$0.445)	0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.025)	(0.180)	(0.100)	(0.096)	0.000	0.000
Insurance	1.113	0.000	0.029	0.032	0.032	0.032
Claims	0.425	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.533	0.665	3.100	3.100	3.200	3.200
Professional Services Contracts	14.960	2.194	5.600	5.200	5.300	5.300
Materials and Supplies	0.475	0.137	0.000	0.000	0.000	0.000
Other Business Expenses						
MTA Internal Subsidy	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	(2.232)	(3.890)	0.580	0.580	0.600	0.600
Total Other Business Expenses	(2.232)	(3.890)	0.580	0.580	0.600	0.600
Total Non-Labor Expenditures	\$18.765	(\$1.518)	\$9.209	\$8.816	\$9.132	\$9.132
Other Expenditure Adjustments:						
Operating Capital	(52.927)	(107.375)	(90.451)	(57.119)	(33.458)	(23.186)
Total Other Expenditure Adjustments	(\$52.927)	(\$107.375)	(\$90.451)	(\$57.119)	(\$33.458)	(\$23.186)
Total Expenditures	(\$30.043)	(\$103.264)	(\$79.310)	(\$46.291)	(\$22.221)	(\$11.953)
Total Cash Conversion Adjustments before Depreciation	\$81.833	\$41.600	\$111.609	\$152.622	\$117.511	\$131.009
Depreciation	\$39.653	\$37.330	\$45.539	\$45.532	\$45.526	\$45.526
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	24.405	31.801	49.002	59.727	69.806	79.136
GASB 68 Pension Expense Adjustment	(11.072)	(0.249)	1.991	(3.709)	(0.410)	7.689
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$134.820	\$110.483	\$208.140	\$254.172	\$232.433	\$263.360

MTA HEADQUARTERS
2019 November Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

	Total		
	Hours	\$	%
<i>NON-REIMBURSABLE OVERTIME</i>			
Scheduled Service	0	\$0.000	-
Unscheduled Service	0	0.000	-
Programmatic/Routine Maintenance	0	0.000	-
Unscheduled Maintenance	0	0.000	-
Vacancy/Absentee Coverage	126,210	7.109	29.0%
Weather Emergencies	0	0.000	-
Safety/Security/Law Enforcement	268,530	13.653	55.8%
Other	75,179	3.711	15.2%
Subtotal	469,919	\$24.474	100.0%
<i>REIMBURSABLE OVERTIME</i>	101,291	\$5.473	
TOTAL OVERTIME	571,210	\$29.946	

MTA HEADQUARTERS
2020 Final Proposed Budget
November Financial Plan 2020 - 2023
Year-to-Year Changes by Category - Baseline

Receipts:

Rental and Other Income and Reimbursements

- A reduction in other reimbursement revenue for each year is driven primarily by the lower recovery of expenses related to West Side Yard development activities.
- Lower advertising revenue in 2019 and 2020 reflects the funding of communications technology, which will allow the MTA to distribute important and timely safety and service information in a coordinated and consistent message throughout the system on the digital advertising screens. Otherwise, gross advertising revenues remain unchanged from the prior plan and grow annually by CPI.
- Rental revenue grows annually for 2019 through 2023 by CPI.
- Other Revenue includes a timing adjustment in grant funding from 2019 into 2020 through 2022 for grade crossing safety work that is being performed by LIRR and MNR. Adjustments in 2020 and 2021 reflect the reimbursement of consolidation/relocation expenses from the disposition of the Madison Avenue buildings, and Consumer Price Index (CPI) increases.

Expenditures:

Payroll

- Payroll increases in 2020 over 2019 primarily reflect full-year staffing levels of existing Headquarters staff as well as the impact of initial centralization efforts and the staffing of positions directly managing and implementing the MTA transformation plan. Also, including the hiring of additional MTA police officers occurring by mid-2020 is included. The full-year impact of the additional police officers is included by 2021.
- Payroll expenses in 2020 through 2023 reflect MTA Headquarters and MTAPD civilian salaries inflated by wage growth assumptions of 2% annually on July 1st.
- MTAPD and other represented Headquarters salaries will increase following the terms agreed to through the collective bargaining process.

Overtime

- Overtime expenses throughout the November Financial Plan are primarily related to MTAPD operations with a lesser amount attributable to the operations of MTA IT and the BSC. Minimal overtime costs are included annually for administrative personnel in other Headquarters' departments.
- Expenses in 2020 reflect a decrease from the forecasted 2019 amount. Higher levels of overtime coverage experienced during 2019 for enhanced quality of life initiatives, such as homeless outreach and fare evasion, will now be covered by the addition of police officers.
- Reduction adjustments recognize savings resulting from the full implementation of the Police Radio Project beginning in 2021.

Health and Welfare

- Based on Empire Plan cost assumptions provided by the NYS Department of Civil Service, Health and Welfare medical insurance family coverage rates in 2019 are projected to increase at a rate of 7.4% over 2018, 7.6% in 2020, 4.2% in 2021 and 5.5% in 2022 and 2023. Individual coverage rates in 2019 are projected to increase over 2018 at a rate of 7.7%, followed by increases of 7.0% in 2020, 3.5% in 2021 and 4.7% in 2022 and 2023.
- Health and Welfare rates also reflect changes in the level of budgeted personnel related to centralization efforts, staffing of critical management positions and the increase in MTAPD.

OPEB Current Payment

- Year-to-year increases are based on the projected medical insurance coverage rates to reflect higher coverage for retiree health benefit costs.

Pensions

- Pension costs in 2019 primarily are based on New York State & Local Retirement System (NYSLERS) and MTA Defined Benefits contributions and estimated Agency rates for those MTA Headquarters' employees currently on other agency payrolls.
- The NYSLERS 2020 contribution amount is then inflated at a 3-year average CPI +1%; these rates are 3.20% in 2020, 3.31% in 2021 and 3.41% in 2022. Additional assumptions are made to capture Tier 6 employees who elect to participate in the Voluntary Defined Contribution program.
- MTA Defined Benefits contributions estimates are based on actuarial growth assumptions through 2023.
- GASB 68 adjustments are reflected separately and represent the difference between the actuarially required contribution and the total pension liability.
- Pension forecasts also reflect changes in the level of budgeted personnel related to centralization efforts, staffing of critical management positions and the increase in MTAPD.

Other Fringe Benefits

- Projections are consistent with payroll rate increase assumptions and reflect contributions to Social Security or Railroad Retirement based on individual employees.
- Changes in the level of budgeted personnel related to centralization efforts, staffing of critical management positions and the increase in MTAPD also drive changes in 2020 over 2019.

Insurance and Claims

- The core of excess liability and automotive policies are inflated by 10% annually. Insurance charges in 2019 also include some expenses related to on-going Super Storm Sandy claims work.
- Re-forecasted Claims expenses in 2019 reflect lower activity than originally budgeted. Claims for 2020 return to a higher projected level with annual growth rates of 10%.

Maintenance and Other Operating Contracts

- Maintenance expenses decrease in 2020, followed by increases from 2021 through 2023, reflecting CPI-U growth on baseline expenses, changing levels of required facility costs, maintenance, and communication costs. In 2021, Madison Avenue building maintenance expenses are eliminated, assuming the disposition of the property.
- Expenses in 2021 are flat to 2020, and then all years following reflect CPI-U growth on baseline expenses with minor adjustments.

Professional Service Contracts

- Professional Service needs in 2020 are higher than 2019 primarily due to investments related to the MTA transformation, enhancements and fortifications to Agency operational technologies and re-establishment of a Headquarters contingency. Costs in 2020 also capture the impact of hiring additional police officers.
- Professional Services show a decrease from 2021 through 2023. Most baseline expenses reflect the effect of CPI-U rates of 2.09%, 2.37% and 2.45%, in 2021 through 2023 respectively, with annual adjustments corresponding to IT needs and the needs of the West Side Yards development.

Materials and Supplies

- Higher expenses for the 2019 Forecast primarily reflect a reclassification of current year expenses from other expense categories.
- Expenses in 2020 return to a lower level, with 2021 through 2023 inflated by CPI-U rates of 2.09%, 2.37% and 2.45%, respectively.

MTA Internal Subsidy

- All years reflect annual support requirements for the Rockaway Resident Discount Program of \$5.6 million, and \$7.0 million for the Verrazzano-Narrows Bridge toll rebate program.

Other Business Expenses

- Baseline expenses 2020 through 2023 are inflated by CPI-U rates of 2.05%, 2.09%, 2.37% and 2.45%, respectively.
- Adjustments in 2019 and 2020 reflect increases to support the staffing of critical management positions and hiring and equipping the new MTAPD officers.

Other Expenditure Adjustments:

Capital Expenditures

- Capital expenditures from 2019 through 2023 fluctuate as a result of the revised scheduling of projects to support technology, security and facility needs.

MTA HEADQUARTERS
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

Non-Reimbursable

Operating Revenues

	November Forecast 2019	Final Proposed Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Rental Income	46.278	46.889	0.611	48.778	1.890	50.744	1.965	52.787	2.044
Advertising	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other	<u>6.805</u>	<u>7.543</u>	<u>0.738</u>	<u>7.710</u>	<u>0.167</u>	<u>7.879</u>	<u>0.169</u>	<u>6.456</u>	<u>(1.423)</u>
Other Operating Revenue	53.083	54.432	1.349	56.488	2.056	58.623	2.134	59.243	0.620
Total Revenues	\$53.083	\$54.432	\$1.349	\$56.488	\$2.056	\$58.623	\$2.134	\$59.243	\$0.620

Operating Expenses

Labor:

Payroll	\$283.229	\$334.367	(\$51.139)	\$350.342	(\$15.974)	\$360.913	(\$10.572)	\$373.147	(\$12.233)
Overtime	24.473	16.027	8.447	14.074	1.953	14.351	(0.277)	14.624	(0.273)
Health and Welfare	56.452	66.855	(10.403)	73.073	(6.218)	76.861	(3.788)	80.715	(3.854)
OPEB Current Payments	15.768	16.415	(0.647)	17.203	(0.788)	18.029	(0.826)	18.894	(0.865)
Pension	66.016	80.565	(14.549)	86.261	(5.696)	86.499	(0.238)	87.683	(1.184)
Other Fringe Benefits	31.507	39.347	(7.840)	41.307	(1.960)	42.885	(1.578)	44.559	(1.674)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(60.831)	(60.997)	0.166	(61.904)	0.907	(62.949)	1.045	(63.920)	0.972
Total Labor Expenses	\$416.615	\$492.579	(\$75.964)	\$520.356	(\$27.777)	\$536.590	(\$16.234)	\$555.703	(\$19.112)

Non-Labor:

Electric Power	\$6.297	\$6.891	(\$0.594)	\$6.867	\$0.024	\$7.069	(\$0.202)	\$7.662	(\$0.593)
Fuel	0.913	0.991	(0.078)	1.023	(0.032)	1.042	(0.019)	1.153	(0.111)
Insurance	2.628	2.067	0.562	2.362	(0.295)	2.767	(0.405)	3.120	(0.353)
Claims	1.300	2.142	(0.842)	2.356	(0.214)	2.592	(0.236)	2.592	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	99.022	84.433	14.590	84.382	0.051	87.215	(2.832)	89.463	(2.248)
Professional Services Contracts	226.864	324.346	(97.482)	305.299	19.047	256.790	48.509	245.553	11.237
Materials and Supplies	0.586	0.356	0.230	0.365	(0.009)	0.376	(0.011)	0.387	(0.011)
Other Business Expenses	20.809	26.960	(6.151)	21.189	5.771	21.412	(0.223)	21.634	(0.221)
Total Non-Labor Expenses	\$358.419	\$448.186	(\$89.767)	\$423.843	\$24.343	\$379.261	\$44.582	\$371.561	\$7.699

Other Expense Adjustments:

Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

Total Expenses Before Depreciation and GASB Adjs.

	\$775.034	\$940.765	(\$165.730)	\$944.199	(\$3.434)	\$915.851	\$28.348	\$927.264	(\$11.413)
Depreciation	\$37.330	\$45.539	(\$8.209)	\$45.532	\$0.007	\$45.526	\$0.007	\$45.526	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	31.801	49.002	17.201	59.727	(10.726)	69.806	(10.079)	79.136	(9.330)
GASB 68 Pension Expense Adjustment	(0.249)	1.991	(2.239)	(3.709)	5.700	(0.410)	(3.300)	7.689	(8.099)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Total Expenses After Depreciation and GASB Adjs.

	\$843.917	\$1,037.296	(\$193.379)	\$1,045.749	(\$8.453)	\$1,030.773	\$14.976	\$1,059.615	(\$28.842)
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Net Surplus/(Deficit)

	(\$790.833)	(\$982.863)	(\$192.030)	(\$989.260)	(\$6.397)	(\$972.150)	\$17.110	(\$1,000.372)	(\$28.222)
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MTA HEADQUARTERS
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast	Final Proposed Budget	Change		Change		Change		Change
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
Reimbursable									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Rental Income</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
<i>Advertising</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
<i>Other</i>	<u><i>0.000</i></u>	<u><i>0.000</i></u>	<u><i>0.000</i></u>	<u><i>0.000</i></u>	<u><i>0.000</i></u>	<u><i>0.000</i></u>	<u><i>0.000</i></u>	<u><i>0.000</i></u>	<u><i>0.000</i></u>
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	155.511	151.224	(4.287)	143.851	(7.373)	145.983	2.132	147.984	2.002
Total Revenues	\$155.511	\$151.224	(\$4.287)	\$143.851	(\$7.373)	\$145.983	\$2.132	\$147.984	\$2.002
Operating Expenses									
<u>Labor:</u>									
Payroll	\$5.736	\$7.441	(\$1.706)	\$7.569	(\$0.128)	\$7.698	(\$0.130)	\$7.830	(\$0.132)
Overtime	5.473	2.771	2.701	2.727	0.045	2.681	0.045	2.681	0.000
Health and Welfare	1.142	1.804	(0.662)	1.828	(0.024)	1.915	(0.087)	2.006	(0.091)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.670	0.928	(0.258)	0.962	(0.034)	0.998	(0.036)	1.034	(0.036)
Other Fringe Benefits	0.555	0.894	(0.339)	0.922	(0.028)	0.951	(0.029)	0.979	(0.029)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	60.831	60.997	(0.166)	61.904	(0.907)	62.949	(1.045)	63.920	(0.972)
Total Labor Expenses	\$74.406	\$74.836	(\$0.430)	\$75.912	(\$1.076)	\$77.193	(\$1.281)	\$78.453	(\$1.260)
<u>Non-Labor:</u>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.001	(0.001)	0.001	0.000
Professional Services Contracts	81.019	76.338	4.681	67.886	8.452	68.734	(0.848)	69.474	(0.739)
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.087	0.050	0.036	0.052	(0.002)	0.055	(0.002)	0.057	(0.003)
Total Non-Labor Expenses	\$81.105	\$76.388	\$4.717	\$67.939	\$8.450	\$68.790	(\$0.851)	\$69.532	(\$0.742)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$155.511	\$151.224	\$4.287	\$143.851	\$7.373	\$145.983	(\$2.132)	\$147.984	(\$2.002)
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA HEADQUARTERS
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2019	Final Proposed Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Non-Reimbursable and Reimbursable									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Rental Income</i>	46.278	46.889	0.611	48.778	1.890	50.744	1.965	52.787	2.044
<i>Advertising</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<i>Other</i>	6.805	7.543	0.738	7.710	0.167	7.879	0.169	6.456	(1.423)
Other Operating Revenue	53.083	54.432	1.349	56.488	2.056	58.623	2.134	59.243	0.620
Capital and Other Reimbursements	155.511	151.224	(4.287)	143.851	(7.373)	145.983	2.132	147.984	2.002
Total Revenues	\$208.595	\$205.656	(\$2.938)	\$200.339	(\$5.317)	\$204.605	\$4.266	\$207.227	\$2.622
Operating Expenses									
<i>Labor:</i>									
Payroll	\$288.965	\$341.809	(\$52.844)	\$357.911	(\$16.102)	\$368.612	(\$10.701)	\$380.977	(\$12.365)
Overtime	29.946	18.798	11.148	16.801	1.997	17.032	(0.232)	17.306	(0.273)
Health and Welfare	57.594	68.659	(11.065)	74.901	(6.242)	78.776	(3.875)	82.722	(3.945)
OPEB Current Payments	15.768	16.415	(0.647)	17.203	(0.788)	18.029	(0.826)	18.894	(0.865)
Pension	66.686	81.493	(14.807)	87.224	(5.731)	87.498	(0.274)	88.718	(1.220)
Other Fringe Benefits	32.062	40.241	(8.179)	42.229	(1.988)	43.836	(1.607)	45.539	(1.703)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$491.021	\$567.415	(\$76.393)	\$596.268	(\$28.853)	\$613.783	(\$17.515)	\$634.155	(\$20.372)
<i>Non-Labor:</i>									
Electric Power	\$6.297	\$6.891	(\$0.594)	\$6.867	\$0.024	\$7.069	(\$0.202)	\$7.662	(\$0.593)
Fuel	0.913	0.991	(0.078)	1.023	(0.032)	1.042	(0.019)	1.153	(0.111)
Insurance	2.628	2.067	0.562	2.362	(0.295)	2.767	(0.405)	3.120	(0.353)
Claims	1.300	2.142	(0.842)	2.356	(0.214)	2.592	(0.236)	2.592	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	99.022	84.433	14.590	84.382	0.051	87.215	(2.833)	89.463	(2.248)
Professional Services Contracts	307.883	400.684	(92.801)	373.185	27.499	325.524	47.661	315.027	10.497
Materials and Supplies	0.586	0.356	0.230	0.365	(0.009)	0.376	(0.011)	0.387	(0.011)
Other Business Expenses	20.895	27.010	(6.115)	21.242	5.769	21.467	(0.225)	21.691	(0.224)
Total Non-Labor Expenses	\$439.524	\$524.574	(\$85.050)	\$491.782	\$32.793	\$448.050	\$43.731	\$441.093	\$6.957
<i>Other Expense Adjustments:</i>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$930.546	\$1,091.989	(\$161.443)	\$1,088.050	\$3.939	\$1,061.833	\$26.216	\$1,075.248	(\$13.415)
Depreciation	\$37.330	\$45.539	(\$8.209)	\$45.532	\$0.007	\$45.526	\$0.007	\$45.526	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	31.801	49.002	17.201	59.727	(10.726)	69.806	(10.079)	79.136	(9.330)
GASB 68 Pension Expense Adjustment	(0.249)	1.991	(2.239)	(3.709)	5.700	(0.410)	(3.300)	7.689	(8.099)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$999.428	\$1,188.520	(\$189.092)	\$1,189.600	(\$1.080)	\$1,176.755	\$12.844	\$1,207.599	(\$30.844)
Net Surplus/(Deficit)	(\$790.833)	(\$982.863)	(\$192.030)	(\$989.260)	(\$6.397)	(\$972.150)	\$17.110	(\$1,000.372)	(\$28.222)

MTA HEADQUARTERS
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast	Final Proposed Budget	Change	Change	Change	Change	Change	Change	
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
Cash Receipts and Expenditures									
Receipts									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Rental Income</i>	46.278	46.889	0.611	48.778	1.890	50.744	1.965	52.787	2.044
<i>Advertising</i>	144.865	128.419	(16.445)	136.421	8.002	139.732	3.311	142.962	3.230
<i>Other</i>	6.805	70.043	63.238	70.202	0.159	7.879	(62.323)	6.456	(1.423)
Other Operating Revenue	197.948	245.351	47.403	255.401	10.050	198.355	(57.047)	202.205	3.850
Capital and Other Reimbursements	155.511	151.224	(4.287)	143.851	(7.373)	145.983	2.132	147.984	2.002
Total Receipts	\$353.459	\$396.576	\$43.116	\$399.252	\$2.677	\$344.337	(\$54.915)	\$350.189	\$5.852
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$282.006	\$335.309	(\$53.303)	\$351.411	(\$16.102)	\$362.112	(\$10.701)	\$374.477	(\$12.365)
Overtime	29.946	18.798	11.148	16.801	1.997	17.032	(0.232)	17.306	(0.273)
Health and Welfare	57.594	68.659	(11.065)	74.901	(6.242)	78.776	(3.875)	82.722	(3.945)
OPEB Current Payments	20.268	20.615	(0.347)	21.303	(0.688)	22.029	(0.726)	22.894	(0.865)
Pension	64.329	81.861	(17.532)	87.612	(5.751)	87.893	(0.281)	89.117	(1.224)
Other Fringe Benefits	31.248	40.241	(8.992)	42.229	(1.988)	43.836	(1.607)	45.539	(1.703)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$485.392	\$565.483	(\$80.090)	\$594.256	(\$28.773)	\$611.678	(\$17.422)	\$632.054	(\$20.376)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$6.742	\$6.891	(\$0.149)	\$6.867	\$0.024	\$7.069	(\$0.202)	\$7.662	(\$0.593)
Fuel	1.092	1.091	0.001	1.119	(0.028)	1.042	0.077	1.153	(0.111)
Insurance	2.628	2.038	0.591	2.330	(0.292)	2.735	(0.405)	3.088	(0.353)
Claims	1.300	2.142	(0.842)	2.356	(0.214)	2.592	(0.236)	2.592	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	98.357	81.333	17.024	81.282	0.051	84.015	(2.733)	86.263	(2.248)
Professional Services Contracts	305.689	395.084	(89.395)	367.985	27.099	320.224	47.761	309.727	10.497
Materials and Supplies	0.448	0.356	0.092	0.365	(0.009)	0.376	(0.011)	0.387	(0.011)
Other Business Expenses	24.785	26.430	(1.645)	20.662	5.769	20.867	(0.205)	21.091	(0.224)
Total Non-Labor Expenditures	\$441.043	\$515.365	(\$74.323)	\$482.966	\$32.400	\$438.919	\$44.047	\$431.961	\$6.957
<u>Other Expenditure Adjustments:</u>									
Other	107.375	90.451	16.924	57.119	33.332	33.458	23.661	23.186	10.272
Total Other Expenditure Adjustments	\$107.375	\$90.451	\$16.924	\$57.119	\$33.332	\$33.458	\$23.661	\$23.186	\$10.272
Total Expenditures	\$1,033.810	\$1,171.299	(\$137.489)	\$1,134.341	\$36.958	\$1,084.055	\$50.286	\$1,087.201	(\$3.147)
Net Cash Surplus/(Deficit)	(\$680.351)	(\$774.724)	(\$94.373)	(\$735.088)	\$39.635	(\$739.717)	(\$4.629)	(\$737.012)	\$2.705

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MTA HEADQUARTERS
2020 Final Proposed Budget
November Financial Plan 2020 - 2023
Summary of Plan-to-Plan Changes by Generic Category

2019: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Other operating revenues in 2019 are projected to decrease from the July Financial Plan by \$4.8 million, mainly due to the timing adjustment of the Grade Crossing Project grant reimbursement from 2019 into 2020 through 2022. Capital and Other Reimbursements increase by \$20.2 million, resulting from a correction in recovery levels forecasted in July.

Operating Expense Changes

Excluding decreases of \$7.4 million in depreciation and GASB 68 & 75, total Non-Reimbursable/Reimbursable operating expenses increased by \$11.7 million.

Major generic category changes include:

- Lower labor costs totaling \$2.4 million reflects savings due to vacancies in baseline positions offset by the hiring of critical management positions and MTAPD officers, higher MTAPD overtime for fare evasion, homeless outreach and reimbursable covered patrols;
- Higher spending in Professional Services primarily reflects Transformation related needs and a correction in reimbursable costs, offset by a timing adjustment into 2020 and one-time savings in MTA IT needs;
- Higher Maintenance and Other Operating Contracts results from timing of prior year Gowanus HOV lane charges, somewhat offset by a timing shift into 2020 of facility needs; and
- Slightly lower Other Business Expenses reflects continued control of unnecessary spending across Headquarters, partially offset by support costs for the hiring of the critical management positions.

2020: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Other operating revenues in 2020 are projected to increase from the July Financial Plan by \$1.6 million, mainly due to the timing adjustment of the Grade Crossing Project grant reimbursement from 2019 into 2020. Capital and Other Reimbursements increase by \$6.3 million, resulting from a correction in recovery levels forecasted in July.

Operating Expense Changes

Excluding a minor adjustment to the GASB 68 Pension Expenses Adjustment, total Non-Reimbursable/Reimbursable operating expenses increased by \$220.6 million.

Major generic category changes include:

- Higher Professional Services of \$156.8 million results from the support for the MTA transformation, costs related to the onboarding of additional MTAPD officers, operational security needs for the Agencies, the establishment of contingency funding, the timing of Grade Crossing Project expenses and IT expenses shifted from 2019;
- Higher labor costs of \$55.9 million are directly attributable to the staffing of critical management positions, hiring of additional MTAPD officers and other headcount changes previously described;
- Higher Maintenance and Other Operating Contracts results from timing of prior year facility work;
- Higher Other Business Expenses of \$5.4 million primarily from equipment costs for new MTAPD officers.

2021, 2022 and 2023: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Operating revenues in 2021 and 2022 are projected to increase by \$1.6 million from the July Financial plan, reflecting the timing of the Grade Crossing initiative offset by a small decrease in rental income, which continues into 2023. Capital and Other Reimbursements increase from a correction in recovery levels forecasted in July.

Operating Expense Changes

Excluding GASB 68 Pension Expenses Adjustments, total Non-Reimbursable/Reimbursable operating expenses are unfavorable from the July Financial Plan by \$212.0 million in 2021, \$165.3 million in 2022 and \$158.0 million in 2023.

Changes in major generic categories are attributable to the continuation of previously described initiatives.

MTA HEADQUARTERS
November Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2019	2020	2021	2022	2023
July Financial Plan - Cash Surplus/(Deficit)	(\$694.087)	(\$548.987)	(\$527.633)	(\$598.060)	(\$618.659)
Baseline Changes					
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Rental Income	(0.693)	(0.350)	(0.350)	(0.350)	(0.350)
Advertising Revenue	-	-	-	-	-
Other	(4.095)	1.967	1.967	1.967	-
Capital and Other Reimbursement	-	-	-	-	-
Total Revenue Changes	(\$4.789)	\$1.617	\$1.617	\$1.617	(\$0.350)
Expenses					
<i>Labor:</i>					
Payroll	\$4.959	(\$30.872)	(\$40.204)	(\$44.449)	(\$49.961)
Overtime	(7.270)	(2.591)	(3.517)	(2.880)	(2.146)
Health and Welfare	(1.665)	(9.766)	(12.676)	(13.380)	(13.949)
OPEB Current Payment	0.000	(0.000)	(0.000)	(0.000)	(0.000)
Pensions	3.859	(9.645)	(13.620)	(15.415)	(17.405)
Other Fringe Benefits	2.315	(3.056)	(3.836)	(4.214)	(4.696)
Contribution to GASB Fund	-	-	-	-	-
<u>Reimbursable Overhead</u>	(0.853)	-	-	-	-
Total Labor Expense Changes	1.346	(\$5.930)	(73.853)	(80.339)	(88.157)
<i>Non-Labor:</i>					
Electric Power	0.352	0.074	0.262	0.309	0.384
Fuel	0.293	0.131	0.128	0.125	0.136
Insurance	(0.772)	-	-	-	-
Claims	1.026	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(3.275)	(2.684)	(0.291)	(0.244)	(0.295)
Professional Service Contracts	9.124	(150.519)	(132.084)	(78.955)	(63.471)
Materials & Supplies	(0.020)	0.000	0.002	0.002	0.002
MTA Internal Subsidy	0.073	-	-	-	-
<u>Other Business Expenses</u>	0.392	(5.400)	(0.097)	(0.105)	(0.127)
Total Non-Labor Expense Changes	\$7.192	(\$158.397)	(\$132.080)	(\$78.868)	(\$63.372)
Gap Closing Expenses :					
Total Gap Closing Expenses	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Expenses before Depreciation and GASB Adjs.	\$8.538	(\$214.328)	(\$205.934)	(\$159.207)	(\$151.529)
Depreciation	\$7.511	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	(0.000)	-	-	-	-
GASB 75 OPEB Expense Adjustment	-	-	-	-	-
GASB 68 Pension Expense Adjustment	(0.079)	(0.044)	(0.041)	(0.062)	(0.095)
Total Expense Changes	\$15.970	(\$214.371)	(\$205.975)	(\$159.269)	(\$151.624)
Cash Adjustment Changes					
Revenue Adjustments	(2.351)	(4.579)	0.000	0.000	0.000
Expense Adjustments	\$4.906	(\$8.404)	(\$3.097)	\$15.995	\$33.621
Total Cash Adjustment Changes	\$2.555	(\$12.983)	(\$3.097)	\$15.995	\$33.621
Total Baseline Changes	\$13.736	(\$225.737)	(\$207.455)	(\$141.657)	(\$118.353)
November Financial Plan - Cash Surplus/(Deficit)	(\$680.351)	(\$774.724)	(\$735.088)	(\$739.717)	(\$737.012)

MTA HEADQUARTERS
November Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2019	2020	2021	2022	2023
July Financial Plan - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Rental Income	-	-	-	-	-
Advertising Revenue	-	-	-	-	-
Other	-	-	-	-	-
<u>Capital and Other Reimbursement</u>	<u>20.189</u>	<u>6.257</u>	<u>6.052</u>	<u>6.049</u>	<u>6.426</u>
Total Revenue Changes	\$20.189	\$6.257	\$6.052	\$6.049	\$6.426
Expenses					
<i>Labor:</i>					
Payroll	\$0.771	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	(1.133)	-	-	-	-
Health and Welfare	0.241	-	-	-	-
OPEB Current Payment	-	-	-	-	-
Pensions	0.123	-	-	-	-
Other Fringe Benefits	0.152	-	-	-	-
Contribution to GASB Fund	-	-	-	-	-
<u>Reimbursable Overhead</u>	<u>0.853</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Labor Expense Changes	\$1.007	\$0.000	\$0.000	\$0.000	\$0.000
<i>Non-Labor:</i>					
Electric Power	-	-	-	-	-
Fuel	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.000	0.000	(0.000)	0.000	0.000
Professional Services	(21.209)	(6.257)	(6.052)	(6.049)	(6.427)
Materials & Supplies	-	-	-	-	-
MTA Internal Subsidy	-	-	-	-	-
<u>Other Business Expenses</u>	<u>0.014</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
Total Non-Labor Expense Changes	(\$21.196)	(\$6.257)	(\$6.052)	(\$6.049)	(\$6.426)
Gap Closing Expenses :					
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	(\$20.189)	(\$6.257)	(\$6.052)	(\$6.049)	(\$6.426)
Depreciation					
OPEB Liability Adjustment	-	-	-	-	-
GASB 75 OPEB Expense Adjustment	-	-	-	-	-
GASB 68 Pension Expense Adjustment	-	-	-	-	-
Total Expense Changes	(\$20.189)	(\$6.257)	(\$6.052)	(\$6.049)	(\$6.426)
Total Baseline Changes	(\$0.000)	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)
November Financial Plan - Cash Surplus/(Deficit)	(\$0.000)	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)

MTA HEADQUARTERS
November Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON REIMBURSABLE/REIMBURSABLE

	2019	2020	2021	2022	2023
July Financial Plan - Cash Surplus/(Deficit)	(\$694.087)	(\$548.987)	(\$527.633)	(\$598.060)	(\$618.659)
Baseline Changes					
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Rental Income	(\$0.693)	(\$0.350)	(\$0.350)	(\$0.350)	(\$0.350)
Advertising Revenue	-	-	-	-	-
Other	(4.095)	1.967	1.967	1.967	-
Capital and Other Reimbursement	20.189	6.257	6.052	6.049	6.426
Total Revenue Changes	\$15.400	\$7.874	\$7.668	\$7.665	\$6.076
Expenses					
Labor:					
Payroll	\$5.730	(\$30.872)	(\$40.204)	(\$44.449)	(\$49.961)
Overtime	(8.403)	(2.591)	(3.517)	(2.880)	(2.146)
Health and Welfare	(1.424)	(9.766)	(12.676)	(13.380)	(13.949)
OPEB Current Payment	0.000	(0.000)	(0.000)	(0.000)	(0.000)
Pensions	3.982	(9.645)	(13.620)	(15.415)	(17.405)
Other Fringe Benefits	2.467	(3.056)	(3.836)	(4.214)	(4.696)
Reimbursable Overhead	(0.000)	-	-	-	-
Total Labor Expense Changes	\$2.353	(\$55.930)	(\$73.853)	(\$80.339)	(\$88.157)
Non-Labor:					
Electric Power	0.352	0.074	0.262	0.309	0.384
Fuel	0.293	0.131	0.128	0.125	0.136
Insurance	(0.772)	-	-	-	-
Claims	1.026	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(3.275)	(2.684)	(0.291)	(0.244)	(0.295)
Professional Services	(12.085)	(156.776)	(138.136)	(85.004)	(69.897)
Materials & Supplies	(0.020)	0.000	0.002	0.002	0.002
MTA Internal Subsidy	0.073	-	-	-	-
Other Business Expenses	0.405	(5.399)	(0.097)	(0.105)	(0.127)
Total Non-Labor Expense Changes	(\$14.003)	(\$164.654)	(\$138.132)	(\$84.916)	(\$69.798)
Gap Closing Expenses :					
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	(\$11.650)	(\$220.585)	(\$211.985)	(\$165.255)	(\$157.955)
Depreciation	7.511	-	-	-	-
OPEB Liability Adjustment	(0.000)	-	-	-	-
GASB 75 OPEB Expense Adjustment	-	-	-	-	-
GASB 68 Pension Expense Adjustment	(0.079)	(0.044)	(0.041)	(0.062)	(0.095)
Total Expense Changes	(\$4.218)	(\$220.628)	(\$212.026)	(\$165.318)	(\$158.050)
Cash Adjustment Changes					
Revenue Adjustments	(2.351)	(4.579)	-	-	-
Expense Adjustments	4.906	(8.404)	(3.097)	15.995	33.621
Total Cash Adjustment Changes	\$2.555	(\$12.983)	(\$3.097)	\$15.995	\$33.621
Total Baseline Changes	\$13.736	(\$225.737)	(\$207.455)	(\$141.657)	(\$118.353)
November Financial Plan - Cash Surplus/(Deficit)	(\$680.351)	(\$774.724)	(\$735.088)	(\$739.717)	(\$737.012)

MTA HEADQUARTERS
2020 Final Proposed Budget
November Financial Plan 2019 - 2022
Summary of Major Plan-to-Plan Changes

2019: November Financial Plan vs. July Financial Plan

Revenue Changes

Other operating revenues in 2019 are projected to decrease from the July Financial Plan by \$4.8 million, mainly due to the timing adjustment of the Grade Crossing Project grant reimbursement from 2019 into 2020 through 2022. Capital and Other Reimbursements increase by \$20.2 million, resulting from a correction in recovery levels forecasted in July.

Expense Changes

Total accrued expenses increased by \$4.2 million in 2019 from the July Financial Plan.

Major programmatic changes include:

Unfavorable

- Staffing of critical management positions along with non-labor transformation support costs of \$4.3 million impact labor and other business expenses;
- Higher MTAPD overtime in support of the fare evasion and homeless outreach initiatives of \$7.3 million;
- Timing of prior year Gowanus HOV Lane charges of \$6.0 million;
- Revised timing for Grade Crossing Initiatives reimbursement of \$5.9 million;
- Re-estimate in outside strategic guidance needs of \$3.5 million and
- The hiring of additional MTAPD officers of \$0.7 million.

Favorable

- Lower technology costs of \$15.0 million;
- Revised timing of \$11.3 million of Grade Crossing project expenses;
- Timing of facility expenses of \$2.1 million;
- Lower current year labor costs of \$11.0 million and
- Lower depreciation of \$7.5 million.

Cash Adjustments

Cash adjustments are favorable from the July Financial Plan by \$2.6 million primarily due to the rescheduling operating capital needs into outer years in the Financial Plan and adjustments to Professional Services expenses. Partially offsetting these favorable changes is the adjustment to planned advertising revenue levels to fund the Live Media Manager communications software.

2020: November Financial Plan vs. July Financial Plan

Revenue Changes

Other operating revenues in 2020 are projected to increase from the July Financial Plan by \$1.6 million, mainly due to the timing adjustment of the Grade Crossing Project grant reimbursement from 2019. Capital and Other Reimbursements increase by \$6.3 million, resulting from a correction in recovery levels forecasted in July.

Expense Changes

Total Non-Reimbursable/Reimbursable expenses are projected to increase by \$220.6 million.

Major programmatic changes include:

Unfavorable

- Staffing of critical positions of \$13.2 million
- Non-labor transformation support and implementation costs of \$25.0 million;
- Operational Technology support for Agencies of \$52.3 million;
- The hiring of additional MTAPD officers of \$52.3 million;
- Establishment of a contingency fund of \$25.0 million;
- Re-estimate and centralization of EAM program costs of \$23.4 million;
- Timing of technology costs from 2019 of \$10.0 million and facility project costs of \$2.1 million and
- Revised timing for Grade Crossing Initiatives expenses of \$3.8 million.

Favorable

- Correction to recovery levels of \$6.3 million;
- Timing of Grade Crossing initiative reimbursement of \$2.0 million and
- Favorable utility, fuel and inflation rate changes of \$0.7 million.

Cash Adjustments

- Cash Adjustments are unfavorable by \$13.0 million reflecting adjustments to operating capital needs and the adjustment to planned advertising revenue levels to fund the Live Media Manager communications software.

