

MTA 2015

Final Proposed Budget

November Financial Plan 2015 – 2018



Volume 2
November 2014



Metropolitan Transportation Authority

OVERVIEW

MTA 2015 FINAL PROPOSED BUDGET NOVEMBER FINANCIAL PLAN 2015-2018 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, MTA Initiatives, Policy Actions, and MTA Re-estimates. Volume 1 also includes descriptions of the "below-the-line" actions as well as the required Certification by the Chairman and Chief Executive Officer, 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 2015 Final Proposed Budget and the Financial Plan for 2015 through 2018. 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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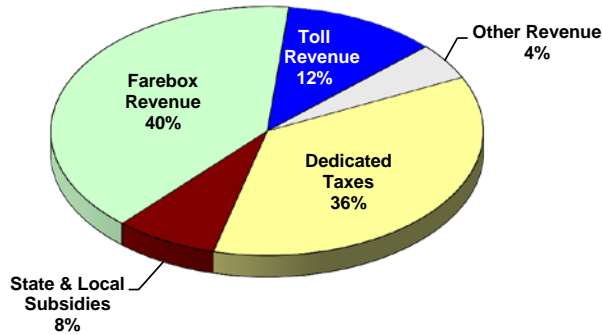
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**I. MTA Consolidated 2015-2018 Financial Plan-
Baseline**

MTA 2015 Final Proposed Budget
Baseline Expenses Before Below-the-Line Adjustments
Non-Reimbursable

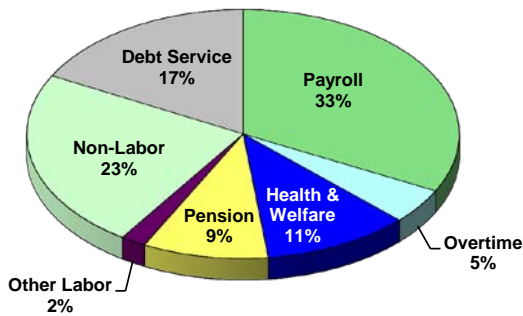
Where the Dollars Come From ...



By Revenue Source (\$ in millions)	
Farebox Revenue	\$5,776
Toll Revenue	1,670
Other Revenue	689
Dedicated Taxes	5,221
State & Local Subsidies	1,109
Total ²	\$14,465

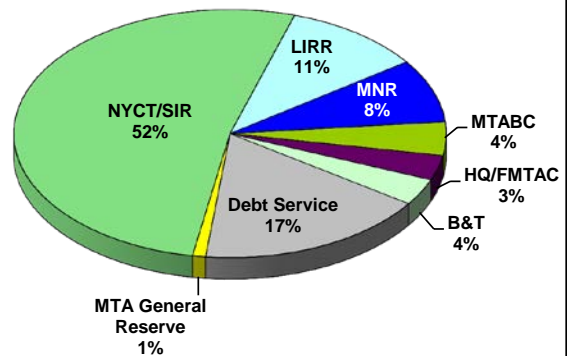
Where the Dollars Go ...

By Expense Category



By Expense Category ¹ (\$ in millions)	
Payroll	\$4,686
Overtime	662
Health & Welfare	1,580
Pension	1,350
Other Labor	272
Non-Labor	3,359
Debt Service	2,482
Total ²	\$14,390

By MTA Agency



By MTA Agency ¹ (\$ in millions)	
NYCT/SIR	\$7,490
LIRR	1,492
MNR	1,191
MTABC	628
HQ/FMTAC	467
B&T	500
Debt Service	2,482
MTA General Reserve	140
Total ²	\$14,390

¹ Expenses exclude Depreciation, OPEB Obligation and Environmental Remediation. MTA Capital Construction is not included, as its budget contains reimbursable expenses only.

² Totals may not add due to rounding.

Note: The revenues and expenses reflected in these charts are on an accrued basis and exclude cash adjustments, carry-over balances and those "below-the-line" adjustments that are captured in Volume I. Any comparison of revenues versus expenses will not directly correspond to the cash balances reflected in the Statement of Operations.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
MTA Consolidated Statement Of Operations By Category
(\$ in millions)

Line No.	Non-Reimbursable	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
10	Operating Revenue						
11	Farebox Revenue	\$5,507	\$5,702	\$5,776	\$5,862	\$5,921	\$5,973
12	Toll Revenue	1,645	1,669	1,670	1,679	1,686	1,694
13	Other Revenue	754	674	689	665	695	720
14	Capital and Other Reimbursements	0	0	0	0	0	0
15	Total Operating Revenue	\$7,906	\$8,044	\$8,135	\$8,206	\$8,301	\$8,387
17	Operating Expense						
18	Labor Expenses:						
19	Payroll ¹	\$4,333	\$4,698	\$4,686	\$4,791	\$4,894	\$4,986
20	Overtime	621	731	662	667	681	693
21	Health & Welfare	896	989	1,066	1,140	1,223	1,315
22	OPEB Current Payment	473	474	513	557	604	657
23	Pensions	1,302	1,359	1,350	1,349	1,334	1,343
24	Other-Fringe Benefits	695	639	634	653	672	697
25	Reimbursable Overhead	(321)	(362)	(362)	(358)	(351)	(350)
26	Sub-total Labor Expenses	\$7,997	\$8,529	\$8,550	\$8,800	\$9,057	\$9,342
28	Non-Labor Expenses:						
29	Electric Power	\$493	\$546	\$499	\$537	\$600	\$644
30	Fuel	259	272	263	256	262	272
31	Insurance	39	52	63	74	86	99
32	Claims	300	223	222	224	233	236
33	Paratransit Service Contracts	367	374	386	421	474	516
34	Maintenance and Other Operating Contracts	497	562	635	668	685	636
35	Professional Service Contracts	297	330	368	338	332	341
36	Materials & Supplies	475	545	556	575	574	568
37	Other Business Expenses	167	178	182	191	193	202
38	Sub-total Non-Labor Expenses	\$2,894	\$3,083	\$3,175	\$3,283	\$3,437	\$3,513
40	Other Expense Adjustments:						
41	Other	\$46	\$45	\$44	\$48	\$48	\$49
42	General Reserve	0	0	140	145	150	155
43	Sub-total Other Expense Adjustments	\$46	\$45	\$184	\$193	\$198	\$204
45	Total Operating Expense before Non-Cash Liability Adj.	\$10,937	\$11,658	\$11,909	\$12,275	\$12,693	\$13,059
47	Depreciation	\$2,174	\$2,292	\$2,411	\$2,473	\$2,662	\$2,720
48	OPEB Obligation	1,920	2,000	2,036	2,121	2,208	2,299
49	Environmental Remediation	14	7	5	5	5	5
51	Total Operating Expense after Non-Cash Liability Adj.	\$15,046	\$15,957	\$16,361	\$16,874	\$17,568	\$18,083
53	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$4,109	\$4,299	\$4,453	\$4,598	\$4,875	\$5,024
55	Debt Service (excludes Service Contract Bonds)	(2,299)	(2,264)	(2,482)	(2,590)	(2,772)	(2,936)
57	Total Operating Expense with Debt Service	\$13,237	\$13,922	\$14,390	\$14,866	\$15,464	\$15,994
59	Dedicated Taxes and State/Local Subsidies	\$5,898	\$6,212	\$6,330	\$6,539	\$6,760	\$6,925
61	Net Surplus/(Deficit) After Subsidies and Debt Service	\$567	\$334	\$75	(\$121)	(\$403)	(\$682)
63	Conversion to Cash Basis: GASB Account	(86)	(49)	(0)	0	0	(10)
64	Conversion to Cash Basis: All Other	(396)	(228)	(389)	(142)	(285)	(320)
66	CASH BALANCE BEFORE PRIOR-YEAR CARRYOVER	\$86	\$57	(\$314)	(\$263)	(\$688)	(\$1,013)

Note: ¹ 2013 Payroll includes \$78.3 million of accrued NYC Transit retroactive wages and FICA relating to the recent TWU contract agreement.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
MTA Consolidated Accrued Statement of Operations By Agency
(\$ in millions)

Line No	Non-Reimbursable	2013	2014	2015			
		Actual	November Forecast	Final Proposed Budget	2016	2017	2018
9	Total Operating Revenue						
10	New York City Transit	\$4,566	\$4,612	\$4,683	\$4,735	\$4,798	\$4,857
11	Bridges and Tunnels	1,667	1,692	1,687	1,696	1,703	1,712
12	Long Island Rail Road	693	706	711	716	719	722
13	Metro-North Railroad	681	714	731	743	760	773
14	MTA Bus Company	225	223	232	227	228	229
15	MTA Headquarters	62	68	59	59	60	62
16	Staten Island Railway	10	8	10	9	9	9
17	First Mutual Transportation Assurance Company	3	22	22	22	23	23
18	Total	\$7,906	\$8,044	\$8,135	\$8,206	\$8,301	\$8,387
20	Total Operating Expenses before Non-Cash Liability Adjs. ^{1,2}						
21	New York City Transit	7,063	7,318	7,439	7,720	7,984	8,246
22	Bridges and Tunnels	410	483	500	506	521	539
23	Long Island Rail Road	1,307	1,511	1,492	1,498	1,556	1,641
24	Metro-North Railroad	1,118	1,259	1,191	1,236	1,278	1,306
25	MTA Bus Company	581	601	628	657	703	669
26	MTA Headquarters	344	388	420	411	416	424
27	Staten Island Railway	43	45	52	62	46	48
28	First Mutual Transportation Assurance Company	28	7	2	(7)	(10)	(18)
29	Other	46	45	184	193	198	204
30	Total	\$10,937	\$11,658	\$11,909	\$12,275	\$12,693	\$13,059
32	Depreciation						
33	New York City Transit	\$1,421	\$1,544	\$1,638	\$1,688	\$1,863	\$1,913
34	Bridges and Tunnels	91	104	112	120	128	137
35	Long Island Rail Road	333	333	343	347	350	354
36	Metro-North Railroad	230	229	231	227	229	231
37	MTA Bus Company	49	42	42	42	43	44
38	MTA Headquarters	42	31	36	40	41	33
39	Staten Island Railway	8	8	8	8	8	8
40	First Mutual Transportation Assurance Company	0	0	0	0	0	0
41	Total	\$2,174	\$2,292	\$2,411	\$2,473	\$2,662	\$2,720
43	Other Post Employment Benefits						
44	New York City Transit	\$1,554	\$1,604	\$1,616	\$1,681	\$1,748	\$1,818
45	Bridges and Tunnels	77	67	70	74	77	81
46	Long Island Rail Road	45	72	74	76	76	78
47	Metro-North Railroad	58	65	68	70	73	77
48	MTA Bus Company	100	100	100	100	100	100
49	MTA Headquarters	85	90	105	117	130	143
50	Staten Island Railway	1	2	2	2	2	2
51	Total	\$1,920	\$2,000	\$2,036	\$2,121	\$2,208	\$2,299
53	Environmental Remediation						
54	New York City Transit	\$24	\$0	\$0	\$0	\$0	\$0
55	Bridges and Tunnels	(0)	0	0	0	0	0
56	Long Island Rail Road	(14)	4	2	2	2	2
57	Metro-North Railroad	2	3	3	3	3	3
58	MTA Bus Company	2	0	0	0	0	0
59	Staten Island Railway	0	0	0	0	0	0
60	Total	\$14	\$7	\$5	\$5	\$5	\$5
62	Net Surplus/(Deficit) ¹						
63	New York City Transit	(\$5,496)	(\$5,854)	(\$6,010)	(\$6,353)	(\$6,797)	(\$7,120)
64	Bridges and Tunnels	1,090	1,038	1,005	997	977	954
65	Long Island Rail Road	(978)	(1,214)	(1,200)	(1,208)	(1,265)	(1,352)
66	Metro-North Railroad	(726)	(842)	(763)	(794)	(823)	(844)
67	MTA Bus Company	(506)	(520)	(539)	(572)	(618)	(583)
68	MTA Headquarters	(409)	(442)	(502)	(510)	(526)	(537)
69	Staten Island Railway	(43)	(47)	(52)	(64)	(48)	(50)
70	First Mutual Transportation Assurance Company	(25)	15	19	29	32	41
71	Other	(46)	(45)	(184)	(193)	(198)	(204)
	Total	(\$7,140)	(\$7,912)	(\$8,226)	(\$8,667)	(\$9,267)	(\$9,695)

Notes: ¹ Excludes Debt Service

² 2013 Expenses include \$78.3 million of accrued NYC Transit retroactive wages and FICA relating to the recent TWU contract agreement.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
MTA Consolidated Cash Receipts and Expenditures
(\$ in millions)

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Cash Receipts and Expenditures						
	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
Receipts						
Farebox Revenue	\$5,571	\$5,717	\$5,814	\$5,901	\$5,960	\$6,013
Other Operating Revenue	\$803	\$696	\$717	\$749	\$703	\$727
Capital and Other Reimbursements	\$1,340	\$1,712	\$1,682	\$1,637	\$1,615	\$1,617
Total Receipts	\$7,713	\$8,125	\$8,213	\$8,286	\$8,277	\$8,356
Expenditures						
Labor:						
Payroll	\$4,525	\$5,279	\$5,187	\$5,169	\$5,261	\$5,342
Overtime	736	890	780	758	772	781
Health and Welfare	952	1,014	1,103	1,173	1,260	1,347
OPEB Current Payment	431	458	496	539	586	638
Pensions	1,191	1,348	1,407	1,387	1,366	1,374
Other Fringe Benefits	653	761	764	767	782	801
Contribution to GASB Fund	86	49	0	0	0	10
Reimbursable Overhead	0	0	(0)	0	(0)	0
Total Labor Expenditures	\$8,574	\$9,799	\$9,736	\$9,793	\$10,027	\$10,293
Non-Labor:						
Electric Power	\$498	\$547	\$500	\$532	\$593	\$636
Fuel	252	271	259	252	258	268
Insurance	24	54	61	66	78	91
Claims	213	236	209	201	208	211
Paratransit Service Contracts	373	372	384	419	472	514
Maintenance and Other Operating Contracts	471	545	554	589	613	573
Professional Service Contracts	293	359	363	339	335	343
Materials & Supplies	640	691	684	691	698	704
Other Business Expenditures	165	261	184	191	192	202
Total Non-Labor Expenditures	\$2,929	\$3,337	\$3,197	\$3,280	\$3,448	\$3,543
Other Expenditure Adjustments:						
Other	36	87	108	92	83	133
General Reserve	0	0	140	145	150	155
Total Other Expenditure Adjustments	\$36	\$87	\$248	\$237	\$233	\$288
Total Expenditures	\$11,539	\$13,223	\$13,181	\$13,310	\$13,709	\$14,125
Net Cash Deficit Before Subsidies and Debt Service	(\$3,826)	(\$5,098)	(\$4,968)	(\$5,024)	(\$5,432)	(\$5,769)
Dedicated Taxes and State/Local Subsidies	\$5,576	\$6,816	\$6,477	\$6,680	\$6,820	\$6,975
Debt Service (excludes Service Contract Bonds)	(\$1,664)	(\$1,661)	(\$1,823)	(\$1,919)	(\$2,076)	(\$2,219)
CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER	\$86	\$57	(\$314)	(\$263)	(\$688)	(\$1,013)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
MTA Consolidated Cash Statement of Operations By Agency
(\$ in millions)