2021, 2022 and 2023: November Financial Plan vs. July Financial Plan

Revenue Changes

Operating revenues in 2021 and 2022 increase relative to the July Plan primarily due to the previously described grant reimbursement timing adjustment, offset by a minor unfavorable rental revenue adjustment, which continues into 2023.

Expense Changes

Total Non-Reimbursable/Reimbursable expenses increase by \$212.0 million in 2021, \$165.3 million in 2022 and \$158.1 million in 2023.

Unfavorable

- Staffing of critical positions;
- Non-labor transformation support and implementation costs in 2021;
- Operational Technology support for Agencies;
- Additional MTAPD officers;
- Establishment of a contingency fund in 2021;
- Re-estimate and centralization of EAM program costs; and
- Revised timing for Grade Crossing Initiatives expenses in 2021 and 2022.

Favorable

- Correction to recovery levels; and
- Favorable utility, fuel and inflation rate changes.

Cash Adjustments

Cash Adjustments changes reflect re-scheduling of existing operating capital projects and a drawdown on technology contingency funding to offset the Operating Technology support for the Agencies.

2019 – 2022: November Financial Plan vs. February Financial Plan

Major Operating Revenues Change

- When compared to the February Plan, Other Revenues reflects the shift of grant funding for the Grade Crossing initiative from 2019 into 2020 through 2022, as well as an adjustment to rental revenues.
- Capital and Other Reimbursements show increases in all years resulting from higher recoverable work from the Agencies, the level of work on the West Side Yard development and a correction in recoverable expense levels.
- Cash Advertising revenue reflects the timing of prior year revenue in 2019 that was not captured in the February Financial Plan and the funding of the Live Media Manager communications tool in 2019 and 2020. All other years show a slight decrease resulting from changes in CPI assumptions.

Major Operating Expense Changes

- Lower labor costs in 2019 primarily reflect the impact of hiring restrictions with an offset for the staffing of critical management positions, the increase in MTAPD levels and centralization efforts. These labor increases will continue to provide an unfavorable variance from the February Plan in all subsequent years;
- Overtime in 2019, when compared to the February Plan, is significantly higher due to fare evasion and homeless outreach patrols by MTAPD. All other years in the plan include higher overtime resulting from the increase in MTAPD positions;

- Higher Maintenance and Other Operating Contracts in 2019 results from timing of prior year Gowanus HOV lane charges and re-estimates of IT related costs. Lower costs in 2020 through 2022, when compared to the February Plan result from re-estimates of IT needs; and
- Increased Professional Service expenses, when compared to the February Plan, include funding for the review and recommendation of a transformation plan, increased outside strategic guidance, investments in technology including support for the Agencies' operating systems, higher recoverable expenses for the West Side Yard Development and costs related to the hiring of additional MTAPD officers. These increases are offset somewhat with BRP savings taken in the July Plans.

MTA HEADQUARTERS
November Financial Plan 2020-2023
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2019	2020	2021	2022	2023
July Financial Plan - Cash Surplus/(Deficit)	(\$694.087)	(\$548.987)	(\$527.634)	(\$598.060)	(\$618.659)
Non-Reimbursable Major Changes					
Revenue					
<i>Lower Rents and Concessions</i>	(\$0.693)	(\$0.350)	(\$0.350)	(\$0.350)	(\$0.350)
<i>CRR Grade Crossing Project Grant Reimbursement</i>	(5.900)	1.967	1.967	1.967	-
<i>Other</i>	1.804	-	-	-	-
Sub-Total Non-Reimbursable Revenue Changes	(\$4.789)	\$1.617	\$1.617	\$1.617	(\$0.350)
Expenses					
<i>Transformation</i>	(\$0.060)	(\$25.121)	(\$25.121)	(\$0.278)	(\$0.415)
<i>Critical Management Positions</i>	(\$4.312)	(\$13.236)	(\$13.581)	(\$13.913)	(\$14.304)
<i>Operational Technology Security</i>	-	(52.300)	(52.300)	(52.300)	(42.300)
<i>Dir and Asst Dir of Homeless Outreach</i>	(0.462)	(0.332)	(0.341)	(0.351)	(0.361)
<i>Live Media Manager</i>	(0.044)	(0.133)	(0.088)	-	-
<i>Benefits Audit</i>	(1.000)	-	-	-	-
<i>Office of Inspector General Initiatives</i>	-	(1.194)	(1.228)	(1.264)	(1.300)
<i>MTA Solar Project</i>	-	(0.150)	(0.150)	(0.154)	-
<i>500 member increase in MTA PD</i>	(0.743)	(50.123)	(58.103)	(64.035)	(71.257)
<i>Centralization of Communications positions</i>	(0.037)	(0.246)	(0.253)	(0.261)	(0.268)
<i>Centralization of Legal departments FOIL Function</i>	(0.154)	(0.844)	(0.868)	(0.893)	(0.919)
<i>Additional Kronos recurring software costs and voice recognition</i>	(2.877)	(1.300)	(1.300)	(1.300)	(1.300)
<i>MTA IT Inter-Agency Transfers</i>	(1.242)	(1.478)	(0.907)	(1.094)	(0.870)
<i>MTA IT Fare Evasion Costs</i>	(0.364)	(0.635)	(0.653)	(0.670)	(0.688)
<i>Timing of prior year Gowanus HOV Lane charges</i>	(5.995)	-	-	-	-
<i>Change in NYSLERS forecast</i>	(0.123)	(0.124)	(0.129)	(0.133)	(0.137)
<i>Higher MTA PD overtime - Fare Evasion / Homeless Outreach</i>	(7.270)	-	-	-	-
<i>Centralization and re-estimate of EAM costs</i>	(2.100)	(23.355)	(22.112)	(19.399)	(17.881)
<i>Re-establishment of Headquarters Contingency</i>	-	(25.000)	(25.000)	-	-
<i>Lower technology costs</i>	5.000	-	-	-	-
<i>Timing adjustment of technology costs</i>	10.000	(10.000)	-	-	-
<i>Timing adjustment of 2 Broadway facility costs</i>	2.100	(2.100)	-	-	-
<i>Lower estimate of Claims costs</i>	1.185	-	-	-	-
<i>Lower current year labor costs</i>	11.000	-	-	-	-
<i>CRR Grade Crossing Project Expense</i>	11.302	(3.767)	(3.767)	(3.767)	-
<i>Effect of revised inflator changes</i>	-	0.657	1.660	1.923	1.887
<i>Adjusted Human Resources needs</i>	(0.534)	(1.737)	-	-	-
<i>Re-estimate of outside Strategic Guidance</i>	(3.465)	-	-	-	-
<i>Depreciation</i>	7.511	-	-	-	-
<i>GASB 68 Pension Expense Adjustment</i>	(0.079)	(0.044)	(0.041)	(0.062)	(0.095)
<i>'All Other' Adjustments</i>	(1.268)	(1.807)	(1.691)	(1.319)	(1.414)
Sub-Total Non-Reimbursable Expense Changes	15.970	(214.370)	(205.975)	(159.269)	(151.624)
Total Non-Reimbursable Major Changes	\$11.181	(\$212.753)	(\$204.358)	(\$157.652)	(\$151.974)
Reimbursable Major Changes					
<i>Correction to Capital and Other Reimbursements</i>	20.189	6.257	6.052	6.049	6.426
Sub-Total Reimbursable Revenue Changes	\$20.189	\$6.257	\$6.052	\$6.049	\$6.426
<i>Correction to Reimbursable Expenses</i>	(20.189)	(6.257)	(6.052)	(6.049)	(6.426)
Sub-Total Reimbursable Expense Changes	(\$20.189)	(\$6.257)	(\$6.052)	(\$6.049)	(\$6.426)
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	\$11.181	(\$212.753)	(\$204.358)	(\$157.652)	(\$151.974)
Cash Adjustment Changes					
<i>Adjustment to Advertising Revenue for Communications Software</i>	(2.351)	(4.579)	-	-	-
<i>Changes in Operating Capital</i>	1.645	(8.964)	(3.482)	15.933	33.526
<i>All other CFA changes</i>	3.261	0.560	0.386	0.062	0.095
Total Cash Adjustment Changes	\$2.555	(\$12.983)	(\$3.097)	\$15.996	\$33.621
Total Baseline Changes	\$13.736	(\$225.737)	(\$207.455)	(\$141.657)	(\$118.353)
November Financial Plan - Cash Surplus/(Deficit)	(\$680.351)	(\$774.724)	(\$735.088)	(\$739.717)	(\$737.012)

MTA HEADQUARTERS
November Financial Plan 2020-2023
2019 Budget Reduction Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022	Pos.	2023
Administration										
Reduction in MTA IT expenses (July Plan)	-	-	-	5.000	-	5.000	-	5.000	-	5.000
Reduced Corporate wide Professional Services (July Plan)	-	-	-	1.000	-	1.000	-	1.000	-	1.000
Reduced Advertising Expenses (July Plan)	-	-	-	0.150	-	0.150	-	0.150	-	0.150
Reduced Employee Recruitment Expenses (July Plan)	-	-	-	0.100	-	0.100	-	0.100	-	0.100
Reduction in Business Service Center expenses (July Plan)	-	0.500	-	0.500	-	0.500	-	0.500	-	0.500
Human Resources (July Plan)	-	0.263	-	0.263	-	0.263	-	0.263	-	0.263
Risk & Insurance Management (July Plan)	-	0.320	-	0.320	-	0.320	-	0.320	-	0.320
Energy Management System (July Plan)	-	0.500	-	0.500	-	-	-	-	-	-
All Other HQ Misc Reductions (July Plan)	-	0.274	-	0.573	-	0.281	-	0.282	-	0.285
Subtotal Administration	\$ -	\$ 1.857	\$ -	\$ 8.406	\$ -	\$ 7.614	\$ -	\$ 7.615	\$ -	\$ 7.618
Customer Convenience/Amenities										
None	-	-	-	-	-	-	-	-	-	-
Subtotal Customer Convenience/Amenities	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Service/Service Support										
None	-	-	-	-	-	-	-	-	-	-
Sub-Total Service/Service Support	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Maintenance/Operations										
None	-	-	-	-	-	-	-	-	-	-
Subtotal Maintenance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Revenue Enhancement										
None	-	-	-	-	-	-	-	-	-	-
Subtotal Revenue Enhancement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Safety/ Security										
MTA PD - Contract and Maintenance Reductions (July Plan)	-	0.618	-	0.580	-	0.580	-	0.580	-	0.580
Subtotal Safety	\$ -	\$ 0.618	\$ -	\$ 0.580	\$ -	\$ 0.580	\$ -	\$ 0.580	\$ -	\$ 0.580
Enterprise Asset Management										
None	-	-	-	-	-	-	-	-	-	-
Sub-Total Enterprise Asset Management	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
All Other										
MTA PD - CapOp Reduction (July Plan)	-	0.435	-	0.440	-	0.440	-	0.416	-	0.424
Reduction to Operating Capital Contingency (July Plan)	-	-	-	9.675	-	11.000	-	11.000	-	11.000
Subtotal All Other	\$ -	\$ 0.435	\$ -	\$ 10.115	\$ -	\$ 11.440	\$ -	\$ 11.416	\$ -	\$ 11.424
Agency Submission	\$ -	\$ 2.910	\$ -	\$ 19.101	\$ -	\$ 19.634	\$ -	\$ 19.611	\$ -	\$ 19.622

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: Reduction in MTA IT expenses

Background Details: Reduction to overall MTA IT spending. MTA IT has committed to savings target.

Program Description/ Implementation Plan:

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020

Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	-	5.000	5.000	5.000	5.000
Net Cash Savings (in millions)	\$0.000	\$5.000	\$5.000	\$5.000	\$5.000



Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: Reduction to Operating Capital Contingency

Background Details:	Reduction to the Headquarters contingency which is utilized to fund special or unanticipated projects and emergency work.
----------------------------	---

Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	9.675	11.000	11.000	11.000
Net Cash Savings (in millions)	\$0.000	\$9.675	\$11.000	\$11.000	\$11.000

Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: Reduced Corporate wide Professional Services

Background Details:	Reduction of funding set aside for unanticipated corporate-wide or Executive project needs.
----------------------------	---

Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	1.000	1.000	1.000	1.000
Net Cash Savings (in millions)	\$0.000	\$1.000	\$1.000	\$1.000	\$1.000



Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration
Program: Reduced Advertising Expenses

Background Details:	Elimination of additional funds set aside for unanticipated advertising needs.
----------------------------	--

Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	0.150	0.150	0.150	0.150
Net Cash Savings (in millions)	\$0.000	\$0.150	\$0.150	\$0.150	\$0.150



Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: Reduced Employee Recruitment Expenses

Background Details:	Reduction of corporate-wide funding for employee recruitment activities.
----------------------------	--

Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	0.100	0.100	0.100	0.100
Net Cash Savings (in millions)	\$0.000	\$0.100	\$0.100	\$0.100	\$0.100



Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: Reduction in Business Service Center expenses

Background Details:	Reductions in budgeted amounts for outside training, advertising, other outside services and office furniture reflect reduced spending as a result of restrictions in place. Reduction in postage expense reflects the commitment to increasingly utilize electronic mailings as opposed to physical mail.
----------------------------	--

Program Description/ Implementation Plan:	
Program Implementation Date: 7/1/2019	When will savings begin?: 7/1/2019
	Are these savings recurring?: Yes
Other Issues:	None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.500	0.500	0.500	0.500	0.500
Net Cash Savings (in millions)	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: Human Resources

Background Details:	Reductions in Professional Services for Hay Contract, Other Misc. expenses for employee gifts and events. Reduction in membership dues and subscriptions reflect reduced spending as a result of restrictions in place.
----------------------------	---

Program Description/ Implementation Plan:	
Program Implementation Date: 7/1/2019	When will savings begin?: 7/1/2019
Are these savings recurring?: Yes	
Other Issues:	None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.263	0.263	0.263	0.263	0.263
Net Cash Savings (in millions)	\$0.263	\$0.263	\$0.263	\$0.263	\$0.263



Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration
Program: Risk & Insurance Management

Background Details:	Reduction primarily in legal expenses.
----------------------------	--

Program Description/ Implementation Plan:	
Program Implementation Date: 7/1/2019	When will savings begin?: 7/1/2019
Are these savings recurring?: Yes	
Other Issues:	None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.320	0.320	0.320	0.320	0.320
Net Cash Savings (in millions)	\$0.320	\$0.320	\$0.320	\$0.320	\$0.320



Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration
Program: All Other HQ Misc Reductions

Background Details:	Reduction to various departments Software, Hardware, Training, Furniture, Office Supplies, Print and Stationary, Travel and other misc expenses.
----------------------------	--

Program Description/ Implementation Plan:	
Program Implementation Date: 7/1/2019	When will savings begin?: 7/1/2019
	Are these savings recurring?: Yes
Other Issues:	None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.274	0.573	0.279	0.281	0.285
Net Cash Savings (in millions)	\$0.274	\$0.573	\$0.281	\$0.282	\$0.285



Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Security

Program: MTA PD - Contract and Maintenance Reductions

Background Details:	Reduction to overall MTAPD non-labor spending.
----------------------------	--

Program Description/ Implementation Plan:
<p>Program Implementation Date: 7/1/2019 When will savings begin?: 7/1/2019</p> <p style="text-align: right;">Are these savings recurring?: Yes</p> <p>Other Issues: None</p>

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.618	0.580	0.580	0.580	0.580
Net Cash Savings (in millions)	\$0.618	\$0.580	\$0.580	\$0.580	\$0.580

Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Other

Program: MTA PD - CapOp Reduction

Background Details:	Reduction to the planned annual MTAPD vehicle replacement cycle.
----------------------------	--

Program Description/ Implementation Plan:			
Program Implementation Date:	7/1/2019	When will savings begin?:	11/1/2019
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.435	0.440	0.440	0.416	0.424
Net Cash Savings (in millions)	\$0.435	\$0.440	\$0.440	\$0.416	\$0.424



Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Other
Program: IT CapOp Reduction

Background Details:	Reductions to software and hardware needs supporting the Energy Management System initiative.
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Program Description/ Implementation Plan:	
Program Implementation Date: 7/1/2019	When will savings begin?: 7/1/2019
Are these savings recurring?: No	
Other Issues:	None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.500	0.500	0.000	0.000	0.000
Net Cash Savings (in millions)	\$0.500	\$0.500	\$0.000	\$0.000	\$0.000



Total Positions Required:

**MTA HEADQUARTERS
2020 Final Proposed Budget
November Financial Plan 2020 - 2023
Positions**

POSITION ASSUMPTIONS

2019-2023: November Financial Plan vs. July Financial Plan

Total baseline positions are projected to increase by year-end 2019 by 81 when compared to July Plan assumptions. This increase, as discussed earlier, is due to the staffing critical positions necessary for the MTA Transformation, increased MTAPD officers, initial centralization of functions and new positions to support the homeless outreach initiative.

- This increase of 81 positions includes 60 Administrative positions and 21 Public Safety positions.
- Position changes by occupational group show an increase in Managers/Supervisors by 52 positions; an increase in Professional, Technical, Clerical positions by 8 positions; and an increase in Operational Hourly employees by 21.

The 553 positions increase, relative to the July Plan, in 2020 and 2021 is due to the hiring of the remaining MTAPD officers by mid-2020. This impact remains through the plan period with an adjustment to one position beginning in 2022, bringing the total increase from the July Plan to 554 positions.

Year over Year

In 2020, total headcount increases by 542 positions over 2019 to 3,675 positions reflecting the hiring of the remaining MTAPD officers. Non-reimbursable positions are 3,549 in 2020, and reimbursable positions are 126.

Occupational group increases are: Managers/Supervisors increase by 93 positions to 922; one Professional, Technical, Clerical position for a total of 1,639 positions; and Operational Hourlies increase by 448 positions to 1,114 positions.

An eight position decrease in Professional, Technical, Clerical positions in 2021, when compared to 2020, brings total positions to 3,667 and remains at that level for the remainder of the Plan.

MTA HEADQUARTERS TOTAL HEADCOUNT BY FUNCTIONAL AREA

■ MTA Consolidated
 ▨ MTA HQ, Policy & Oversight
 ■ BSC
 ▨ Public Safety



MTA HEADQUARTERS					
November Financial Plan 2020-2023					
Favorable/(Unfavorable)					
Total Position Changes at a Glance					
	2019	2020	2021	2022	2023
2019 July Plan - Total Baseline Positions¹	3,052	3,122	3,114	3,113	3,113
Total Plan-to-Plan Changes	(81)	(553)	(553)	(554)	(554)
2019 November Plan - Total Baseline Positions¹	3,133	3,675	3,667	3,667	3,667
Total Year-to-Year Changes, November Plan		(542)	8	0	0
Total Plan-to-Plan Changes by Reporting Category:					
<i>Non-Reimbursable</i>	(81)	(553)	(553)	(554)	(554)
<i>Reimbursable</i>	0	0	0	0	0
Total	(81)	(553)	(553)	(554)	(554)
<i>Full-Time</i>	(81)	(553)	(553)	(554)	(554)
<i>Full-Time Equivalents</i>					
Total	(81)	(553)	(553)	(554)	(554)
<i>By Function Category</i>					
- Administration	(60)	(60)	(60)	(61)	(61)
- Operations	-	-	-	-	-
- Maintenance	-	-	-	-	-
- Engineering/Capital	-	-	-	-	-
- Public Safety	(21)	(493)	(493)	(493)	(493)
Total	(81)	(553)	(553)	(554)	(554)
<i>By Occupational Group</i>					
- Managers/Supervisors	(52)	(131)	(131)	(132)	(132)
- Professional, Technical, Clerical	(8)	(8)	(8)	(8)	(8)
- Operational Hourlies	(21)	(414)	(414)	(414)	(414)
Total	(81)	(553)	(553)	(554)	(554)
Total Plan-to-Plan Changes by Major Category:					
<i>2019 BRPs²</i>	-	-	-	-	-
<i>New Needs</i>	(72)	(544)	(544)	(545)	(545)
<i>Change in Reimbursable Positions³</i>	-	-	-	-	-
<i>Re-estimates & All Other⁴</i>	(9)	(9)	(9)	(9)	(9)
Total	(81)	(553)	(553)	(554)	(554)

¹ Reflects positions at year end (December 31). Totals may not add due to rounding.

² Non-Reimbursable only.

³ Includes Reimbursable positions in connection with BRPs and the impact of revised capital project activity.

⁴ Includes Full-time Equivalents.

MTA HEADQUARTERS
November Financial Plan 2020-2023
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2018 Actual	2019 November Forecast	Final Proposed 2020	2021	2022	2023
Administration						
Office of Chairman	4	6	6	4	4	4
Transformation Management Office	0	1	1	1	1	1
Agency Operations & Initiative	1	1	1	1	1	1
Chief Safety Officer	7	14	14	14	14	14
Office of Counselor to the Chairman	1	1	1	1	1	1
Office of Chief of Staff	5	3	3	3	3	3
Federal Affairs	1	1	1	1	1	1
Intergovernmental Relations	4	4	4	4	4	4
Spec. Project Develop/Planning	6	8	8	8	8	8
Corporate Account	1	50	50	50	50	50
Human Resources	24	32	32	32	32	32
PCAC	5	5	5	5	5	5
Chief Operating Officer						
Chief Operating Officer	1	1	1	1	1	1
New Fare Payment System	18	40	40	40	40	40
Chief Operating Officer	19	41	41	41	41	41
Labor Relations						
Office of Labor Relations	10	13	13	13	13	13
Labor Relations	10	13	13	13	13	13
General Counsel						
Office of Ded General Counsel	36	46	46	46	46	46
Record Management	2	2	2	2	2	2
General Counsel	38	48	48	48	48	48
Office of Diversity						
Office of Diversity	2	2	2	2	2	2
Office of Civil Rights	11	13	13	13	13	13
Office of Diversity	13	15	15	15	15	15
Corporate & Internal Communications						
Office of DED Corp. Affairs and Comm.	2	3	3	3	3	3
Marketing	7	8	8	8	8	8
Corporate & Internal Communications	9	11	11	11	11	11
Chief Financial Officer						
Office of Chief Financial Officer	4	5	5	5	5	5
Comptroller's Office	19	22	22	22	22	22
Management & Budget	20	21	21	21	21	21
Strategic Initiatives	4	5	5	5	5	5
Chief Financial Officer	47	53	53	53	53	53
Capital Programs						
Environmental, Sustainability & Compliance	4	4	4	4	4	4
Capital Programs	4	4	4	4	4	4
Total MTA HQ, Policy & Oversight	199	311	311	309	309	309

MTA HEADQUARTERS
November Financial Plan 2020-2023
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2018 Actual	2019 November Forecast	Final Proposed 2020	2021	2022	2023
MTA Consolidated Functions						
External Communication	11	18	18	18	18	18
Audit	77	81	81	81	81	81
Office of Diversity - MWDBE/ DBE Contract In	13	15	15	15	15	15
Pensions	55	65	65	65	65	65
Occupational Health & Safety	29	30	30	30	30	30
Chief Operating Officer						
Procurement	73	93	93	93	93	93
Information Technology	982	1,078	1,078	1,072	1,072	1,072
Chief Operating Officer	1,055	1,171	1,171	1,165	1,165	1,165
General Counsel/Compliance						
Compliance	10	11	11	11	11	11
Chief Financial Officer						
Director of Finance	6	6	6	6	6	6
Treasury	17	17	17	17	17	17
Risk and Insurance Management	19	21	21	21	21	21
Chief Financial Officer	42	44	44	44	44	44
Chief Development Officer						
Dir. Of Facilities and Support	4	5	5	5	5	5
Office Services	13	14	14	14	14	14
Transit Oriented Development	7	8	8	8	8	8
Real Estate Operations	36	38	38	38	38	38
Deputy CDO, Planning	3	4	4	4	4	4
Transit Advertising & Media	1	8	8	8	8	8
New Technology Implementation	0	1	1	1	1	1
GCT Development	2	2	2	2	2	2
	66	80	80	80	80	80
Capital Programs						
Office of Capital Programs	1	1	1	1	1	1
Construction Oversight	4	5	5	5	5	5
Enterprise Asset Management	8	9	9	9	9	9
Capital Program Management	13	14	14	14	14	14
Capital Program Funding	10	13	13	13	13	13
Total Capital Programs	36	42	42	42	42	42
Corporate and Internal Communications						
Market Research	3	3	3	3	3	3
MTA Arts & Design	10	10	10	10	10	10
Transit Museum Operations	10	12	12	12	12	12
Retail Operations	4	5	5	5	5	5
Corporate and Internal Communications	27	30	30	30	30	30
Total MTA Consolidated Functions	1,421	1,587	1,587	1,581	1,581	1,581
Business Service Center	293	317	317	317	317	317
Total Administration Positions	1,913	2,215	2,215	2,207	2,207	2,207
Public Safety	843	918	1,460	1,460	1,460	1,460
Baseline Total Positions	2,756	3,133	3,675	3,667	3,667	3,667
<i>Non-Reimbursable</i>	2,659	3,007	3,549	3,541	3,541	3,541
<i>Reimbursable</i>	97	126	126	126	126	126
<i>Full-Time</i>	2,756	3,133	3,675	3,667	3,667	3,667
<i>Full-Time Equivalents</i>	-	-	-	-	-	-

MTA HEADQUARTERS
November Financial Plan 2020 - 2023
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Administration						
Managers/Supervisors	490	653	653	653	653	653
Professional/Technical/Clerical	1,423	1,562	1,562	1,554	1,554	1,554
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	1,913	2,215	2,215	2,207	2,207	2,207
Operations						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Operations Headcount	0	0	0	0	0	0
Maintenance						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Maintenance Headcount	0	0	0	0	0	0
Engineering / Capital						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	0	0	0	0	0	0
Public Safety						
Managers/Supervisors	169	176	269	269	269	269
Professional/Technical/Clerical	62	76	77	77	77	77
Operational Hourlies	612	666	1,114	1,114	1,114	1,114
Total Public Safety Headcount	843	918	1,460	1,460	1,460	1,460
Total Positions						
Managers/Supervisors	659	829	922	922	922	922
Professional/Technical/ Clerical	1,485	1,638	1,639	1,631	1,631	1,631
Operational Hourlies	612	666	1,114	1,114	1,114	1,114
Total Positions	2,756	3,133	3,675	3,667	3,667	3,667

MTA Headquarters

MTA Headquarters includes four distinct components: Policy & Oversight, MTA Consolidated Functions including Information Technology and Non-Information Technology, the Business Service Center, and MTA Security:

- MTA HQ, Policy & Oversight includes MTA Executive Leadership and policy/oversight functions. All aspects of Administration strive to identify opportunities to streamline expenses and increase efficiencies.
- MTA Consolidated Functions includes areas where savings have been achieved through function consolidations or areas where the work can be more efficiently performed at Headquarters. This Plan includes the consolidation of the Information Technology functions. Future consolidations will include the Procurement and Treasury functions. As MTA consolidates functions across the Agencies, it is likely that the net budget change associated with those functions will increase Headquarters' costs, while staffing and expense levels decrease at a higher level at the Agencies.
- The Business Service Center provides shared back-office financial, payroll, procurement, and human resource services to all agencies.
- Public Safety includes the MTAPD, which patrols the MTA's commuter railroads, and provides MTA-wide oversight of security and safety services. Public Safety also leads emergency preparedness, and interfaces with multiple city, state and federal law enforcement agencies.

The following table breaks out the MTA HQ Financial Plan by these categories.

MTA HEADQUARTERS
November Financial Plan 2020 - 2023
Accrual Statement of Operations by Major Function
(\$ in millions)

NON-REIMBURSABLE	2019	2020	2021	2022	2023
<u>MTA Consolidated Functions</u>					
Operating Revenue	\$10.551	\$5.576	\$5.743	\$5.912	\$6.456
Labor Expenses	\$174.005	\$192.554	\$196.977	\$202.631	\$208.088
Non-Labor Expenses	202.191	251.761	245.019	247.294	239.672
Depreciation / OPEB Obligation	7.234	10.192	10.186	10.179	10.179
Total Expenses	\$383.431	\$454.507	\$452.181	\$460.104	\$457.939
Baseline Deficit	(\$372.880)	(\$448.931)	(\$446.438)	(\$454.192)	(\$451.483)
<u>MTA HQ, Policy & Oversight</u>					
Operating Revenue	\$42.533	\$48.856	\$50.745	\$52.710	\$52.787
Labor Expenses	\$61.930	\$76.742	\$78.301	\$80.161	\$82.290
Non-Labor Expenses	144.161	167.694	159.064	110.924	109.917
Depreciation / OPEB Obligation	52.459	74.563	79.588	92.966	110.395
Total Expenses	\$258.550	\$318.999	\$316.953	\$284.051	\$302.602
Baseline Deficit	(\$216.018)	(\$270.143)	(\$266.208)	(\$231.341)	(\$249.815)
<u>Business Service Center</u>					
Operating Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Labor Expenses	\$31.268	\$31.068	\$32.004	\$32.885	\$33.970
Non-Labor Expenses	1.596	5.709	7.864	8.512	8.844
Depreciation / OPEB Obligation	-	-	-	-	-
Total Expenses	\$32.864	\$36.777	\$39.868	\$41.397	\$42.814
Baseline Deficit	(\$32.864)	(\$36.777)	(\$39.868)	(\$41.397)	(\$42.814)
<u>Public Safety</u>					
Operating Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Labor Expenses	\$149.412	\$192.215	\$213.074	\$220.914	\$231.354
Non-Labor Expenses	10.470	23.022	11.896	12.530	13.129
Depreciation / OPEB Obligation	9.189	11.776	11.776	11.776	11.776
Total Expenses	\$169.071	\$227.013	\$236.747	\$245.220	\$256.259
Baseline Deficit	(\$169.071)	(\$227.013)	(\$236.747)	(\$245.220)	(\$256.259)

MTA HEADQUARTERS
November Financial Plan 2020-2023
Total Positions by Function
Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

FUNCTION	2018 Actual	2019 November Forecast	2020 Final Proposed Budget	2021	2022	2023
MTA Consolidated Functions	1,421	1,587	1,587	1,581	1,581	1,581
MTA HQ, Policy & Oversight	199	311	311	309	309	309
Business Service Center	293	317	317	317	317	317
Public Safety	843	918	1,460	1,460	1,460	1,460
Baseline Total Positions	2,756	3,133	3,675	3,667	3,667	3,667

Non-Reimbursable

MTA Consolidated Functions	1,337	1,494	1,494	1,488	1,488	1,488
MTA HQ, Policy & Oversight	186	278	278	276	276	276
Business Service Center	293	317	317	317	317	317
Public Safety	843	918	1,460	1,460	1,460	1,460
Non-Reimbursable Total Positions	2,659	3,007	3,549	3,541	3,541	3,541

Reimbursable

MTA Consolidated Functions	84	93	93	93	93	93
MTA HQ, Policy & Oversight	13	33	33	33	33	33
Business Service Center	-	-	-	-	-	-
Public Safety	-	-	-	-	-	-
Reimbursable Total Positions	97	126	126	126	126	126

<i>Full-Time</i>	2,756	3,133	3,675	3,667	3,667	3,667
<i>Full-Time Equivalents</i>	-	-	-	-	-	-

**MTA INSPECTOR GENERAL
2020 Final Proposed Budget
November Financial Plan 2020-2023**

Financial Overview

The forecast for the Office of Inspector General for the years 2020-2023 reflects the guidelines and assumptions used by MTA Headquarters and provides adequate resources used to investigate and audit matters of concern throughout the MTA and its subsidiaries.

2019 November Forecast

In the 2019 November Forecast, a total of \$14.7 million is projected in baseline expenses, compared to \$16.0 million in the 2019 Adopted Budget and \$15.4 million in the 2019 July Plan. The favorable variance is mainly the result of rent abatement and vacancy savings.

2020 Final Proposed Budget – Baseline

In the 2020 Final Proposed Budget, a total of \$16.8 million is projected in baseline expenses compared to \$15.6 million in the July Plan. This variance is due to the approved increase in headcount because of several new audits and investigative initiatives in the Office of the Inspector General.

2021-2023 Projections

The forecast for the Office of Inspector General for the years 2021-2023 reflects inflationary growth according to the prevailing guidelines and assumptions.