Line Number		2013	2014 November	2015 Final Proposed	2016	2017	2018
		<u>Actual</u>	<u>Forecast</u>	<u>Budget</u>			
9	<u>Total Receipts</u>						
10	New York City Transit	\$5,417	\$5,622	\$5,602	\$5,621	\$5,655	\$5,694
11	Long Island Rail Road	918	\$989	\$1,021	\$1,000	\$987	\$987
12	Metro-North Railroad	866	\$923	\$988	\$994	\$1,035	\$1,069
13	MTA Bus Company	230	\$237	\$242	\$238	\$239	\$240
14	MTA Headquarters	242	\$281	\$287	\$362	\$291	\$294
15	Staten Island Railway	12	\$16	\$15	\$12	\$10	\$10
16	Capital Construction Company	26	\$36	\$37	\$37	\$38	\$37
17	First Mutual Transportation Assurance Company	3	\$22	\$22	\$22	\$23	\$23
18	Total	\$7,713	\$8,125	\$8,213	\$8,286	\$8,277	\$8,356
19							
20	<u>Total Expenditures</u>						
21	New York City Transit	\$7,668	\$8,603	\$8,353	\$8,575	\$8,833	\$9,086
22	Long Island Rail Road	\$1,537	\$1,792	\$1,821	\$1,781	\$1,822	\$1,907
23	Metro-North Railroad	\$1,265	\$1,443	\$1,578	\$1,505	\$1,574	\$1,634
24	MTA Bus Company	\$569	\$665	\$627	\$656	\$702	\$668
25	MTA Headquarters	\$404	\$603	\$544	\$522	\$514	\$560
26	Staten Island Railway	\$41	\$56	\$57	\$65	\$48	\$49
27	Capital Construction Company	\$26	\$36	\$37	\$37	\$38	\$37
28	First Mutual Transportation Assurance Company	\$3	\$22	\$22	\$22	\$23	\$23
29	Other	\$26	\$2	\$143	\$148	\$154	\$160
30	Total	\$11,539	\$13,223	\$13,181	\$13,310	\$13,709	\$14,125
31							
32	<u>Net Cash Surplus/(Deficit)</u>						
33	New York City Transit	(2,251)	(\$2,981)	(\$2,751)	(\$2,953)	(\$3,178)	(\$3,391)
34	Long Island Rail Road	(619)	(\$803)	(\$800)	(\$781)	(\$836)	(\$920)
35	Metro-North Railroad	(399)	(\$520)	(\$591)	(\$511)	(\$539)	(\$564)
36	MTA Bus Company	(340)	(\$429)	(\$385)	(\$417)	(\$463)	(\$427)
37	MTA Headquarters	(163)	(\$322)	(\$257)	(\$160)	(\$224)	(\$267)
38	Staten Island Railway	(29)	(\$41)	(\$41)	(\$53)	(\$38)	(\$39)
39	Capital Construction Company	0	\$0	\$0	\$0	\$0	\$0
40	First Mutual Transportation Assurance Company	0	\$0	\$0	\$0	\$0	\$0
41	Other	(26)	(\$2)	(\$143)	(\$148)	(\$154)	(\$160)
42	Total	(\$3,826)	(\$5,098)	(\$4,968)	(\$5,024)	(\$5,432)	(\$5,769)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
MTA Consolidated November Financial Plan Compared with July Financial Plan
Cash Reconciliation
(\$ in millions)

	Favorable/(Unfavorable)				
	2014	2015	2016	2017	2018
JULY FINANCIAL PLAN 2015-2018					
CASH BALANCE BEFORE BTL ADJUSTMENTS	(\$252)	(\$418)	(\$267)	(\$720)	(\$1,114)
Savings Programs	\$5	\$14	\$10	\$10	\$10
2014 BRP (New Savings Programs) ¹	3	8	5	5	5
NYCT Paratransit - Additional Net Savings	2	6	5	5	5
New Needs/Investments	(\$8)	(\$60)	(\$49)	(\$47)	(\$48)
Maintenance/Operations	(1)	(4)	(4)	(11)	(12)
Information Technology	(3)	(34)	(23)	(19)	(19)
Service Adjustments	(3)	(12)	(14)	(15)	(15)
All Other New Needs	(1)	(11)	(7)	(3)	(3)
Agency Baseline Adjustments	\$10	(\$5)	(\$35)	(\$46)	\$17
Farebox/Toll Revenue	57	66	69	78	85
Overtime (includes re-baselining) ²	(23)	(43)	(43)	(43)	(43)
Claims	(34)	(15)	(8)	(8)	(8)
Rate Adjustments:					
Health & Welfare (including retirees) ²	2	(19)	(30)	(33)	(34)
Energy	2	17	(4)	6	9
Pensions ²	(6)	(6)	(9)	(4)	1
Worker's Compensation	(5)	(6)	(6)	(5)	(4)
Other Baseline Re-estimates (includes timing) ^{3,4}	17	2	(5)	(36)	13
MTA Adjustments					
General Reserve	\$135	\$0	\$0	\$0	\$0
Changes in Subsidies	\$36	\$34	\$41	\$45	\$48
Real Estate Taxes	45	44	51	55	58
Petroleum Business Tax	4	4	4	4	4
Payroll Mobility Tax and MTA Aid	(13)	(14)	(14)	(14)	(14)
Other Subsidy Adjustments	\$2	\$103	(\$6)	\$27	\$28
CDOT Subsidy	(17)	48	(1)	(1)	(7)
B&T Surplus Transfer	36	7	5	8	11
Forward Energy Contracts Program - Gain/(Loss)	(4)	(3)	(1)	0	0
Other Subsidies	(14)	52	(9)	20	24
Debt Service	\$5	(\$34)	(\$17)	(\$15)	(\$13)
Commuter Rail Labor Agreement Provision (moved to baseline)⁵	(\$130)	(\$48)	(\$48)	(\$48)	(\$45)
Funding Labor Settlements (moved to baseline):	\$254	\$100	\$109	\$107	\$104
OPEB Withdrawal	254	0	0	0	0
Reduce Annual PAYGO	0	80	80	80	80
Eliminate Contribution to Reduce Pension Liability	0	20	29	27	24
NOVEMBER FINANCIAL PLAN 2015-2018					
CASH BALANCE BEFORE BTL ADJUSTMENTS *	\$57	(\$314)	(\$263)	(\$688)	(\$1,013)

* Totals may not add due to rounding.

¹ Captures only the incremental increase from the July Plan.

² Excludes impacts of labor agreements (settled and assumptions).

³ Including timing delays in both retroactive wage payments and the projected opening of East Side Access.

⁴ B&T Operating Surplus Transfer is captured as a subsidy. While B&T's impacts are also captured in individual reconciliation categories in the Agency Baseline Adjustments above, the duplication is eliminated within the line "Other Baseline Re-estimates."

⁵ This Commuter Rail Labor Agreement provision was captured "below-the-line" in Volume 1 of the July Plan.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
Baseline Farebox Recovery and Farebox Operating Ratios

FAREBOX RECOVERY RATIOS						
	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016 Plan	2017 Plan	2018 Plan
New York City Transit	38.0%	37.5%	36.8%	36.0%	34.7%	33.8%
Staten Island Railway	11.7%	11.8%	10.9%	9.7%	12.0%	11.8%
Long Island Rail Road	32.7%	29.9%	30.0%	29.9%	29.1%	27.9%
Metro-North Railroad	43.3%	39.0%	41.2%	40.9%	40.5%	40.2%
Bus Company	<u>28.5%</u>	<u>28.4%</u>	<u>27.7%</u>	<u>26.9%</u>	<u>25.5%</u>	<u>26.7%</u>
MTA Total Agency Average	37.3%	36.1%	35.8%	35.2%	34.0%	33.2%

FAREBOX OPERATING RATIOS						
	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016 Plan	2017 Plan	2018 Plan
New York City Transit	58.2%	58.3%	58.0%	56.7%	55.3%	54.0%
Staten Island Railway	16.9%	17.0%	15.2%	12.9%	17.2%	16.9%
Long Island Rail Road	47.9%	43.9%	45.7%	45.0%	43.6%	41.5%
Metro-North Railroad	57.0%	56.4%	62.2%	60.8%	59.7%	59.7%
Bus Company	<u>36.7%</u>	<u>36.0%</u>	<u>34.8%</u>	<u>33.6%</u>	<u>31.5%</u>	<u>33.3%</u>
MTA Total Agency Average	55.3%	54.6%	55.2%	54.0%	52.6%	51.6%

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 Plan (the “Plan”) consists of the 2014 November Forecast, 2015 Final Proposed Budget, and annual projections for 2016-2018. It updates the Agency baseline forecasts that were included in the July Plan 2015-2018, capturing programmatic changes, and re-estimates of revenues and expenses. Plan-to-plan comparisons for the years 2014-2017 are made against the February Plan and 2014-2018 against the July Plan.

Volume II of the November Plan captures only 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: fare and toll increases in 2015 and 2017; investments to fund both an All-Agency safety initiative and new service and service quality improvements; and efficiency savings not yet implemented. The baseline of the Commuter Railroads now captures the incremental impact of an agreement with the LIRR Union Coalition, which was captured below-the-line in Volume I of the July Plan due to printing time constraints. All remaining commuter railroad unions without signed agreements are assumed to settle at the Coalition pattern. All other unsigned unions are assumed to settle at the TWU pattern.

Overall, Agencies’ re-estimates have worsened since the July Plan, with higher expense projections for pensions, health and welfare, procured services, public liability and worker’s compensation, overtime, and maintenance contracts that are partially offset by lower expenses projections for traction power, paratransit contracts, and other business expenses.

The Financial Plan baseline retains funding for the new service investments from 2012 and 2013, and those proposed in July. These “platform” service adjustments are needed to maintain loading and headway guidelines consistent with increased demand requirements.

The safety of customers and employees is unquestionably the top priority for the MTA. Given the tragic events that occurred in 2013, immediate steps were taken to ensure that an emphasis on safety would be included within the operations of every MTA Agency. Consequently, swift changes were made to the MTA’s executive structure, including the establishment of a Chief Safety Officer position at Headquarters and at each Agency and the formation of an MTA-wide safety committee. Agencies were directed to examine their current practices and procedures and to identify areas for improvement. Additionally, the MTA convened a Blue Ribbon Panel comprised of outside experts, which made important recommendations, many of which are now being implemented. The Plan includes an unprecedented level of safety funding, with an investment of \$32 million in 2014 and an average of \$102 million annually over the remaining years of the Plan. This represents an increase in funding from the investments proposed in July.

The tables in the preceding section capture accrued and cash baseline projections. Compared with the July Plan, cash needs decrease by \$13 million in 2014 and increase by \$99 million in 2015, \$121 million in 2016, \$131 million in 2017, and \$66 million in 2018. The major Plan adjustments are identified in the following table, explained by generic category later in this section, and detailed further in Agency sections.

Baseline November Plan Changes from July Plan

The following summary table and narrative capture the major baseline changes between the July and November Plans, by functional category.

<u>AGENCY BASELINE</u>					
<u>NOVEMBER CHANGES FROM JULY PLAN</u>					
Favorable/(Unfavorable)					
(\$ in millions)					
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Savings Programs	\$5	\$14	\$10	\$10	\$10
2014 BRP (New Savings Programs) ¹	3	8	5	5	5
NYCT Paratransit - Additional Savings	2	6	5	5	5
New Needs/Investments	(\$8)	(\$60)	(\$49)	(\$47)	(\$48)
Maintenance/Operations	(1)	(4)	(4)	(11)	(12)
Information Technology/EAM	(3)	(34)	(23)	(19)	(19)
Service Adjustments/Service Support	(3)	(12)	(14)	(15)	(15)
All Other New Needs	(1)	(11)	(7)	(3)	(3)
Agency Baseline Adjustments	\$10	(\$5)	(\$35)	(\$46)	\$17
Farebox/Toll Revenue	57	66	69	78	85
Overtime (includes re-baselining) ²	(23)	(43)	(43)	(43)	(43)
Claims	(34)	(15)	(8)	(8)	(8)
Rates:					
Health & Welfare (including retirees) ²	2	(19)	(30)	(33)	(34)
Energy	2	17	(4)	6	9
Pensions ²	(6)	(6)	(9)	(4)	1
Worker's Compensation	(5)	(6)	(6)	(5)	(4)
Other Baseline Re-estimates (includes timing) ^{3,4}	17	2	(5)	(36)	13
MTA Adjustments					
General Reserve	\$135	\$0	\$0	\$0	\$0
Commuter Rail Labor Agreement (moved into baseline) ⁵	(\$130)	(\$48)	(\$48)	(\$48)	(\$45)
Net Cash Baseline Changes	\$13	(\$99)	(\$121)	(\$131)	(\$66)
¹ Captures only the incremental increase from the July Plan.					
² Excludes impacts of labor agreements (settled and assumptions).					
³ Including timing delays in both retroactive wage payments and the projected opening of East Side Access.					
⁴ B&T Operating Surplus Transfer is captured as a subsidy. While B&T's impacts are also captured in individual reconciliation categories in the Agency Baseline Adjustments above, the duplication is eliminated within the line "Other Baseline Re-estimates."					
⁵ This Commuter Rail Labor Agreement provision was captured "below-the-line" in Volume 1 of the July Plan.					

New Needs/Investments:

The Plan includes the projected operating budget impacts of “Mega” Projects, including the Fulton Street Transit Center, 7 Line Extension, Second Avenue Subway, and East Side Access. In addition, the MTA continues to improve the reliability and performance of its fleet and infrastructure through increased maintenance. The November Plan includes some service adjustments/service support and numerous information technology-related investments.

MTA is increasing resources to Agencies, including NYCT, LIRR, MNR, B&T, CCC and HQ, in various stages of implementing Enterprise Asset Management (EAM). Building off new federal guidelines, the MTA embraced EAM with the goal of establishing a systematic approach to sustainably managing rolling stock, facilities, linear assets, and asset systems over their lifecycle. Investments include personnel, information systems, and process improvements, which will enable management to:

Reduce:

- *Unscheduled work*
- *Asset operating costs*
- *Capital costs*

Optimize:

- *Scheduled work*
- *Inventory levels*

Improve:

- *Asset utilization/performance*
- *Asset lifecycle*

Each Agency will complete an implementation road-map in 2015 outlining the work required to begin realizing benefits by 2018. An All-Agency Asset Management Coordinating Committee is guiding the overall program governance, harmonizing strategies across Agencies and managing shared resources.

Other major Agency investments include:

NYC Transit Investments:

Major new needs and investments captured within the November Plan:

- Additional “platform” service adjustments required to increase reliability and frequency of service in response to ridership trends and maintenance requirements;
- Revise the Alternate Desktop Solution (ADS) Project, including a change in the ratio of thin-clients to desktops, and procuring services to aid with the development phase of the project; and
- Increase training capacity to meet current and projected attrition levels, and provide proper preparation of new hires -- safekeeping operations and service.

Major new needs and investments already in the baseline that were captured in the July Plan include: increasing maintenance work to ensure over-aged buses remain reliable and in service at NYCT (1,318 buses have been in service for more than 12 years); hiring additional station staff to improve cleanliness as a means to reduce unscheduled overtime; improving the alignment of the track construction maintenance workforce by converting reimbursable track construction personnel to non-reimbursable positions to support weekday maintenance-specific tasks; increasing Rapid Transit Operations training periods for supervisor and hourly-titled employees; funding normal “platform” service adjustments that reflect seasonal schedule changes and loading and headway guidelines; and revising the scheduled maintenance system and additional electronic components installations.

LIRR Investments:

Major new needs and investments captured within the November Plan:

- Increase training capacity to meet current and projected attrition levels and provide proper preparation of new hires -- safekeeping operations and service;
- Overhaul the M7 fleet in accordance with the 15/20-year Reliability Cycle Maintenance schedule (phases 3 and 4), replacing/repairing/changing-out major components, including the gear box and traction motors; and
- Partner with MNR to develop a long-term ticket selling/fare collection strategy that will replace the present fare collection model as current equipment becomes obsolete and the MTA moves towards smartcard technology and improved interoperability among Agencies.

Major new needs and investments already in the baseline that were captured in the July Plan include: providing additional Reliability Cycle Maintenance for its M3 fleet to ensure cars remain available for revenue service through 2018; implementing a strategy to address obsolete Multi-Function Unit, Central Diagnostic System, and Train Operator Display components on the M7 fleet; and establishing funding for normal "platform" service adjustments, reflecting seasonal schedule changes and loading and headway guidelines.

MNR Investments:

Major new needs and investments captured within the November Plan:

- Partner with LIRR to develop a long-term ticket selling/fare collection strategy that will replace the present fare collection model as current equipment becomes obsolete, and the MTA moves towards smartcard technology and improved interoperability among Agencies.