MTA INSPECTOR GENERAL
November Financial Plan 2020 - 2023
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2018	2019	2020			
	Actual	November	Final Proposed	2021	2022	2023
		Forecast	Budget			
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	12.210	14.742	16.820	17.146	17.578	18.047
Total Revenue	\$12.210	\$14.742	\$16.820	\$17.146	\$17.578	\$18.047
Expenses						
<u>Labor:</u>						
Payroll	\$6.963	\$7.608	\$9.468	\$9.656	\$9.847	\$10.043
Overtime	-	-	-	-	-	-
Health and Welfare	0.800	1.145	1.881	1.884	1.976	2.072
OPEB Current Payment	-	-	-	-	-	-
Pensions	0.830	0.738	0.923	0.959	0.995	1.032
Other Fringe Benefits	0.490	0.582	0.860	0.882	0.905	0.927
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$9.083	\$10.073	\$13.132	\$13.381	\$13.723	\$14.074
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.018	0.041	0.032	0.031	0.031	0.036
Insurance	0.033	0.039	0.026	0.031	0.037	0.045
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.668	2.869	3.155	3.219	3.293	3.387
Professional Service Contracts	0.292	1.595	0.342	0.348	0.355	0.364
Materials & Supplies	-	-	-	-	-	-
Other Business Expenses	0.117	0.124	0.133	0.135	0.138	0.141
Total Non-Labor Expenses	\$3.128	\$4.668	\$3.688	\$3.764	\$3.854	\$3.973
<u>Other Expenses Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$12.210	\$14.742	\$16.820	\$17.146	\$17.578	\$18.047
Depreciation				\$0.000	\$0.000	\$0.000
Total Expenses	\$12.210	\$14.742	\$16.820	\$17.146	\$17.578	\$18.047
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
November Financial Plan 2020 - 2023
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2018	2019	2020			
	Actual	November	Final Proposed	2021	2022	2023
		Forecast	Budget			
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	12.211	14.742	16.820	17.146	17.578	18.047
Total Receipts	\$12.211	\$14.742	\$16.820	\$17.146	\$17.578	\$18.047
Expenditures						
<u>Labor:</u>						
Payroll	\$6.963	\$7.608	\$9.468	\$9.656	\$9.847	\$10.043
Overtime	-	-	-	-	-	-
Health and Welfare	0.800	1.145	1.881	1.884	1.976	2.072
OPEB Current Payment	-	-	-	-	-	-
Pensions	0.830	0.738	0.923	0.959	0.995	1.032
Other Fringe Benefits	0.490	0.582	0.860	0.882	0.905	0.927
GASB Account	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$9.083	\$10.073	\$13.132	\$13.381	\$13.723	\$14.074
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.018	0.041	0.032	0.031	0.031	0.036
Insurance	0.033	0.039	0.026	0.031	0.037	0.045
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.668	2.869	3.155	3.219	3.293	3.387
Professional Service Contracts	0.292	1.595	0.342	0.348	0.355	0.364
Materials & Supplies	-	-	-	-	-	-
Other Business Expenses	0.117	0.124	0.133	0.135	0.138	0.141
Total Non-Labor Expenditures	\$3.128	\$4.668	\$3.688	\$3.764	\$3.854	\$3.973
<u>Other Expenditure Adjustments:</u>						
Other - Operating Capital	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$12.211	\$14.741	\$16.820	\$17.145	\$17.577	\$18.047
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
November Financial Plan 2020 - 2023
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2018	2019	2020			
	<u>Actual</u>	<u>November</u>	<u>Final Proposed</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
		<u>Forecast</u>	<u>Budget</u>			
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-	-
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-	-
Pensions	-	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-	-
GASB Account	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-	-
Total Non-Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>						
Other - Operating Capital	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
November Financial Plan 2020 - 2023
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Revenue									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	14.742	16.820	2.078	17.146	0.326	17.578	0.432	18.047	0.469
Total Revenue	\$14.742	\$16.820	\$2.078	\$17.146	\$0.326	\$17.578	\$0.432	\$18.047	\$0.469
Expenses									
Labor:									
Payroll	\$7.608	\$9.468	(\$1.860)	\$9.656	(\$0.188)	\$9.847	(\$0.191)	\$10.043	(\$0.196)
Overtime	-	-	-	-	-	-	-	-	-
Health and Welfare	1.145	1.881	(0.736)	1.884	(0.003)	1.976	(0.092)	2.072	(0.096)
OPEB Current Payment	-	-	-	-	-	-	-	-	-
Pensions	0.738	0.923	(0.185)	0.959	(0.036)	0.995	(0.036)	1.032	(0.037)
Other Fringe Benefits	0.582	0.860	(0.278)	0.882	(0.022)	0.905	(0.023)	0.927	(0.022)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$10.073	\$13.132	(\$3.059)	\$13.381	(\$0.249)	\$13.723	(\$0.342)	\$14.074	(\$0.351)
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.041	0.032	0.009	0.031	0.001	0.031	0.000	0.036	(0.005)
Insurance	0.039	0.026	0.013	0.031	(0.005)	0.037	(0.006)	0.045	(0.008)
Claims	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other	-	-	-	-	-	-	-	-	-
Operating Contracts	2.869	3.155	(0.286)	3.219	(0.064)	3.293	(0.074)	3.387	(0.094)
Professional Service Contracts	1.595	0.342	1.253	0.348	(0.006)	0.355	(0.007)	0.364	(0.009)
Materials & Supplies	-	-	-	-	-	-	-	-	-
MTA Internal Subsidy	-	-	-	-	-	-	-	-	-
Other Business Expenses	0.124	0.133	(0.009)	0.135	(0.002)	0.138	(0.003)	0.141	(0.003)
Total Non-Labor Expenses	\$4.668	\$3.688	\$0.980	\$3.764	(\$0.076)	\$3.854	(\$0.090)	\$3.973	(\$0.119)
Other Expenses Adjustments:									
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$14.741	\$16.820	(\$2.079)	\$17.145	(\$0.325)	\$17.577	(\$0.432)	\$18.047	(\$0.470)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$14.741	\$16.820	(\$2.079)	\$17.145	(\$0.325)	\$17.577	(\$0.432)	\$18.047	(\$0.470)
Net Surplus/(Deficit)	\$0.001	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)	\$0.000	\$0.000

MTA INSPECTOR GENERAL
November Financial Plan 2020 - 2023
Year-to-Year Changes by Category - Cash Basis
(\$ in millions)

CASH RECEIPTS & EXPENDITURES

	Favorable/(Unfavorable)								
	2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
<u>Receipts</u>									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	14.742	16.820	2.078	17.146	0.326	17.578	0.432	18.047	0.469
Total Receipts	\$14.742	\$16.820	\$2.078	\$17.146	\$0.326	\$17.578	\$0.432	\$18.047	\$0.469
<u>Expenditures</u>									
Labor:									
Payroll	\$7.608	\$9.468	(\$1.860)	\$9.656	(\$0.188)	\$9.847	(\$0.191)	\$10.043	(\$0.196)
Overtime	-	-	-	-	-	-	-	-	-
Health and Welfare	1.145	1.881	(0.736)	1.884	(0.003)	1.976	(0.092)	2.072	(0.096)
OPEB Current Payment	-	-	0.000	-	0.000	-	0.000	-	0.000
Pensions	0.738	0.923	(0.185)	0.959	(0.036)	0.995	(0.036)	1.032	(0.037)
Other Fringe Benefits	0.582	0.860	(0.278)	0.882	(0.022)	0.905	(0.023)	0.927	(0.022)
GASB Account	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$10.073	\$13.132	(\$3.059)	\$13.381	(\$0.249)	\$13.723	(\$0.342)	\$14.074	(\$0.351)
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.041	0.032	0.009	0.031	0.001	0.031	0.000	0.036	(0.005)
Insurance	0.039	0.026	0.013	0.031	(0.005)	0.037	(0.006)	0.045	(0.008)
Claims	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other									
Operating Contracts	2.869	3.155	(0.286)	3.219	(0.064)	3.293	(0.074)	3.387	(0.094)
Professional Service Contracts	1.595	0.342	1.253	0.348	(0.006)	0.355	(0.007)	0.364	(0.009)
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MTA Internal Subsidy	-	-	-	-	-	-	-	-	-
Other Business Expenses	0.124	0.133	(0.009)	0.135	(0.002)	0.138	(0.003)	0.141	(0.003)
Total Non-Labor Expenditures	\$4.668	\$3.688	\$0.980	\$3.764	(\$0.076)	\$3.854	(\$0.090)	\$3.973	(\$0.119)
Other Expenditure Adjustments:									
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$14.741	\$16.820	(\$2.079)	\$17.145	(\$0.325)	\$17.577	(\$0.432)	\$18.047	(\$0.470)
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
November Financial Plan 2020 - 2023
Summary of Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2019	2020	2021	2022	2023
2019 July Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline:					
Changes					
Revenue:					
Capital and Other Reimbursements	(\$0.700)	\$1.183	\$1.209	\$1.241	\$1.280
Sub-Total Revenue Changes	(\$0.700)	\$1.183	\$1.209	\$1.241	\$1.280
Expenses:					
Payroll	\$0.419	(\$0.805)	(\$0.821)	(\$0.837)	(\$0.855)
Overtime	-	-	-	-	-
Health and Welfare	0.153	(0.221)	(0.232)	(0.243)	(0.255)
OPEB Current Payment	-	-	-	-	-
Pensions	0.039	(0.082)	(0.087)	(0.092)	(0.097)
Other Fringe Benefits	0.080	(0.083)	(0.085)	(0.088)	(0.091)
Reimbursable Overhead	-	-	-	-	-
Fuel	0.000	0.004	0.004	0.004	0.004
Insurance	(0.007)	0.000	0.000	0.000	(0.001)
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other					
Operating Contracts	0.211	0.006	0.014	0.016	0.015
Professional Service Contracts	(0.196)	0.000	0.001	0.002	0.002
Materials & Supplies	-	-	-	-	-
Other Business Expenses	0.002	(0.002)	(0.002)	(0.002)	(0.002)
Depreciation	0.000	0.000	0.000	0.000	0.000
Sub-Total Expense Changes	\$0.701	(\$1.183)	(\$1.208)	(\$1.240)	(\$1.280)
Sub-Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
2019 November Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
November Financial Plan 2020 - 2023
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time Positions/Full Time Equivalents

FUNCTION/DEPARTMENT	2018 Actual	2019 November Forecast	2020 Final Proposed Budget	2021	2022	2023
Administration						
Office of the Inspector General	73	86	96	96	96	96
Total Administration	73	86	96	96	96	96
Baseline Total Positions	73	86	96	96	96	96
Non-Reimbursable						
Reimbursable	73	86	96	96	96	96
Total	73	86	96	96	96	96
Total Full-Time	73	86	96	96	96	96
Total Full-Time Equivalents	-	-	-	-	-	-

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

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
2020 Final Proposed Budget
November Financial Plan for 2020 – 2023

Highlights of Operations

The mission of the First Mutual Transportation Assurance Company (FMTAC) is to act as a pure captive insurance company under Section 7005, Article 70 of the Insurance Law and Section 1266 subdivision 5 of the Public Authorities Law of the State of New York. FMTAC's mission is to continue, develop, and improve the insurance and risk management needs as required by the MTA. FMTAC was established to maximize the flexibility and effectiveness of the MTA's insurance program, while minimizing costs.

FINANCIAL OVERVIEW

FMTAC continues to utilize dedicated resources to efficiently address the challenges related to insurance and risk management for the MTA. FMTAC continues to draw from the expertise and support services available in other MTA agencies and outside service providers to support risk management. This is reflected in the current budget proposal.

For all years, on a cash basis, FMTAC generates a net cash deficit of zero, which is the true cash impact of FMTAC on MTA cash balances. FMTAC cash reserves are separate and distinct from MTA and are necessary to maintain the appropriate capital and reserve levels pursuant to the State of New York Insurance guidelines.

Insurance premiums from the Agencies (revenue) are recorded as credits to the Insurance expense line. Premiums are projected to increase 10% to 20% annually with the exception of the Casualty Owner-Controlled Insurance Program (OCIP) programs which earn premium based on a percentage of contract completion calculation.

Additional expenses consist primarily of Claims, which are actuarially-based and Other Business Expenses are based on trending actual results through July 2019.

Changes since the July Financial Plan are negligible, averaging \$43 thousand dollars in lower revenue per year from 2021-2023, the impact of which nets to zero on a cash basis.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
2020 Final Proposed Budget
November Financial Plan 2020 - 2023

2019 November Forecast

The 2019 November Forecast remains unchanged from the Mid-Year Forecast, reflecting a Baseline Surplus of \$23.7 million with no changes projected in revenues and expenses.

2020 Final Proposed Budget

The 2020 Final Proposed Budget of \$24.1 million remains unchanged from the July Plan. This consists of no changes in revenues or expenses. On a year-to-year basis, Investment Income and Other Operating Revenue are estimated to increase over 2019 projections at a rate equal to CPI. Other Business Expenses are estimated to increase over 2019 at a rate of 2% each year.

2021 – 2023 Projections

2021 – 2023 Projections are representative of 2019 projections with market increases. Investment Income and Other Operating Revenue are estimated to increase over 2019 projections at a rate equal to CPI. Claims are based on actuarial analysis of projected claim activities and adjustments, whether favorable or unfavorable in required reserves. Other Business Expenses are estimated to increase over 2019 at a rate of 2% each year.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	25.351	12.000	12.237	12.487	12.782	13.094
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	(12.775)	6.000	6.119	6.244	6.391	6.547
Total Revenues	\$12.576	\$18.000	\$18.356	\$18.731	\$19.173	\$19.641
Operating Expense						
Labor:						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Non-Labor:						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(154.268)	(120.750)	(126.837)	(135.936)	(148.215)	(163.935)
Claims	126.929	107.004	112.914	112.691	116.447	119.118
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	15.314	8.000	8.160	8.323	8.490	8.659
Total Non-Labor Expenses	(\$12.025)	(\$5.746)	(\$5.763)	(\$14.922)	(\$23.278)	(\$36.158)
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	(\$12.025)	(\$5.746)	(\$5.763)	(\$14.922)	(\$23.278)	(\$36.158)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	(\$12.025)	(\$5.746)	(\$5.763)	(\$14.922)	(\$23.278)	(\$36.158)
Net Surplus/(Deficit)	\$24.601	\$23.746	\$24.119	\$33.653	\$42.451	\$55.799

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2020 - 2023
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Receipts and Expenditures						
Receipts						
Other Operating Revenue	\$25.351	\$12.000	\$12.237	\$12.487	\$12.782	\$13.094
Investment Income	(12.775)	6.000	6.119	6.244	6.391	6.547
Total Receipts	\$12.576	\$18.000	\$18.356	\$18.731	\$19.173	\$19.641
Expenditures						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(154.268)	(120.750)	(126.837)	(135.936)	(148.215)	(163.935)
Claims	126.929	95.504	100.779	100.081	102.926	104.812
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	15.314	8.000	8.160	8.323	8.490	8.659
Total Non-Labor Expenditures	(\$12.025)	(\$17.246)	(\$17.898)	(\$27.532)	(\$36.799)	(\$50.464)
<u>Other Expenditure Adjustments:</u>						
Other	\$24.601	\$35.246	\$36.254	\$46.263	\$55.972	\$70.105
Total Other Expense Adjustments	\$24.601	\$35.246	\$36.254	\$46.263	\$55.972	\$70.105
Total Expenditures	\$12.576	\$18.000	\$18.356	\$18.731	\$19.173	\$19.641
Net Cash Balance	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2020 - 2023
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
Labor:						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Non-Labor:						
Electric Power	\$0.000	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	11.500	12.135	12.610	13.521	14.306
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.000	\$11.500	\$12.135	\$12.610	\$13.521	\$14.306
Other Expenditure Adjustments:						
Other Expense Adjustments	(\$24.601)	(\$35.246)	(\$36.254)	(\$46.263)	(\$55.972)	(\$70.105)
Total Other Expenditure Adjustments	(\$24.601)	(\$35.246)	(\$36.254)	(\$46.263)	(\$55.972)	(\$70.105)
Total Expenditures	(\$24.601)	(\$23.746)	(\$24.119)	(\$33.653)	(\$42.451)	(\$55.799)
Total Cash Conversion Adjustments before Depreciation	(\$24.601)	(\$23.746)	(\$24.119)	(\$33.653)	(\$42.451)	(\$55.799)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	(\$24.601)	(\$23.746)	(\$24.119)	(\$33.653)	(\$42.451)	(\$55.799)

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2020 - 2023
Year-to-Year Changes by Category Baseline Narrative

Revenue

Investment Income

- Investment income is the change in net unrealized gains or losses on investments.
- Investment income is projected based on the MTA Region All Urban Consumer CPI inflation rates as provided in the Economic and Demographic Forecasts, dated September 4, 2019.

Other Operating Revenue

- This is the realized gains or earned investment income from bonds and equity investments (dividends, interest).
- Other Operating Revenue is projected based on the MTA Region All Urban Consumer CPI inflation rates as provided in the Economic and Demographic Forecasts dated September 4, 2019.

Expenses

Insurance

- Insurance (premiums paid to FMTAC) is from the 2019 Mid-Year Forecast of the MTA Summary & Detailed Agency Insurance Cash Budgets and are based on increases in the market and exposure, as well as increases in the claims expense and reserve adjustments. For the Casualty Owner-Controlled Insurance Program (OCIP) programs, an estimated of earned premium is also included, which is calculated based on percentage of contract completion.
- Insurance (premiums) are estimated to increase between 10% and 20%.
- The premium assumptions contained in the November Plan remain unchanged from the July Plan.

Claims

- Claims expenses are determined by actuarial projection for 2020 – 2023 actual claim expense paid and any adjustment either favorable or unfavorable to reserves. In addition

to the actuarial analysis, the claims increase concurrently follow the factors of growth in exposure (i.e. vehicle count) and insurance premiums.

Other Business Expenses

- Other Business Expenses increase by 2% for 2020 – 2023 and are representative of general increases for professional services and expenses indirectly related to claims.

Restricted Cash Adjustment

- Restricted cash grows as the net baseline surplus increases. Factors attributing to this growth are insurance premiums and related claims expenses.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast	Final Proposed Budget	Change	Change	Change	Change	Change	Change	Change
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
<u>Non-Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	12.000	12.237	0.237	12.487	0.250	12.782	0.295	13.094	0.312
Investment Income	6.000	6.119	0.119	6.244	0.125	6.391	0.147	6.547	0.156
Total Revenues	\$18.000	\$18.356	\$0.356	\$18.731	\$0.375	\$19.173	\$0.442	\$19.641	\$0.468
Operating Expenses									
<u>Labor:</u>									
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(120.750)	(126.837)	6.087	(135.936)	9.099	(148.215)	12.279	(163.935)	15.720
Claims	107.004	112.914	(5.910)	112.691	0.223	116.447	(3.756)	119.118	(2.671)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	8.000	8.160	(0.160)	8.323	(0.163)	8.490	(0.167)	8.659	(0.169)
Total Non-Labor Expenses	(\$5.746)	(\$5.763)	\$0.017	(\$14.922)	\$9.159	(\$23.278)	\$8.356	(\$36.158)	\$12.880
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	(\$5.746)	(\$5.763)	\$0.017	(\$14.922)	\$9.159	(\$23.278)	\$8.356	(\$36.158)	\$12.880
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	(\$5.746)	(\$5.763)	\$0.017	(\$14.922)	\$9.159	(\$23.278)	\$8.356	(\$36.158)	\$12.880
Net Surplus/(Deficit)	\$23.746	\$24.119	\$0.373	\$33.653	\$9.534	\$42.451	\$8.798	\$55.799	\$13.348

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2019	Final Proposed Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Cash Receipts and Expenditures									
Receipts									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	12.000	12.237	0.237	12.487	0.250	12.782	0.295	13.094	0.312
Investment Income	6.000	6.119	0.119	6.244	0.125	6.391	0.147	6.547	0.156
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$18.000	\$18.356	\$0.356	\$18.731	\$0.375	\$19.173	\$0.442	\$19.641	\$0.468
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor Expenditures:</u>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(120.750)	(126.837)	6.087	(135.936)	9.099	(148.215)	12.279	(163.935)	15.720
Claims	95.504	100.779	(5.275)	100.081	0.698	102.926	(2.845)	104.812	(1.886)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	8.000	8.160	(0.160)	8.323	(0.163)	8.490	(0.167)	8.659	(0.169)
Total Non-Labor Expenditures	(\$17.246)	(\$17.898)	\$0.652	(\$27.532)	\$9.634	(\$36.799)	\$9.267	(\$50.464)	\$13.665
<u>Other Expenditure Adjustments:</u>									
Other	35.246	36.254	(1.008)	46.263	(10.009)	55.972	(9.709)	70.105	(14.133)
Total Other Expenditure Adjustments	\$35.246	\$36.254	(\$1.008)	\$46.263	(\$10.009)	\$55.972	(\$9.709)	\$70.105	(\$14.133)
Total Expenditures	\$18.000	\$18.356	(\$0.356)	\$18.731	(\$0.375)	\$19.173	(\$0.442)	\$19.641	(\$0.468)
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2020 - 2023
Summary of Changes Between Financial Plans by Category

2019 – 2023 November Financial Plan vs. July Financial Plan

Revenue

Revenue changes from the July Plan over the 2019 – 2023 periods include:

- The increased baseline estimate for 2019 is due to an increase in Investment Income (change in net unrealized gains and losses from investments) and an increase in Other Operating Revenue for the first four months of 2019. For 2020– 2023, the increased baseline estimate for 2019 is then projected based on the MTA Region All Urban Consumer CPI inflation rates as provided in the Economic and Demographic Forecasts September 4, 2019.

Expenses

Expense changes from the July Plan over the 2019 – 2023 periods include:

- No change to the Insurance (premium revenue) as projected in the 2019 Mid-year Forecast of the MTA Summary & Detailed Agency Insurance Cash Budgets.
- No change to Claim expenses as projected in the 2019 Mid-Year Forecast.
- No change to Other Business Expenses.

2019 – 2022 November Financial Plan vs. February Plan

Revenue

Revenue changes from the July Plan over the 2019 – 2022 periods include:

- The decrease of Other Operating Revenue is due lower than budgeted actual realized gains.
- The increase of Investment Income reflects a change in the methodology used to calculate the market value of investments.

Expenses

Expense changes from the July Plan over the 2019 – 2023 periods include:

- A decrease in Insurance (premium revenue) as projected in the 2019 Adopted Budget of the MTA Summary & Detailed Agency Insurance Cash Budgets.
- Claim expenses resulted in favorable developments due to updated loss projections from actuarial projections.
- Other Business Expenses are unfavorable due to the increase of Owner-Controlled Insurance Program (OCIP) safety expenses.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2020 - 2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE	2019	2020	2021	2022	2023
July Financial Plan - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	0.000	(0.003)	(0.027)	(0.031)	(0.028)
Investment Income	0.000	(0.001)	(0.013)	(0.016)	(0.014)
Capital and Other Reimbursement	-	-	-	-	-
Total Revenue Changes	\$0.000	(\$0.004)	(\$0.040)	(\$0.047)	(\$0.042)
Expenses					
<i>Labor:</i>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Health and Welfare	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-
Pensions	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
Total Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Non-Labor:</i>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Expenses before Depreciation and GASB Adjs.</i>					
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	-	-	-	-	-
GASB 75 OPEB Expense Adjustment	-	-	-	-	-
GASB 68 Pension Expense Adjustment	-	-	-	-	-
Environmental Remediation	-	-	-	-	-
Total Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Adjustment Changes					
<i>Revenue:</i>					
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
<i>Expenses:</i>					
Claims	-	-	-	-	-
Other Business Expenses	-	-	-	-	-
Total Expense Changes	-	-	-	-	-
Restricted Cash Adjustment	0.000	0.004	0.040	0.047	0.042
Total Cash Adjustment Changes	\$0.000	\$0.004	\$0.040	\$0.047	\$0.042
Total Baseline Changes	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)	\$0.000
November Financial Plan - Cash Surplus/(Deficit)	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)	\$0.000

New York City Transit

MTA NEW YORK CITY TRANSIT
2020 Final Proposed Budget
November Financial Plan 2020 – 2023

FINANCIAL OVERVIEW

NYC Transit's November Financial Plan provides funding to sustain current operations, support Subway Action Plan (SAP) initiatives, and continue to advance directives. It also reflects implementation of major operating efficiencies, reducing projected budget deficits, but without impairing the agency mission to provide safe, reliable, and customer-oriented transit service.

Financial Plan Highlights

- **Farebox revenue** increased by \$43.3 million in 2019, \$47.8 million in 2020, \$49.3 million in 2021, \$49.3 million in 2022 and \$49.2 million in 2023, based mostly on projected higher ridership.
- The finalization of the 2020 **Subway Action Plan** program, including ongoing efforts to seal subway system leaks and fix additional track defects, and a new initiative to systematically repair power system insulators.
- Funding has been put in place to support the **Fare Evasion task force**, which is providing support for the MTA-wide initiative to tighten enforcement and reduce fare evasion.
- Funding is provided to complete the **Kronos upgrade project**, under which biometric time-clocks are being installed system-wide. The upgrade is part of a larger effort to tighten administration of time and adherence to attendance rules.

Baseline Ridership

The November Plan forecast projects subway ridership will rise 0.6 percent and bus ridership 1.8 percent above the July Plan based on an improving ridership trend experienced from April through August 2019. Most importantly, it appears the multi-year decline in subway ridership has ended and has started growing again, while the decline in bus ridership has significantly narrowed. A significant improvement in subway service performance coupled with new charges on for-hire-vehicles and continued employment gains have contributed favorably to this ridership trend turnaround.

NYCT Subway Action Plan

In 2019, many elements of the Subway Action Plan (SAP) shifted to ongoing maintenance of the major gains accomplished during the original 2017-2018 program. These include continuing efforts to seal leaks, clear drains, clean street vents, clean subway track, repair track defects, improve emergency response, repair signals, accelerate car overhauls, improve station cleaning, and improve elevator and escalator reliability. New initiatives in 2019 include the augmentation of system-wide inspection of elevated structures, station and car deep cleaning

programs, and a power distribution insulator replacement program. These programs have contributed substantially to the significant reduction of major train delay incidents this year.

NYCT Bus Plan

In 2018, NYCT developed a comprehensive bus plan designed to improve bus service through a series of initiatives, including comprehensive network redesign in all five boroughs, increasing bus speeds by expanding bus lanes and bus lane enforcement cameras, and the installation of onboard technology to improve safety and customer communication. Major activities in 2019 include completion of the Bronx network redesign and the start of the Queens redesign. These activities will be ongoing in 2020.

NYCT Budget Reduction Plan (BRP)—Combined July and November Plans (see detailed table in the attached table file).

To reduce operating deficits, the combined July and November Plans include a significant number of non-reimbursable BRP actions that total \$86.3 million in 2019, \$157.7 million in 2020, \$190.0 million in 2021, \$197.6 million in 2022, and \$205.8 million in 2023, and include operational efficiencies which will result in the elimination of 560 maintenance and operating positions by 2021. The bulk of the savings are generated from efficiencies in health & welfare costs. Additionally, these savings reflect adjustments to prior plan BRPs which were proposed in 2018 and in the July Plan.

2019 November Forecast

NYC Transit's 2019 November Forecast includes total expenses, before Depreciation, OPEB, and GASB #68 Pension Adjustment, of \$10,319.4 million, consisting of \$8,936.4 million of non-reimbursable expenses and \$1,382.9 million of reimbursable expenses. Total revenues are projected to be \$6,436.9 million, of which \$5,054.0 million are operating revenues and \$1,382.9 million are capital reimbursements. Total baseline full-time and full-time equivalent positions are 50,286 (44,467 non-reimbursable positions and 5,819 reimbursable positions).

The 2019 net operating cash deficit is projected to increase by a net \$23.9 million from the July Financial Plan.

Major operating cash changes include:

- Higher overtime expenses of \$108.6 million, due mostly to additional SAP and other overtime requirements, partially offset by lower payroll expenses of \$58.6 million, due largely to vacancies.
- Underruns in materials & supplies requirements of \$42.1 million.
- Unfavorable claims costs of \$32.0 million.
- Additional costs for health & welfare/OPEB current expenses (\$12.6 million) and power (\$10.6 million).

Reimbursable expenses are projected to decrease in 2019 by a net \$37.7 million, principally due to the reduced support requirements for the revised L Tunnel reconstruction project.

Plan-to-Plan, total baseline positions are projected to decrease by 57, including a non-reimbursable increase of 113 and a reimbursable decrease of 170.

2020 Final Proposed Budget

NYC Transit's 2020 Final Proposed Budget includes total expenses before depreciation, other post-employment benefits, and GASB #68 Pension Adjustment, of \$10,310.2 million, consisting of \$8,976.7 million of non-reimbursable expenses and \$1,333.5 million of reimbursable expenses. Total revenues are projected to be \$6,449.6 million, of which \$5,116.1 million are operating revenues and \$1,333.5 million are capital reimbursements. Total baseline full-time and full-time equivalent positions are 49,401, including 44,116 non-reimbursable positions and 5,285 reimbursable positions.

The 2020 net operating cash deficit is projected to increase by a net \$101.1 million from the July Financial Plan.

Major operating cash changes include:

- Additional labor expenses of \$185.3 million, comprised of \$112.1 million of payroll and overtime requirements, including \$36.5 million, mainly reflect the correction of a double-count of savings that were also captured in Alix Partners' assessment of MTA-wide operations (MTA Transformation Plan), and higher costs for health & welfare/OPEB current expenses of \$45.3 million that are based on updated forecasts.
- Non-labor expenses were favorable by a net \$43.0 million, due largely to an underrun in maintenance contract expenses of \$45.4 million, resulting from re-estimates and re-assessments.

Reimbursable expenses are projected to increase in 2020 by a net \$39.9 million, due primarily to additional SAP requirements.

Plan-to-Plan, total baseline positions are projected to increase by 906, including a non-reimbursable increase of 632 and a reimbursable increase of 274, mostly related to SAP requirements.

2021-2023 Projections

Net operating cash deficits are projected to increase by \$44.3 million in 2021, and \$49.8 million in 2022, and \$55.9 million in 2023 relative to the July Financial Plan.

Major operating cash changes include:

- Favorable farebox revenue of \$49.3 million in 2021, \$49.3 million in 2022, and \$49.2 million in 2023, due primarily to higher ridership.

- Projected higher health & welfare/OPEB current expenses of \$49.4 million in 2021, \$51.1 million in 2022, and \$55.5 million in 2023, based on a projected larger number of retirement-eligible employees and higher prices.
- Higher labor expenses of \$44.3 million per year to correct for a double-count of savings also captured as part of savings expected from the MTA Transformation Plan.
- Higher labor expenses of \$8.8 million per year reflect increased costs for health-related leave and workers compensation differential based on updated forecasts.
- Higher power expenses of \$13.0 million in 2021, \$12.2 million in 2022, and \$12.0 million in 2023, due to increased consumption and higher rates.
- Higher claims costs of \$10.8 million in 2021, \$11.0 million in 2022, and \$11.2 million in 2023, due to an increase in the number and cost of major case settlements.
- Higher net miscellaneous costs of approximately \$8.6 million in 2021, and \$7.5 million in both 2022 and 2023 to support the work of the Fare Evasion Task Force, including partial offset from additional TAB (Transit Adjudication Bureau) revenue.

Reimbursable expenses are projected to increase by \$35.8 million in 2021, \$22.9 million in 2022, and \$19.6 million in 2023, due to increased project requirements, mainly in the SAP area.

Plan-to-Plan, total baseline positions are projected to increase by 771 in 2021, 734 in 2022 and 652 in 2023, due primarily to non-reimbursable work requirements.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Non-Reimbursable						
Operating Revenue						
<i>Farebox Revenue:</i>						
Subway	\$3,426.813	\$3,550.933	\$3,613.570	\$3,599.247	\$3,600.855	\$3,596.633
Bus	928.768	929.012	930.958	927.254	927.553	926.366
Paratransit	20.547	23.453	24.199	25.409	26.679	28.013
Fare Media Liability	<u>70.414</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>
Farebox Revenue	\$4,446.541	\$4,581.898	\$4,647.227	\$4,630.410	\$4,633.587	\$4,629.512
<i>Other Operating Revenue:</i>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	196.794	215.717	209.991	218.631	227.106	234.870
Other	<u>165.336</u>	<u>172.383</u>	<u>174.866</u>	<u>182.547</u>	<u>187.397</u>	<u>191.827</u>
Other Operating Revenue	\$446.146	\$472.116	\$468.873	\$485.194	\$498.519	\$510.713
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$4,892.687	\$5,054.014	\$5,116.100	\$5,115.604	\$5,132.106	\$5,140.225
Operating Expense						
<i>Labor:</i>						
Payroll	\$3,422.442	\$3,516.382	\$3,557.817	\$3,584.699	\$3,661.851	\$3,714.615
Overtime	<u>684.331</u>	<u>606.158</u>	<u>534.298</u>	<u>539.569</u>	<u>547.064</u>	<u>562.730</u>
Total Salaries and Wages	\$4,106.773	\$4,122.540	\$4,092.114	\$4,124.268	\$4,208.915	\$4,277.344
Health and Welfare	855.910	951.560	1,018.161	1,070.598	1,144.545	1,218.124
OPEB Current Payments	444.137	486.342	540.067	597.201	660.105	729.353
Pension	933.318	1,067.967	1,023.284	1,025.372	990.987	953.820
Other Fringe Benefits	<u>489.257</u>	<u>498.209</u>	<u>515.545</u>	<u>547.147</u>	<u>574.371</u>	<u>600.087</u>
Total Fringe Benefits	\$2,722.621	\$3,004.078	\$3,097.057	\$3,240.319	\$3,370.009	\$3,501.384
Reimbursable Overhead	(347.451)	(307.196)	(276.643)	(258.267)	(255.701)	(256.313)
Total Labor Expenses	\$6,481.944	\$6,819.422	\$6,912.529	\$7,106.320	\$7,323.222	\$7,522.415
<i>Non-Labor:</i>						
Electric Power	\$301.001	\$278.491	\$295.135	\$303.636	\$316.291	\$335.602
Fuel	112.183	107.657	102.364	100.730	100.386	102.125
Insurance	67.313	69.486	70.489	77.397	84.990	93.553
Claims	225.666	240.864	229.142	217.836	218.059	221.777
Paratransit Service Contracts	455.471	488.157	488.644	520.908	550.194	585.282
Maintenance and Other Operating Contracts	233.963	312.585	277.587	277.312	264.040	279.632
Professional Services Contracts	197.373	195.574	179.716	162.412	165.742	169.562
Materials and Supplies	353.250	327.864	333.363	334.801	341.709	337.483
Other Business Expenses	88.095	96.348	87.781	88.126	88.931	89.575
Total Non-Labor Expenses	\$2,034.316	\$2,117.026	\$2,064.220	\$2,083.158	\$2,130.342	\$2,214.591
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$8,516.259	\$8,936.449	\$8,976.749	\$9,189.478	\$9,453.564	\$9,737.006
Depreciation	\$1,958.127	\$1,878.062	\$1,928.062	\$1,978.062	\$2,029.359	\$2,081.986
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	706.078	1,083.900	1,345.800	1,472.300	1,557.000	1,643.300
GASB 68 Pension Expense Adjustment	(334.779)	(296.398)	(303.171)	(308.944)	(308.944)	(308.944)
Environmental Remediation	84.138	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$10,929.822	\$11,602.013	\$11,947.440	\$12,330.896	\$12,730.979	\$13,153.347
Net Surplus/(Deficit)	(\$6,037.135)	(\$6,547.999)	(\$6,831.340)	(\$7,215.292)	(\$7,598.873)	(\$8,013.122)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1,491.687	1,382.926	1,333.489	1,246.814	1,233.217	1,230.474
Total Revenues	\$1,491.687	\$1,382.926	\$1,333.489	\$1,246.814	\$1,233.217	\$1,230.474
Operating Expense						
Labor:						
Payroll	\$501.541	\$493.393	\$529.012	\$490.264	\$482.708	\$479.586
Overtime	<u>214.889</u>	<u>194.264</u>	<u>130.826</u>	<u>126.410</u>	<u>127.960</u>	<u>130.078</u>
Total Salaries and Wages	\$716.430	\$687.657	\$659.838	\$616.674	\$610.668	\$609.664
Health and Welfare	24.350	22.971	27.396	27.066	28.007	29.010
OPEB Current Payments	9.341	11.542	12.636	13.267	14.005	14.783
Pension	38.780	45.225	44.238	43.398	40.311	37.381
Other Fringe Benefits	<u>226.791</u>	<u>211.529</u>	<u>208.337</u>	<u>193.815</u>	<u>190.973</u>	<u>189.991</u>
Total Fringe Benefits	\$299.262	\$291.266	\$292.606	\$277.545	\$273.296	\$271.165
Reimbursable Overhead	347.451	307.196	276.643	258.267	255.701	256.313
Total Labor Expenses	\$1,363.143	\$1,286.119	\$1,229.088	\$1,152.485	\$1,139.665	\$1,137.142
Non-Labor:						
Electric Power	\$0.373	\$0.252	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	0.255	0.097	0.194	(0.023)	(0.023)	(0.023)
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	48.455	37.834	41.112	33.533	33.309	33.089
Professional Services Contracts	12.843	15.761	9.627	9.627	9.627	9.627
Materials and Supplies	62.017	46.983	53.698	51.422	50.868	50.868
Other Business Expenses	4.602	(4.120)	(0.482)	(0.482)	(0.482)	(0.482)
Total Non-Labor Expenses	\$128.545	\$96.807	\$104.401	\$94.329	\$93.551	\$93.331
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$1,491.687	\$1,382.926	\$1,333.489	\$1,246.814	\$1,233.217	\$1,230.474
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Non-Reimbursable / Reimbursable						
Operating Revenue						
<i>Farebox Revenue:</i>						
Subway	\$3,426.813	\$3,550.933	\$3,613.570	\$3,599.247	\$3,600.855	\$3,596.633
Bus	928.768	929.012	930.958	927.254	927.553	926.366
Paratransit	20.547	23.453	24.199	25.409	26.679	28.013
Fare Media Liability	<u>70.414</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>
Farebox Revenue	\$4,446.541	\$4,581.898	\$4,647.227	\$4,630.410	\$4,633.587	\$4,629.512
<i>Other Operating Revenue:</i>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	196.794	215.717	209.991	218.631	227.106	234.870
Other	<u>165.336</u>	<u>172.383</u>	<u>174.866</u>	<u>182.547</u>	<u>187.397</u>	<u>191.827</u>
Other Operating Revenue	\$446.146	\$472.116	\$468.873	\$485.194	\$498.519	\$510.713
Capital and Other Reimbursements	1,491.687	1,382.926	1,333.489	1,246.814	1,233.217	1,230.474
Total Revenues	\$6,384.374	\$6,436.940	\$6,449.589	\$6,362.419	\$6,365.323	\$6,370.699
Operating Expense						
<i>Labor:</i>						
Payroll	\$3,923.983	\$4,009.775	\$4,086.829	\$4,074.963	\$4,144.559	\$4,194.201
Overtime	<u>899.220</u>	<u>800.422</u>	<u>665.124</u>	<u>665.978</u>	<u>675.024</u>	<u>692.807</u>
Total Salaries and Wages	\$4,823.203	\$4,810.197	\$4,751.953	\$4,740.942	\$4,819.583	\$4,887.009
Health and Welfare	880.260	974.531	1,045.557	1,097.664	1,172.552	1,247.134
OPEB Current Payments	453.477	497.884	552.703	610.468	674.110	744.136
Pension	972.098	1,113.192	1,067.523	1,068.770	1,031.298	991.201
Other Fringe Benefits	<u>716.048</u>	<u>709.738</u>	<u>723.882</u>	<u>740.962</u>	<u>765.344</u>	<u>790.078</u>
Total Fringe Benefits	\$3,021.883	\$3,295.345	\$3,389.664	\$3,517.863	\$3,643.304	\$3,772.549
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$7,845.086	\$8,105.541	\$8,141.616	\$8,258.805	\$8,462.888	\$8,659.557
<i>Non-Labor:</i>						
Electric Power	\$301.374	\$278.743	\$295.387	\$303.888	\$316.543	\$335.854
Fuel	112.438	107.754	102.558	100.707	100.363	102.102
Insurance	67.313	69.486	70.489	77.397	84.990	93.553
Claims	225.666	240.864	229.142	217.836	218.059	221.777
Paratransit Service Contracts	455.471	488.157	488.644	520.908	550.194	585.282
Maintenance and Other Operating Contracts	282.419	350.419	318.699	310.845	297.349	312.721
Professional Services Contracts	210.216	211.335	189.343	172.039	175.369	179.189
Materials and Supplies	415.267	374.847	387.061	386.223	392.577	388.350
Other Business Expenses	92.697	92.228	87.299	87.645	88.449	89.094
Total Non-Labor Expenses	\$2,162.860	\$2,213.833	\$2,168.621	\$2,177.487	\$2,223.893	\$2,307.922
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$10,007.946	\$10,319.375	\$10,310.238	\$10,436.292	\$10,686.781	\$10,967.479
Depreciation	\$1,958.127	\$1,878.062	\$1,928.062	\$1,978.062	\$2,029.359	\$2,081.986
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	706.078	1,083.900	1,345.800	1,472.300	1,557.000	1,643.300
GASB 68 Pension Expense Adjustment	(334.779)	(296.398)	(303.171)	(308.944)	(308.944)	(308.944)
Environmental Remediation	84.138	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$12,421.509	\$12,984.939	\$13,280.929	\$13,577.710	\$13,964.196	\$14,383.821
Net Surplus/(Deficit)	(\$6,037.135)	(\$6,547.999)	(\$6,831.340)	(\$7,215.292)	(\$7,598.873)	(\$8,013.122)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2020 - 2023
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$4,490.421	\$4,582.098	\$4,647.427	\$4,630.610	\$4,633.787	\$4,629.712
<i>Other Operating Revenue:</i>						
Fare Reimbursement	39.052	114.016	54.016	84.016	84.016	84.016
Paratransit Reimbursement	150.087	218.077	210.125	218.571	227.127	234.923
Other Revenue	97.319	66.782	67.352	68.742	70.832	72.572
Other Operating Revenue	286.458	398.875	331.493	371.329	381.975	391.511
Capital and Other Reimbursements	1,611.794	1,424.554	1,343.280	1,274.343	1,235.101	1,230.536
Total Receipts	\$6,388.673	\$6,405.527	\$6,322.200	\$6,276.282	\$6,250.863	\$6,251.759
Expenditures						
<i>Labor:</i>						
Payroll	\$3,878.017	\$3,991.293	\$4,052.462	\$4,039.335	\$4,107.765	\$4,156.202
Overtime	899.220	800.422	665.124	665.978	675.024	692.807
Total Salaries & Wages	\$4,777.237	\$4,791.715	\$4,717.586	\$4,705.313	\$4,782.789	\$4,849.009
Health and Welfare	888.766	963.071	1,034.059	1,085.303	1,159.265	1,232.850
OPEB Current Payments	453.477	497.884	552.703	610.468	674.110	744.136
Pension	974.880	1,110.268	1,067.523	1,068.770	1,031.298	991.201
Other Fringe Benefits	517.496	528.837	533.077	538.225	555.952	573.943
Total Fringe Benefits	\$2,834.619	\$3,100.059	\$3,187.360	\$3,302.766	\$3,420.625	\$3,542.129
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$7,611.856	\$7,891.775	\$7,904.946	\$8,008.079	\$8,203.414	\$8,391.138
<i>Non-Labor:</i>						
Electric Power	\$304.395	\$289.665	\$306.309	\$314.810	\$327.465	\$346.776
Fuel	114.654	107.754	102.558	100.707	100.363	102.102
Insurance	67.429	67.952	71.204	75.611	83.100	94.328
Claims	137.336	157.973	143.867	135.102	137.919	140.793
Paratransit Service Contracts	450.203	486.157	486.644	518.908	548.194	583.282
Maintenance and Other Operating Contracts	294.500	356.801	323.368	318.039	304.543	319.915
Professional Services Contracts	201.881	205.335	180.343	163.039	166.369	170.189
Materials and Supplies	412.543	373.347	385.561	384.723	391.077	386.850
Other Business Expenses	92.648	92.228	87.299	87.645	88.449	89.094
Total Non-Labor Expenditures	\$2,075.589	\$2,137.212	\$2,087.152	\$2,098.583	\$2,147.479	\$2,233.329
<i>Other Expenditure Adjustments:</i>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$9,687.445	\$10,028.987	\$9,992.098	\$10,106.662	\$10,350.894	\$10,624.467
Net Cash Balance	(\$3,298.772)	(\$3,623.460)	(\$3,669.898)	(\$3,830.380)	(\$4,100.031)	(\$4,372.708)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2020 - 2023
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$43.880	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200
<i>Other Operating Revenue:</i>						
Fare Reimbursement	(44.964)	30.000	(30.000)	0.000	0.000	0.000
Paratransit Reimbursement	(2.973)	2.360	0.134	(0.060)	0.021	0.053
Other Revenue	(111.751)	(105.601)	(107.514)	(113.805)	(116.565)	(119.255)
Other Operating Revenue	(\$159.688)	(\$73.241)	(\$137.380)	(\$113.865)	(\$116.544)	(\$119.202)
Capital and Other Reimbursements	120.107	41.628	9.791	27.529	1.884	0.062
Total Receipts	\$4.299	(\$31.413)	(\$127.389)	(\$86.136)	(\$114.460)	(\$118.940)
Expenditures						
Labor:						
Payroll	\$45.966	\$18.482	\$34.367	\$35.629	\$36.794	\$37.999
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Total Salaries and Wages	\$45.966	\$18.482	\$34.367	\$35.629	\$36.794	\$37.999
Health and Welfare	(8.506)	11.460	11.498	12.361	13.288	14.284
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	(2.782)	2.924	0.000	0.000	0.000	0.000
Other Fringe Benefits	198.552	180.901	190.805	202.737	209.391	216.135
Total Fringe Benefits	\$187.264	\$195.285	\$202.303	\$215.097	\$222.679	\$230.420
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$233.230	\$213.767	\$236.671	\$250.726	\$259.473	\$268.419
Non-Labor:						
Electric Power	(\$3.021)	(\$10.922)	(10.922)	(\$10.922)	(\$10.922)	(\$10.922)
Fuel	(2.216)	0.000	0.000	0.000	0.000	0.000
Insurance	(0.116)	1.534	(0.715)	1.786	1.890	(0.775)
Claims	88.330	82.891	85.275	82.734	80.140	80.984
Paratransit Service Contracts	5.268	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	(12.081)	(6.382)	(4.669)	(7.194)	(7.194)	(7.194)
Professional Services Contracts	8.335	6.000	9.000	9.000	9.000	9.000
Materials and Supplies	2.724	1.500	1.500	1.500	1.500	1.500
Other Business Expenses	0.049	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$87.271	\$76.621	\$81.469	\$78.904	\$76.414	\$74.593
Other Expenditure Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$320.501	\$290.388	\$318.140	\$329.630	\$335.887	\$343.012
Total Cash Conversion Adjustments before Depreciation	\$324.800	\$258.975	\$190.751	\$243.494	\$221.427	\$224.072
Depreciation	\$1,958.127	\$1,878.062	\$1,928.062	\$1,978.062	\$2,029.359	\$2,081.986
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	706.078	1,083.900	1,345.800	1,472.300	1,557.000	1,643.300
GASB 68 Pension Expense Adjustment	(334.779)	(296.398)	(303.171)	(308.944)	(308.944)	(308.944)
Environmental Remediation	84.138	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$2,738.363	\$2,924.539	\$3,161.442	\$3,384.912	\$3,498.842	\$3,640.414