Major new needs and investments already in the baseline that were captured in the July Plan include: support for an Enterprise Asset Management system for better management of MNR's assets; purchase two new Catenary Maintenance Vehicles (CMV); invest in critical inventory management system components, including a warehouse stacking system for the Harmon Material Distribution Center and two vertical lift machines; replace power system electrical components at 20 traction power substations to properly maintain the reliability of 3rd rail traction for the Harlem and Hudson lines; and a revision to the Infrastructure Improvement Program.

B&T Investments:

Major new needs and investments captured within the November Plan:

- Increase engineering staff to meet project management and quality assurance demands associated with the higher workload resulting from the Sandy Restoration and Mitigation Program, the Major Maintenance Program, and design-build projects.

Major new needs and investments already in the baseline that were captured in the July Plan include: hiring a manager to oversee Minority and Women Owned Business Enterprise (M/WBE) compliance and outreach for various state programs to promote diversity among B&T contractors, subcontractors and consultants; and adding four positions associated with All

Electronic Tolling (AET) and Open Road Tolling (ORT) dedicated to the many technical and administrative activities required to implement and enforce the changes in the method of toll collection, which is currently in place at the Henry Hudson Bridge.

MTA Bus Investments:

Major new needs and investments captured within the November Plan:

- Increase supervision of the Central Maintenance Facility, which has expanded into a full-fledged facility where heavy-duty work, including overhauls, engine maintenance, and repairs are performed. The improved supervision will ensure compliance with policies and procedures at the facility which operates from two locations—East New York and Eastchester;
- Invest in an Intelligent Vehicle Network to increase bus reliability. Installed at four depots, i.e., Baisley Park, Eastchester, Far Rockaway, and Yonkers, the centralized system will collect fault codes and performance data from multiple on-board bus computers, upload data and alert management of areas requiring troubleshooting;
- Additional “platform” service adjustments required to increase reliability and frequency of service in response to ridership trends and maintenance requirements; and
- Defer and in the later years of the Plan accelerate the Hybrid Repowered Conversion Program.

Major new needs and investments already in the baseline that were captured in the July Plan include: increasing resources needed to meet the higher costs of Goodyear tires and tubes for MTA Bus’s low-floor bus fleet; hiring six farebox maintainers to perform more frequent preventive maintenance inspections (PMIs) and address farebox reliability, which directly impacts customers and the ability to collect revenue; providing additional maintenance for fleet buses that have been in service for over 12 years in order to keep these “older” buses in a state of good repair; and a revision to Shop Program assumptions including the deferral of Motor Coach Industries’ bus engine work to out-years, and the acceleration of CNG engine overhauls and transmission work.

Staten Island Railway Investments:

Major new needs and investments captured within the November Plan:

- Increase resources based on analysis of service patterns (last conducted in 2013), which will ensure efficient, consistent and safe assignment of crews to all scheduled train trips.

Major new needs and investments already in the baseline that were captured in the July Plan include increasing resources to upgrade damaged and eroded fuel tanks.

MTA Headquarters Investments:

Major new needs and investments captured within the November Plan:

- Implement requirements under New York State Executive Order 88 which requires State agencies and authorities to reduce energy use by 20% in buildings greater than 20,000 square feet, beginning in 2020. The Order requires conducting energy audits and/or re-commissioning studies, and the installation of advanced metering infrastructure to monitor energy data;
- Procure consulting services to aid in minimizing the disruption of business functions during the PeopleSoft System 2 upgrade.
- Increase resources to improve the security of MTA information technology assets.

Major new needs and investments already in the baseline that were captured in the July Plan include: support for an Enterprise Asset Management system to better manage MTA assets; upgrading current back-up structure to accommodate the additional workload of the upgraded accounting/human resources system at the Business Service Center; providing resources for the newly established MTA IT department for a number of key initiatives in support of MTA and Agency operations; and additional funding for MTA Police for expenses associated with relocating to the Graybar Building, 420 Lexington Avenue.

Labor Update (Settled and Assumptions):

Labor assumptions are consistent with those from the July Plan. The November Plan captures the TWU settlement and the agreement with the LIRR Union Coalition. The Plan assumes that unsigned unions from the LIRR and Metro-North will agree to contracts that mirror the Coalition pattern. That agreement came too late to be included in July Plan Agency forecasts, and was instead captured as a Volume I, below-the-line adjustment. In the Plan, the commuter railroads have captured the costs of that agreement. In addition to the above, other major settlements include the Amalgamated Transit Union (ATU) at NYCT, the Bridge and Tunnel Officers Benevolent Association (BTOBA) at B&T, and the Police Benevolent Association (PBA) at Headquarters. Overall, approximately 82% of the represented workforce is either working under existing contracts, tentative agreements, or agreements waiting Board approval. To date, the total cost of the labor settlements and assumptions, including salaries, overtime, pensions, and fringe benefits, approximates \$450 million in 2014, followed by average annual increases of \$279 million from 2015 to 2018.

Overtime

Agency baselines include revisions to overtime based on improved forecasting and coverage necessitated by increased maintenance work, training, vacancies/absentees, impact of wage settlements and assumptions, and rebaselining weather emergencies (explained further below). The resulting impact of these factors increase overtime by \$51 million in 2014 and an average \$56 million per year from 2015 to 2018.

Forecasting Weather-Related Overtime:

The Plan captures the impact of rebaselining weather-related overtime, reflecting a consistent approach after canvassing Agencies, outside entities, and municipalities. The new methodology uses a five-year rolling average adjusted only to exclude Hurricane Sandy-related overtime. Going forward, instructions will indicate which, if any, future storms are excluded from the 5-year rolling average.

Implementing sustainable programs that reduce overtime levels in routine maintenance and controllable types of overtime, such as vacancy/absentee coverage and unscheduled service, remain at the forefront for MTA management. Areas that continue to be internally scrutinized and require particular focus include: vacancies and employee accidents, optimizing overtime vs. straight-time; impacts on pensions; overtime use for non-essential work; and overtime intensity. Further analysis of overtime will be conducted, and it is expected that efficiencies can be identified that will result in realistic savings in overtime. Additional information is contained within the consolidated narratives section and explained further within Agency sections of this volume.

Savings Programs/Cost Control - 2014 Budget Reduction Program (BRP)

The growth in non-discretionary costs remains a challenge. Categories such as employee and retiree health care (OPEB), energy, insurance, paratransit, and pensions are dependent on factors that are largely outside the control of the MTA. The MTA is committed to reducing this growth with strategies that include the hedging of fuel purchases, paying down the pension liability (when funding is available), proactively managing paratransit, and reducing health & welfare costs.

In addition to these strategies, the MTA continues to seek new efficiencies and raise the savings bar. In the Plan, the MTA is committing to achieving another \$50 million in annual recurring savings, beginning in 2018 (see Volume I).

The 2014 MTA Budget Reduction Program identifies approximately \$26 million in greater savings over the course of the November Plan. These savings, coupled with those identified during the July Plan, are summarized in the table below. These savings reduce the deficit by \$30.8 million in 2014, \$53.9 million in 2015, \$46.1 million in 2016, \$41.7 million in 2017 and \$41.3 million in 2018, as well as reflect a decrease of 99 positions by the end of the Plan period. All BRPs have been incorporated into Agency baselines within the category construct of the MTA's traditional financial statements.

When combined with additional MTA Efficiency savings, captured as "below-the-line" Plan adjustments in Volume I, total annual savings are projected to rise to \$1.1 billion in 2014, \$1.2 billion in 2015, and \$1.55 billion in 2018.

METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2015 - 2018

(\$ in millions)

Favorable/(Unfavorable)

2014 Budget Reduction Program by Agency and Category										
	2014		2015		2016		2017		2018	
	Pos	\$	Pos	\$	Pos	\$	Pos	\$	Pos	\$
Agency:										
New York City Transit/SIR	47	19.6	80	26.6	80	26.6	80	26.6	80	26.6
Long Island Rail Road	-	3.2	-	7.7	-	7.2	-	7.2	-	7.2
Metro-North Railroad	-	4.4	11	4.5	11	4.5	11	4.5	11	4.5
Bridges & Tunnels	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
MTA Headquarters	-	0.0	-	1.3	-	1.4	-	1.4	-	1.4
Total (Excluding MTA Bus)	47	\$27.2	91	\$40.2	91	\$39.7	91	\$39.7	91	\$39.7
MTA Bus	6	3.6	63	13.8	35	6.4	11	2.0	8	1.6
Total	53	\$30.8	154	\$53.9	126	\$46.1	102	\$41.7	99	\$41.3
Category:										
Administration	-	15.9	-	19.9	-	19.9	-	20.0	-	20.0
Customer Convenience/Amenities	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
Maintenance/Inventory	28	3.4	51	8.2	51	7.9	51	7.9	51	7.9
Revenue Enhancement	17	2.4	17	2.1	17	2.1	17	2.1	17	2.1
Safety/Security	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
Service	2	2.2	23	2.2	23	2.5	23	2.5	23	2.5
Service Support	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
Other	-	3.2	-	7.7	-	7.2	-	7.2	-	7.2
Total (Excluding MTA Bus)	47	\$27.2	91	\$40.2	91	\$39.7	91	\$39.7	91	\$39.7
MTA Bus - Other	6	3.6	63	13.8	35	6.4	11	2.0	8	1.6
Total	53	\$30.8	154	\$53.9	126	\$46.1	102	\$41.7	99	\$41.3

Major budget reduction initiatives, comprising the total 2014 BRPs–Programmatic are summarized below by Agency. Specific details can be found in the BRP worksheets located in Agency sections.

NYCT BRP Savings:

- Employee Group Waiver Plan (EGWP) Program savings based on an Affordable Care Act prescription drug plan for Medicare-eligible members that is a more financially affordable alternative than existing plans;
- Medical Eligibility Initiative savings based on improving the efficiency of eliminating coverage for ineligible persons and the automation of transferring Medicare beneficiaries to primary status;
- Subways Availability-Reduction of “Injury-on-Duty” Lost Days results in projected Workers’ Compensation savings achievable through a more comprehensive and aggressive monitoring and review of claims thereby reducing the number of days employees are out of work on a long-term basis;
- Subways Availability-Video Right To Know (RTK) training at home will result in projected position reductions and increase station agent and station cleaner availability;

- Subways Facility Cleaning Efficiencies will result in savings to be achieved by implementing improved processes for car and facility cleaning;
- Revenue Collection Efficiencies savings based on the opportunity to reduce labor costs resulting from the implementation of the \$1 Green Fee charge which significantly reduced the number of new MetroCards produced; and
- Tower Operator Efficiencies savings based on a zero-based budget analysis of the Rapid Transit Subdivision B Tower Operator and Supervision functions.

LIRR BRP Savings:

- *Nov. Plan BRP (New)*: Efficiency savings resulting from improved inventory control, refining the material procurement process, and the reliability centered maintenance program; and
- Enforce tighter management controls and increase oversight of non-payroll budgets, with a particular emphasis on procured services.

MNR BRP Savings:

- Savings are achieved through a variety of measures. Non-recurring savings include: management position vacancies, rescheduling a Genesis locomotive overhaul from 2014 to 2015, and revised service plan adjustments. Recurring savings include: reduced material usage for M8 cars, reduced maintenance contracts costs for contracted shop equipment and communications equipment, scheduling changes for new Genesis and BL20 locomotive overhauls, reducing train crew costs and energy expenses, reduced materials needs for M7 car seat replacements, and increases to other operating revenue resulting from additional GCT retail revenues and expanded parking space at the North White Plains station parking facility.

MTAHQ BRP Savings:

- MTAPD has reduced expenses for facilities maintenance and repairs, and expenses for contracts for outside vendors;
- MTAHQ has reduced leases and rentals expenses, and expenses for advertising, outside consultants, and vendors; and
- Additional other operating revenue from higher projected Transit Museum facility rental revenue.

SIR BRP Savings:

- Vacancy savings based on assessment of position functions and risks.

MTA Bus BRP Savings:

- *Nov. Plan BRP (New)*: Rightsizing non-payroll expense levels based on trends.

- Efficiencies discovered with the scheduled operations pick-up program, which shifts focus from unscheduled work to preventive maintenance; and
- Revised scope of the Shop Overhaul Program.

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 November Plan includes a slight increase in projections, approximating \$3 million over the course of the Plan.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
Operating Budget Impacts of Capital "Mega" Projects
(\$ in millions)

		2014 November Forecast		2015 Final Proposed Budget		2016		2017		2018	
		Positions	(\$000)	Positions	(\$000)	Positions	(\$000)	Positions	(\$000)	Positions	(\$000)
East Side Access											
<i>Revenue Service Date: Year 2022</i>											
LIRR		0	\$ -	0	-	0	-	19	2.241	203	26.963
MTAHQ		-	-	-	-	-	-	-	-	0	-
Subtotal		0	\$ -	0	\$ -	0	\$ -	19	\$ 2.241	203	\$ 26.963
2nd Avenue Subway											
<i>Revenue Service Date: Year 2016</i>											
NYCT		0	\$ -	0	\$ -	0	\$ -	301	\$ 31.642	301	\$ 32.885
7-Line Extension											
<i>Revenue Service Date: Year 2014</i>											
NYCT		181	\$ 5.688	175	\$ 18.150	182	\$ 18.494	184	\$ 18.863	184	\$ 19.550
Fulton St Transit Center											
<i>Revenue Service Date: Year 2014</i>											
NYCT		35	\$ 5.145	35	\$ 9.298	35	\$ 9.333	35	\$ 9.333	35	\$ 9.704
TOTAL		216	\$ 10.833	210	\$ 27.448	217	\$ 27.827	539	\$ 62.079	723	\$ 89.101

Accrued Baseline Assumptions

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

PASSENGER & TOLL REVENUE / UTILIZATION

On an average weekday, MTA carries 8.5 million passengers on its subways, buses and commuter railroads, while there are 800 thousand crossings at MTA Bridges & Tunnels facilities.

The use of MTA subways, buses, commuter railroads and bridges and tunnels varies with a number of factors, and perhaps most important among these is the health of the regional economy. Since hitting recessionary lows in 2010, employment levels and the regional economy have gradually improved: on a quarter-to-quarter basis, New York City employment has increased in each of the last fourteen quarters—the last decline occurred in the third quarter of 2010—and remains higher than at any time since 1950, the period for which non-agricultural employment records for New York City are available from the Bureau of Labor Statistics; and twelve-month average ridership levels have returned to pre-recession levels. The Financial Plan assumes employment levels in each year of the Financial Plan period will be higher than expected in July, with 21 thousand more jobs in New York City for 2014 and 30 thousand more jobs by 2018, bringing the total number of New York City jobs to 4.2 million in 2018. These improvements partly account for year-to-year growth in consolidated utilization. Plan-to-plan changes depend on evolving expectations of employment growth rates, and the November Financial Plan assumes that the 2014 employment growth rate will be higher than expected in July; for 2015, it will be slightly lower than July's expectation. Forecasts of employment growth are favorable, compared with July, for the remaining years of the plan.

While economic conditions are an important influence on system-wide utilization, other factors also explain changes in ridership, vehicle traffic and fare and toll revenues. One of the most significant determinants in 2014 was the severe winter weather in January and February that brought colder than normal temperatures and several heavy snowstorms that dampened system-wide utilization compared with 2013, especially crossings at B&T facilities and bus ridership on NYCT and MTA Bus. Fortunately, no single weather event in the summer or fall of 2014 impacted ridership to the same degree as 2012's Hurricane Sandy. Also on the positive side, ridership is expected to benefit by the extension of the Number 7 Subway Line, which is set to become operational in 2015 and is expected to increase utilization levels at NYCT and LIRR. At MNR, efforts to promote ridership growth are supported by programmed service expansions, improved parking availability and promotional advertising. Meanwhile, improvements in utilization of B&T facilities are being encouraged by the agency's efforts to make E-ZPass more easily available and by its initiatives to expand cashless tolling (currently underway as a pilot project at the Henry Hudson Bridge); and LIRR has strategically deployed shuttle-style collectors between stations known to face challenges with fare evasion, in particular where a high volume of ridership occurs between stations that are geographically close, and the November Plan includes resources to sustain and build upon this initiative's success.