MTA NEW YORK CITY TRANSIT
2019 November Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

<i>NON-REIMBURSABLE OVERTIME</i>	Total		
	Hours	\$	%
Scheduled Service	4,431,941	\$149.807	24.7%
Unscheduled Service	4,970,452	169.649	28.0%
Programmatic/Routine Maintenance	6,516,029	233.992	38.6%
Unscheduled Maintenance	0	0.000	-
Vacancy/Absentee Coverage	566,216	18.028	3.0%
Weather Emergencies	737,881	24.429	4.0%
Safety/Security/Law Enforcement	95,801	2.822	0.5%
Other	165,830	7.433	1.2%
Subtotal	17,484,149	\$606.158	100.0%
<i>REIMBURSABLE OVERTIME</i>	5,555,294	\$194.264	
TOTAL OVERTIME	23,039,444	\$800.422	

No hours for PTEs are included.

MTA NEW YORK CITY TRANSIT
Final Proposed Budget
November Financial Plan 2020 – 2023
Year-to-Year Changes by Category-Baseline

TOTAL REVENUE/RECEIPTS

Farebox Revenue

- After inclusion of the 2019 fare increase, affecting each plan year, farebox revenue change is based largely on the underlying projection of ridership growth. Minor changes reflect changes in the calendar, particularly the timing of holidays.
- Farebox cash receipts include adjustments for expired MetroCards and the timing of cash receipts, which can cause some fluctuations in cash received from year-to-year.

Other Operating Revenue

- NYC paratransit reimbursements are budgeted at 33% of the yearly net deficit in paratransit operations.
- Other revenues include annual increases mostly from advertising, real estate, Urban Tax, and MetroCard surcharge revenues.

Capital and Other Reimbursements

- Annual reimbursement levels fluctuate year-to-year based upon reimbursable expense levels driven mostly by capital project requirements.
- Annual cash adjustments are included to recognize changes in the timing of receipts.

TOTAL EXPENSES/EXPENDITURES

Payroll

- Represented employee wage increases assume contracts in place followed by increases of 2.0% annually.
- Wage increases for non-represented employees are projected at 2.0% annually.

Overtime

- 2019-2023 payroll wage rate increase assumptions apply.
- 2020 expenses are \$71.9 million (11.9%) lower than 2019, reflecting the non-continuation of major expense overruns, which included coverage necessitated by emergencies in 2019. Subsequent year-over-year increases are due mostly to planned wage increases.

Health & Welfare

- Inflation assumptions for 2019-2023: Annual employees: 7.5% in 2019, 5.3% in subsequent years; hourly employees: 7.5% per year. Projected changes also reflect the impact of changes in the number of eligible retirees and budgeted positions.

Pension

- Projections are consistent with current actuarial information.

Other Fringe Benefits

- Projected changes reflect payroll assumptions, Workers' Compensation reserve projections, and reimbursable headcount assumptions.

Electric Power

- The financial plan reflects projected New York Power Authority energy rate increases for both traction and non-traction power, and Con Edison delivery rate increases.

Fuel

- The financial plan reflects diesel, CNG and heating fuel price assumptions based on existing contracts and projected regional spot market prices.

Insurance

- Expenses reflect premium rates provided by the MTA, most of which are projected to increase at 10% annually.

Paratransit Service Contracts

- The primary driver of expense increases reflects projected annual ridership growth of 5.0%.
- Cost-per-trip inflation projections reflect carrier contracts, which provide for annual rate increases based on CPI, currently projected at 2.0% annually.

Maintenance and Other Operating Contracts

- Inflation assumptions are as follows: 2020=2.05%, 2021=2.09%, 2022=2.37% and 2023=2.45%.
- 2020 expenses decrease compared to 2019, due to the timing of project work requirements.

Professional Service Contracts

- Inflation assumptions are as follows: 2020=2.05%, 2021=2.09%, 2022=2.37% and 2023=2.45%.
- 2020 expenses decrease compared to 2019, due mostly to the expected completion of SAP and priority initiative projects.

Materials and Supplies

- Inflation assumptions are as follows: 2020=0.17%, 2021=0.79%, 2022=1.34% and 2023=1.43%.
- Non-reimbursable expense levels fluctuate year-to-year, primarily due to the timing of subway and bus fleet maintenance program requirements.

Other Business Expenses

- Inflation assumptions are as follows: 2020=2.05%, 2021=2.09%, 2022=2.37% and 2023=2.45%.

Depreciation (non-cash)

- Annual expense increases are due to projections of additional capital assets reaching beneficial use. Examples of these assets include subway station rehabilitations, track & switches, and new subway cars and buses.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast	Final Proposed Budget	Change	Change	Change	Change	Change	Change	
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
Non-Reimbursable									
Operating Revenues									
Subway	3,550.933	3,613.570	62.637	3,599.247	(14.323)	3,600.855	1.608	3,596.633	(4.222)
Bus	929.012	930.958	1.946	927.254	(3.704)	927.553	0.299	926.366	(1.187)
Paratransit	23.453	24.199	0.746	25.409	1.210	26.679	1.270	28.013	1.334
Fare Media Liability	78.500	78.500	0.000	78.500	0.000	78.500	0.000	78.500	0.000
Total Farebox Revenue	\$4,581.898	\$4,647.227	\$65.329	\$4,630.410	(\$16.817)	\$4,633.587	\$3.177	\$4,629.512	(\$4.075)
Fare Reimbursement	84.016	84.016	0.000	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	215.717	209.991	(5.726)	218.631	8.640	227.106	8.475	234.870	7.764
Other	172.383	174.866	2.483	182.547	7.681	187.397	4.850	191.827	4.430
Total Other Operating Revenue	472.116	468.873	(3.243)	485.194	16.321	498.519	13.325	510.713	12.194
Total Revenues	\$5,054.014	\$5,116.100	\$62.086	\$5,115.604	(\$0.496)	\$5,132.106	\$16.502	\$5,140.225	\$8.119
Operating Expenses									
Labor:									
Payroll	\$3,516.382	\$3,557.817	(\$41.435)	\$3,584.699	(\$26.883)	\$3,661.851	(\$77.152)	\$3,714.615	(\$52.764)
Overtime	606.158	534.298	71.861	539.569	(5.271)	547.064	(7.495)	562.730	(15.666)
Health and Welfare	951.560	1,018.161	(66.601)	1,070.598	(52.437)	1,144.545	(73.947)	1,218.124	(73.579)
OPEB Current Payments	486.342	540.067	(53.725)	597.201	(57.134)	660.105	(62.904)	729.353	(69.247)
Pension	1,067.967	1,023.284	44.683	1,025.372	(2.088)	990.987	34.385	953.820	37.168
Other Fringe Benefits	498.209	515.545	(17.336)	547.147	(31.602)	574.371	(27.224)	600.087	(25.716)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(307.196)	(276.643)	(30.553)	(258.267)	(18.377)	(255.701)	(2.565)	(256.313)	0.612
Total Labor Expenses	\$6,819.422	\$6,912.529	(\$93.106)	\$7,106.320	(\$193.791)	\$7,323.222	(\$216.902)	\$7,522.415	(\$199.193)
Non-Labor:									
Electric Power	\$278.491	\$295.135	(\$16.643)	\$303.636	(\$8.501)	\$316.291	(\$12.655)	\$335.602	(\$19.311)
Fuel	107.657	102.364	5.293	100.730	1.634	100.386	0.344	102.125	(1.739)
Insurance	69.486	70.489	(1.003)	77.397	(6.908)	84.990	(7.593)	93.553	(8.563)
Claims	240.864	229.142	11.722	217.836	11.306	218.059	(0.223)	221.777	(3.718)
Paratransit Service Contracts	488.157	488.644	(0.487)	520.908	(32.264)	550.194	(29.286)	585.282	(35.088)
Maintenance and Other Operating Contracts	312.585	277.587	34.999	277.312	0.275	264.040	13.271	279.632	(15.592)
Professional Services Contracts	195.574	179.716	15.858	162.412	17.304	165.742	(3.330)	169.562	(3.820)
Materials and Supplies	327.864	333.363	(5.499)	334.801	(1.438)	341.709	(6.908)	337.483	4.227
Other Business Expenses	96.348	87.781	8.567	88.126	(0.345)	88.931	(0.805)	89.575	(0.644)
Total Non-Labor Expenses	\$2,117.026	\$2,064.220	\$52.806	\$2,083.158	(\$18.938)	\$2,130.342	(\$47.184)	\$2,214.591	(\$84.249)
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$8,936.449	\$8,976.749	(\$40.300)	\$9,189.478	(\$212.729)	\$9,453.564	(\$264.086)	\$9,737.006	(\$283.442)
Depreciation	\$1,878.062	\$1,928.062	(\$50.000)	\$1,978.062	(\$50.000)	\$2,029.359	(\$51.297)	\$2,081.986	(\$52.627)
GASB 75 OPEB Expense Adjustment	1,083.900	1,345.800	261.900	1,472.300	(126.500)	1,557.000	(84.700)	1,643.300	(86.300)
GASB 68 Pension Expense Adjustment	(296.398)	(303.171)	6.773	(308.944)	5.773	(308.944)	0.000	(308.944)	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$11,602.013	\$11,947.440	(\$345.427)	\$12,330.896	(\$383.456)	\$12,730.979	(\$400.083)	\$13,153.347	(\$422.369)
Net Surplus/(Deficit)	(\$6,547.999)	(\$6,831.340)	(\$283.341)	(\$7,215.292)	(\$383.952)	(\$7,598.873)	(\$383.581)	(\$8,013.122)	(\$414.249)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast	Final Proposed Budget	Change	Change	Change	Change	Change	Change	Change
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
Reimbursable									
Operating Revenues									
Subway	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Bus	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fare Media Liability	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fare Reimbursement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1,382.926	1,333.489	(49.437)	1,246.814	(86.675)	1,233.217	(13.598)	1,230.474	(2.743)
Total Revenues	\$1,382.926	\$1,333.489	(\$49.437)	\$1,246.814	(\$86.675)	\$1,233.217	(\$13.598)	\$1,230.474	(\$2.743)
Operating Expenses									
Labor:									
Payroll	\$493.393	\$529.012	(\$35.619)	\$490.264	\$38.748	\$482.708	\$7.555	\$479.586	\$3.122
Overtime	194.264	130.826	63.438	126.410	4.416	127.960	(1.550)	130.078	(2.118)
Health and Welfare	22.971	27.396	(4.425)	27.066	0.330	28.007	(0.942)	29.010	(1.003)
OPEB Current Payments	11.542	12.636	(1.094)	13.267	(0.631)	14.005	(0.738)	14.783	(0.778)
Pension	45.225	44.238	0.987	43.398	0.840	40.311	3.087	37.381	2.930
Other Fringe Benefits	211.529	208.337	3.192	193.815	14.522	190.973	2.842	189.991	0.981
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	307.196	276.643	30.553	258.267	18.377	255.701	2.565	256.313	(0.612)
Total Labor Expenses	\$1,286.119	\$1,229.088	\$57.031	\$1,152.485	\$76.603	\$1,139.665	\$12.820	\$1,137.142	\$2.523
Non-Labor:									
Electric Power	\$0.252	\$0.252	\$0.000	\$0.252	\$0.000	\$0.252	\$0.000	\$0.252	\$0.000
Fuel	0.097	0.194	(0.097)	(0.023)	0.217	(0.023)	0.000	(0.023)	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	37.834	41.112	(3.278)	33.533	7.579	33.309	0.224	33.089	0.220
Professional Services Contracts	15.761	9.627	6.134	9.627	0.000	9.627	0.000	9.627	0.000
Materials and Supplies	46.983	53.698	(6.715)	51.422	2.276	50.868	0.554	50.868	0.000
Other Business Expenses	(4.120)	(0.482)	(3.638)	(0.482)	0.000	(0.482)	0.000	(0.482)	0.000
Total Non-Labor Expenses	\$96.807	\$104.401	(\$7.594)	\$94.329	\$10.072	\$93.551	\$0.778	\$93.331	\$0.220
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$1,382.926	\$1,333.489	\$49.437	\$1,246.814	\$86.675	\$1,233.217	\$13.598	\$1,230.474	\$2.743
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2019	Final Proposed Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
<u>Non-Reimbursable and Reimbursable</u>									
Operating Revenues									
Subway	3,550.933	3,613.570	62.637	3,599.247	(14.323)	3,600.855	1.608	3,596.633	(4.222)
Bus	929.012	930.958	1.946	927.254	(3.704)	927.553	0.299	926.366	(1.187)
Paratransit	23.453	24.199	0.746	25.409	1.210	26.679	1.270	28.013	1.334
Fare Media Liability	78.500	78.500	0.000	78.500	0.000	78.500	0.000	78.500	0.000
Total Farebox Revenue	\$4,581.898	\$4,647.227	\$65.329	\$4,630.410	(\$16.817)	\$4,633.587	\$3.177	\$4,629.512	(\$4.075)
Fare Reimbursement	84.016	84.016	0.000	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	215.717	209.991	(5.726)	218.631	8.640	227.106	8.475	234.870	7.764
Other	172.383	174.866	2.483	182.547	7.681	187.397	4.850	191.827	4.430
Total Other Operating Revenue	472.116	468.873	(3.243)	485.194	16.321	498.519	13.325	510.713	12.194
Capital and Other Reimbursements	1,382.926	1,333.489	(49.437)	1,246.814	(86.675)	1,233.217	(13.598)	1,230.474	(2.743)
Total Revenues	\$6,436.940	\$6,449.589	\$12.649	\$6,362.419	(\$87.171)	\$6,365.323	\$2.904	\$6,370.699	\$5.376
Operating Expenses									
<u>Labor:</u>									
Payroll	\$4,009.775	\$4,086.829	(\$77.054)	\$4,074.963	\$11.866	\$4,144.559	(\$69.596)	\$4,194.201	(\$49.642)
Overtime	800.422	665.124	135.298	665.978	(0.854)	675.024	(9.045)	692.807	(17.784)
Health and Welfare	974.531	1,045.557	(71.026)	1,097.664	(52.107)	1,172.552	(74.889)	1,247.134	(74.582)
OPEB Current Payments	497.884	552.703	(54.819)	610.468	(57.765)	674.110	(63.643)	744.136	(70.025)
Pension	1,113.192	1,067.523	45.670	1,068.770	(1.247)	1,031.298	37.472	991.201	40.097
Other Fringe Benefits	709.738	723.882	(14.144)	740.962	(17.080)	765.344	(24.382)	790.078	(24.734)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$8,105.541	\$8,141.616	(\$36.075)	\$8,258.805	(\$117.188)	\$8,462.888	(\$204.083)	\$8,659.557	(\$196.670)
<u>Non-Labor:</u>									
Electric Power	\$278.743	\$295.387	(\$16.643)	\$303.888	(\$8.501)	\$316.543	(\$12.655)	\$335.854	(\$19.311)
Fuel	107.754	102.558	5.196	100.707	1.851	100.363	0.344	102.102	(1.739)
Insurance	69.486	70.489	(1.003)	77.397	(6.908)	84.990	(7.593)	93.553	(8.563)
Claims	240.864	229.142	11.722	217.836	11.306	218.059	(0.223)	221.777	(3.718)
Paratransit Service Contracts	488.157	488.644	(0.487)	520.908	(32.264)	550.194	(29.286)	585.282	(35.088)
Maintenance and Other Operating Contracts	350.419	318.699	31.721	310.845	7.854	297.349	13.495	312.721	(15.372)
Professional Services Contracts	211.335	189.343	21.992	172.039	17.304	175.369	(3.330)	179.189	(3.820)
Materials and Supplies	374.847	387.061	(12.214)	386.223	0.838	392.577	(6.354)	388.350	4.227
Other Business Expenses	92.228	87.299	4.929	87.645	(0.345)	88.449	(0.805)	89.094	(0.644)
Total Non-Labor Expenses	\$2,213.833	\$2,168.621	\$45.212	\$2,177.487	(\$8.866)	\$2,223.893	(\$46.406)	\$2,307.922	(\$84.029)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$10,319.375	\$10,310.238	\$9.137	\$10,436.292	(\$126.054)	\$10,686.781	(\$250.489)	\$10,967.479	(\$280.698)
Depreciation	\$1,878.062	\$1,928.062	(\$50.000)	\$1,978.062	(\$50.000)	\$2,029.359	(\$51.297)	\$2,081.986	(\$52.627)
GASB 75 OPEB Expense Adjustment	1,083.900	1,345.800	261.900	1,472.300	(126.500)	1,557.000	(84.700)	1,643.300	(86.300)
GASB 68 Pension Expense Adjustment	(296.398)	(303.171)	6.773	(308.944)	5.773	(308.944)	0.000	(308.944)	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$12,984.939	\$13,280.929	(\$295.990)	\$13,577.710	(\$296.781)	\$13,964.196	(\$386.486)	\$14,383.821	(\$419.625)
Net Surplus/(Deficit)	(\$6,547.999)	(\$6,831.340)	(\$283.341)	(\$7,215.292)	(\$383.952)	(\$7,598.873)	(\$383.581)	(\$8,013.122)	(\$414.249)

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MTA NEW YORK CITY TRANSIT
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2019	Final Proposed Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Cash Receipts and Expenditures									
Receipts									
Farebox Receipts	\$4,582.098	\$4,647.427	\$65.329	\$4,630.610	(\$16.817)	\$4,633.787	\$3.177	\$4,629.712	(\$4.075)
Fare Reimbursement	114.016	54.016	(60.000)	84.016	30.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	218.077	210.125	(7.952)	218.571	8.446	227.127	8.556	234.923	7.796
Other	66.782	67.352	0.570	68.742	1.390	70.832	2.090	72.572	1.740
Total Other Operating Revenue	398.875	331.493	(67.382)	371.329	39.836	381.975	10.646	391.511	9.536
Capital and Other Reimbursements	1,424.554	1,343.280	(81.273)	1,274.343	(68.938)	1,235.101	(39.242)	1,230.536	(4.565)
Total Receipts	\$6,405.527	\$6,322.200	(\$83.326)	\$6,276.282	(\$45.918)	\$6,250.863	(\$25.419)	\$6,251.759	\$0.897
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$3,991.293	\$4,052.462	(\$61.169)	\$4,039.335	\$13.127	\$4,107.765	(\$68.431)	\$4,156.202	(\$48.437)
Overtime	800.422	665.124	135.298	665.978	(0.854)	675.024	(9.045)	692.807	(17.784)
Health and Welfare	963.071	1,034.059	(70.988)	1,085.303	(51.245)	1,159.265	(73.961)	1,232.850	(73.585)
OPEB Current Payments	497.884	552.703	(54.819)	610.468	(57.765)	674.110	(63.643)	744.136	(70.025)
Pension	1,110.268	1,067.523	42.746	1,068.770	(1.247)	1,031.298	37.472	991.201	40.097
Other Fringe Benefits	528.837	533.077	(4.240)	538.225	(5.148)	555.952	(17.727)	573.943	(17.990)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$7,891.775	\$7,904.946	(\$13.171)	\$8,008.079	(\$103.133)	\$8,203.414	(\$195.336)	\$8,391.138	(\$187.724)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$289.665	\$306.309	(\$16.643)	\$314.810	(\$8.501)	\$327.465	(\$12.655)	\$346.776	(\$19.311)
Fuel	107.754	102.558	5.196	100.707	1.851	100.363	0.344	102.102	(1.739)
Insurance	67.952	71.204	(3.252)	75.611	(4.407)	83.100	(7.489)	94.328	(11.228)
Claims	157.973	143.867	14.106	135.102	8.765	137.919	(2.817)	140.793	(2.874)
Paratransit Service Contracts	486.157	486.644	(0.487)	518.908	(32.264)	548.194	(29.286)	583.282	(35.088)
Maintenance and Other Operating Contracts	356.801	323.368	33.434	318.039	5.329	304.543	13.495	319.915	(15.372)
Professional Services Contracts	205.335	180.343	24.992	163.039	17.304	166.369	(3.330)	170.189	(3.820)
Materials and Supplies	373.347	385.561	(12.214)	384.723	0.838	391.077	(6.354)	386.850	4.227
Other Business Expenses	92.228	87.299	4.929	87.645	(0.345)	88.449	(0.805)	89.094	(0.644)
Total Non-Labor Expenditures	\$2,137.212	\$2,087.152	\$50.060	\$2,098.583	(\$11.431)	\$2,147.479	(\$48.896)	\$2,233.329	(\$85.850)
<u>Other Expenditure Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$10,028.987	\$9,992.098	\$36.889	\$10,106.662	(\$114.564)	\$10,350.894	(\$244.232)	\$10,624.467	(\$273.574)
Net Cash Surplus/(Deficit)	(\$3,623.460)	(\$3,669.898)	(\$46.438)	(\$3,830.380)	(\$160.482)	(\$4,100.031)	(\$269.651)	(\$4,372.708)	(\$272.677)

MTA NEW YORK CITY TRANSIT
2020 Final Proposed Budget
November Financial Plan 2020 – 2023
Summary of Major Plan-to-Plan Changes by Generic Categories

2020: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Operating revenues are projected to increase from the July Financial Plan by \$44.0 million.

Major generic category changes include:

- Farebox revenue is projected to increase by \$47.8 million due primarily to higher ridership.
- Other operating revenue is lower by \$3.8 million due largely to lower paratransit reimbursements.

Operating Expense Changes

Operating expenses are projected to increase by \$108.7 million from the July Financial Plan.

Major generic category changes include:

- Payroll expenses are projected to increase by \$59.9 million, due largely to the elimination of savings that were also captured in Alix Partners' assessment.
- Overtime expenses are projected to increase by \$41.0 million due primarily to projected SAP (Subway Action Plan) ongoing requirements.
- Health & Welfare/OPEB current expenses were unfavorable by \$41.0 million, to provide for a more conservative cost projection.
- Other fringe benefit expenses are projected to increase by \$37.4 million due largely to an estimate of additional Workers' Compensation reserve requirements.
- Maintenance Contract expenses are projected to decrease by \$50.6 million, due mostly to the reallocation of the SAP expense provision to other accounts, reflecting actual program requirements.
- Materials & supplies expenses are now projected to decrease by \$36.2 million, involving Heating Ventilation & Air Conditioning (HVAC) and Scheduled Maintenance System (SMS) material reductions.

2021-2023: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Operating revenues are projected to increase from the July Financial Plan by \$50.6 million in 2021, \$50.5 million in 2022, and \$50.5 million in 2023.

Major generic category changes include:

- Farebox revenue is projected to increase by \$49.3 million in 2021, \$49.3 million in 2022, and \$49.2 million in 2023, due to higher ridership.
- Other operating revenue is projected to increase by \$1.3 million in each year 2021, 2022, and 2023, in Transit Adjudication Bureau receipts.

Operating Expense Changes

Operating expenses are projected to increase versus the July Financial Plan by \$117.7 million in 2021, \$136.7 million in 2022, and \$153.1 million in 2023.

Major generic category changes include:

- Payroll expenses are projected to increase by \$57.9 million in 2021, \$60.4 million in 2022, and \$54.9 million in 2023, due largely to the elimination of a double-count of savings related to the MTA Transformation Plan.
- Overtime expenses are projected to increase by \$42.2 million in 2021, \$43.5 million in 2022 and \$43.3 million in 2023, due primarily to projected SAP (Subway Action Plan) ongoing requirements.
- Health & Welfare/OPEB current expenses were unfavorable by \$45.1 million in 2021, \$47.0 million in 2022 and \$51.7 million in 2023, due to an increase in covered retirees and forecasted higher rates.
- Other fringe benefit expenses are projected to increase by \$47.7 million in 2021, \$61.6 million in 2022 and \$74.4 million in 2023, due largely to an estimate of additional Workers' Compensation reserve requirements.
- Maintenance Contract expenses are projected to decrease by \$56.7 million in 2021, \$59.1 million in 2022 and \$53.2 million in 2023, due mostly to the reallocation of the SAP expense provision to other accounts, reflecting actual program requirements.
- Materials & supplies expenses are now projected to decrease by \$38.0 million in 2021, \$35.9 million in 2022 and \$36.2 million in 2023, involving HVAC and SMS material reductions.

MTA New York City Transit
November Financial Plan 2020 - 2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE	2019	2020	2021	2022	2023
July Financial Plan - Cash Surplus/(Deficit)	(\$3,599.549)	(\$3,568.783)	(\$3,786.117)	(\$4,050.196)	(\$4,316.845)
Baseline Changes					
Revenue					
Farebox Revenue	\$43.306	\$47.753	\$49.284	\$49.278	\$49.173
Other Operating Revenue	(3.888)	(3.802)	1.272	1.268	1.304
Capital and Other Reimbursement					
Total Revenue Changes	\$39.418	\$43.951	\$50.556	\$50.546	\$50.477
Expenses					
<i>Labor:</i>					
Payroll	(\$7.713)	(\$59.919)	(\$57.917)	(\$60.424)	(\$54.854)
Overtime	(55.287)	(41.024)	(42.200)	(43.498)	(43.300)
Health and Welfare	(2.155)	(26.180)	(26.599)	(25.976)	(27.157)
OPEB Current Payment	(12.255)	(14.878)	(18.451)	(21.086)	(24.501)
Pensions	(1.184)	(2.016)	(8.060)	(7.822)	(7.209)
Other Fringe Benefits	(34.039)	(37.419)	(47.743)	(61.632)	(74.373)
Reimbursable Overhead	15.200	7.463	6.932	3.897	3.625
Total Labor Expense Changes	(\$97.434)	(\$173.973)	(\$194.039)	(\$216.541)	(\$227.768)
<i>Non-Labor:</i>					
Electric Power	\$0.363	(\$3.506)	(\$2.087)	(\$1.296)	(\$1.044)
Fuel	1.030	8.489	6.040	4.932	5.181
Insurance	(0.572)	7.716	10.780	12.628	14.712
Claims	(31.955)	(18.658)	(10.752)	(10.975)	(11.203)
Paratransit Service Contracts	6.594	(0.314)	(15.370)	(14.865)	(16.668)
Maintenance and Other Operating Contracts	10.961	50.641	56.710	59.137	53.242
Professional Service Contracts	2.495	(13.471)	(5.233)	(4.098)	(4.272)
Materials & Supplies	20.720	36.225	37.979	35.926	36.170
Other Business Expenses	(11.332)	(1.889)	(1.683)	(1.590)	(1.494)
Total Non-Labor Expense Changes	(\$1.696)	\$65.234	\$76.384	\$79.799	\$74.624
Depreciation/OPEB	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expense Changes	(\$99.130)	(\$108.739)	(\$117.655)	(\$136.742)	(\$153.143)
Cash Adjustment Changes					
Revenue	\$39.614	(\$42.728)	\$0.850	\$2.704	\$0.696
Expense	(3.813)	6.401	21.986	33.657	46.107
Depreciation/OPEB	0.000	0.000	0.000	(0.000)	(0.000)
Total Cash Adjustment Changes	\$35.801	(\$36.327)	\$22.836	\$36.361	\$46.803
Total Changes	(\$23.911)	(\$101.115)	(\$44.263)	(\$49.835)	(\$55.863)
November Financial Plan - Cash Surplus/(Deficit)	(\$3,623.460)	(\$3,669.898)	(\$3,830.380)	(\$4,100.031)	(\$4,372.708)

MTA New York City Transit
November Financial Plan 2020 - 2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE	2019	2020	2021	2022	2023
July Financial Plan - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue					
Other Operating Revenue					
Capital and Other Reimbursement	(37.702)	39.882	35.829	22.874	19.554
Total Revenue Changes	(37.702)	\$39.882	\$35.829	\$22.874	\$19.554
Expenses					
<i>Labor:</i>					
Payroll	\$68.165	(\$12.562)	(\$13.112)	(\$7.939)	(\$7.363)
Overtime	(53.265)	1.281	(2.978)	(2.408)	(2.393)
Health and Welfare	3.487	(2.890)	(2.979)	(2.767)	(2.535)
OPEB Current Payment	(0.956)	(1.310)	(1.342)	(1.312)	(1.274)
Pensions	(2.730)	(7.566)	(8.765)	(7.455)	(5.548)
Other Fringe Benefits	14.381	1.028	1.656	3.905	4.185
Reimbursable Overhead	(15.200)	(7.463)	(6.932)	(3.897)	(3.625)
Total Labor Expense Changes	\$13.883	(\$29.482)	(\$34.450)	(\$21.873)	(\$18.553)
<i>Non-Labor:</i>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.041	0.101	(0.000)	(0.000)	(0.000)
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	5.174	(7.375)	(0.000)	(0.000)	(0.000)
Professional Service Contracts	(6.455)	(1.000)	(1.000)	(1.000)	(1.000)
Materials & Supplies	21.381	(2.126)	(0.379)	0.000	0.000
Other Business Expenses	3.678	(0.000)	(0.000)	(0.000)	(0.000)
Total Non-Labor Expense Changes	\$23.819	(\$10.400)	(\$1.379)	(\$1.000)	(\$1.000)
Total Expense Changes	\$37.702	(\$39.882)	(\$35.829)	(\$22.874)	(\$19.554)
Cash Adjustment Changes					
Capital Reimbursement Timing					
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	(\$0.000)	\$0.000	\$0.000	\$0.000	\$0.000
November Financial Plan - Cash Surplus/(Deficit)	(\$0.000)	\$0.000	\$0.000	\$0.000	\$0.000

MTA New York City Transit
November Financial Plan 2020 - 2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE	2019	2020	2021	2022	2023
July Financial Plan - Cash Surplus/(Deficit)	(\$3,599.549)	(\$3,568.783)	(\$3,786.117)	(\$4,050.196)	(\$4,316.845)
Baseline Changes					
Revenue					
Farebox Revenue	\$43.306	\$47.753	\$49.284	\$49.278	\$49.173
Other Operating Revenue	(3.888)	(3.802)	1.272	1.268	1.304
Capital and Other Reimbursement	(37.702)	39.882	35.829	22.874	19.554
Total Revenue Changes	\$1.716	\$83.833	\$86.386	\$73.420	\$70.031
Expenses					
<i>Labor:</i>					
Payroll	\$60.452	(\$72.481)	(\$71.029)	(\$68.363)	(\$62.217)
Overtime	(108.552)	(39.743)	(45.177)	(45.906)	(45.692)
Health and Welfare	1.332	(29.070)	(29.578)	(28.743)	(29.692)
OPEB Current Payment	(13.211)	(16.188)	(19.793)	(22.398)	(25.775)
Pensions	(3.914)	(9.583)	(16.825)	(15.277)	(12.757)
Other Fringe Benefits	(19.658)	(36.391)	(46.087)	(57.727)	(70.188)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	(\$83.551)	(\$203.454)	(\$228.489)	(\$238.415)	(\$246.321)
<i>Non-Labor:</i>					
Electric Power	\$0.363	(\$3.506)	(\$2.087)	(\$1.296)	(\$1.044)
Fuel	1.071	8.590	6.040	4.932	5.181
Insurance	(0.572)	7.716	10.780	12.628	14.712
Claims	(31.955)	(18.658)	(10.752)	(10.975)	(11.203)
Paratransit Service Contracts	6.594	(0.314)	(15.370)	(14.865)	(16.668)
Maintenance and Other Operating Contracts	16.135	43.266	56.710	59.137	53.242
Professional Service Contracts	(3.960)	(14.471)	(6.233)	(5.098)	(5.272)
Materials & Supplies	42.101	34.099	37.600	35.926	36.171
Other Business Expenses	(7.654)	(1.889)	(1.684)	(1.590)	(1.495)
Total Non-Labor Expense Changes	\$22.123	\$54.834	\$75.005	\$78.799	\$73.624
Depreciation/OPEB	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expense Changes	(\$61.428)	(\$148.621)	(\$153.484)	(\$159.616)	(\$172.697)
Cash Adjustment Changes					
Revenue	\$39.614	(\$42.728)	\$0.850	\$2.704	\$0.696
Expense	(3.813)	6.401	21.986	33.657	46.107
Capital Reimbursement Timing	0.000	0.000	0.000	0.000	0.000
Depreciation/OPEB	0.000	0.000	0.000	(0.000)	(0.000)
Total Cash Adjustment Changes	\$35.801	(\$36.327)	\$22.836	\$36.361	\$46.803
Total Baseline Changes	(\$23.911)	(\$101.115)	(\$44.263)	(\$49.835)	(\$55.863)
November Financial Plan - Cash Surplus/(Deficit)	(\$3,623.460)	(\$3,669.898)	(\$3,830.380)	(\$4,100.031)	(\$4,372.708)