Utilization figures presented in this section do not reflect fare media liability or paratransit operations at NYCT; these items are included in the Agency and MTA consolidated tables in the Financial Plan. Additionally, utilization for MNR's west-of-Hudson operations is also not included

in this section; in the Agency and MTA consolidated financial tables, west-of-Hudson utilization is netted against expenses and is not included in revenue.

The 2014 November Forecast for MTA consolidated ridership is projected to total 2,713 million passengers, while crossings at Bridges and Tunnels (B&T) facilities are expected to reach 284.7 million. NYCT combined subway and bus ridership forecast is 2,415 million trips and accounts for 89% of MTA consolidated ridership. LIRR and MNR's East-of-Hudson operations each account for 3% of MTA consolidated ridership, with 2014 ridership projected to be 85 million and 83 million for LIRR and MNR's East-of-Hudson operations, respectively. Ridership for MTA Bus is projected to be 125 million, and accounts for 5% of MTA consolidated ridership, while Staten Island Railway (SIR) ridership is projected to be 4 million (0.2% of MTA ridership).

MTA consolidated farebox revenue for the 2014 November Forecast is expected to be \$5,616 million, and toll revenue is expected to be \$1,669 million. NYCT combined subway and bus farebox revenue is forecast at \$4,099 million, while LIRR is projecting \$655 million in farebox revenue and MNR \$654 million in farebox revenue for its East-of-Hudson operations. SIR is projecting farebox revenue to be \$6 million, and MTA Bus farebox revenue is expected to be \$205 million.

The 2014 November Forecast for MTA consolidated ridership is expected to increase by 33 million trips (1.2%) compared with 2013, reflecting continued improvement in the regional economy. Ridership at NYCT is expected to increase by 30 million (1.3%), and LIRR, and MNR are projecting increases of 2 million (2.0%) and 1 million (1.7%), respectively. SIR ridership is forecast to increase by 4.1% (172 thousand trips), while MTA Bus forecasts a marginal increase of 74,000 more trips (0.1%). B&T facilities are also expected to see a slight rise in traffic of 0.1%, or 160,000 crossings. The 2014 November Forecast projects a consolidated farebox revenue increase of \$189 million (3.5%) in 2014, the result of improved utilization levels and the March 2013 fare increases. Although Bridges and Tunnels crossings are expected to demonstrate only a marginal improvement, B&T toll revenue is expected to exceed 2013 toll revenue by \$24 million (1.4%), reflecting favorable traffic trends, supported by higher employment levels together with the impact of the March 2013 toll increase.

The 2014 November Forecast expects MTA consolidated ridership to exceed the 2014 Mid-Year Forecast by 16 million trips (0.6%), with every agency expecting higher ridership. NYCT ridership is projected to be higher by 13 million trips (0.5%), reflecting 13 million (0.7%) additional subway trips and 500 thousand (0.1%) additional bus trips. Ridership at MTA Bus is also expected to be higher than anticipated in the Mid-Year Forecast by 2 million trips (1.3%), while SIR anticipates an increase of 100,000 (1.5%) compared with the Mid-Year Forecast. Ridership levels at LIRR and MNR are forecast higher by 500,000 trips (or 0.6%) each. In the case of LIRR, ridership trends have outpaced expectations due not only to the improvement of the regional economy, but also because of the draw of non-commutation ridership to entertainment and sporting events at the Barclays Center in Brooklyn. The November forecast expects that vehicle crossings at B&T facilities will improve compared with the Mid-Year Forecast by 3 million trips (1.0%), the result primarily of favorable traffic trends. MTA consolidated farebox revenue in the 2014 November Forecast is expected to be higher than the Mid-Year Forecast by \$40 million (0.7%), reflecting favorable fare receipts at NYCT and MTA Bus of \$29 million (0.7%) and \$3 million (1.4%), respectively; both commuter railroads are also expecting 2014 farebox receipts to improve relative expectations in July: LIRR forecasts favorable receipts of \$4 million (0.6%), and MNR also expects an additional \$4 million (0.6%); and, fare collections at SIR are above the Mid-Year Forecast by 2.4%. B&T toll revenue is projected to be \$18 million (1.1%) better than the Mid-Year forecast.

MTA consolidated ridership for the 2014 November Forecast compares unfavorably with the 2014 Adopted Budget projection by 9 million trips (0.3%). Ridership is projected to be lower at NYCT by 9 million trips (0.4%), and at MNR by 1 million trips (1.2%); as a partial offset, LIRR expects an improvement of 1 million trips (1.4%), while MTA Bus anticipates 400,000 more trips (0.3%) and SIR expects to see 100,000 more trips (1.7%) compared with the Adopted Budget. At B&T facilities, the November Forecast is projected to exceed the Adopted Budget forecast by 3 million vehicle crossings (1.1%). MTA consolidated farebox revenue in the 2014 November Forecast is an improvement over the 2014 Adopted Budget by \$28 million (0.5%), primarily because higher than expected average fares at NYCT and a higher than expected proportion of subway (versus bus) ridership make farebox collections favorable, in spite of lower overall ridership; and for 2014, B&T toll revenue is projected to be \$19 million (1.2%) better than the Adopted Budget.

The 2015 forecast for MTA consolidated ridership totals 2,762 million passengers, while crossings at B&T facilities are projected to 286 million vehicular crossings. NYCT expects combined subway and bus ridership to reach 2,460 million in 2015, while LIRR and MNR (East of Hudson operations) are projecting 86 million and 85 million passengers, respectively. SIR is forecasting ridership to be 4 million, and MTA Bus ridership is expected to be 127 million. MTA consolidated farebox revenue for 2015 is forecast to be \$5,714 million, and toll revenue is projected to be \$1,670 million. NYCT combined subway and bus farebox revenue is expected be \$4,168 million, while LIRR is projecting \$663 million in farebox revenue and MNR is projecting \$672 million in farebox revenue for its East-of-Hudson operations. SIR farebox revenue is forecast to be \$6 million and MTA Bus farebox revenue is expected to be \$205 million.

The 2015 Final Proposed Budget expects year-to-year improvements in ridership and fare revenues, due mostly to the improvement in the regional economy and the associated increase in jobs in New York City. Year-to-year, MTA consolidated ridership is expected to increase by 49 million trips (1.8%) compared to 2014, and farebox revenue is projected to increase \$98 million (1.7%) over 2014. B&T traffic and toll receipts, meanwhile, are both expected to be virtually the same as in 2014.

Both ridership and farebox revenue are expected to improve relative to the July Plan projections. MTA consolidated ridership is forecast to exceed the July Plan Forecast by 13 million trips (0.5%), and projected farebox revenue is \$52 million (0.9%) favorable. B&T traffic levels are expected to improve relative to the July Plan by 3 million crossings (0.9%), while toll collections improve by \$15 million (0.9%).

The 2015 Final Proposed Budget projects that both MTA consolidated utilization and fare and toll revenues will exceed the February Plan. Consolidated ridership will show a slight improvement by 8 million trips (0.3%). Compared to the February Plan, the 2015 Final Proposed Budget also shows an increase in traffic at B&T facilities, with the expectation of 3 million more vehicle crossings (1.0%). The 2015 Final Proposed Budget expects farebox revenues to come in \$53 million (0.9%) higher than expected in the February Plan, while B&T toll revenue for 2015 is projected to be \$17 million (1.0%) better than anticipated in February.

MTA consolidated ridership and farebox revenue are both expected to increase each year from 2016 to 2018. Consolidated ridership is projected to reach 2,846 million passengers by 2018, yielding \$5,907 million in fares. B&T vehicle crossings are also projected to increase each year, reaching 291 million crossings in 2018, with toll revenues totaling \$1,694 million. Compared with the July Plan, MTA consolidated ridership is projected to be favorable in each year from 2016

through 2018: the November plan expects improvements for 2016 of 0.5%, 0.6% for 2017, and 0.7% for 2018. Traffic at B&T facilities in 2016 is expected to be higher by 0.8% than forecast in July, and 0.9% higher in both 2017 and 2018. MTA consolidated farebox revenue is expected to be 1.0% higher in 2016, and 1.1% and 1.2% higher than July expectations for 2017 and 2018, respectively. B&T toll revenue is projected to be 0.8% higher in 2016 and 0.9% higher in both 2017 and 2018.