MTA New York City Transit
November Financial Plan 2020 - 2023
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

TOTAL NON-REIMBURSABLE and REIMBURSABLE

	2019	2020	2021	2022	2023
July Financial Plan - Cash Surplus/(Deficit)	(\$3,599.549)	(\$3,568.783)	(\$3,786.117)	(\$4,050.196)	(\$4,316.845)
Non-Reimbursable Major Changes					
Revenue					
Farebox Revenue	\$43.306	\$47.753	\$49.284	\$49.278	\$49.173
Other Operating Revenue	(3.888)	(3.802)	1.272	1.268	1.304
Sub-Total Non-Reimbursable Revenue Changes	\$39.418	\$43.951	\$50.556	\$50.546	\$50.477
Expenses					
Inflation-Related:					
Pension	(1.185)	7.884	2.168	2.197	2.179
Energy-Electric Power	0.363	(2.129)	(0.508)	0.283	0.535
Health & Welfare/OPEB	(23.326)	(26.331)	(30.686)	(32.913)	(39.034)
Energy-Fuel	0.745	6.866	4.266	3.135	3.315
Public Liability	(31.955)	(18.658)	(10.752)	(10.975)	(11.203)
Defer HVAC Refrigerant Upgrade	8.982	27.619	21.832	18.301	22.893
Fare Evasion Task Force	-	(10.781)	(10.781)	(9.681)	(9.681)
Kronos Rollout	(10.000)	(1.290)	(1.290)	(1.290)	(1.290)
TWU Adjustment	(13.770)	(8.254)	(8.254)	(8.254)	(8.254)
Workers Compensation	(16.048)	(26.537)	(37.720)	(49.657)	(62.392)
Prior Year BRP - Correct Reorganization Savings	-	(36.489)	(44.257)	(44.257)	(44.257)
Prior Year BRP - Mandated Training Revision	(1.666)	(0.776)	(1.153)	(1.747)	(0.756)
Changes in Inflation-Other	(3.430)	4.333	6.252	6.762	6.768
Sub-total Inflation-Related	(\$91.290)	(\$84.543)	(\$110.883)	(\$128.096)	(\$141.177)
Programmatic Initiatives:					
Subway Action Plan - Additional OT	-	(40.078)	(40.078)	(40.078)	(40.078)
Subway Action Plan - Car Holds	-	11.479	11.479	11.479	11.479
Subway Action Plan - Dedicated Announcer	-	(2.831)	(2.831)	(2.831)	(2.831)
Subway Action Plan - E&E Inspection	1.891	(1.862)	(1.862)	(1.862)	(1.862)
Subway Action Plan - Grouting Contract	-	(6.001)	(6.001)	(6.001)	(6.001)
Subway Action Plan - Insulator Repairs	-	(4.653)	(4.653)	(4.653)	(4.653)
Subway Action Plan - P2 Defects	(4.320)	(8.869)	(8.869)	(8.869)	(8.869)
Subway Action Plan - SAG Corrector Mtce	-	(3.038)	(2.888)	(2.888)	(2.888)
Subway Action Plan - Signals Upgrade	-	-	(10.000)	-	-
Subway Action Plan - Station Deep Cleaning	-	(45.503)	-	-	-
Subway Action Plan - Other	2.429	101.356	65.703	55.703	55.703
Sub-total Programmatic Initiatives	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Budget Reduction Program:					
Guideline Based Service Adjustments	2.054	(18.791)	(1.671)	(1.612)	(1.612)
Off Peak Frequency Pilot	-	(1.601)	-	-	-
Hiring Freeze Vacancy Savings	8.774	-	-	-	-

MTA New York City Transit
November Financial Plan 2020 - 2023
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

Timekeeping Savings Delay	-	(1.298)	(1.286)	0.016	0.016
Bus Material Savings	1.500	3.000	3.000	3.000	3.000
July Plan - Restore WiFi	-	(2.500)	(2.500)	(2.500)	(2.500)
Track Inspection Savings Delay	(4.020)	-	-	-	-
Renegotiate Paratransit Carrier Contracts	8.177	4.802	-	-	-
SI Ferry Service Reduction	(0.931)	(1.017)	(1.017)	(1.017)	(1.017)
All Other-Net	-	-	-	-	-
Sub-total Budget Reduction Program	\$15.554	(\$17.405)	(\$3.474)	(\$2.113)	(\$2.113)
Technical Adjustments/Re-estimates:					
Departmental Results	(53.160)	-	-	-	-
Reimbursable Adjustments	22.257	5.279	3.312	0.379	0.128
Platform Budget - Normal Business	(0.296)	(2.719)	(2.903)	(5.104)	(5.104)
Baseline Farebox Revenue Reforecast	-	-	-	-	-
Fare Reimbursement Timing	-	-	-	-	-
Availability Adjustment	-	(4.710)	(4.710)	(4.710)	(4.710)
Bus Shop Plan	-	5.377	6.066	11.390	8.155
Miscellaneous Base Pay	(8.238)	(8.769)	(8.769)	(8.769)	(8.771)
Training Float Adjustment	1.906	11.727	3.955	3.955	3.955
Fare Media Fee - OMNY	(1.047)	(2.007)	(2.713)	(2.626)	(2.531)
Other	15.183	(10.971)	2.462	(1.049)	(0.977)
Sub-total Technical Adjustments/Re-estimates	(23.394)	(6.793)	(3.300)	(6.534)	(9.855)
OPEB	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Sub-Total Non-Reimbursable Expense Change:	(\$99.130)	(\$108.741)	(\$117.657)	(\$136.743)	(\$153.145)
Total Non-Reimbursable Major Changes	(\$59.712)	(\$64.790)	(\$67.101)	(\$86.197)	(\$102.667)
Total Accrual Changes	(\$59.71)	(\$64.790)	(\$67.101)	(\$86.197)	(\$102.667)
Cash Adjustment Changes					
Capital Reimbursements	7.855	(16.164)	0.845	2.699	0.691
OPEB	0.000	0.000	0.000	0.000	0.000
Other	27.946	(20.163)	21.991	33.662	46.112
Total Cash Adjustment Changes/Timing	\$35.801	(\$36.327)	\$22.836	\$36.361	\$46.803
Total Baseline Changes	(\$23.912)	(\$101.118)	(\$44.265)	(\$49.836)	(\$55.864)
Total Changes	(\$23.912)	(\$101.118)	(\$44.265)	(\$49.836)	(\$55.864)
November Financial Plan - Cash Surplus/(Deficit)	(\$3,623.461)	(\$3,669.901)	(\$3,830.382)	(\$4,100.032)	(\$4,372.709)

MTA NEW YORK CITY TRANSIT
2020 Final Proposed Budget
November Financial Plan 2020 – 2023
RIDERSHIP/ (UTILIZATION)

RIDERSHIP/ (UTILIZATION)

The November 2019 Financial Plan reflects a significant turnaround in subway ridership and a lower ridership loss on bus. Actual subway ridership through September was 1% higher than prior year; bus ridership was 2% lower than the prior year, as opposed to a 4% decrease projected in July Plan. Contributing factors to the improvement in subway ridership include improved subway service quality, including a major decrease in service disruptions and delays, growing employment in NYC, and new charges implemented on for-hire vehicles. The new charges on for-hire vehicles have also contributed to the improved outlook for bus ridership.

The 2019 November Plan forecast projects that 2019 ridership will be 0.6 percent higher on subway than projected in the July 2019 Plan and 1.8 percent higher on bus. Bus ridership is also less unfavorable than projected in July due to a lesser ridership decline resulting from the April fare hike, and favorable weather. As a result, projected 2019 subway and bus ridership is projected to be 20.5 million over the July 2019 Plan.

In 2020, subway ridership is projected to increase by 0.5% from 2019, reflecting continuation of the actual ridership growth in April-August 2019, while bus ridership is forecasted to decline by 1.5% continuing a long-term unfavorable ridership trend, but less unfavorable than in previous years.

Working off the revised 2020 baseline projection, 2020-2023 subway and bus ridership forecasts assume no net ridership changes.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2020 - 2023
Ridership (Utilization)
(in millions)

	Actual	November	Final			
	2018	Forecast	Proposed	2021	2022	2023
		2019	Budget			
			2020			

RIDERSHIP

Subway	1,680.060	1,686.288	1,690.027	1,683.541	1,684.270	1,682.358
Bus	569.361	551.958	542.350	540.336	540.499	539.853
Paratransit	9.867	10.933	11.516	12.092	12.696	13.331

Total Ridership

	2,259.289	2,249.179	2,243.893	2,235.969	2,237.464	2,235.542
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FAREBOX REVENUE (Excluding fare media liability)

Subway	\$3,426.813	\$3,550.933	\$3,613.570	\$3,599.247	\$3,600.855	\$3,596.633
Bus	928.768	929.012	930.958	927.254	927.553	926.366
Paratransit	20.547	23.453	24.199	25.409	26.679	28.013

Total Revenue

	\$4,376.127	\$4,503.398	\$4,568.727	\$4,551.910	\$4,555.087	\$4,551.012
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NEW YORK CITY TRANSIT
November Financial Plan 2020-2023
2019 Budget Reduction Plan Summary
(\$ in millions)

Administration	Favorable/(Unfavorable)									
	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022	Pos.	2023
NYCT Reorganization (July Plan)			240	33.090	240	33.090	240	33.090	240	33.090
Eliminate Duplication with Transformation - NYCT Reorganization (Nov Plan)			(240)	(33.090)	(240)	(33.090)	(240)	(33.090)	(240)	(33.090)
Health and Welfare Savings (July Plan)		83.000		90.400		97.441		105.031		113.214
Outsource Medical Documentation (July Plan)		-		-		3.000		3.000		3.000
FMLA Savings (July Plan)		-		-		0.800		0.800		0.800
OTPS Reductions (July Plan)		3.140		8.647		7.807		7.807		7.807
Other Savings (July Plan)		1.207	(20)	1.471		0.599		0.599		0.599
Eliminate Passenger Environment Survey (July Plan)	-	0.000	8	1.099	8	1.099	8	1.099	8	1.099
EAM Consulting Reduction (July Plan)				<u>\$1.636</u>		<u>\$1.636</u>		<u>\$1.636</u>		<u>\$1.636</u>
Subtotal Administration	-	87.347	(12)	103.253	8	112.382	8	119.972	8	128.155
<i>% of Total Proposed</i>		<i>101.2%</i>		<i>65.5%</i>		<i>59.1%</i>		<i>60.7%</i>		<i>62.3%</i>
Customer Convenience/Amenities										
Eliminate Bus WiFi Service (July Plan)	-	0.000	-	2.500	-	2.500	-	2.500	-	2.500
Restore Bus WiFi Service (Nov Plan)	-	0.000	-	(2.500)	-	(2.500)	-	(2.500)	-	(2.500)
Customer & Communication Efficiencies (July Plan)	-	<u>0.000</u>	<u>7</u>	<u>0.898</u>	<u>7</u>	<u>0.898</u>	<u>7</u>	<u>0.898</u>	<u>7</u>	<u>0.898</u>
Subtotal Customer Convenience/Amenities	-	0.000	7	0.898	7	0.898	7	0.898	7	0.898
<i>% of Total Proposed</i>		<i>0.0%</i>		<i>0.6%</i>		<i>0.5%</i>		<i>0.5%</i>		<i>0.4%</i>
Maintenance										
Shift ROW Maintenance to Overnight/Weekends (July Plan)	-		50	5.679	50	5.679	50	5.679	50	5.679
Vent Cleaning Efficiencies (July Plan)	-		40	5.275	40	5.275	40	5.275	40	5.275
AFC Maintenance Reductions (July Plan)	-		35	4.276	35	4.276	35	4.276	35	4.276
South Channel Hydraulic Efficiency (July Plan)	-		11	1.214	11	1.214	11	1.214	11	1.214
Electrical Helper Efficiencies (July Plan)	-		12	1.156	12	1.156	12	1.156	12	1.156
Eliminate Fleet Services (July Plan)	-		6	0.712	6	0.712	6	0.712	6	0.712
Bus Painting Efficiencies (July Plan)	-		13	1.589	13	1.589	13	1.589	13	1.589
Bus Maintenance Efficiencies (July Plan)	-		39	5.784	39	5.784	39	5.784	39	5.784
Supply Chain Technology Saving (July Plan)	-		-	-	40	4.304	40	4.304	40	4.304
Supply Logistics Savings (July Plan)	-		21	2.282	21	2.282	21	2.282	21	2.282
Adverse Weather Overtime Reduction (July Plan)	-		-	3.684	-	3.684	-	3.684	-	3.684
Vacuum Train Efficiencies (July Plan)	-	0.000	30	2.967	30	2.967	30	2.967	30	2.967
Bus Material Savings (Nov Plan)	-	<u>1.500</u>	-	<u>3.000</u>	-	<u>3.000</u>	-	<u>3.000</u>	-	<u>3.000</u>
Subtotal Maintenance	-	1.500	257	37.618	297	41.922	297	41.922	297	41.922
<i>% of Total Proposed</i>		<i>1.7%</i>		<i>23.9%</i>		<i>22.1%</i>		<i>21.2%</i>		<i>20.4%</i>
Revenue Enhancement										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>% of Total Proposed</i>		<i>0.0%</i>		<i>0.0%</i>		<i>0.0%</i>		<i>0.0%</i>		<i>0.0%</i>
Safety										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>% of Total Proposed</i>		<i>0.0%</i>		<i>0.0%</i>		<i>0.0%</i>		<i>0.0%</i>		<i>0.0%</i>
Security										
Fulton Street Transit Center Security Coverage (July Plan)	-	<u>0.000</u>	<u>1</u>	<u>1.033</u>	<u>1</u>	<u>1.033</u>	<u>1</u>	<u>1.033</u>	<u>1</u>	<u>1.033</u>
Subtotal Security	-	0.000	1	1.033	1	1.033	1	1.033	1	1.033
<i>% of Total Proposed</i>		<i>0.0%</i>		<i>0.7%</i>		<i>0.5%</i>		<i>0.5%</i>		<i>0.5%</i>
Service										
Terminal Supervision Savings (July Plan)	-	0.000	20	2.523	20	2.523	20	2.523	20	2.523
Paratransit Carrier Restructuring (July Plan)	-	(8.040)	-	8.040	-	8.040	-	8.040	-	8.040
Renegotiate Paratransit Carrier Contracts (Nov Plan)	-	<u>5.479</u>	-	<u>3.217</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
Subtotal Service	-	(2.561)	20	13.780	20	10.563	20	10.563	20	10.563
<i>% of Total Proposed</i>		<i>-3.0%</i>		<i>8.7%</i>		<i>5.6%</i>		<i>5.3%</i>		<i>5.1%</i>
Service Support										
Revenue Control Efficiencies (July Plan)	-	<u>0.000</u>	<u>5</u>	<u>1.114</u>	<u>5</u>	<u>1.114</u>	<u>5</u>	<u>1.114</u>	<u>5</u>	<u>1.114</u>
Subtotal Service Support	-	0.000	5	1.114	5	1.114	5	1.114	5	1.114
<i>% of Total Proposed</i>		<i>0.0%</i>		<i>0.7%</i>		<i>0.6%</i>		<i>0.6%</i>		<i>0.5%</i>
Other										
Subways Operating Savings Program (July Plan)	-	-	-	-	222	22.096	222	22.096	222	22.096
Operating Savings Program (July Plan)	-	0.000	83	4.415	83	12.364	83	12.364	83	12.364
Operating Savings Program (July Plan)	-	<u>0.000</u>	<u>(83)</u>	<u>(4.415)</u>	<u>(83)</u>	<u>(12.364)</u>	<u>(83)</u>	<u>(12.364)</u>	<u>(83)</u>	<u>(12.364)</u>
Subtotal Other	-	0.000	-	0.000	222	22.096	222	22.096	222	22.096
<i>% of Total Proposed</i>		<i>0.0%</i>		<i>0.0%</i>		<i>11.6%</i>		<i>11.2%</i>		<i>10.7%</i>
Agency Submission	-	\$86.286	278	\$157.696	560	\$190.008	560	\$197.598	560	\$205.781
Total Non-Reimbursable BRP	-	\$86.286	278	\$157.696	560	\$190.008	560	\$197.598	560	\$205.781
Reimbursable BRP										
Capital Program										
Capital & Other Reimbursements Reduction (July Plan)	3	<u>(\$0.520)</u>	<u>167</u>	<u>(\$38.121)</u>	<u>164</u>	<u>(\$38.121)</u>	<u>164</u>	<u>(\$37.747)</u>	<u>164</u>	<u>(\$37.747)</u>
Reimbursable Expense Reduction (July Plan)		<u>\$0.520</u>		<u>\$38.121</u>		<u>\$38.121</u>		<u>\$37.747</u>		<u>\$37.747</u>
Eliminate Duplication with Transformation (Nov Plan)			<u>(140)</u>	<u>(\$17.757)</u>	<u>(140)</u>	<u>(\$17.757)</u>	<u>(140)</u>	<u>(\$17.757)</u>	<u>(140)</u>	<u>(\$17.757)</u>
Capital & Other Reimbursements Reduction (Nov Plan)				<u>\$17.757</u>		<u>\$17.757</u>		<u>\$17.757</u>		<u>\$17.757</u>
Total Reimbursable BRP	3	\$0.000	27	\$0.000	24	\$0.000	24	\$0.000	24	\$0.000

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Administrative
Program: Health & Welfare Savings

Background Details:	Health & welfare savings are being realized in prescription drugs and medical claims contracts put in place through a competitive procurement process.
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Program Description/ Implementation Plan:	As a result of the newly awarded drug coverage contracts, significant savings have been realized starting in 2018 and annualizing in 2019. It is expected that these savings will continue in the out-years.
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Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$83.000	\$90.400	\$97.441	\$105.031	\$113.214
<i>Total Positions Required:</i>					

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administrative
Program: Outsource Medical Documentation

Background Details:	The Law Department currently relies on a paper delivery method for review of medical records used as a fundamental element for tort case preparation. The use of a vendor to obtain medical documents electronically will result in significantly improved case preparation and lower tort expenses.		
Program Description/Implementation Plan:	With medical records now primarily available in digital format, efficiencies will be achieved with the electronic retrieval and delivery of the information.		
Program Implementation Date:	1/1/2021	When will savings begin?:	1/1/2021
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.000	\$3.000	\$3.000	\$3.000
<i>Total Positions Required:</i>					

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Administrative

Program: FMLA Savings

Background Details:	Outsourcing Family and Medical Leave Act (FMLA) application processing will result in efficiency and standardization of eligibility determination.
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Program Description/ Implementation Plan:	Pilot program has begun in Buses and will gradually expand to all NYCT departments.
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Program Implementation Date:	1/1/2021	When will savings begin?:	1/1/2021
		Are these savings recurring?:	Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.000	\$0.800	\$0.800	\$0.800

Total Positions Required:

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Administrative
Program: OTPS Reductions

Background Details:	Various OTPS reductions including, renewable natural gas rebate, budget rightsizing of tires and tubes, network redesign, contract guard coverage, janitorial, office supplies and other miscellaneous budgets.
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Program Description/ Implementation Plan:	Reduce costs in various maintenance and operating contracts, professional service contracts, and other business accounts.
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Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes

Other Issues:	
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	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$3.140	\$8.647	\$7.807	\$7.807	\$7.807

Total Positions Required:

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Administrative

Program: Other Savings

Background Details:	As a result of planned capital program work, temporary stations closures will result in savings. Also includes other savings in the Controller's Office and OMB.
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Program Description/ Implementation Plan:	Temporary closure of stations will reduce the need for station agent and cleaning resources.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$1.207	\$1.471	\$0.599	\$0.599	\$0.599
<i>Total Positions Required:</i>		(20)			

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administrative
Program: Eliminate Passenger Environment Survey

Background Details:	Passenger Environment Survey (PES) data is currently utilized for reporting PES Key Performance Indicators.
----------------------------	---

Program Description/ Implementation Plan:	Eliminate PES staffing as there are other metrics available that are available from Strategy & Customer Experience.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
Other Issues:		Are these savings recurring?:	Yes

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.099	\$1.099	\$1.099	\$1.099
<i>Total Positions Required:</i>		8	8	8	8

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administrative
Program: EAM Consulting Reduction

Background Details:	Reduction in EAM consulting expenditures. The project will continue to advance with reduced consulting funding. In-house resources remain unchanged.
----------------------------	--

Program Description/ Implementation Plan:	Reduce EAM consulting expenditures in Department of Subways and Buses.		
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.636	\$1.636	\$1.636	\$1.636
<i>Total Positions Required:</i>					

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Customer Convenience/Amenities
Program: Customer & Communication Efficiencies

Background Details:	Consolidate and streamline customer-centered messaging about planned service changes under Digital Customer Communications Unit.
----------------------------	--

Program Description/ Implementation Plan:	Reduce staffing in various areas and OTPS.		
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.898	\$0.898	\$0.898	\$0.898
<i>Total Positions Required:</i>		7	7	7	7

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: Shift Right-of-Way (ROW) Maintenance to Overnight/Weekends

Background Details:	Better alignment of right-of-way maintenance to nights and weekends when other capital work is conducted, will result in less flagging requirements.
----------------------------	--

Program Description/ Implementation Plan:	This pilot program will result in \$5.7M of savings.
--	--

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
Other Issues:		Are these savings recurring?:	Yes

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$5.679	\$5.679	\$5.679	\$5.679
<i>Total Positions Required:</i>		50	50	50	50

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: Vent Cleaning Efficiencies

Background Details:	Most vent cleaning work consists of routine clearing of debris from street vents. Currently, plumbers are used to do this work. By replacing plumbers with vent & drain helpers where appropriate, savings can be achieved.
----------------------------	---

Program Description/ Implementation Plan:	This will result in \$5.3M in savings.		
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$5.275	\$5.275	\$5.275	\$5.275
<i>Total Positions Required:</i>		40	40	40	40

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: Automated Fare Control Maintenance Reductions

Background Details:	The Electronic Maintenance Division (EMD) will achieve maintenance efficiencies in its AFC subdivision.
----------------------------	---

Program Description/ Implementation Plan:	This will eliminate vacant positions, resulting in \$4.3M of savings.		
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
Other Issues:		Are these savings recurring?:	Yes

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$4.276	\$4.276	\$4.276	\$4.276
<i>Total Positions Required:</i>		35	35	35	35

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: South Channel Hydraulic Efficiencies

Background Details:	The maintenance of the South Channel Bridge was reassigned from E&E to Infrastructure-Hydraulics in January 2018. The additional workload has been incorporated into the daily function of the division.
----------------------------	--

Program Description/ Implementation Plan:	This eliminates the vacant budgeted positions.		
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.214	\$1.214	\$1.214	\$1.214
<i>Total Positions Required:</i>		11	11	11	11

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: Electrical Helper Efficiencies

Background Details:	Efficiencies in the Power division through consolidation of maintenance, relief, and response duties.
----------------------------	---

Program Description/ Implementation Plan:	This efficiency will reduce Electrical Helper positions.		
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
Other Issues:		Are these savings recurring?:	Yes

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.156	\$1.156	\$1.156	\$1.156
<i>Total Positions Required:</i>		12	12	12	12

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: Eliminate Fleet Services

Background Details:	Support Fleet Services conducts the administration of non-service vehicles in the Department of Subways.
----------------------------	--

Program Description/ Implementation Plan:	The function of Support Fleet Services will be absorbed within other areas of the Department of Subways.
--	--

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
Other Issues:		Are these savings recurring?:	Yes

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.712	\$0.712	\$0.712	\$0.712
<i>Total Positions Required:</i>		6	6	6	6

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Maintenance
Program: Bus Painting Efficiencies

Background Details:	Currently buses are painted in a 4 year cycle during the overhaul maintenance program to maintain the asset in a state of good repair.
----------------------------	--

Program Description/ Implementation Plan:	This pilot program reduces full bus painting by 25% based on condition assessment during the overhaul maintenance program.
--	--

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.589	\$1.589	\$1.589	\$1.589
<i>Total Positions Required:</i>		13	13	13	13

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: Bus Maintenance Efficiencies

Background Details:	This efficiency results from streamlining several maintenance support functions including depot training supervisors, consolidation of the CMO Field Services and Fleet Engineering Units, and the general pick process.
----------------------------	--

Program Description/ Implementation Plan:	Efficiencies would result from the consolidation and elimination of resources and better process improvements.
--	--

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$5.784	\$5.784	\$5.784	\$5.784
<i>Total Positions Required:</i>		39	39	39	39

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Maintenance
Program: Supply Chain Technology Saving

Background Details:	Review of supply chain processes will result in better management and organization of inventory.
----------------------------	--

Program Description/ Implementation Plan:	This effort will result in \$4.3M in savings.
--	---

Program Implementation Date:	1/1/2021	When will savings begin?:	1/1/2021
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.000	\$4.304	\$4.304	\$4.304
<i>Total Positions Required:</i>			40	40	40

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: Supply Logistics Savings

Background Details:	Reduce satellite storerooms operating hours in select bus depots, reduce kitting staffing based on projected requirements, and automate manifesting process in the central warehouses.
----------------------------	--

Program Description/ Implementation Plan:	Store hours at 10 depots will be reduced by 4 hours per day.
--	--

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$2.282	\$2.282	\$2.282	\$2.282
<i>Total Positions Required:</i>		21	21	21	21

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: Adverse Weather Overtime Reduction

Background Details:	A comprehensive review of actual cold weather preparation and response protocols has resulted in a 10% reduction with minimal impact on cold weather response for our customers.
----------------------------	--

Program Description/ Implementation Plan:	Savings will be realized by reducing the mobilization of resources to the appropriate level.
--	--

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$3.684	\$3.684	\$3.684	\$3.684
<i>Total Positions Required:</i>					

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: Vacuum Train Efficiencies

Background Details:	The delivery of three new vacuum trains has significantly improved the collection of refuse from the track, reducing the need for headcount dedicated to manual track cleaning.
----------------------------	---

Program Description/ Implementation Plan:	The Division of Track will eliminate 30 track cleaning positions.		
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$2.967	\$2.967	\$2.967	\$2.967
<i>Total Positions Required:</i>		30	30	30	30

**NEW YORK CITY TRANSIT
November Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance

Program: Bus Material Savings

Background Details:	The Department of Buses will achieve savings through material ordering and usage.
----------------------------	---

Program Description/ Implementation Plan:	Beginning in 2019, the Department of Buses will identify and achieve material savings.
--	--

Program Implementation Date:	7/1/2019	When will savings begin?:	7/1/2019
		Are these savings recurring?:	Yes

Other Issues:

	Favorable/(Unfavorable)				
<i>Financial Impact (Operating):</i>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$1.500	\$3.000	\$3.000	\$3.000	\$3.000

Total Positions Required:

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Security
Program: Fulton Street Transit Center Security Coverage

Background Details:	Replace fixed post contract guard coverage at the Fulton Street Transit Center with roving patrols.
----------------------------	---

Program Description/ Implementation Plan:	Reduce security guard coverage from six 24x7 posts to 2 fixed tours at the loading dock and supplement with roving patrols.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
Other Issues:		Are these savings recurring?:	Yes

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.033	\$1.033	\$1.033	\$1.033
<i>Total Positions Required:</i>		1	1	1	1

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Service
Program: Terminal Supervision Savings

Background Details:	Implementation of the ATS-A system, provides centralized automated train dispatching from the RCC, which allows for reduced supervision at covered terminals.
----------------------------	---

Program Description/ Implementation Plan:	This will reduce supervision from two to one at covered A Division terminals.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$2.523	\$2.523	\$2.523	\$2.523
<i>Total Positions Required:</i>		20	20	20	20

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Service
Program: Paratransit Carrier Restructuring

Background Details:	Implementation of additional broker services has resulted in a significant shift of trips from primary carriers to broker service. As a result, primary carrier services can be reduced.
----------------------------	--

Program Description/ Implementation Plan:	This shift in trips will result in approximately \$8M in savings and will continue to be evaluated.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	(\$8.040)	\$8.040	\$8.040	\$8.040	\$8.040

Total Positions Required:

NEW YORK CITY TRANSIT
November Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Service
Program: Renegotiate Paratransit Carrier Contracts

Background Details:	As a result of the MTA Enterprise-Wide Cost Reduction Initiative, Paratransit primary carrier services contractors will reduce their contracted values.
----------------------------	---

Program Description/ Implementation Plan:	Specific savings vary depending on contractor.
--	--

Program Implementation Date:	7/1/2019	When will savings begin?:	7/1/2019
		Are these savings recurring?:	No
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$5.479	\$3.217	\$0.000	\$0.000	\$0.000

Total Positions Required:

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Service Support
Program: Revenue Control Efficiencies

Background Details:	Increase in non-cash purchases at vending machines requires less handling/processing of cash.
----------------------------	---

Program Description/ Implementation Plan:	Reduce five positions and overtime.
--	-------------------------------------

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.114	\$1.114	\$1.114	\$1.114
<i>Total Positions Required:</i>		5	5	5	5

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Other
Program: Subway Savings Program

Background Details:	The Department of Subways will reduce labor and staffing starting in 2021.
----------------------------	--

Program Description/ Implementation Plan:	The Department of Subways is working on a plan to achieve these savings and is evaluating options across all divisions.		
Program Implementation Date:	1/1/2021	When will savings begin?:	1/1/2021
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.000	\$22.096	\$22.096	\$22.096
<i>Total Positions Required:</i>			222	222	222

**MTA New York City Transit
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Reimbursable
Program: Reimbursable BRP

Background Details:	NYCT will reduce customer service for capital project service diversions by 15%, streamline Department of Buses' and Car Equipment Engineering reimbursable staff, and reduce various OTPS accounts
----------------------------	---

Program Description/ Implementation Plan:	The effective date of eliminated positions will be January 1, 2020 or later. These positions will not be available for department hiring forecasts.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Financial Impact:					
<i>Capital and Other Reimbursements</i>	(\$0.520)	(\$20.364)	(\$20.364)	(\$19.990)	(\$19.990)
<i>Total Reimbursable Expenses</i>	\$0.520	\$20.364	\$20.364	\$19.990	\$19.990
Net Cash Savings (in millions)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	3	27	24	24	24

MTA NEW YORK CITY TRANSIT
2020 Final Proposed Budget
November Financial Plan 2020 – 2023
Positions

POSITION ASSUMPTIONS

2019: November Financial Plan vs. July Financial Plan

Total baseline positions are projected to decrease by 57, including a non-reimbursable increase of 113 and a reimbursable decrease of 170. Specifically:

Reimbursable (total decrease of 170 positions) includes:

- -135 positions for L-Tunnel Reconstruction Support
- -50 positions for TWU MOU – Overtime Offset Adjustment
- 15 positions for Miscellaneous Other

Re-estimates (increase of 113 positions) include:

- 50 positions for TWU MOU – Overtime Offset Adjustment
- 88 positions for SMS Reforecast
- 16 positions for Platform Budget - Normal Business
- 6 positions for revised SI Ferry Service
- -44 positions for Guideline Based Service Adjustments
- -3 positions for Miscellaneous Other

The breakdown of the 57 position decrease by function is as follows:

Administration (total decrease of 4 positions) includes:

- -4 positions for Miscellaneous Other

Operations (total decrease of 122 positions) include:

- -100 positions for L-Tunnel Reconstruction Support
- -44 positions for Guideline Based Service Adjustments
- 16 positions for Platform Budget - Normal Business
- 6 positions for revised SI Ferry Service

Maintenance (total increase of 69 positions) includes:

- -35 positions for L-Tunnel Reconstruction Support
- 88 positions for SMS Reforecast
- 16 positions for Miscellaneous Other

Position decreases by occupational group are: Managers/Supervisors -14, Professional/Technical/Clerical -5, and Operational Hourlies -38.

For further details, please see position tables.

2020: November Financial Plan vs. July Financial Plan

Total baseline positions are projected to increase by 906, including a non-reimbursable increase of 632 and a reimbursable increase of 274. Specifically:

BRPs (total 323 increase of positions) includes:

- 323 positions for Elimination of Duplication with Transformation Plan – NYCT Reorganization & Operating Savings Program.

New Needs (total increase of 110 positions) includes:

- 92 positions for Subways Action Plan
- 22 positions for Fare Evasion Task Force
- -4 positions for Miscellaneous Other

Reimbursable (total increase of 274 positions) includes:

- -50 positions for TWU MOU – Overtime Offset Adjustment
- 140 positions for Prior Plan BRP Adjustment – Correct Reorganization Savings
- 184 positions for Subways Capital Support

Re-estimates (increase of 199 positions) include:

- -62 positions for Training Float Adjustment
- 71 positions for Availability Adjustments
- 63 positions for SMS Reforecast – Other
- 50 positions for TWU MOU – Overtime Offset Adjustment
- 43 positions for Maintainer/Helper swap
- 16 positions for Prior Year BRP Adjustments
- 16 positions for Platform Budget - Normal Business
- 2 positions for Miscellaneous Other

The breakdown of the 906 position increase by function is as follows:

- Administration - (total increase of 320 positions) is mainly due to prior plan BRP adjustment to correct reorganization savings
- Operations - (total increase of 29 positions) is mainly due to Platform Budget - Normal Business
- Maintenance - (total increase of 396 positions) is mainly due to Subways Action Plan and Subways-Car Equipment SMS Reforecast

- Engineering - (total increase of 140 positions) is mainly due to prior plan BRP adjustment to correct reorganization savings
- Public Safety - (total increase of 21 positions) is due to the fare evasion task force initiative

Position decreases by occupational group are: Managers/Supervisors +224, Professional/Technical/Clerical +360, and Operational Hourlies +322.

2021 - 2023: November Financial Plan vs. July Financial Plan

BRPs (total increase of 323 positions in 2021-2023) includes:

- 323 positions for Elimination of Duplication with Transformation Plan – NYCT Reorganization & Operating Savings Program

New Needs (total increase 110 positions in 2021-2023\) includes:

- 92 positions for Subways Action Plan
- 22 positions for Fare Evasion Task Force
- -4 positions for Miscellaneous Other

Reimbursable (total increase of 160 positions in 2021, 95 positions in 2022, and 92 positions in 2023) includes:

- -50 positions for TWU MOU – Overtime Offset Adjustment
- 140 positions for Prior Plan BRP Adjustment – Correct Reorganization Savings
- 70 positions for Subways Capital Support (5 in 2022, 2 in 2023)

Re-estimates (total increase of 178 positions in 2021, 206 positions in 2022, and 127 positions in 2023) include:

- -44 positions for Training Float Adjustment
- -22 positions for Bus Shop Plan (-40 in 2022, -64 in 2023)
- 71 positions for Availability Adjustments
- 45 positions for SMS Reforecast – Other (71 in 2022, 16 in 2023)
- 50 positions for TWU MOU – Overtime Offset Adjustment
- 43 positions for Maintainer/Helper swap
- 16 positions for Platform Budget - Normal Business (36 in 2022 and 2023)
- 13 positions for Prior Year BRP Adjustments
- 6 positions for Miscellaneous Other

The breakdown of the 771 position increase in 2020, 734 position decrease in 2022, and 652 position increase in 2023 is as follows:

- Administration - (total increase of 320 positions in 2021 – 2023) is mainly due to prior plan BRP adjustment to correct reorganization savings

- Operations - (total increase of 55 positions in 2021, 75 positions 2022, and 74 positions in 2022) is mainly due to Platform Budget - Normal Business, Bus Plan Adjustments, TA Labor Adjustment and Availability adjustments
- Maintenance - (total increase of 235 positions in 2021, 178 positions in 2022, and 97 positions in 2022) is mainly due to Subways Action Plan and Subways-Car Equipment SMS Reforecast
- Engineering - (total increase of 140 positions in 2021-2023) is mainly due to prior plan BRP adjustment to correct reorganization savings
- Public Safety - (total increase of 21 positions in 2021-2023) is due to the fare evasion task force initiative

Position changes by occupational group in 2021 are: Managers/Supervisors +216, Professional, Technical, Clerical +330, and Operational Hourlies +225. In 2022, position changes among Managers/Supervisors +205, and Professional, Technical, Clerical +311, and Operational Hourlies +218. In 2023, position changes among Managers/Supervisors +197, and Professional, Technical, Clerical +310, and Operational Hourlies +145.

Year over Year

2020 over 2019

Total positions decrease by 885 positions, mainly due to the BRPs.

2021 over 2020

Total positions decrease by 816 positions, mainly due to BRPs commencing in 2021.

2022 over 2021

Total positions decrease by 185 positions, mainly due to changes to Sandy capital support and various capital support projects

2023 over 2022

Total positions decrease by 448 positions, mainly due to changes to Sandy Capital support, various adjustments to Capital Support projects and Car Equipment SMS program

MTA NEW YORK CITY TRANSIT
November Financial Plan 2020 - 2023
Favorable/(Unfavorable)

Total Position Changes at a Glance

	2019	2020	2021	2022	2023
2019 July Plan - Total Baseline Positions¹	50,343	48,495	47,814	47,666	47,300
Total Plan-to-Plan Changes	57	(906)	(771)	(734)	(652)
2019 November Plan - Total Baseline Positions¹	50,286	49,401	48,585	48,400	47,952
Total Year-to-Year Changes, November Plan		885	816	185	448

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	(113)	(632)	(611)	(639)	(560)
<i>Reimbursable</i>	170	(274)	(160)	(95)	(92)
Total	57	(906)	(771)	(734)	(652)
<i>Full-Time</i>	57	(896)	(761)	(724)	(642)
<i>Full-Time Equivalents</i>	0	(10)	(10)	(10)	(10)
Total	57	(906)	(771)	(734)	(652)
<i>By Function Category</i>					
- Administration	4	(320)	(320)	(320)	(320)
- Operations	122	(29)	(55)	(75)	(74)
- Maintenance	(69)	(396)	(235)	(178)	(97)
- Engineering/Capital	0	(140)	(140)	(140)	(140)
- Public Safety	0	(21)	(21)	(21)	(21)
Total	57	(906)	(771)	(734)	(652)
<i>By Occupational Group</i>					
- Managers/Supervisors	14	(224)	(216)	(205)	(197)
- Professional, Technical, Clerical	5	(360)	(330)	(311)	(310)
- Operational Hourlies	38	(322)	(225)	(218)	(145)
Total	57	(906)	(771)	(734)	(652)

Total Plan-to-Plan Changes by Major Category:

2019 BRPs²	0	(323)	(323)	(323)	(323)
New Needs	0	(110)	(110)	(110)	(110)
Change in Reimbursable Positions³	170	(274)	(160)	(95)	(92)
Re-estimates & All Other⁴	(113)	(199)	(178)	(206)	(127)
Total	57	(906)	(771)	(734)	(652)

¹ Reflects positions at year end (December 31). Totals may not add due to rounding.

² Non-Reimbursable only.

³ Includes Reimbursable positions in connection with BRPs and the impact of revised capital project activity.

⁴ Includes Full-time Equivalents .

MTA New York City Transit
November Financial Plan 2020 - 2023
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2018	2019 November Forecast	2020 Final Proposed Budget	2021	2022	2023
Administration						
Office of the President	28	30	32	32	32	32
Law	280	311	312	312	312	312
Office of the EVP	14	19	19	19	19	19
Human Resources	242	248	244	244	244	244
Office of Management and Budget	40	43	43	43	43	42
Capital Planning & Budget	31	37	37	36	36	36
Strategy & Customer Experience	196	215	208	206	205	203
Non-Departmental	-	9	9	9	9	9
Labor Relations	87	100	100	100	100	100
Materiel	247	266	257	244	238	232
Controller	115	122	121	120	119	118
Office of People & Business Transformation	20	25	25	25	25	25
Total Administration	1,300	1,425	1,407	1,390	1,382	1,372
Operations						
Subways Service Delivery	8,696	8,687	8,383	8,394	8,353	8,289
Subways Operation Support /Admin	453	412	412	412	412	412
Subways Stations	2,589	2,724	2,638	2,632	2,632	2,632
Subtotal - Subways	11,738	11,823	11,433	11,438	11,397	11,333
Buses	11,211	11,094	10,816	10,847	10,847	10,847
Paratransit	200	214	214	214	214	214
Operations Planning	383	403	385	383	382	380
Revenue Control	610	646	641	641	641	641
Non-Departmental	(1)	-	8	-	-	-
Total Operations	24,141	24,180	23,497	23,523	23,481	23,415
Maintenance						
Subways Operation Support /Admin	118	89	87	(144)	(145)	(150)
Subways Engineering	342	395	359	336	333	301
Subways Car Equipment	5,156	5,006	5,107	4,956	4,937	4,652
Subways Infrastructure	1,838	1,965	1,819	1,741	1,738	1,702
Subways Elevator & Escalators	428	455	467	492	487	487
Subways Stations	3,349	3,466	3,488	3,492	3,477	3,476
Subways Track	3,229	3,117	3,060	3,041	3,041	3,041
Subways Power	663	670	685	623	609	609
Subways Signals	1,622	1,658	1,663	1,650	1,632	1,630
Subways Electronics Maintenance	1,590	1,626	1,623	1,529	1,515	1,513
Subtotal - Subways	18,336	18,447	18,358	17,716	17,624	17,261
Buses	3,659	3,548	3,463	3,423	3,400	3,411
Supply Logistics	588	567	548	508	508	508
System Safety	88	95	93	92	91	90
Non-Departmental	(1)	(111)	(67)	(67)	(67)	(67)
Total Maintenance	22,670	22,546	22,395	21,672	21,556	21,203
Engineering/Capital						
Capital Program Management	1,375	1,468	1,450	1,361	1,342	1,323
Total Engineering/Capital	1,375	1,468	1,450	1,361	1,342	1,323
Public Safety						
Security	629	667	652	639	639	639
Total Public Safety	629	667	652	639	639	639
Total Baseline Positions	50,115	50,286	49,401	48,585	48,400	47,952
Non-Reimbursable	45,284	44,467	44,116	43,767	43,763	43,488
Reimbursable	4,831	5,819	5,285	4,818	4,637	4,464
Total Full-Time	49,905	50,078	49,197	48,381	48,196	47,748
Total Full-Time Equivalents	210	208	204	204	204	204

MTA NEW YORK CITY TRANSIT
November Financial Plan 2020 - 2023
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Administration						
Managers/Supervisors	436	540	522	511	508	503
Professional/Technical/Clerical	835	849	849	843	838	833
Operational Hourlies	29	36	36	36	36	36
Total Administration Headcount	1,300	1,425	1,407	1,390	1,382	1,372
Operations						
Managers/Supervisors	2,771	2,854	2,798	2,792	2,789	2,770
Professional/Technical/Clerical	550	585	578	577	576	574
Operational Hourlies	20,820	20,741	20,121	20,154	20,116	20,071
Total Operations Headcount	24,141	24,180	23,497	23,523	23,481	23,415
Maintenance						
Managers/Supervisors	4,126	4,029	3,939	3,868	3,845	3,794
Professional/Technical/Clerical	1,020	1,123	1,070	989	964	950
Operational Hourlies	17,524	17,394	17,386	16,815	16,747	16,459
Total Maintenance Headcount	22,670	22,546	22,395	21,672	21,556	21,203
Engineering / Capital						
Managers/Supervisors	334	379	364	330	316	302
Professional/Technical/Clerical	1,039	1,087	1,084	1,029	1,024	1,019
Operational Hourlies	2	2	2	2	2	2
Total Engineering Headcount	1,375	1,468	1,450	1,361	1,342	1,323
Public Safety						
Managers/Supervisors	259	272	270	269	269	269
Professional/Technical/Clerical	38	41	41	41	41	41
Operational Hourlies	332	354	341	329	329	329
Total Public Safety Headcount	629	667	652	639	639	639
Total Positions						
Managers/Supervisors	7,926	8,074	7,893	7,770	7,727	7,638
Professional/Technical/ Clerical	3,482	3,685	3,622	3,479	3,443	3,417
Operational Hourlies	38,707	38,527	37,886	37,336	37,230	36,897
Total Positions	50,115	50,286	49,401	48,585	48,400	47,952

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MTA Bus Company

MTA BUS COMPANY
2020 Final Proposed Budget
November Financial Plan 2020-2023

FINANCIAL OVERVIEW

MTA Bus Company remains committed to providing a safe, secure, reliable, and cost-efficient transportation service that fosters the continued vibrancy and prosperity of the New York region. To that end, the November Financial Plan presents the means to meet those needs and includes funding for several important programmatic initiatives critical to meeting MTA Bus Company's operational and maintenance needs. All other expense/cash changes result from either re-estimates, inflationary adjustments, or the projected timing of expenses, payments, or reimbursements.

The November Financial Plan maintains investments incorporated in previous plans to ensure the safe delivery of bus service to our customers and employees. Additional funding is being provided to maintain fleet remaining in revenue service beyond their 12-year useful life, until new fleet is delivered as part of the Capital Program. The Plan also provides funding for newly mandated reporting requirements directed by the Federal Transit Administration. It also provides funding for the backfill of represented employees who are to be granted time off to vote in any election in NY State, per NYS legislation, including any general, primary, or municipal election, and any special election called for by the Governor. Other major re-estimates include pay rate changes, as well as a decision by the MTA to eliminate service-related cuts that were proposed in 2018 solely because of fiscal constraints. The re-estimate to a prior period BRP reduces savings by \$94 million over the Plan period:

- **Express Bus Service Adjustment** – The Express Bus Service Adjustment item proposed in the 2018 November Financial Plan has been cancelled. This BRP will be reevaluated once the entire bus network (Network Redesign) process is completed. The restored expenses are \$10.0 million in 2019, \$21.0 million in 2020 and 2021, and \$21.1 million in both 2022 and 2023.

2019 November Forecast

MTA Bus Company's 2019 November Forecast includes total expenses before depreciation and other post-employment benefits of \$837.6 million, consisting of \$831.7 million of non-reimbursable expenses and \$5.9 million of reimbursable expenses. Total revenues are projected to be \$248.1 million, of which \$221.8 million is Farebox Revenue, \$20.3 million is Other Operating Revenue, and \$5.9 million is Capital and Other Reimbursements.

The 2019 net operating cash deficit is projected to increase by \$3.6 million from the Mid-Year Forecast to \$573.9 million, and reflect a myriad of changes. Reimbursable expenses are projected to remain the same. Total baseline full-time and full-time equivalent positions are 3,956 (3,916 non-reimbursable and 40 reimbursable).

2020 Final Proposed Budget

MTA Bus Company's 2020 Final Proposed Budget includes total expenses before depreciation and other post-employment benefits of \$824.1 million, consisting of \$818.6 million of non-reimbursable expenses and \$5.6 million of reimbursable expenses. Total revenue is projected to

be \$251.1 million, of which \$225.2 million is Farebox Revenue, \$20.3 million is Other Operating Revenue, and \$5.6 million in Capital and Other Reimbursements.

The 2020 net operating cash deficit is projected to increase by \$31.4 million from the July Financial Plan to \$515.3 million.

Major Operating Cash changes include:

- **Farebox Revenue** increase of \$0.8 million.
- **Payroll** expense increase of \$9.3 million due to the cancellation of bus service adjustment.
- **Overtime** expense increase of \$9.7 million due to the cancellation of bus service adjustment.
- **Pension** increase of \$2.4 million due to the latest actuarial report.
- **Maintenance and Other Operating Contracts** increase of \$1.1 million primarily due the Lift rollover and the cancellation of bus service adjustment.
- **Professional Service Contracts** increase of \$4.8 million primarily due to the New Fare System rollover from 2019.
- **Material and Supplies** increase of \$1.8 million primarily due to the cancellation of bus service adjustment.

Reimbursable expenses remain the same.

Total baseline positions are projected to increase by 89.

Total baseline full-time and full-time equivalent positions are 3,936 (3,898 non-reimbursable and 38 reimbursable).

2021-2023 Projections

Net operating cash deficits are projected to increase on average by \$27 million in each year beginning in 2021.

Major operating cash changes include:

- **Payroll** increases by \$9.4 million in 2021, \$9.6 million in 2022, and \$9.2 million in 2023, due to the restoration of expenses resulting from the cancellation of the Express Bus Service Adjustment BRP.
- **Overtime** increases by \$10.3 million in 2021, \$10.2 million in 2022, and \$10.6 million in 2023, due to the restoration of expenses resulting from the cancellation of the Express Bus Service Adjustment BRP.
- **Health & Welfare** (including OPEB current payment) increases by \$1.8 million in both 2021 and 2022, and \$1.7 million in 2023, reflecting revised position assumptions.

- **Pension** increases by \$2.5 million from 2021 through 2023 and reflect revised rates and position assumptions.
- **Fuel** expense increases by 0.6 million in both 2021 and 2022, and \$1.0 million in 2023, reflecting revised rates and consumption assumptions.
- **Maintenance and Other Operating Contracts** expense increases by \$0.5 million in each year from 2021 through 2023, primarily due to the restoration of expenses caused by the cancellation of the Express Bus Service Adjustment BRP.
- **Professional Service Contract** decreases slightly and mainly reflects the “lift and shift” of EAM-related expenses to MTAHQ where the function will be centralized, and CPI adjustments.
- **Materials & Supplies** expense increases by \$1.5 million in 2021, \$1.2 million in 2022, and \$1.0 million in 2023, primarily due to Shop Program and BRP changes noted previously.

Reimbursable expenses remain the same.

Total Baseline positions are projected to increase by 89, beginning in 2021, then decrease slightly to 83 in 2023.

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
<u>Non-Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$220.887	\$221.848	\$225.233	\$224.341	\$224.419	\$224.137
Other Operating Revenue	18.706	20.284	20.349	21.192	22.039	22.182
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$239.593	\$242.132	\$245.582	\$245.533	\$246.458	\$246.319
Operating Expense						
<u>Labor:</u>						
Payroll	\$296.179	\$287.719	\$290.991	\$291.590	\$310.229	\$301.309
Overtime	74.642	68.264	67.721	70.379	72.908	72.119
Health and Welfare	69.674	73.864	79.632	82.978	86.954	91.042
OPEB Current Payments	21.592	24.404	25.062	26.481	27.761	29.106
Pension	57.555	60.467	61.821	61.126	56.526	53.038
Other Fringe Benefits	60.288	72.167	71.828	72.390	75.224	74.263
Reimbursable Overhead	(2.360)	(1.003)	(0.897)	(0.906)	(0.935)	(0.932)
Total Labor Expenses	\$577.570	\$585.884	\$596.158	\$604.038	\$628.668	\$619.943
<u>Non-Labor:</u>						
Electric Power	\$1.968	\$1.764	\$1.848	\$1.913	\$2.000	\$2.125
Fuel	27.042	24.775	26.922	26.347	25.734	26.477
Insurance	5.557	6.307	7.351	8.067	9.199	9.723
Claims	61.798	61.336	63.035	64.711	66.356	67.988
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	29.637	48.755	33.557	38.044	34.279	32.195
Professional Services Contracts	28.468	45.786	45.623	40.848	41.895	41.771
Materials and Supplies	44.007	51.908	39.512	46.269	51.773	48.994
Other Business Expenses	4.046	5.183	4.558	4.687	5.079	5.205
Total Non-Labor Expenses	\$202.523	\$245.815	\$222.405	\$230.887	\$236.314	\$234.479
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$780.093	\$831.699	\$818.563	\$834.926	\$864.982	\$854.423
Depreciation	\$53.021	\$54.341	\$54.341	\$54.778	\$56.163	\$56.163
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	42.125	100.150	100.150	100.150	103.295	103.295
GASB 68 Pension Expense Adjustment	(14.107)	110.700	46.100	36.300	36.600	45.500
Environmental Remediation	0.218	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$861.349	\$1,096.890	\$1,019.154	\$1,026.154	\$1,061.040	\$1,059.380
Net Surplus/(Deficit)	(\$621.756)	(\$854.759)	(\$773.572)	(\$780.621)	(\$814.582)	(\$813.061)

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	6.239	5.925	5.554	5.644	5.823	5.815
Total Revenues	\$6.239	\$5.925	\$5.554	\$5.644	\$5.823	\$5.815
Operating Expense						
Labor:						
Payroll	\$3.879	\$2.586	\$2.268	\$2.230	\$2.301	\$2.297
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	1.214	1.266	1.374	1.417	1.416
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	2.360	1.003	0.897	0.906	0.935	0.932
Total Labor Expenses	\$6.239	\$4.803	\$4.431	\$4.510	\$4.653	\$4.645
Non-Labor:						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.242	0.242	0.244	0.252	0.252
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.881	0.881	0.890	0.918	0.918
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$1.122	\$1.123	\$1.134	\$1.170	\$1.170
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$6.239	\$5.925	\$5.554	\$5.644	\$5.823	\$5.815
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$220.887	\$221.848	\$225.233	\$224.341	\$224.419	\$224.137
Other Operating Revenue	18.706	20.284	20.349	21.192	22.039	22.182
Capital and Other Reimbursements	6.239	5.925	5.554	5.644	5.823	5.815
Total Revenues	\$245.832	\$248.057	\$251.136	\$251.177	\$252.281	\$252.134
Operating Expense						
<u>Labor:</u>						
Payroll	\$300.058	\$290.305	\$293.259	\$293.820	\$312.530	\$303.606
Overtime	74.642	68.264	67.721	70.379	72.908	72.119
Health and Welfare	69.674	75.078	80.898	84.353	88.371	92.458
OPEB Current Payments	21.592	24.404	25.062	26.481	27.761	29.106
Pension	57.555	60.467	61.821	61.126	56.526	53.038
Other Fringe Benefits	60.288	72.167	71.828	72.390	75.224	74.263
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$583.809	\$590.687	\$600.590	\$608.548	\$633.321	\$624.589
<u>Non-Labor:</u>						
Electric Power	\$1.968	\$1.764	\$1.848	\$1.913	\$2.000	\$2.125
Fuel	27.042	24.775	26.922	26.347	25.734	26.477
Insurance	5.557	6.307	7.351	8.067	9.199	9.723
Claims	61.798	61.336	63.035	64.711	66.356	67.988
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	29.637	48.996	33.799	38.288	34.531	32.447
Professional Services Contracts	28.468	45.786	45.623	40.848	41.895	41.771
Materials and Supplies	44.007	52.788	40.393	47.159	52.691	49.912
Other Business Expenses	4.046	5.183	4.558	4.687	5.079	5.205
Total Non-Labor Expenses	\$202.523	\$246.937	\$223.528	\$232.021	\$237.484	\$235.649
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$786.332	\$837.624	\$824.117	\$840.570	\$870.806	\$860.238
Depreciation	\$53.021	\$54.341	\$54.341	\$54.778	\$56.163	\$56.163
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	42.125	100.150	100.150	100.150	103.295	103.295
GASB 68 Pension Expense Adjustment	(14.107)	110.700	46.100	36.300	36.600	45.500
Environmental Remediation	0.218	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$867.588	\$1,102.815	\$1,024.708	\$1,031.798	\$1,066.863	\$1,065.195
Net Surplus/(Deficit)	(\$621.756)	(\$854.759)	(\$773.572)	(\$780.621)	(\$814.582)	(\$813.061)

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$219.831	\$221.848	\$225.233	\$224.341	\$224.419	\$224.137
Other Operating Revenue	19.176	20.284	20.349	21.192	22.039	22.182
Capital and Other Reimbursements	6.088	11.308	10.930	11.006	11.393	11.315
Total Receipts	\$245.095	\$253.440	\$256.512	\$256.539	\$257.851	\$257.634
Expenditures						
Labor:						
Payroll	\$302.475	\$291.684	\$294.797	\$293.414	\$312.111	\$303.187
Overtime	74.642	68.264	67.721	70.379	72.908	72.119
Health and Welfare	70.618	80.678	80.899	84.353	88.372	92.458
OPEB Current Payments	23.599	24.404	25.062	26.481	27.761	29.105
Pension	57.304	60.293	61.647	60.950	56.345	52.857
Other Fringe Benefits	54.625	56.990	56.651	57.211	60.040	59.079
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$583.262	\$582.316	\$586.778	\$592.787	\$617.537	\$608.805
Non-Labor:						
Electric Power	\$2.019	\$1.764	\$1.848	\$1.913	\$2.000	\$2.126
Fuel	26.964	23.352	25.499	26.348	25.734	26.477
Insurance	0.000	12.207	7.351	8.067	9.199	9.723
Claims	26.652	26.604	27.455	28.255	28.947	29.765
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	39.121	62.708	32.310	38.289	34.531	32.447
Professional Services Contracts	32.280	52.686	45.623	40.848	41.896	41.771
Materials and Supplies	47.396	60.489	40.393	47.159	52.691	49.912
Other Business Expenses	4.018	5.183	4.558	4.687	5.079	5.206
Total Non-Labor Expenditures	\$178.451	\$244.994	\$185.036	\$195.566	\$200.077	\$197.427
Other Expenditure Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$761.713	\$827.310	\$771.814	\$788.354	\$817.614	\$806.232
Net Cash Balance	(\$516.618)	(\$573.870)	(\$515.302)	(\$531.815)	(\$559.763)	(\$548.598)

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Flow Adjustments						
Receipts						
Farebox Revenue	(\$1.056)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.470	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(0.151)	5.383	5.376	5.362	5.570	5.500
Total Receipts	(\$0.737)	\$5.383	\$5.376	\$5.362	\$5.570	\$5.500
Expenditures						
Labor:						
Payroll	(\$2.417)	(\$1.379)	(\$1.538)	\$0.406	\$0.419	\$0.419
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(0.944)	(5.600)	(0.001)	0.000	(0.001)	(0.001)
OPEB Current Payments	(2.007)	0.000	0.000	0.000	0.000	0.000
Pension	0.251	0.174	0.174	0.176	0.181	0.181
Other Fringe Benefits	5.663	15.177	15.177	15.179	15.184	15.184
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.547	\$8.372	\$13.812	\$15.761	\$15.784	\$15.784
Non-Labor:						
Electric Power	(\$0.051)	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.077	1.423	1.423	(0.001)	0.000	0.000
Insurance	5.557	(5.900)	0.000	0.000	0.000	0.000
Claims	35.145	34.732	35.580	36.457	37.408	38.223
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(9.484)	(13.712)	1.489	(0.001)	0.000	0.000
Professional Services Contracts	(3.812)	(6.900)	0.000	0.000	0.000	0.000
Materials and Supplies	(3.389)	(7.701)	0.000	0.000	0.001	0.001
Other Business Expenses	0.028	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$24.072	\$1.943	\$38.492	\$36.455	\$37.408	\$38.222
Other Expenditure Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$24.619	\$10.315	\$52.304	\$52.216	\$53.192	\$54.006
Total Cash Conversion Adjustments before Depreciation	\$23.881	\$15.698	\$57.680	\$57.578	\$58.762	\$59.506
Depreciation	\$53.021	\$54.341	\$54.341	\$54.778	\$56.163	\$56.163
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	42.125	100.150	100.150	100.150	103.295	103.295
GASB 68 Pension Expense Adjustment	(14.107)	110.700	46.100	36.300	36.600	45.500
Environmental Remediation	0.218	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$105.138	\$280.889	\$258.271	\$248.806	\$254.819	\$264.463

MTA BUS COMPANY
2019 November Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

	Total		
	Hours	\$	%
<i>NON-REIMBURSABLE OVERTIME</i>			
Scheduled Service	699,045	\$28.851	42.3%
Unscheduled Service	146,888	6.506	9.5%
Programmatic/Routine Maintenance	314,779	13.652	20.0%
Unscheduled Maintenance	0	0.000	0.0%
Vacancy/Absentee Coverage	317,566	17.084	25.0%
Weather Emergencies	45,129	1.726	2.5%
Safety/Security/Law Enforcement	3,127	0.166	0.2%
Other	3,316	0.279	0.4%
Subtotal	1,529,850	\$68.264	100.0%
<i>REIMBURSABLE OVERTIME</i>	0	\$0.000	
TOTAL OVERTIME	1,529,850	\$68.264	

MTA BUS COMPANY
2020 Final Proposed Budget
November Financial Plan 2020-2023
Year-to-Year Changes by Category-Baseline

TOTAL REVENUE / RECEIPTS

Farebox Revenue

- MTA Bus Farebox Revenue reflects annualized ridership trends, and assumptions for the regional economy and NYC employment. Re-estimates reflect an increase in farebox revenue of \$3.4 million in 2020, a decrease of \$0.9 million in 2021; an increase by \$0.1 million in 2022; followed by a decrease of \$0.3 million in 2023.

Other Operating Revenue

- Other Operating Revenue increases minimally, \$0.1 million in 2020, \$0.8 million in both 2021 and 2022, and \$0.1 million in 2023 due primarily to changes in advertising revenues.

Capital and Other Reimbursements

- Capital and Other Reimbursements are projected to essentially remain unchanged from the July Plan.

TOTAL EXPENSES/EXPENDITURES

Payroll

- Represented employee wage increase assumptions follow the Transit Workers Union (TWU) pattern upon expiration of existing contracts starting in January 2017, as follows: 2.5% for 13 months, followed by 2.5% through May 2019. An additional one-time non-pensionable payment of \$500 was issued in May 2019 and CPI-based increases of 2.0% are assumed for each year thereafter.
- Non-Reimbursable payroll expenses are projected to increase by \$3.3 million in 2020, \$0.6 million in 2021, and \$18.6 million in 2022, then decrease by \$8.9 million in 2023, mainly due to changes in the platform budget and other cyclical programmatic initiatives.

Overtime

- Non-Reimbursable overtime expenses are projected to decrease by \$0.5 million in 2020, increase by \$2.7 million in 2021 and \$2.5 million in 2022, then decrease by \$0.8 million in 2023. The increases are due to the impact of platform budget/normal service and TWU contract adjustments, as well as traffic-volume and absence-related coverage requirements.

Health & Welfare and OPEB Current

- Health & Welfare/OPEB increases by \$6.4 million in 2020, \$4.8 million in 2021, \$5.3 million in 2022, and \$5.4 million in 2023 and mainly reflect inflation-based assumptions.

Pension

- Pension increases by \$1.4 million in 2020, then decreases by \$0.7 million in 2021, \$4.6 million in 2022, and \$3.5 million in 2023 and are consistent with current actuarial assumptions.

Other Fringe Benefits

- Decreases by \$0.3 million in 2020, then increases by \$0.6 million in 2021 and \$2.8 million in 2022, followed by a decrease of \$1.0 million in 2023. These changes mainly reflect changes in staffing levels and cyclical programmatic changes.

Electric Power

- The Financial Plan reflects the projected NYPA, PSE&G, and Con Ed delivery energy forecast guidelines.

Fuel

- The Financial Plan reflects diesel, CNG, and heating fuel price assumptions. Diesel fuel inflation assumptions are as follows: -8.3% in 2019, -3.4% in 2020, -1.3% in 2021, -0.5% in 2022, and 1.3% in 2023.

Insurance

- Insurance premium rates reflect forecast guidelines.

Claims

- Projections are consistent with the current actuarial assumptions.

Maintenance and Other Operating Contracts

- Decrease by \$15.2 million in 2020, then increase by \$4.5 million in 2021, followed by decreases of \$3.8 million in 2022 and \$2.1 million in 2023. These are mainly due to changes in SBS Routes and the Bus Shop Program.

Professional Service Contracts

- Decreases by \$0.2 million in 2020 and \$4.8 million in 2021, then increases by \$1.0 million in 2022, followed by a decrease of \$0.1 million in 2023, and mainly reflects the rollout of SBS routes.

Materials and Supplies

- The changes in Materials and Supplies are primarily due to the revised timing of bus fleet maintenance program requirements. Expenses decrease by \$12.4 million in 2020, then increase by \$6.8 million in 2020 and \$5.5 million in 2021, followed by decreases of \$2.8 million in 2023.

Other Business Expenses

- Expenses decrease by \$0.6 million in 2020, the increase by \$0.1 million in 2021, \$0.4 in 2022, and \$0.1 million in 2023, mainly due to CPI inflation assumptions.

Depreciation (non-cash)

- Annual expense changes are due to projections of additional fixed assets reaching full beneficial use.

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2019	Final Proposed Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Non-Reimbursable									
Operating Revenues									
Farebox Revenue	\$221.848	\$225.233	\$3.385	\$224.341	(\$0.892)	\$224.419	\$0.078	\$224.137	(\$0.282)
Other Operating Revenue	20.284	20.349	0.065	21.192	0.843	22.039	0.847	22.182	0.143
Total Revenues	\$242.132	\$245.582	\$3.450	\$245.533	(\$0.049)	\$246.458	\$0.925	\$246.319	(\$0.139)
Operating Expenses									
Labor:									
Payroll	\$287.719	\$290.991	(\$3.272)	\$291.590	(\$0.599)	\$310.229	(\$18.640)	\$301.309	\$8.921
Overtime	68.264	67.721	0.543	70.379	(2.658)	72.908	(2.529)	72.119	0.789
Health and Welfare	73.864	79.632	(5.768)	82.978	(3.346)	86.954	(3.975)	91.042	(4.088)
OPEB Current Payments	24.404	25.062	(0.658)	26.481	(1.419)	27.761	(1.281)	29.106	(1.344)
Pension	60.467	61.821	(1.354)	61.126	0.695	56.526	4.600	53.038	3.488
Other Fringe Benefits	72.167	71.828	0.340	72.390	(0.563)	75.224	(2.834)	74.263	0.961
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(1.003)	(0.897)	(0.106)	(0.906)	0.009	(0.935)	0.029	(0.932)	(0.003)
Total Labor Expenses	\$585.884	\$596.158	(\$10.274)	\$604.038	(\$7.880)	\$628.668	(\$24.630)	\$619.943	\$8.725
Non-Labor:									
Electric Power	\$1.764	\$1.848	(\$0.083)	\$1.913	(\$0.065)	\$2.000	(\$0.087)	\$2.125	(\$0.126)
Fuel	24.775	26.922	(2.146)	26.347	0.575	25.734	0.613	26.477	(0.743)
Insurance	6.307	7.351	(1.044)	8.067	(0.716)	9.199	(1.132)	9.723	(0.524)
Claims	61.336	63.035	(1.699)	64.711	(1.677)	66.356	(1.644)	67.988	(1.632)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	48.755	33.557	15.198	38.044	(4.488)	34.279	3.765	32.195	2.084
Professional Services Contracts	45.786	45.623	0.163	40.848	4.774	41.895	(1.047)	41.771	0.124
Materials and Supplies	51.908	39.512	12.396	46.269	(6.757)	51.773	(5.504)	48.994	2.779
Other Business Expenses	5.183	4.558	0.626	4.687	(0.129)	5.079	(0.392)	5.205	(0.126)
Total Non-Labor Expenses	\$245.815	\$222.405	\$23.410	\$230.887	(\$8.483)	\$236.314	(\$5.427)	\$234.479	\$1.835
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$831.699	\$818.563	\$13.136	\$834.926	(\$16.363)	\$864.982	(\$30.057)	\$854.423	\$10.560
Depreciation	\$54.341	\$54.341	\$0.000	\$54.778	(\$0.437)	\$56.163	(\$1.385)	\$56.163	\$0.000
GASB 75 OPEB Expense Adjustment	100.150	100.150	0.000	100.150	0.000	103.295	(3.145)	103.295	0.000
GASB 68 Pension Expense Adjustment	110.700	46.100	64.600	36.300	9.800	36.600	(0.300)	45.500	(8.900)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$1,096.890	\$1,019.154	\$77.736	\$1,026.154	(\$7.000)	\$1,061.040	(\$34.886)	\$1,059.380	\$1.660
Net Surplus/(Deficit)	(\$854.759)	(\$773.572)	\$81.187	(\$780.621)	(\$7.049)	(\$814.582)	(\$33.961)	(\$813.061)	\$1.521

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast	Final Proposed Budget	Change	Change	Change	Change	Change	Change	Change
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
Reimbursable									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	5.925	5.554	(0.371)	5.644	0.090	5.823	0.179	5.815	(0.008)
Total Revenues	\$5.925	\$5.554	(\$0.371)	\$5.644	\$0.090	\$5.823	\$0.179	\$5.815	(\$0.008)
Operating Expenses									
<u>Labor:</u>									
Payroll	\$2.586	\$2.268	\$0.318	\$2.230	\$0.038	\$2.301	(\$0.071)	\$2.297	\$0.004
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	1.214	1.266	(0.052)	1.374	(0.108)	1.417	(0.043)	1.416	0.001
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	1.003	0.897	0.106	0.906	(0.009)	0.935	(0.029)	0.932	0.003
Total Labor Expenses	\$4.803	\$4.431	\$0.372	\$4.510	(\$0.079)	\$4.653	(\$0.143)	\$4.645	\$0.008
<u>Non-Labor:</u>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.242	0.242	(0.001)	0.244	(0.002)	0.252	(0.008)	0.252	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.881	0.881	(0.001)	0.890	(0.009)	0.918	(0.028)	0.918	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$1.122	\$1.123	(\$0.001)	\$1.134	(\$0.011)	\$1.170	(\$0.036)	\$1.170	\$0.000
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$5.925	\$5.554	\$0.371	\$5.644	(\$0.090)	\$5.823	(\$0.179)	\$5.815	\$0.008
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast	Final Proposed Budget	Change	Change	Change	Change	Change	Change	Change
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
<u>Non-Reimbursable and Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$221.848	\$225.233	\$3.385	\$224.341	(\$0.892)	\$224.419	\$0.078	\$224.137	(\$0.282)
Other Operating Revenue	20.284	20.349	0.065	21.192	0.843	22.039	0.847	22.182	0.143
Capital and Other Reimbursements	5.925	5.554	(0.371)	5.644	0.090	5.823	0.179	5.815	(0.008)
Total Revenues	\$248.057	\$251.136	\$3.079	\$251.177	\$0.041	\$252.281	\$1.104	\$252.134	(\$0.147)
Operating Expenses									
<u>Labor:</u>									
Payroll	\$290.305	\$293.259	(\$2.954)	\$293.820	(\$0.561)	\$312.530	(\$18.711)	\$303.606	\$8.925
Overtime	68.264	67.721	0.543	70.379	(2.658)	72.908	(2.529)	72.119	0.789
Health and Welfare	75.078	80.898	(5.820)	84.353	(3.454)	88.371	(4.019)	92.458	(4.087)
OPEB Current Payments	24.404	25.062	(0.658)	26.481	(1.419)	27.761	(1.281)	29.106	(1.344)
Pension	60.467	61.821	(1.354)	61.126	0.695	56.526	4.600	53.038	3.488
Other Fringe Benefits	72.167	71.828	0.340	72.390	(0.563)	75.224	(2.834)	74.263	0.961
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$590.687	\$600.590	(\$9.902)	\$608.548	(\$7.959)	\$633.321	(\$24.773)	\$624.589	\$8.733
<u>Non-Labor:</u>									
Electric Power	\$1.764	\$1.848	(\$0.083)	\$1.913	(\$0.065)	\$2.000	(\$0.087)	\$2.125	(\$0.126)
Fuel	24.775	26.922	(2.146)	26.347	0.575	25.734	0.613	26.477	(0.743)
Insurance	6.307	7.351	(1.044)	8.067	(0.716)	9.199	(1.132)	9.723	(0.524)
Claims	61.336	63.035	(1.699)	64.711	(1.677)	66.356	(1.644)	67.988	(1.632)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	48.996	33.799	15.198	38.288	(4.490)	34.531	3.757	32.447	2.084
Professional Services Contracts	45.786	45.623	0.163	40.848	4.774	41.895	(1.047)	41.771	0.124
Materials and Supplies	52.788	40.393	12.395	47.159	(6.766)	52.691	(5.532)	49.912	2.779
Other Business Expenses	5.183	4.558	0.626	4.687	(0.129)	5.079	(0.392)	5.205	(0.126)
Total Non-Labor Expenses	\$246.937	\$223.528	\$23.409	\$232.021	(\$8.494)	\$237.484	(\$5.463)	\$235.649	\$1.835
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$837.624	\$824.117	\$13.507	\$840.570	(\$16.453)	\$870.806	(\$30.236)	\$860.238	\$10.568
Depreciation	\$54.341	\$54.341	\$0.000	\$54.778	(\$0.437)	\$56.163	(\$1.385)	\$56.163	\$0.000
GASB 75 OPEB Expense Adjustment	100.150	100.150	0.000	100.150	0.000	103.295	(3.145)	103.295	0.000
GASB 68 Pension Expense Adjustment	110.700	46.100	64.600	36.300	9.800	36.600	(0.300)	45.500	(8.900)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$1,102.815	\$1,024.708	\$78.107	\$1,031.798	(\$7.090)	\$1,066.863	(\$35.065)	\$1,065.195	\$1.668
Net Surplus/(Deficit)	(\$854.759)	(\$773.572)	\$81.187	(\$780.621)	(\$7.049)	(\$814.582)	(\$33.961)	(\$813.061)	\$1.521

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2019	Final Proposed Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Cash Receipts and Expenditures									
Receipts									
Farebox Revenue	\$221.848	\$225.233	\$3.385	\$224.341	(\$0.892)	\$224.419	\$0.078	\$224.137	(\$0.282)
Other Operating Revenue	20.284	20.349	0.065	21.192	0.843	22.039	0.847	22.182	0.143
Capital and Other Reimbursements	11.308	10.930	(0.378)	11.006	0.076	11.393	0.387	11.315	(0.078)
Total Receipts	\$253.440	\$256.512	\$3.072	\$256.539	\$0.027	\$257.851	\$1.312	\$257.634	(\$0.217)
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$291.684	\$294.797	(\$3.113)	\$293.414	\$1.383	\$312.111	(\$18.697)	\$303.187	\$8.925
Overtime	68.264	67.721	0.543	70.379	(2.658)	72.908	(2.529)	72.119	0.789
Health and Welfare	80.678	80.899	(0.221)	84.353	(3.453)	88.372	(4.019)	92.458	(4.087)
OPEB Current Payments	24.404	25.062	(0.658)	26.481	(1.419)	27.761	(1.280)	29.105	(1.344)
Pension	60.293	61.647	(1.354)	60.950	0.697	56.345	4.605	52.857	3.488
Other Fringe Benefits	56.990	56.651	0.340	57.211	(0.561)	60.040	(2.829)	59.079	0.961
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$582.316	\$586.778	(\$4.462)	\$592.787	(\$6.010)	\$617.537	(\$24.750)	\$608.805	\$8.732
<u>Non-Labor Expenditures:</u>									
Electric Power	\$1.764	\$1.848	(\$0.083)	\$1.913	(\$0.065)	\$2.000	(\$0.087)	\$2.126	(\$0.126)
Fuel	23.352	25.499	(2.146)	26.348	(0.849)	25.734	0.614	26.477	(0.743)
Insurance	12.207	7.351	4.856	8.067	(0.716)	9.199	(1.132)	9.723	(0.524)
Claims	26.604	27.455	(0.851)	28.255	(0.799)	28.947	(0.693)	29.765	(0.818)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	62.708	32.310	30.398	38.289	(5.980)	34.531	3.758	32.447	2.084
Professional Services Contracts	52.686	45.623	7.063	40.848	4.774	41.896	(1.047)	41.771	0.124
Materials and Supplies	60.489	40.393	20.096	47.159	(6.766)	52.691	(5.531)	49.912	2.779
Other Business Expenses	5.183	4.558	0.626	4.687	(0.129)	5.079	(0.392)	5.206	(0.126)
Total Non-Labor Expenditures	\$244.994	\$185.036	\$59.958	\$195.566	(\$10.530)	\$200.077	(\$4.510)	\$197.427	\$2.650
<u>Other Expenditure Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$827.310	\$771.814	\$55.496	\$788.354	(\$16.540)	\$817.614	(\$29.260)	\$806.232	\$11.382
Net Cash Surplus/(Deficit)	(\$573.870)	(\$515.302)	\$58.568	(\$531.815)	(\$16.513)	(\$559.763)	(\$27.948)	(\$548.598)	\$11.165

MTA BUS COMPANY
2020 Final Proposed Budget
November Financial Plan 2020-2023
Summary of Major Plan-to-Plan Changes by Generic Category

2019: November Forecast vs. Mid-Year Forecast

Operating Revenue Changes

Operating revenues are projected to increase from the July Financial Plan by \$1.2 million.

Major generic category changes include:

- An increase in Farebox Revenue of \$1.2 million due to higher projected ridership.
- Other Operating Revenue decrease of \$0.1 million due to lower advertising revenues.

Operating Expense Changes

Operating expenses increased from the July Financial Plan by \$4.8 million.

Major generic category changes include:

- **Payroll, Overtime, Health and Welfare, Pension, and Other Fringe Benefits** expenses increase by \$5.8 million, \$5.9 million, \$0.8 million, \$1.3 million, and \$0.8 million, respectively, mainly due to the cancellation of the Express Bus Service Adjustment BRP.
- **Fuel** expenses are projected to decreased by \$1.1 million because of lower forecasted fuel prices.
- **Maintenance and Other Operating Contract** decreased by \$0.2 million primarily due to programmatic initiatives.
- **Professional Service Contracts** decreased of \$5.2 million primarily due to a delay in the implementation of the New Fare System (NFS)/One Metro New York (OMNY).
- **Material and Supplies** decreased by \$3.2 million and is driven by changes in the assumptions for the SBS Route.

2020-2023: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Operating Revenues are projected to increase from the July Financial Plan by \$0.7 million in 2020, and \$0.8 million annually from 2021 through 2023.

Major changes include:

An increase in Farebox Revenue of \$0.8 million in 2020-2023, based on the updated Ridership and Revenue forecast.

Operating Expense Changes

Operating Expenses increased from the July Plan by \$32.1 million in 2020, and on average by \$27.6 million in each year thereafter.

Major changes include:

- **Payroll** increases of \$9.3 million in 2020, \$9.4 million in 2021, \$9.6 million in 2022 and \$9.2 million in 2023, primarily due to the cancellation of the Express Bus Service Adjustment BRP.
- **Overtime** increases of \$9.7 million in 2020, \$10.3 million in 2021, \$10.2 million in 2022, and \$10.6 million in 2023, primarily due to the cancellation of the Express Bus Service Adjustment BRP.
- **Health & Welfare/OPEB current payment** expenses are projected to increase by \$1.7 million in 2020, \$1.8 million each in 2021 and in 2022, and \$1.7 million in 2023, due to an increase in headcount resulting from the cancellation of the Express Bus Service Adjustment BRP.
- **Pension** expenses are projected to increase by \$2.4 million in 2020, and \$2.5 million in 2021-2023 due to an increase in headcount primarily caused by for a canceled Express Bus Service Adjustment BRP.
- **Fuel** expenses are relatively flat in 2020, increase by \$0.6 million in 2021 and in 2022 and \$1.0 million 2023, due to revised forecast assumptions.
- **Maintenance and Other Operating Contracts** expenses are projected to increase by \$1.1 million in 2020, \$0.5 million in each year from 2021-2023, and also reflects the impact of canceling a service-related BRP.
- **Professional Service Contracts** expenses are projected to increase \$4.8 million in 2020, and decrease by \$0.3 million in 2021-2023 mainly due to the NFS/OMNY Rollover.
- **Materials and Supplies** expenses are projected to increase by \$1.8 million in 2020, \$1.5 million in 2021, \$1.2 million in 2022, \$1.0 million in 2023, and also reflects the impact of canceling a service-related BRP.

MTA BUS COMPANY
2020 Final Proposed Budget
November Financial Plan 2020-2023
Summary of Major Plan-to-Plan Changes

2019: November Forecast vs. Mid-Year Forecast

Revenue Changes

Total Revenue increased from the July Financial Plan by \$1.2 million.

Major change results from:

- An increase in Farebox Revenue of \$1.2 million due to higher forecasted ridership.

Expense Changes

Operating expenses increase from the July Financial Plan by \$4.8 million.

Major changes include:

- Platform Budget increase of \$0.6 million.
- Overage Fleet increase of \$1.9 million.
- Lift expense timing-related decrease of \$0.5 million.
- New Fare System (NFS)/OMNY timing-related change of \$5.0 million.
- Rate Variance Adjustment increase of \$3.5 million.
- Fuel decrease of \$2.1 million.
- Cancellation of Express Bus Service Adjustment (BRP) increase of \$10.0 million.
- SBS Route savings of \$4.4 million.
- Election Day coverage increase of \$0.6 million.

2020 - 2023: November Financial Plan vs. July Financial Plan

Revenue Changes

Operating Revenues are projected to increase from the July Financial Plan by \$0.7 million in 2020, \$0.8 million in 2021-2023.

Major changes include:

An increase in Farebox Revenue of \$0.8 million in 2020-2023, based on updated ridership and revenue assumptions.

Expense Changes

Total Operating Expenses increased from the July Plan by \$30.8 million in 2020, \$26.4 million in 2021, \$26.2 million in 2022, and \$26.4 million in 2023. The changes are due to revised inflation, forecast assumptions, and programmatic investments.

Major changes include:

- Programmatic investments increase by \$1.2 million in both 2020 and 2021, \$1.3 million in both 2022 and 2023, mainly for Line Supervisor.
- Overage fleet requirements (primarily overtime) increase of \$1.9 million in 2020 and \$2.0 million in 2021–2023.
- Fire Suppression Repair Service an increase of \$0.1 million in 2020–2023.
- Lift expense timing increase \$0.5 million in 2020.
- NFS/OMNY timing increase of \$5.0 million in 2020.
- Wage rate changes increase of \$3.5 million in 2020-2023.
- OTPS CPI increase of \$0.1 million in 2020, decreases of \$0.4 million in 2021, \$0.7 million 2022 and \$0.9 million in 2023 due to revised forecast guidelines.
- Fuel expenses decrease by \$1.9 million in 2020, \$1.3 million in 2021, \$1.2 million in 2022 and \$0.9 million in 2023 reflect revised forecast guidelines.
- Cancellation of Express Bus Service Adjustment BRP increase expenses by \$21.0 million in both 2020 and 2021, and \$21.1 million in both 2022 and 2023.
- Election Day Cost increase by \$0.6 million in 2020-2022, and \$0.7 million in 2023.

MTA BUS COMPANY
2020 Final Proposed Budget
November Financial Plan 2020-2023
Summary of Major Plan-to-Plan Changes by Generic Category

2019 - 2022 November Financial Plan vs. February Financial Plan

Operating Revenue Changes

Operating Revenues are projected to increase from the February Financial Plan by \$0.1 million in 2019, \$2.8 million in 2020 and \$2.9 million in 2021-2023, due to higher ridership, partially offset by lower advertising revenue.

Operating Expense Changes

Operating Expenses before Depreciation and GASB Adjs. Increased from the February Plan by \$1.1 million in 2019, \$37.6 million in 2020, \$33.1 million in 2021, \$29.6 million in 2022 and \$30.1 million in 2023.

Major generic category changes include:

- **Payroll** is projected to increase by \$2.6 million in 2019, \$7.3 million in 2020, \$7.4 million in 2021, \$7.5 million in 2022, and \$7.1 million in 2023 primarily due to the cancellation of the Express Bus Service Adjustment BRP.
- **Overtime** is projected to increase \$6.0 million in 2019, \$10.4 million in 2020, \$10.3 million in 2021, \$10.2 million in 2022 and \$10.7 million in 2023, primarily due to the cancellation of a BRP.
- **Health & Welfare/OPEB Current Payment** expenses are projected to decrease by \$3.7 million in 2019, \$0.9 million in 2020, \$1.3 million in 2021, \$5.3 million in 2022 and \$1.4 million in 2023, based on the latest projected rates and change in positions.
- **Pension** expenses are projected to increase by \$4.8 million in 2019, \$8.8 million in 2020, \$10.3 million in 2021, \$10.8 million in 2022, and \$6.3 million in 2023 based on the most current actuarial re-estimate.
- **Other Fringe Benefits** expenses are projected to increase by \$0.5 million in 2019, \$1.4 million in 2020-2023 due primarily to programmatic changes.
- **Fuel** expenses are projected to decrease by \$2.8 million in 2019, increase \$0.7 million in 2020, \$0.8 million in 2021, \$0.6 million in 2022, and \$1.3 million in 2023 due to revised forecast assumptions.
- **Maintenance and Other Operating Contract** expenses are projected to decrease by \$1.7 million in 2019, \$0.5 million in 2020, \$1.0 million in both 2021 and 2022, and \$0.9 million in 2023. This is mainly due to changes in the Shop Program.

- **Materials and Supplies** expenses are projected to decrease by \$10.7 million in 2019, increase by \$2.3 million in 2020, \$2.0 million in 2021, \$1.7 million in 2022, and \$1.3 million in 2023 primarily due to changes in the Shop Program and its BRPs.
- **Professional Services Contract** expenses are projected to increase by \$6.8 million in 2019, \$8.7 million in 2020, \$3.6 million in 2021, \$3.9 million in 2022, and \$4.5 million in 2023, primarily due to the implementation of the NFS/OMNY.

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2019	2020	2021	2022	2023
July Financial Plan - Net Cash Surplus/(Deficit)	(\$570.228)	(\$483.926)	(\$505.013)	(\$533.109)	(\$521.636)
Baseline Changes					
Revenue					
Farebox Revenue	\$1.230	\$0.828	\$0.804	\$0.796	\$0.782
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(0.070)	(0.137)	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	\$1.160	\$0.691	\$0.804	\$0.796	\$0.782
Expenses					
Labor:					
Payroll	(\$5.848)	(\$9.303)	(\$9.429)	(\$9.558)	(\$9.237)
Overtime	(5.861)	(9.736)	(10.280)	(10.198)	(10.639)
Health and Welfare	(0.782)	(1.742)	(1.777)	(1.812)	(1.724)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	(1.266)	(2.386)	(2.494)	(2.502)	(2.521)
Other Fringe Benefits	(0.818)	(1.544)	(1.613)	(1.617)	(1.629)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	(\$14.575)	(\$24.711)	(\$25.593)	(\$25.687)	(\$25.750)
Non-Labor:					
Electric Power	\$0.082	\$0.108	\$0.125	\$0.144	\$0.142
Fuel	1.057	0.048	(0.592)	(0.618)	(0.964)
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.225	(1.073)	(0.504)	(0.500)	(0.533)
Professional Service Contracts	5.200	(4.785)	0.295	0.298	0.279
Materials & Supplies	3.204	(1.763)	(1.458)	(1.214)	(1.044)
Other Business Expenses	0.005	0.109	0.122	0.128	0.127
Total Non-Labor Expense Changes	\$9.774	(\$7.356)	(\$2.012)	(\$1.762)	(\$1.993)
Total Expenses before Depreciation and GASB Adjs.	(\$4.802)	(\$32.067)	(\$27.606)	(\$27.450)	(\$27.743)
Depreciation	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	(\$4.802)	(\$32.067)	(\$27.606)	(\$27.450)	(\$27.743)
Cash Adjustment Changes					
Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expense	0.000	0.000	0.000	0.000	0.000
Depreciation	0.000	0.000	0.000	0.000	0.000
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	(\$3.642)	(\$31.375)	(\$26.802)	(\$26.654)	(\$26.961)
November Financial Plan - Net Cash Surplus/(Deficit)	(\$573.870)	(\$515.302)	(\$531.815)	(\$559.763)	(\$548.598)

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2019	2020	2021	2022	2023
July Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	(\$0.000)	(\$0.000)	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
Labor:					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Non-Labor:					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Adjustment Changes					
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
November Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2019	2020	2021	2022	2023
July Financial Plan - Net Cash Surplus/(Deficit)	(\$570.228)	(\$483.926)	(\$505.013)	(\$533.109)	(\$521.636)
Baseline Changes					
Revenue					
Farebox Revenue	\$1,230	\$0.828	\$0.804	\$0.796	\$0.782
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(0.070)	(0.137)	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	\$1.160	\$0.691	\$0.804	\$0.796	\$0.782
Expenses					
Labor:					
Payroll	(\$5,848)	(\$9,303)	(\$9,429)	(\$9,558)	(\$9,237)
Overtime	(5,861)	(9,736)	(10,280)	(10,198)	(10,639)
Health and Welfare	(0,782)	(1,742)	(1,777)	(1,812)	(1,724)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	(1,266)	(2,386)	(2,494)	(2,502)	(2,521)
Other Fringe Benefits	(0,818)	(1,544)	(1,613)	(1,617)	(1,629)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	(\$14.575)	(\$24.711)	(\$25.593)	(\$25.687)	(\$25.750)
Non-Labor:					
Electric Power	\$0.082	\$0.108	\$0.125	\$0.144	\$0.142
Fuel	1,057	0.048	(0,592)	(0,618)	(0,964)
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.225	(1,073)	(0,504)	(0,500)	(0,533)
Professional Service Contracts	5,200	(4,785)	0,295	0,298	0,279
Materials & Supplies	3,204	(1,763)	(1,458)	(1,214)	(1,044)
Other Business Expenses	0.005	0.109	0.122	0.128	0.127
Total Non-Labor Expense Changes	\$9.773	(\$7.356)	(\$2.012)	(\$1.762)	(\$1.993)
Total Expenses before Depreciation and GASB Adjs.	(\$4.802)	(\$32.067)	(\$27.606)	(\$27.450)	(\$27.743)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	(\$4.802)	(\$32.067)	(\$27.606)	(\$27.450)	(\$27.743)
Cash Adjustment Changes					
Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expense	0.000	0.000	0.000	0.000	0.000
Depreciation	0.000	0.000	0.000	0.000	0.000
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	(\$3.642)	(\$31.375)	(\$26.802)	(\$26.654)	(\$26.961)
November Financial Plan - Net Cash Surplus/(Deficit)	(\$573.870)	(\$515.302)	(\$531.815)	(\$559.763)	(\$548.598)

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

TOTAL NON-REIMBURSABLE and REIMBURSABLE

	2019	2020	2021	2022	2023
July Financial Plan - Net Cash Surplus/(Deficit)	(\$570.228)	(\$483.926)	(\$505.013)	(\$533.109)	(\$521.636)
Non-Reimbursable Major Changes					
Revenue					
Farebox Revenue	1.230	0.828	0.804	0.796	0.782
Other Operating Revenue	(0.070)	(0.137)	0.000	0.000	0.000
Sub-Total Non-Reimbursable Revenue Changes	\$1.160	\$0.691	\$0.804	\$0.796	\$0.782
Expenses					
Programs:					
Transit Asset Management	0.000	(0.501)	(0.512)	(0.521)	(0.532)
Line Supervisor	0.000	(0.720)	(0.733)	(0.749)	(0.764)
Sub-Total Programs	\$0.000	(\$1.221)	(\$1.245)	(\$1.270)	(\$1.296)
Major Re-estimates/Technical Adjustments/Other:					
Artic Joint Intervention	0.000	0.000	(0.789)	(0.805)	(0.821)
Platform Budget	(0.600)	(0.289)	(0.302)	(0.315)	(0.326)
Overage Fleet	(1.877)	(1.914)	(1.953)	(1.992)	(2.031)
Fire Suppression Repair Services	0.000	(0.065)	(0.066)	(0.068)	(0.069)
Lift Rollover	0.489	(0.489)	0.000	0.000	0.000
New Fare System (NFS)	5.000	(5.000)	0.000	0.000	0.000
Rate Variance	(3.500)	(3.500)	(3.500)	(3.500)	(3.500)
OTPS - CPI	(0.347)	(0.130)	0.402	0.723	0.889
Fuel	2.075	1.873	1.250	1.243	0.895
FOIL Centralization	0.040	0.166	0.170	0.174	0.177
EAM Transfer to HQ	0.149	0.127	0.104	0.082	0.084
CMO Efficiencies	0.000	(0.100)	(0.101)	(0.104)	(0.106)
Replace "CMO Efficiencies" with OTPS	0.000	0.100	0.101	0.104	0.106
Cancellation of Express Bus Service Adjustment	(10.001)	(21.008)	(21.044)	(21.078)	(21.089)
SBS Route Rollover	4.377	0.000	0.000	0.000	0.000
Election Day Cost	(0.607)	(0.619)	(0.631)	(0.644)	(\$0.656)
Sub-Total Non-Reimbursable Expense Changes	(\$4.802)	(\$30.846)	(\$26.360)	(\$26.180)	(\$26.447)
Total Non-Reimbursable Major Changes	(\$3.642)	(\$31.375)	(\$26.802)	(\$26.654)	(\$26.961)
Reimbursable Major Changes					
Revenue					
None	0.000	0.000	0.000	0.000	0.000
Sub-Total Reimbursable Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
None	0.000	0.000	0.000	0.000	0.000
Sub-Total Reimbursable Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	(\$3.642)	(\$31.375)	(\$26.802)	(\$26.654)	(\$26.961)
Cash Adjustment Changes					
None	0.000	0.000	0.000	0.000	0.000
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	(\$3.642)	(\$31.375)	(\$26.802)	(\$26.654)	(\$26.961)
November Financial Plan - Net Cash Surplus/(Deficit)	(\$573.870)	(\$515.302)	(\$531.815)	(\$559.763)	(\$548.598)

MTA BUS COMPANY
2020 Final Proposed Budget
November Financial Plan 2020-2023
Ridership /Utilization

Ridership

The 2019 November Financial Plan ridership forecast assumes that the April to August bus variance will continue through the remainder of the year; these variances from budget were favorable compared to the 2019 July Plan forecast. Because of the improved ridership results, the 2019 November Plan ridership forecast is 2.6 million higher than the July Plan projection.

Ridership for 2020 is projected to increase by 2.7 percent over 2019, reflecting a positive baseline ridership when adjusted to account for employment growth and snowstorms in the first quarter of 2019. The resulting 2020 ridership is 3.2 million higher than the July Plan forecast.

Ridership forecasts for 2021 through 2023 are based on the revised 2019 ridership forecast and the August 2019 employment forecast, which projects slightly lower employment increases than projected in the July Plan in 2021, and higher increases in 2021 and 2022. The resulting ridership is expected to be 3.2 million higher than the July Plan in 2021, 3.1 million higher in 2022 and in 2023.

Revenue

Projected Farebox Revenue is \$1.2 million higher than the July Plan in 2019, \$0.8 million each year from 2020 to 2023. These changes reflect higher ridership levels.

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Ridership (Utilization)
(in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
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RIDERSHIP

Fixed Route	121.448	119.555	119.661	119.224	119.261	119.121
Total Ridership	121.448	119.555	119.661	119.224	119.261	119.121

FAREBOX REVENUE

Fixed Route Farebox Revenue	\$220.887	\$221.848	\$225.233	\$224.341	\$224.419	\$224.137
Farebox Revenue	\$220.887	\$221.848	\$225.233	\$224.341	\$224.419	\$224.137

MTA BUS COMPANY
November Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	<u>Pos.</u>	<u>2019</u>	<u>Pos.</u>	<u>2020</u>	<u>Pos.</u>	<u>2021</u>	<u>Pos.</u>	<u>2022</u>	<u>Pos.</u>	<u>2023</u>
Non-Reimbursable BRP										
<u>Administration</u>										
Workforce Development Reorg (July Plan)	-	0.000	8	1.363	8	1.389	8	1.417	8	1.445
Subtotal Administration	-	0.000	8	1.363	8	1.389	8	1.417	8	1.445
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
Central Mtce. Facility (CMF) Efficiencies (July Plan)	-	0.000	13	1.837	13	1.870	13	1.907	13	1.945
Central Management Officer (CMO) Efficiencies (July Plan)	-	0.000	3	0.100	3	0.101	3	0.104	3	0.106
Elimination of CMO Efficiencies (Nov Plan)	-	0.000	(3)	(0.100)	(3)	(0.101)	(3)	(0.104)	(3)	(0.106)
Replace CMO Efficiencies with OTPS (Nov Plan)	-	0.000	-	0.100	-	0.101	-	0.104	-	0.106
Subtotal Maintenance	-	0.000	13	1.937	13	1.971	13	2.011	13	2.051
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety</u>										
Special Investigation Reorganization (July Plan)	-	0.000	3	0.381	3	0.389	3	0.397	3	0.405
Subtotal Safety	-	0.000	3	0.381	3	0.389	3	0.397	3	0.405
<u>Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Security	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
Other Than Personal Services (OTPS) (July Plan)	-	0.830	-	1.334	-	1.334	-	1.334	-	1.334
Renewable Natural Gas (July Plan)	-	0.000	-	0.150	-	0.153	-	0.157	-	0.161
Pick Technology/Automation (July Plan)	-	0.000	-	0.226	-	0.230	-	0.235	-	0.239
Subtotal Other	-	0.830	-	1.710	-	1.717	-	1.726	-	1.733
Total Non-Reimbursable BRP	-	\$0.830	24	\$5.391	24	\$5.467	24	\$5.551	24	\$5.634
Reimbursable BRP										
<u>Capital Program</u>										
Capital & Other Reimbursements Reduction (July Plan)	-	0.000	2	(0.316)	2	(0.322)	2	(0.328)	2	(0.336)
Reimbursable Expense Reduction (July Plan)	-	0.000	-	0.316	-	0.322	-	0.328	-	0.336
Total Reimbursable BRP	-	0.000	2	0.000	2	0.000	2	0.000	2	0.000
Total Non-Reimbursable and Reimbursable BRP	-	(0.830)	(22)	(5.391)	(22)	(5.467)	(22)	(5.551)	(22)	(5.634)

MTA BUS COMPANY
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration
Program: Workforce Development Reorganization

Background Details:	Workforce reorganization and consolidation of functions.
----------------------------	--

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	1/1/2020
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.363	\$1.389	\$1.417	\$1.445
<i>Total Positions Required:</i>	0	8	8	8	8

MTA BUS COMPANY
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Maintenance
Program: Central Maintenance Facility (CMF) Efficiencies

Background Details:	Reduce the number of buses being painted by 75%. Eliminate 1 Line Supervisor and 1 Superintendent on the hawk tour. Eliminate 1 Deputy Director.
----------------------------	--

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	1/1/2020
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.837	\$1.870	\$1.907	\$1.945
<i>Total Positions Required:</i>	0	13	13	13	13

MTA BUS COMPANY
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: CMO Efficiencies

Background Details:	Eliminate Depot Training Supervisor (DTS) program. Reinvest 4 Maintenance Training Superintendents. Eliminate the Field/Fleet Unit, reinvest 2 Superintendents.
----------------------------	---

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	1/1/2020
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.100	\$0.101	\$0.104	\$0.106
<i>Total Positions Required:</i>	0	3	3	3	3

MTA BUS COMPANY
November Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Other

Program: Replace "CMO Efficiencies" with OTPS

Background Details:	OTPS BRP to replace CMO Efficiencies that was retracted
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Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	1/1/2020
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.100	\$0.101	\$0.104	\$0.106
<i>Total Positions Required:</i>	0	0	0	0	0

MTA BUS COMPANY
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Safety
Program: Special Investigation Reorganization

Background Details:	Disband Operations Support, merge ACO. Merge Command Operations with Security. Reduce 1 Confidential Secretary. Eliminate 1 Deputy Director
----------------------------	---

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	1/1/2020
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.381	\$0.389	\$0.397	\$0.405
<i>Total Positions Required:</i>	0	3	3	3	3

**MTA BUS COMPANY
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Other
Program: Other Than Personal Services (OTPS)

Background Details:	Right sizing of accounts based on a review of 4 years of activity
----------------------------	---

Program Description/ Implementation Plan:			
Program Implementation Date:	When will savings begin?:	1/1/2020	
	Are these savings recurring?:	Yes	
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.830	\$1.334	\$1.334	\$1.334	\$1.334
<i>Total Positions Required:</i>	0	0	0	0	0

MTA BUS COMPANY
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Other
Program: Renewable Natural Gas (RNG)

Background Details:	The vendor will pay MTABC either 5% or Renewable Identification (RIN) value \$0.075/Gasoline gallon equivalent (GGE) for all RNG allocation.
----------------------------	--

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	1/1/2020
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.150	\$0.153	\$0.157	\$0.161
<i>Total Positions Required:</i>	0	0	0	0	0

MTA BUS COMPANY
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Other
Program: Pick Technology/Automation

Background Details:	Automation the current bus operator system Pick.
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Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	1/1/2020
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.226	\$0.230	\$0.235	\$0.239
<i>Total Positions Required:</i>	0	0	0	0	0

MTA BUS COMPANY
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Reimbursable

Program: Facilities BRP

Background Details:	Reduction in engineering staff responsible for design and construction oversight. Reduction in this position responsible for overseeing several access programs, handling tasks and reports for the budget and Administration Division, and NYCT DOB telephone coordinator.
----------------------------	---

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	1/1/2020
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.316	\$0.322	\$0.328	\$0.336
<i>Total Positions Required:</i>	0	2	2	2	2

MTA BUS COMPANY
2020 Final Proposed Budget
November Financial Plan 2020-2023
Positions

POSITION ASSUMPTIONS

2019: November Forecast vs. Mid-Year Forecast

Total positions are projected to increase by 40, (all non-reimbursable). The changes are as follows:

Re-Estimate (total net increase of 40 positions) include:

- +41 positions – restoration of positions resulting from the cancellation of the Express Bus Service Adjustment BRP.
- -1 position – decrease due to the “lift and shift” of a Freedom of Information Law position to MTAHQ where the function is being centralized.

Position changes by Occupational group are: Managers/Supervisor -1, and Operational Hourlies +41.

2020: Final Proposed Budget vs. Preliminary Budget

Total non-reimbursable positions are projected to increase by 89. The changes are as follows:

New Needs (total increase of three Full-Time Equivalent [FTE] positions) consists of:

- 3 positions – Transit Asset Management

Re-Estimate (total increase of 86 positions) include:

- 81 positions - restoration of positions resulting from the cancellation of the Express Bus Service Adjustment BRP.
- 3 positions - CMO Efficiencies
- 3 positions – Platform Budget
- -1 position - FOIL Centralization

Position changes by Occupational group are: Managers/Supervisor +4, Professional Technical +1, and Operational Hourlies +84.

2021 and 2022: November Financial Plan vs. July Financial Plan

Total non-reimbursable positions are projected to increase by 89. The changes are as follows:

New Needs (total increase of 3 FTE positions) include:

- 3 positions – Transit Asset Management

Re-Estimate (total increase of 86 positions) include:

- 81 positions - restoration of positions resulting from the cancellation of the Express Bus Service Adjustment BRP.
- 3 positions - CMO Efficiencies

- 3 positions – Platform Budget
- -1 position - FOIL Centralization

Reimbursable positions remain the same.

Position changes by Occupational group are: Managers/Supervisor +4, Professional Technical +1, and Operational Hourlies +84.

2023: November Financial Plan vs. July Financial Plan

Total positions are projected to increase by 83 (all non-reimbursable). The changes are as follows:

New Needs (total increase of 3 FTE positions) include:

- 3 positions – Transit Asset Management

Re-Estimate (total increase of 80 positions) include:

- 75 positions - restoration of positions resulting from the cancellation of the Express Bus Service Adjustment BRP.3 positions - CMO Efficiencies
- 3 positions – Platform Budget
- -1 position - FOIL Centralization

Reimbursable positions remain the same.

Position changes by Occupational group are: Managers/Supervisor 4, Professional Technical 1, and Operational Hourlies 78.

Year-to-Year Changes

2020 over 2019:

Total positions decrease by 20. The changes are as follows:

- Increase of 40 positions in Express Bus
- Increase of 3 positions in Transit Asset Management
- Increase of 1 position for Storeroom Line Supervisors
- Increase of 2 positions for CMF Break Relines
- Decrease of 13 positions for CMF Efficiencies
- Decrease of 8 positions in Workforce Development
- Decrease of 3 positions in special Investigation
- Decrease of 2 positions in Facilities

2021 over 2020:

Total positions decrease by 27. The changes are as follows:

- Increase of 3 positions for Shop Program
- Decrease of 27 positions for Shop Overhaul
- Decrease of 2 positions in Facilities
- Decrease of 1 position for MCI Structures

2022 over 2021:

Total positions increase by 130. The changes are as follows:

- Increase of 53 positions for Shop Program
- Increase of 77 positions for Shop Overhaul

2023 over 2022:

Total positions decrease by 115. The changes are as follows:

- Decrease of 109 positions for Shop Programs
- Decrease of 6 positions for Express Bus Service Adjustment BRP

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Favorable/(Unfavorable)

Total Position Changes at a Glance

	2019	2020	2021	2022	2023
2019 July Plan - Total Baseline Positions¹	3,916	3,847	3,820	3,950	3,841
Total Plan-to-Plan Changes	(40)	(89)	(89)	(89)	(83)
2019 November Plan - Total Baseline Positions¹	3,956	3,936	3,909	4,039	3,924
Total Year-to-Year Changes, November Plan	0	20	27	(130)	115

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	(40)	(89)	(89)	(89)	(83)
<i>Reimbursable</i>	0	0	0	0	0
Total	(40)	(89)	(89)	(89)	(83)
<i>Full-Time</i>	(40)	(89)	(89)	(89)	(83)
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	(40)	(89)	(89)	(89)	(83)
<i>By Function Category</i>					
- Administration	1	1	1	1	1
- Operations	(36)	(66)	(66)	(66)	(60)
- Maintenance	(5)	(24)	(24)	(24)	(24)
- Engineering/Capital	0	0	0	0	0
- Public Safety	0	0	0	0	0
Total	(40)	(89)	(89)	(89)	(83)
<i>By Occupational Group</i>					
- Managers/Supervisors	1	(4)	(4)	(4)	(4)
- Professional, Technical, Clerical	0	(1)	(1)	(1)	(1)
- Operational Hourlies	(41)	(84)	(84)	(84)	(78)
Total	(40)	(89)	(89)	(89)	(83)

Total Plan-to-Plan Changes by Major Category:

<i>2019 BRPs²</i>	0	0	0	0	0
<i>New Needs</i>	0	(3)	(3)	(3)	(3)
<i>Change in Reimbursable Positions³</i>	0	0	0	0	0
<i>Re-estimates & All Other⁴</i>	(40)	(86)	(86)	(86)	(80)
Total	(40)	(89)	(89)	(89)	(83)

1 Reflects positions at year end (December 31). Totals may not add due to rounding.

2 Non-Reimbursable only.

3 Includes Reimbursable positions in connection with BRPs and the impact of revised capital project activity.

4 Includes Full-time Equivalents .

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2018 Actual	2019 November Forecast	2020 Final Proposed Budget	2021	2022	2023
Administration						
Office of the EVP	3	3	3	3	3	3
Human Resources	21	22	21	21	21	21
Office of Management and Budget	15	16	16	16	16	16
Materiel	16	17	17	17	17	17
Controller	19	19	19	19	19	19
Office of the President	4	4	4	4	4	4
System Safety Administration	1	5	5	5	5	5
Law	23	24	24	24	24	24
Corporate Communications	-	-	-	-	-	-
Strategic Office	25	30	23	23	23	23
Labor Relations	-	-	-	-	-	-
Non Departmental	-	3	6	4	9	3
Total Administration	127	143	138	136	141	135
Operations						
Buses	2,313	2,338	2,332	2,332	2,332	2,332
Office of the Executive Vice President, Regional	4	4	4	4	4	4
Safety & Training	78	64	65	65	65	65
Road Operations	124	141	141	141	141	141
Transportation Support	25	23	22	22	22	22
Operations Planning	33	34	34	34	34	33
Revenue Control	6	7	6	6	6	6
Total Operations	2,583	2,611	2,604	2,604	2,604	2,603
Maintenance						
Buses	750	731	731	731	731	731
Maintenance Support/CMF	262	235	228	205	330	222
Facilities	74	80	83	81	81	81
Supply Logistics	100	104	104	104	104	104
Total Maintenance	1,186	1,150	1,146	1,121	1,246	1,138
Engineering/Capital						
Capital Program Management	27	37	35	35	35	35
Total Engineering/Capital	27	37	35	35	35	35
Public Safety						
Office of the Senior Vice President	13	15	13	13	13	13
Total Public Safety	13	15	13	13	13	13
Total Positions	3,936	3,956	3,936	3,909	4,039	3,924
Non-Reimbursable	3,899	3,916	3,898	3,871	4,001	3,886
Reimbursable	37	40	38	38	38	38
Total Full-Time	3,925	3,938	3,918	3,891	4,021	3,906
Total Full-Time Equivalents	11	18	18	18	18	18

MTA BUS COMPANY
November Financial Plan 2020 - 2023
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Administration						
Managers/Supervisors	54	63	57	56	56	56
Professional/Technical/Clerical	73	78	76	76	76	76
Operational Hourlies	0	2	5	4	9	3
Total Administration Headcount	127	143	138	136	141	135
Operations						
Managers/Supervisors	309	316	316	316	316	315
Professional/Technical/Clerical	50	44	44	44	44	44
Operational Hourlies	2,224	2,251	2,244	2,244	2,244	2,244
Total Operations Headcount	2,583	2,611	2,604	2,604	2,604	2,603
Maintenance						
Managers/Supervisors	242	242	241	241	241	241
Professional/Technical/Clerical	35	33	34	32	32	32
Operational Hourlies	909	875	871	848	973	865
Total Maintenance Headcount	1,186	1,150	1,146	1,121	1,246	1,138
Engineering / Capital						
Managers/Supervisors	14	21	21	21	21	21
Professional/Technical/Clerical	13	16	14	14	14	14
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	27	37	35	35	35	35
Public Safety						
Managers/Supervisors	7	9	8	8	8	8
Professional/Technical/Clerical	6	6	5	5	5	5
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	13	15	13	13	13	13
Total Positions						
Managers/Supervisors	626	651	643	642	642	641
Professional/Technical/ Clerical	177	177	173	171	171	171
Operational Hourlies	3,133	3,128	3,120	3,096	3,226	3,112
Total Positions	3,936	3,956	3,936	3,909	4,039	3,924

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Staten Island Railway

MTA STATEN ISLAND RAILWAY
2020 Final Proposed Budget
November Financial Plan 2020 - 2023

FINANCIAL OVERVIEW

The 2019 November Forecast, 2020 Final Proposed Budget and projections for the years 2021-2023 provide sufficient funding to maintain current service levels, as well as to maintain MTA's commitment to safety and security of our employees and customers. This plan includes additional funding requirements in support of essential new needs presented below.

NOVEMBER PLAN NEW NEEDS

1. Ensure track stability and safety of operations

Currently, 25.5 miles (89%) of mainline track has exceeded its expected useful-life due to a lack of personnel maintaining track prior to 2018. By the end of 2023, utilizing solely contractor work, 21.8 miles (78%) of the track bed will remain at 0-5 years of track life. Funding is being provided to increase MOW operating positions by 20 to augment work being done to replace spot ties and panels. It is projected that the entire replacement of SIR Track will be completed by 2032. The fully annualized expense of 20 non-reimbursable MOW positions is \$2.8 million, beginning in 2020.

2. Engineer Availability - Shortage of Three Train Engineers (SA007)

Currently, SIR has 40 budgeted engineers in Operations. Using the NYCT Availability rate of 4.2, SIR needs an additional three engineers to cover workloads. The cost of three non-reimbursable Engineers per year is \$0.319 million.

3. Mainline Track – Capital (reimbursable) project starts July 2019 – 2023 to replace SIR tracks Phase I and Accelerated Phase II (SA026)

Phase 1 of the Mainline Track Capital Program began in July 2019 and will replace 4.3 miles of track. The contract specifies requirements for TA Labor Support of pilots: Machine Operators and Machine Operators Flaggers – 12 positions. The fully annualized expense of those positions approximates \$1.7 Million, beginning in 2020. Additional funding for Phase 2 is not anticipated.

4. Support for Non-Capital Projects - NYS/NYC Department of Transportation (DOT) Con Edison Support (SA027)

SIR has seven non-capital projects that require support daily. Currently, SIR does not have budgeted titles to provide support. Based on projected non-capital project activities, 10 Full-Time Equivalents (FTEs) positions are needed, beginning in the 4th quarter of 2019 through the 2nd quarter of 2020. In 2021 and the out-years, two of those FTEs will support DOT bridge inspections and Con Edison work activities. The cost of 10 reimbursable positions is estimated at \$1.1 million for the noted period.

5. Routine Labor Maintenance of Four New Substations built for new R-211 cars (SA005)

Four new power substations are needed to support the service of new R-211 cars at the following locations: Prince's Bay (completed in 2017); Clifton, Tottenville and New Dorp (completion date is July 2020).

Currently, the SIR Power department, requires the use of overtime for required mandated maintenance and inspections necessary to stay in compliance for the newly completed Prince's Bay substation.

It takes approximately 18 months of training for a new employee to become a qualified maintainer. It is of high importance to the department to start training prior to the completion of these projects due to the length of time it takes to become qualified. The post-project labor for routine maintenance of all four new substations is two Power Maintainers Helpers and one Supervisor. The cost of three non-reimbursable heads per year is \$0.307 million, when fully annualized, beginning in 2020.

2019 November Forecast

MTA Staten Island Railway's 2019 November Forecast reflects total expenses, before depreciation, other non-cash adjustments, of \$69.658 million, including \$64.421 million of non-reimbursable expenses and \$5.237 million of reimbursable expenses. Total revenues are projected to be \$14.584 million, of which \$9.347 million are operating revenues and \$5.237 million represent capital reimbursements. Total full-time positions are 384, including 334 non-reimbursable positions and 50 reimbursable positions.

The 2019 November Forecast operating cash deficit is projected to decrease by \$0.237 million in comparison with the 2019 Mid-Year Forecast. Major variances include:

- Additional labor expenses of \$1.133 million mostly in support of project requirements.
- A reduction of non-labor support costs of \$0.728 million, mainly from lower power expenses.
- An increase in capital reimbursements of \$0.682 million to cover additional reimbursable project costs included above.

Total end-of-year positions of 384, an increase of 48 from the Mid-Year Forecast, in support of the Track Tie Project and other new projects.

2020 Final Proposed Budget

MTA Staten Island Railway's 2020 Final Proposed Budget reflects total expenses, before depreciation, OPEB and GASB #68 Pension Adjustment, of \$69.123 million, including \$62.138 million of non-reimbursable expenses and \$6.985 million of reimbursable expenses. Total revenues are projected to be \$16.123 million, of which \$9.138 million are operating revenues and \$6.985 million represent capital reimbursements. Total full-time positions are 383, including 334 non-reimbursable positions and 49 reimbursable positions.

The 2020 Final Proposed Budget operating cash deficit is projected to increase by \$3.238 million. Major changes include:

- Additional labor expenses of \$5.909 million, mostly in support of project requirements.
- A reduction of non-labor support costs of \$0.529 million, mainly from lower power expenses.
- An increase in capital reimbursements of \$2.409 million to cover additional reimbursable project costs included above.

Total end-of-year positions of 383, an increase of 47 from the Mid-Year Forecast, in support of the Track Tie Project and other new projects.

Financial Plan 2021-2023 Projections

Operating cash deficits are projected to increase by \$0.683 million in 2021, \$1.220 million in 2022 and \$0.489 million in 2023. Major changes include:

- Additional labor expenses of \$2.541 million in 2021, \$2.711 million in 2022 and \$2.050 million in 2023 mostly in support of project requirements.
- A reduction of non-labor support costs of \$0.602 million in 2021, \$0.221 million in 2022 and \$0.277 million in 2023, mainly from lower power expenses. .
- An increase in capital reimbursements of \$1.524 million in 2021, \$1.538 million in 2022 and \$1.551 million in 2023 to cover additional reimbursable project costs included above.

Total end-of-year positions of 356 for each year 2021, 2022 and 2023, representing an increase of 20 per year from the Mid-Year Forecast, in support specifically of the Track Tie project.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$6.861	\$6.879	\$6.670	\$6.644	\$6.647	\$6.633
Other Operating Revenue	2.615	2.468	2.468	2.469	2.469	2.470
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$9.476	\$9.347	\$9.138	\$9.113	\$9.116	\$9.103
Operating Expense						
Labor:						
Payroll	\$24.407	\$25.515	\$26.082	\$24.987	\$25.474	\$25.969
Overtime	3.509	2.744	2.513	1.956	1.962	1.983
Health and Welfare	5.731	6.612	7.376	7.000	7.412	7.803
OPEB Current Payments	2.544	2.584	2.723	2.802	2.949	3.094
Pension	7.876	7.616	7.738	7.377	6.782	6.296
Other Fringe Benefits	4.714	5.144	4.820	4.988	5.069	5.142
Reimbursable Overhead	(1.442)	(1.061)	(0.903)	(0.751)	(0.766)	(0.782)
Total Labor Expenses	\$47.339	\$49.153	\$50.350	\$48.359	\$48.882	\$49.506
Non-Labor:						
Electric Power	\$4.375	\$3.814	\$3.904	\$3.955	\$4.511	\$4.748
Fuel	0.292	0.277	0.279	0.275	0.278	0.273
Insurance	1.058	1.047	1.205	1.290	1.310	1.287
Claims	1.204	0.088	0.090	0.093	0.095	0.086
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.825	4.579	2.375	2.214	2.237	2.310
Professional Services Contracts	0.962	1.040	1.059	1.085	1.104	1.122
Materials and Supplies	3.072	3.168	2.146	1.701	1.711	1.192
Other Business Expenses	0.405	1.255	0.730	0.029	0.028	0.027
Total Non-Labor Expenses	\$12.193	\$15.268	\$11.788	\$10.642	\$11.275	\$11.045
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$59.532	\$64.421	\$62.138	\$59.001	\$60.157	\$60.551
Depreciation	\$12.265	\$12.000	\$12.000	\$12.000	\$12.000	\$17.500
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	3.042	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	(2.374)	0.500	(0.100)	(1.100)	(1.100)	(1.200)
Environmental Remediation	1.973	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$74.439	\$84.421	\$81.538	\$77.401	\$78.557	\$84.351
Net Surplus/(Deficit)	(\$64.963)	(\$75.075)	(\$72.400)	(\$68.288)	(\$69.441)	(\$75.248)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	3.624	5.237	6.985	6.188	6.292	6.401
Total Revenues	\$3.624	\$5.237	\$6.985	\$6.188	\$6.292	\$6.401
Operating Expense						
Labor:						
Payroll	\$0.864	\$2.342	\$3.897	\$3.457	\$3.525	\$3.597
Overtime	0.798	1.000	0.900	0.900	0.900	0.900
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.005	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.833	1.285	1.080	1.101	1.123
Reimbursable Overhead	1.443	1.061	0.903	0.751	0.766	0.782
Total Labor Expenses	\$3.110	\$5.237	\$6.985	\$6.188	\$6.292	\$6.401
Non-Labor:						
Electric Power	\$0.021	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.022	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.470	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.513	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$3.624	\$5.237	\$6.985	\$6.188	\$6.292	\$6.401
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Non-Reimbursable / Reimbursable						
Operating Revenue						
Farebox Revenue	\$6.861	\$6.879	\$6.670	\$6.644	\$6.647	\$6.633
Other Operating Revenue	2.615	2.468	2.468	2.469	2.469	2.470
Capital and Other Reimbursements	3.624	5.237	6.985	6.188	6.292	6.401
Total Revenues	\$13.100	\$14.584	\$16.123	\$15.300	\$15.408	\$15.505
Operating Expense						
Labor:						
Payroll	\$25.271	\$27.857	\$29.979	\$28.444	\$29.000	\$29.566
Overtime	4.307	3.744	3.413	2.856	2.862	2.883
Health and Welfare	5.731	6.612	7.376	7.000	7.412	7.803
OPEB Current Payments	2.549	2.584	2.723	2.802	2.949	3.094
Pension	7.876	7.616	7.738	7.377	6.782	6.296
Other Fringe Benefits	4.714	5.977	6.105	6.068	6.170	6.265
Reimbursable Overhead	0.001	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$50.450	\$54.390	\$57.335	\$54.547	\$55.174	\$55.907
Non-Labor:						
Electric Power	\$4.397	\$3.814	\$3.904	\$3.955	\$4.511	\$4.748
Fuel	0.292	0.277	0.279	0.275	0.278	0.273
Insurance	1.058	1.047	1.205	1.290	1.310	1.287
Claims	1.204	0.088	0.090	0.093	0.095	0.086
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.825	4.579	2.375	2.214	2.237	2.310
Professional Services Contracts	0.984	1.040	1.059	1.085	1.104	1.122
Materials and Supplies	3.542	3.168	2.146	1.701	1.711	1.192
Other Business Expenses	0.405	1.255	0.730	0.029	0.028	0.027
Total Non-Labor Expenses	\$12.706	\$15.268	\$11.788	\$10.642	\$11.275	\$11.045
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$63.156	\$69.658	\$69.123	\$65.189	\$66.449	\$66.952
Depreciation	\$12.265	\$12.000	\$12.000	\$12.000	\$12.000	\$17.500
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	3.042	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	(2.374)	0.500	(0.100)	(1.100)	(1.100)	(1.200)
Environmental Remediation	1.973	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$78.062	\$89.658	\$88.523	\$83.589	\$84.849	\$90.752
Net Surplus/(Deficit)	(\$64.963)	(\$75.075)	(\$72.400)	(\$68.288)	(\$69.441)	(\$75.248)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020 - 2023
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$6.862	\$6.879	\$6.670	\$6.644	\$6.647	\$6.633
Other Operating Revenue	2.323	3.469	2.468	2.469	2.469	2.470
Capital and Other Reimbursements	2.560	5.791	6.984	6.188	6.293	6.401
Total Receipts	\$11.745	\$16.139	\$16.122	\$15.300	\$15.409	\$15.505
Expenditures						
Labor:						
Payroll	\$24.151	\$27.862	\$31.240	\$28.349	\$28.901	\$29.464
Overtime	3.921	3.744	3.413	2.856	2.862	2.883
Health and Welfare	6.250	6.612	7.376	7.000	7.412	7.803
OPEB Current Payments	1.103	2.584	2.723	2.802	2.949	3.094
Pension	7.876	7.616	7.738	7.377	6.782	6.296
Other Fringe Benefits	4.487	4.177	4.402	4.261	4.363	4.457
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$47.788	\$52.595	\$56.892	\$52.644	\$53.268	\$53.998
Non-Labor:						
Electric Power	\$5.013	\$3.814	\$3.904	\$3.955	\$4.511	\$4.748
Fuel	0.109	0.277	0.279	0.276	0.277	0.273
Insurance	0.855	1.047	1.205	1.290	1.310	1.287
Claims	0.201	(0.387)	(0.410)	(0.407)	(0.405)	(0.414)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.409	4.579	2.375	2.214	2.237	2.310
Professional Services Contracts	0.495	1.040	1.059	1.085	1.104	1.122
Materials and Supplies	4.117	3.168	2.146	1.701	1.711	1.193
Other Business Expenses	0.115	1.255	0.730	0.030	0.029	0.027
Total Non-Labor Expenditures	\$15.313	\$14.793	\$11.288	\$10.144	\$10.775	\$10.546
Other Expenditure Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$63.101	\$67.388	\$68.181	\$62.788	\$64.043	\$64.543
Net Cash Balance	(\$51.356)	(\$51.250)	(\$52.059)	(\$47.488)	(\$48.634)	(\$49.039)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020 - 2023
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$0.001	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	(0.292)	1.001	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(1.064)	0.554	(0.001)	0.000	0.001	0.000
Total Receipts	(\$1.354)	\$1.555	(\$0.001)	\$0.000	\$0.001	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	\$1.119	(\$0.005)	(\$1.261)	\$0.095	\$0.099	\$0.102
Overtime	0.386	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(0.519)	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	1.446	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.227	1.800	1.703	1.807	1.807	1.808
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.001	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$2.662	\$1.795	\$0.442	\$1.902	\$1.906	\$1.910
<u>Non-Labor:</u>						
Electric Power	(\$0.616)	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.183	0.000	0.000	(0.001)	0.001	0.000
Insurance	0.203	0.000	0.000	0.000	0.000	0.000
Claims	1.003	0.475	0.500	0.500	0.500	0.500
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(3.583)	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.489	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	(0.575)	0.000	0.000	0.000	0.000	(0.001)
Other Business Expenses	0.290	0.000	0.000	(0.001)	(0.001)	0.000
Total Non-Labor Expenditures	(\$2.607)	\$0.475	\$0.500	\$0.498	\$0.500	\$0.499
<u>Other Expenditure Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$0.054	\$2.270	\$0.942	\$2.400	\$2.406	\$2.409
Total Cash Conversion Adjustments before Depreciation	(\$1.300)	\$3.825	\$0.941	\$2.400	\$2.407	\$2.409
Depreciation	\$12.265	\$12.000	\$12.000	\$12.000	\$12.000	\$17.500
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	3.042	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	(2.374)	0.500	(0.100)	(1.100)	(1.100)	(1.200)
Environmental Remediation	1.973	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$13.607	\$23.825	\$20.341	\$20.800	\$20.807	\$26.209

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast	Final Proposed Budget	Change	Change	Change	Change	Change	Change	Change
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
Non-Reimbursable									
Operating Revenues									
Farebox Revenue	\$6.879	\$6.670	(\$0.209)	\$6.644	(\$0.026)	\$6.647	\$0.004	\$6.633	(\$0.014)
Other Operating Revenue	2.468	2.468	0.000	2.469	0.001	2.469	0.000	2.470	0.001
Total Revenues	\$9.347	\$9.138	(\$0.209)	\$9.113	(\$0.025)	\$9.116	\$0.004	\$9.103	(\$0.013)
Operating Expenses									
Labor:									
Payroll	\$25.515	\$26.082	(\$0.567)	\$24.987	\$1.095	\$25.474	(\$0.488)	\$25.969	(\$0.495)
Overtime	2.744	2.513	0.231	1.956	0.557	1.962	(0.006)	1.983	(0.021)
Health and Welfare	6.612	7.376	(0.764)	7.000	0.376	7.412	(0.412)	7.803	(0.391)
OPEB Current Payments	2.584	2.723	(0.139)	2.802	(0.079)	2.949	(0.147)	3.094	(0.145)
Pension	7.616	7.738	(0.122)	7.377	0.362	6.782	0.595	6.296	0.486
Other Fringe Benefits	5.144	4.820	0.323	4.988	(0.168)	5.069	(0.081)	5.142	(0.073)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(1.061)	(0.903)	(0.158)	(0.751)	(0.152)	(0.766)	0.015	(0.782)	0.015
Total Labor Expenses	\$49.153	\$50.350	(\$1.196)	\$48.359	\$1.991	\$48.882	(\$0.523)	\$49.506	(\$0.624)
Non-Labor:									
Electric Power	\$3.814	\$3.904	(\$0.090)	\$3.955	(\$0.051)	\$4.511	(\$0.556)	\$4.748	(\$0.237)
Fuel	0.277	0.279	(0.002)	0.275	0.004	0.278	(0.004)	0.273	0.006
Insurance	1.047	1.205	(0.158)	1.290	(0.085)	1.310	(0.020)	1.287	0.023
Claims	0.088	0.090	(0.002)	0.093	(0.003)	0.095	(0.002)	0.086	0.009
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.579	2.375	2.204	2.214	0.161	2.237	(0.023)	2.310	(0.073)
Professional Services Contracts	1.040	1.059	(0.019)	1.085	(0.026)	1.104	(0.019)	1.122	(0.018)
Materials and Supplies	3.168	2.146	1.022	1.701	0.445	1.711	(0.010)	1.192	0.519
Other Business Expenses	1.255	0.730	0.525	0.029	0.701	0.028	0.001	0.027	0.001
Total Non-Labor Expenses	\$15.268	\$11.788	\$3.480	\$10.642	\$1.146	\$11.275	(\$0.633)	\$11.045	\$0.230
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$64.421	\$62.138	\$2.284	\$59.001	\$3.137	\$60.157	(\$1.156)	\$60.551	(\$0.394)
Depreciation	\$12.000	\$12.000	\$0.000	\$12.000	\$0.000	\$12.000	\$0.000	\$17.500	(\$5.500)
GASB 75 OPEB Expense Adjustment	7.500	7.500	0.000	7.500	0.000	7.500	0.000	7.500	0.000
GASB 68 Pension Expense Adjustment	0.500	(0.100)	0.600	(1.100)	1.000	(1.100)	0.000	(1.200)	0.100
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$84.421	\$81.538	\$2.884	\$77.401	\$4.137	\$78.557	(\$1.156)	\$84.351	(\$5.794)
Net Surplus/(Deficit)	(\$75.075)	(\$72.400)	\$2.675	(\$68.288)	\$4.112	(\$69.441)	(\$1.152)	(\$75.248)	(\$5.807)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast	Final Proposed Budget	Change	Change	Change	Change	Change	Change	Change
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
Reimbursable									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	5.237	6.985	1.748	6.188	(0.797)	6.292	0.104	6.401	0.109
Total Revenues	\$5.237	\$6.985	\$1.748	\$6.188	(\$0.797)	\$6.292	\$0.104	\$6.401	\$0.109
Operating Expenses									
<u>Labor:</u>									
Payroll	\$2.342	\$3.897	(\$1.555)	\$3.457	\$0.440	\$3.525	(\$0.068)	\$3.597	(\$0.072)
Overtime	1.000	0.900	0.100	0.900	0.000	0.900	0.000	0.900	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.833	1.285	(0.452)	1.080	0.205	1.101	(0.021)	1.123	(0.022)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	1.061	0.903	0.158	0.751	0.152	0.766	(0.015)	0.782	(0.015)
Total Labor Expenses	\$5.237	\$6.985	(\$1.748)	\$6.188	\$0.797	\$6.292	(\$0.104)	\$6.401	(\$0.109)
<u>Non-Labor:</u>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$5.237	\$6.985	(\$1.748)	\$6.188	\$0.797	\$6.292	(\$0.104)	\$6.401	(\$0.109)
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast	Final Proposed Budget	Change	Change	Change	Change	Change	Change	Change
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
<u>Non-Reimbursable and Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$6.879	\$6.670	(\$0.209)	\$6.644	(\$0.026)	\$6.647	\$0.004	\$6.633	(\$0.014)
Other Operating Revenue	2.468	2.468	0.000	2.469	0.001	2.469	0.000	2.470	0.001
Capital and Other Reimbursements	5.237	6.985	1.748	6.188	(0.797)	6.292	0.104	6.401	0.109
Total Revenues	\$14.584	\$16.123	\$1.539	\$15.300	(\$0.822)	\$15.408	\$0.108	\$15.505	\$0.096
Operating Expenses									
<u>Labor:</u>									
Payroll	\$27.857	\$29.979	(\$2.121)	\$28.444	\$1.535	\$29.000	(\$0.556)	\$29.566	(\$0.567)
Overtime	3.744	3.413	0.331	2.856	0.557	2.862	(0.006)	2.883	(0.021)
Health and Welfare	6.612	7.376	(0.764)	7.000	0.376	7.412	(0.412)	7.803	(0.391)
OPEB Current Payments	2.584	2.723	(0.139)	2.802	(0.079)	2.949	(0.147)	3.094	(0.145)
Pension	7.616	7.738	(0.122)	7.377	0.362	6.782	0.595	6.296	0.486
Other Fringe Benefits	5.977	6.105	(0.128)	6.068	0.037	6.170	(0.102)	6.265	(0.095)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$54.390	\$57.335	(\$2.945)	\$54.547	\$2.788	\$55.174	(\$0.628)	\$55.907	(\$0.733)
<u>Non-Labor:</u>									
Electric Power	\$3.814	\$3.904	(\$0.090)	\$3.955	(\$0.051)	\$4.511	(\$0.556)	\$4.748	(\$0.237)
Fuel	0.277	0.279	(0.002)	0.275	0.004	0.278	(0.004)	0.273	0.006
Insurance	1.047	1.205	(0.158)	1.290	(0.085)	1.310	(0.020)	1.287	0.023
Claims	0.088	0.090	(0.002)	0.093	(0.003)	0.095	(0.002)	0.086	0.009
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.579	2.375	2.204	2.214	0.161	2.237	(0.023)	2.310	(0.073)
Professional Services Contracts	1.040	1.059	(0.019)	1.085	(0.026)	1.104	(0.019)	1.122	(0.018)
Materials and Supplies	3.168	2.146	1.022	1.701	0.445	1.711	(0.010)	1.192	0.519
Other Business Expenses	1.255	0.730	0.525	0.029	0.701	0.028	0.001	0.027	0.001
Total Non-Labor Expenses	\$15.268	\$11.788	\$3.480	\$10.642	\$1.146	\$11.275	(\$0.633)	\$11.045	\$0.230
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$69.658	\$69.123	\$0.535	\$65.189	\$3.934	\$66.449	(\$1.260)	\$66.952	(\$0.503)
Depreciation	\$12.000	\$12.000	\$0.000	\$12.000	\$0.000	\$12.000	\$0.000	\$17.500	(\$5.500)
GASB 75 OPEB Expense Adjustment	7.500	7.500	0.000	7.500	0.000	7.500	0.000	7.500	0.000
GASB 68 Pension Expense Adjustment	0.500	(0.100)	0.600	(1.100)	1.000	(1.100)	0.000	(1.200)	0.100
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$89.658	\$88.523	\$1.135	\$83.589	\$4.934	\$84.849	(\$1.260)	\$90.752	(\$5.903)
Net Surplus/(Deficit)	(\$75.075)	(\$72.400)	\$2.675	(\$68.288)	\$4.112	(\$69.441)	(\$1.152)	(\$75.248)	(\$5.807)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast	Final Proposed Budget	Change	Change	Change	Change	Change	Change	Change
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
Cash Receipts and Expenditures									
Receipts									
Farebox Revenue	\$6.879	\$6.670	(\$0.209)	\$6.644	(\$0.026)	\$6.647	\$0.004	\$6.633	(\$0.014)
Other Operating Revenue	3.469	2.468	(1.001)	2.469	0.001	2.469	0.000	2.470	0.001
Capital and Other Reimbursements	5.791	6.984	1.193	6.188	(0.796)	6.293	0.105	6.401	0.108
Total Receipts	\$16.139	\$16.122	(\$0.017)	\$15.300	(\$0.821)	\$15.409	\$0.109	\$15.505	\$0.095
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$27.862	\$31.240	(\$3.377)	\$28.349	\$2.891	\$28.901	(\$0.552)	\$29.464	(\$0.563)
Overtime	3.744	3.413	0.331	2.856	0.557	2.862	(0.006)	2.883	(0.021)
Health and Welfare	6.612	7.376	(0.764)	7.000	0.376	7.412	(0.412)	7.803	(0.391)
OPEB Current Payments	2.584	2.723	(0.139)	2.802	(0.079)	2.949	(0.147)	3.094	(0.145)
Pension	7.616	7.738	(0.122)	7.377	0.362	6.782	0.595	6.296	0.486
Other Fringe Benefits	4.177	4.402	(0.225)	4.261	0.141	4.363	(0.102)	4.457	(0.095)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$52.595	\$56.892	(\$4.298)	\$52.644	\$4.248	\$53.268	(\$0.624)	\$53.998	(\$0.729)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$3.814	\$3.904	(\$0.090)	\$3.955	(\$0.051)	\$4.511	(\$0.556)	\$4.748	(\$0.237)
Fuel	0.277	0.279	(0.002)	0.276	0.003	0.277	(0.002)	0.273	0.005
Insurance	1.047	1.205	(0.158)	1.290	(0.085)	1.310	(0.020)	1.287	0.023
Claims	(0.387)	(0.410)	0.023	(0.407)	(0.003)	(0.405)	(0.002)	(0.414)	0.009
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.579	2.375	2.204	2.214	0.161	2.237	(0.023)	2.310	(0.073)
Professional Services Contracts	1.040	1.059	(0.019)	1.085	(0.026)	1.104	(0.019)	1.122	(0.018)
Materials and Supplies	3.168	2.146	1.022	1.701	0.445	1.711	(0.010)	1.193	0.518
Other Business Expenses	1.255	0.730	0.525	0.030	0.700	0.029	0.001	0.027	0.002
Total Non-Labor Expenditures	\$14.793	\$11.288	\$3.505	\$10.144	\$1.144	\$10.775	(\$0.631)	\$10.546	\$0.229
<u>Other Expenditure Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$67.388	\$68.181	(\$0.793)	\$62.788	\$5.392	\$64.043	(\$1.255)	\$64.543	(\$0.500)
Net Cash Surplus/(Deficit)	(\$51.250)	(\$52.059)	(\$0.809)	(\$47.488)	\$4.571	(\$48.634)	(\$1.146)	(\$49.039)	(\$0.405)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE	2019	2020	2021	2022	2023
July Financial Plan - Net Cash Surplus/(Deficit)	(\$55.311)	(\$49.763)	(\$49.207)	(\$49.820)	(\$50.960)
Baseline Changes					
Revenue					
Farebox Revenue	(0.039)	(0.267)	(0.268)	(0.268)	(0.267)
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	(\$0.039)	(\$0.267)	(\$0.268)	(\$0.268)	(\$0.267)
Expenses					
<i>Labor:</i>					
Payroll	(0.294)	(2.000)	(0.434)	(0.442)	(0.451)
Overtime	(0.035)	(0.426)	0.000	0.000	0.000
Health and Welfare	(0.243)	(1.115)	(0.401)	(0.456)	(0.491)
OPEB Current Payment	0.001	(0.031)	0.022	0.015	0.015
Pensions	(0.300)	(0.926)	(0.964)	(1.067)	(0.370)
Other Fringe Benefits	0.219	0.475	0.395	0.405	0.419
Reimbursable Overhead	0.200	0.524	0.365	0.372	0.380
Total Labor Expense Changes	(\$0.451)	(\$3.500)	(\$1.017)	(\$1.173)	(\$0.499)
<i>Non-Labor:</i>					
Electric Power	0.590	0.608	0.691	0.313	0.351
Fuel	(0.057)	(0.072)	(0.068)	(0.049)	(0.021)
Insurance	0.185	(0.004)	(0.019)	(0.041)	(0.056)
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.003	0.007	(0.004)	(0.003)	0.001
Professional Service Contracts	0.001	0.002	(0.001)	0.000	0.000
Materials & Supplies	0.006	(0.012)	0.003	0.002	0.002
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expense Changes	\$0.728	\$0.529	\$0.602	\$0.221	\$0.277
Total Expense Changes before Depreciation & GASB Adjs.	\$0.277	(\$2.971)	(\$0.415)	(\$0.952)	(\$0.222)
Depreciation	0.000	0.000	0.000	0.000	0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Depreciation and GASB Adjs. Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Adjustment Changes					
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.237	(\$3.238)	(\$0.683)	(\$1.220)	(\$0.489)
Nov Financial Plan - Net Cash Surplus/(Deficit)	(\$55.074)	(\$53.001)	(\$49.890)	(\$51.040)	(\$51.449)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE	2019	2020	2021	2022	2023
July Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	0.682	2.409	1.524	1.538	1.551
Total Revenue Changes	0.682	2.409	1.524	1.538	1.551
Expenses					
<i>Labor:</i>					
Payroll	(0.610)	(1.597)	(1.112)	(1.134)	(1.157)
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.279	0.300	0.322	0.345	0.369
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.122	0.124	0.127	0.129	0.132
Other Fringe Benefits	(0.272)	(0.712)	(0.496)	(0.506)	(0.516)
Reimbursable Overhead	(0.200)	(0.524)	(0.365)	(0.372)	(0.380)
Total Labor Expense Changes	(0.682)	(2.409)	(1.524)	(1.538)	(1.551)
<i>Non-Labor:</i>					
Electric Power	0.000	0.000	0.000	0.000	0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expense Changes	(\$0.682)	(\$2.409)	(\$1.524)	(\$1.538)	(\$1.551)
Cash Adjustment Changes					
	3.825	0.942	2.402	2.405	2.409
Total Cash Adjustment Changes	\$3.825	\$0.942	\$2.402	\$2.405	\$2.409
Total Baseline Changes	(\$0.682)	(\$2.409)	(\$1.524)	(\$1.538)	\$2.409
Nov Financial Plan - Net Cash Surplus/(Deficit)	(\$0.682)	(\$2.409)	(\$1.524)	(\$1.538)	\$2.409

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2019	2020	2021	2022	2023
July Financial Plan - Net Cash Surplus/(Deficit)	(\$55.311)	(\$49.763)	(\$49.207)	(\$49.820)	(\$50.960)
Baseline Changes					
Revenue					
Farebox Revenue	(0.039)	(0.267)	(0.268)	(0.268)	(0.267)
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursement	0.682	2.409	1.524	1.538	1.551
Total Revenue Changes	\$0.643	\$2.142	\$1.255	\$1.270	\$1.285
Expenses					
<i>Labor:</i>					
Payroll	(0.904)	(3.597)	(1.546)	(1.577)	(1.608)
Overtime	(0.035)	(0.426)	-	-	-
Health and Welfare	0.036	(0.815)	(0.079)	(0.111)	(0.122)
OPEB Current Payment	0.001	(0.031)	0.022	0.015	0.015
Pensions	(0.178)	(0.802)	(0.837)	(0.938)	(0.238)
Other Fringe Benefits	(0.053)	(0.237)	(0.101)	(0.101)	(0.097)
Reimbursable Overhead	-	-	-	-	-
Total Labor Expense Changes	(\$1.133)	(\$5.909)	(\$2.541)	(\$2.711)	(\$2.050)
<i>Non-Labor:</i>					
Electric Power	0.590	0.608	0.691	0.313	0.351
Fuel	(0.057)	(0.072)	(0.068)	(0.049)	(0.021)
Insurance	0.185	(0.004)	(0.019)	(0.041)	(0.056)
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.003	0.007	(0.004)	(0.003)	0.001
Materials & Supplies	0.001	0.002	(0.001)	-	-
Other Business Expenses	0.006	(0.012)	0.003	0.002	0.002
Total Non-Labor Expense Changes	\$0.728	\$0.529	\$0.602	\$0.221	\$0.277
Total Expense Changes	(\$0.405)	(\$5.380)	(\$1.939)	(\$2.490)	(\$1.773)
Cash Adjustment Changes					
	\$3.825	\$0.942	\$2.402	\$2.405	\$2.409
Total Cash Adjustment Changes	\$3.825	\$0.942	\$2.402	\$2.405	\$2.409
Total Baseline Changes	\$4.062	(\$2.296)	\$1.719	\$1.185	\$1.921
Nov Financial Plan - Net Cash Surplus/(Deficit)	(\$51.249)	(\$52.059)	(\$47.488)	(\$48.635)	(\$49.039)

MTA STATEN ISLAND RAILWAY
2020 Final Proposed Budget
November Financial Plan 2020-2023
Ridership/(Utilization)

- A re-estimate of non-student ridership is projected to decrease ridership below the July Financial Plan by 0.023 million in 2019, based on lower than forecasted ridership growth in June through August 2019.
- Working off the revised 2019 base, the 2019-2023 ridership forecast uses a zero percent growth factor which is in line with the July Plan.
- Annual ridership is projected to be below the July Financial Plan by 0.149 million in each year of the Plan from 2020 through 2023.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020 - 2023
Ridership (Utilization)
(in millions)

	Actual	November	Final			
	2018	Forecast	Proposed	2021	2022	2023
		2019	Budget			
			2020			

RIDERSHIP

Fixed Route	4.522	4.389	4.274	4.260	4.262	4.254
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FAREBOX REVENUE

Fixed Route Farebox Revenue	\$6.861	\$6.879	\$6.670	\$6.644	\$6.647	\$6.633
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Farebox Revenue	\$6.861	\$6.879	\$6.670	\$6.644	\$6.647	\$6.633
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MTA Staten Island Railway
November Financial Plan 2020-2023
2019 Budget Reduction Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022	Pos.	2023
<u>Administration</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Administration	-	0.000	-	0.000	-	\$0.000	-	\$0.000	-	\$0.000
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Maintenance	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Security	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
Health & Welfare - Prescription Pricing and Increased Rebates (July Plan)	-	0.500	-	0.500	-	0.500	-	0.500	-	0.500
Subtotal Other	-	0.500	-	0.500	-	0.500	-	0.500	-	0.500
Agency Submission	-	\$0.500	-	\$0.500	-	\$0.500	-	\$0.500	-	\$0.500

**MTA Staten Island Railway
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet**

Category by Function:

Program: Health & Welfare - Prescription Pricing and Increased Rebates

Background Details: Two Market Check that we negotiated into our contract with ESI resulting in improved pricing and increased drug rebates. Two have been performed: 2017, effective 12/1/17, \$28.1M savings (10 mos: 12/1/17 to 9/30/18) and OCT 2018, effective 1/1/19, \$15M projected savings in 2019. These "Market Checks," were performed enabling the Agency to benefit from drug pricing in the marketplace that is now more competitive than the contractually guaranteed minimum discounts (based upon Average Wholesale Price (AWP) index discounting) defined in the original ESI contract. An assessment of peer-organization discount drug pricing in contract year+1, y+2, etc., has resulted in lower costs and is expected to continue as incremental savings in subsequent periods.

**Program Description/
Implementation Plan:**

Program Implementation Date: 1/1/2019 **When will savings begin?:** 1/1/2019

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500
<i>Total Positions Required:</i>					

MTA STATEN ISLAND RAILWAY
2020 Final Proposed Budget
November Financial Plan 2020-2023
Positions

- Total end-of-year positions of 384 and 383 for 2019 and 2020 respectively, represent an increase of 26 non-reimbursable positions from the Mid-Year Forecast, to support the Track Tie project, routine labor maintenance of four new substations, and engineer availability; and an increase of 22 reimbursable positions in 2019 and 21 in 2020 in support of the Capital Mainline Track project and non-capital projects.

- Total end of year positions of 356 for 2021-2023, represent an increase of 6 non-reimbursable positions from the Mid-Year Forecast, to support routine labor maintenance of four new substations, and engineer availability; and an increase of 14 reimbursable positions to support Capital Mainline Track project and non-capital projects.

MTA Staten Island Railroad
November Financial Plan 2020-2023
Favorable/(Unfavorable)

Total Position Changes at a Glance

	2019	2020	2021	2022	2023
2019 July Plan - Total Baseline Positions¹	336	336	336	336	336
Total Plan-to-Plan Changes	(48)	(47)	(20)	(20)	(20)
2019 November Plan - Total Baseline Positions¹	384	383	356	356	356
Total Year-to-Year Changes, November Plan		1	27	0	0

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	(26)	(26)	(6)	(6)	(6)
<i>Reimbursable</i>	(22)	(21)	(14)	(14)	(14)
Total	(48)	(47)	(20)	(20)	(20)
<i>Full-Time</i>	(48)	(47)	(20)	(20)	(20)
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	(48)	(47)	(20)	(20)	(20)
<i>By Function Category</i>					
- Administration	0	0	0	0	0
- Operations	(12)	(11)	(4)	(4)	(4)
- Maintenance	(36)	(36)	(16)	(16)	(16)
- Engineering/Capital	0	0	0	0	0
- Public Safety	0	0	0	0	0
Total	(48)	(47)	(20)	(20)	(20)
<i>By Occupational Group</i>					
- Managers/Supervisors	(4)	(4)	(1)	(1)	(1)
- Professional, Technical, Clerical	0	0	0	0	0
- Operational Hourlies	(44)	(43)	(19)	(19)	(19)
Total	(48)	(47)	(20)	(20)	(20)

Total Plan-to-Plan Changes by Major Category:

<i>2019 BRPs²</i>					
<i>New Needs</i>	(48)	(47)	(20)	(20)	(20)
<i>Change in Reimbursable Positions³</i>					
<i>Re-estimates & All Other⁴</i>					
Total	(48)	(47)	(20)	(20)	(20)

¹ Reflects positions at year end (December 31). Totals may not add due to rounding.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020-2023
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2018 Actual	2019 November Forecast	2020 Final Proposed Budget	2021	2022	2023
Administration						
Executive	9	13	13	13	13	13
General Office	15	9	9	9	9	9
Purchasing/Stores	4	6	6	6	6	6
Total Administration	28	28	28	28	28	28
Operations						
Transportation	110	131	130	123	123	123
Maintenance						
Mechanical	50	53	53	53	53	53
Electronic/Electrical	12	15	15	15	15	15
Power/Signals	29	32	32	28	28	28
Maintenance of Way	69	83	83	67	67	67
Infrastructure	31	26	26	26	26	26
Total Maintenance	191	209	209	189	189	189
Engineering/Capital						
Capital Project Support	9	16	16	16	16	16
Public Safety						
Police	-					
Baseline Total Positions	338	384	383	356	356	356
Non-Reimbursable	329	334	334	314	314	314
Reimbursable	9	50	49	42	42	42
Total Full-Time	338	384	383	356	356	356
Total Full-Time Equivalents						

MTA STATEN ISLAND RAILWAY
November Financial Plan 2020 - 2023
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2018	November Forecast 2019	Final Proposed Budget 2020	2021	2022	2023
Administration						
Managers/Supervisors	15	16	16	16	16	16
Professional/Technical/Clerical	13	12	12	12	12	12
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	28	28	28	28	28	28
Operations						
Managers/Supervisors	5	11	11	11	11	11
Professional/Technical/Clerical	1	3	3	3	3	3
Operational Hourlies	104	117	116	109	109	109
Total Operations Headcount	110	131	130	123	123	123
Maintenance						
Managers/Supervisors	24	17	17	14	14	14
Professional/Technical/Clerical	5	6	6	6	6	6
Operational Hourlies	162	186	186	169	169	169
Total Maintenance Headcount	191	209	209	189	189	189
Engineering / Capital						
Managers/Supervisors	3	3	3	3	3	3
Professional/Technical/Clerical	0	4	4	4	4	4
Operational Hourlies	6	9	9	9	9	9
Total Engineering Headcount	9	16	16	16	16	16
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	47	47	47	44	44	44
Professional/Technical/ Clerical	19	25	25	25	25	25
Operational Hourlies	272	312	311	287	287	287
Total Positions	338	384	383	356	356	356

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