The November Plan MTA consolidated ridership forecast is expected to exceed the February Plan for 2016 by 14 million (0.5%), and for 2017 by 25 million (0.9%). Vehicle crossings at B&T facilities are expected to be favorable, compared with the February Plan, in both 2016 and 2017 by 3 million trips (1.0% and 1.2%, respectively). Farebox revenue forecasts are favorable for both 2016 (1.2%) and 2017 (1.6%), compared with February, and expectations of toll revenue have also improved, with 2016 favorable by 1.0%, and 2017 favorable by 1.2%.

Annual Utilization Growth Rates -- Traffic & Ridership					
	2014	2015	2016	2017	2018
Traffic: Bridges & Tunnels	0.1%	0.4%	0.7%	0.6%	0.7%
Long Island Rail Road	2.0%	1.2%	0.8%	0.4%	0.5%
Metro-North Railroad	1.7%	2.2%	1.9%	2.1%	1.4%
MTA Bus Company	0.1%	1.5%	0.7%	0.2%	0.4%
New York City Transit	1.3%	1.8%	1.4%	0.8%	0.8%
Staten Island Railway	4.1%	1.6%	1.3%	0.8%	0.8%
Ridership	1.1%	1.7%	1.3%	0.8%	0.8%

Annual Utilization Growth Rates -- Toll & Farebox Revenue					
	2014	2015	2016	2017	2018
Toll Revenue: Bridges & Tunnels	1.4%	0.1%	0.5%	0.4%	0.5%
Long Island Rail Road	3.6%	1.2%	0.7%	0.6%	0.3%
Metro-North Railroad	5.7%	2.8%	2.2%	2.4%	1.7%
MTA Bus Company	1.8%	1.1%	0.8%	0.2%	0.5%
New York City Transit	3.2%	1.7%	1.5%	0.9%	0.8%
Staten Island Railway	7.0%	2.6%	1.6%	0.9%	1.0%
Farebox Revenue	3.0%	1.4%	1.3%	0.9%	0.8%

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

	November Financial Plan				
	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Traffic					
Bridges & Tunnels	284.7	285.8	287.7	289.3	291.1
Ridership					
Long Island Rail Road	85.1	86.1	86.7	87.1	87.5
Metro-North Railroad ¹	83.2	85.0	86.6	88.4	89.6
MTA Bus Company	125.0	126.9	127.8	128.0	128.6
New York City Transit ^{2, 3}	2,415.2	2,459.8	2,495.2	2,515.2	2,535.4
Staten Island Railway	4.4	4.5	4.5	4.6	4.6
<i>Total Ridership</i>	<i>2,712.9</i>	<i>2,762.3</i>	<i>2,800.8</i>	<i>2,823.2</i>	<i>2,845.7</i>

	July Financial Plan				
	2014 Preliminary Budget	2015	2016	2017	2018
Traffic					
Bridges & Tunnels	281.9	283.2	285.3	286.6	288.4
Ridership					
Long Island Rail Road	84.6	85.4	86.1	86.4	86.9
Metro-North Railroad ¹	82.7	84.5	86.0	87.5	88.6
MTA Bus Company	123.5	125.4	126.3	126.4	126.9
New York City Transit ^{2, 3}	2,402.1	2,449.6	2,483.4	2,500.5	2,518.2
Staten Island Railway	4.3	4.4	4.5	4.5	4.5
<i>Total Ridership</i>	<i>2,697.1</i>	<i>2,749.4</i>	<i>2,786.2</i>	<i>2,805.4</i>	<i>2,825.1</i>

	Plan-to-Plan Changes: Favorable / (Unfavorable)				
	2014	2015	2016	2017	2018
Traffic					
Bridges & Tunnels	2.8	2.5	2.4	2.6	2.7
Ridership					
Long Island Rail Road	0.5	0.7	0.7	0.7	0.7
Metro-North Railroad ¹	0.5	0.5	0.6	0.9	1.0
MTA Bus Company	1.6	1.5	1.5	1.6	1.7
New York City Transit ^{2, 3}	13.1	10.1	11.8	14.6	17.2
Staten Island Railway	0.1	0.1	0.1	0.1	0.1
<i>Total Ridership</i>	<i>15.8</i>	<i>12.8</i>	<i>14.6</i>	<i>17.8</i>	<i>20.6</i>

¹ Metro-North Railroad utilization figures are for East-of-Hudson service (Hudson, Harlem and New Haven Lines) only.

² Excludes Paratransit Operations.

³ Excludes Fare Media Liability.

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

	November Financial Plan				
	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Toll Revenue					
Bridges & Tunnels	\$1,668.8	\$1,669.9	\$1,678.7	\$1,685.8	\$1,694.3
Fare Revenue					
Long Island Rail Road	654.9	662.5	667.5	671.4	673.7
Metro-North Railroad ¹	653.9	672.2	686.9	703.3	715.3
MTA Bus Company	202.7	205.0	206.6	206.9	207.9
New York City Transit ^{2, 3}	4,098.6	4,167.9	4,231.7	4,268.0	4,304.0
Staten Island Railway	5.9	6.0	6.1	6.2	6.3
<i>Total Farebox Revenue</i>	<i>\$5,616.1</i>	<i>\$5,713.7</i>	<i>\$5,798.8</i>	<i>\$5,855.8</i>	<i>\$5,907.2</i>

	July Financial Plan				
	2014 Preliminary Budget	2015	2016	2017	2018
Toll Revenue					
Bridges & Tunnels	\$1,651.2	\$1,655.1	\$1,664.7	\$1,670.4	\$1,678.4
Fare Revenue					
Long Island Rail Road	650.9	657.3	662.2	666.1	668.4
Metro-North Railroad ¹	649.8	668.5	682.2	696.7	707.3
MTA Bus Company	199.8	201.4	202.9	203.2	204.0
New York City Transit ^{2, 3}	4,069.7	4,128.6	4,189.2	4,220.1	4,251.3
Staten Island Railway	5.8	5.9	6.0	6.0	6.1
<i>Total Farebox Revenue</i>	<i>\$5,575.9</i>	<i>\$5,661.7</i>	<i>\$5,742.5</i>	<i>\$5,792.0</i>	<i>\$5,837.0</i>

	Plan-to-Plan Changes: Favorable / (Unfavorable)				
	2014	2015	2016	2017	2018
Toll Revenue					
Bridges & Tunnels	\$17.6	\$14.9	\$14.0	\$15.3	\$15.9
Fare Revenue					
Long Island Rail Road	4.1	5.2	5.3	5.3	5.3
Metro-North Railroad ¹	4.1	3.7	4.7	6.6	8.1
MTA Bus Company	2.9	3.6	3.7	3.8	3.9
New York City Transit ^{2, 3}	29.0	39.3	42.5	47.9	52.8
Staten Island Railway	0.1	0.2	0.2	0.2	0.2
<i>Total Farebox Revenue</i>	<i>\$40.2</i>	<i>\$52.0</i>	<i>\$56.3</i>	<i>\$63.7</i>	<i>\$70.2</i>

¹ Excludes Paratransit Operations.

² Metro-North Railroad utilization figures are for East-of-Hudson service (Hudson, Harlem and New Haven Lines) only.

³ Excludes 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. It also includes reimbursement from insurance and the federal government for operating losses and infrastructure damages sustained by MTA Agencies.

Other Operating Revenue					
November Financial Plan 2015-2018					
(\$ in millions)					
	2014	2015			
	November	Final Proposed			
	Forecast	Budget	2016	2017	2018
<i>Rental Income</i>	\$120	\$108	\$111	\$114	\$116
<i>Advertising</i>	135	139	144	148	152
<i>Paratransit Reimbursement</i>	174	180	197	219	238
<i>Fare Reimbursement (students/seniors)</i>	99	100	100	100	100
<i>Concessions</i>	8	8	8	8	8
<i>Parking</i>	18	18	19	19	19
<i>All Other (Investment Income, MetroCard "Green" Fee, Recoveries, etc)</i>	120	137	87	86	86
Total Other Operating Revenue	\$674	\$689	\$665	\$695	\$720

Over the course of the Plan, year-to-year changes reflect an increase of \$15 million in 2015, a decrease of \$24 million in 2016, and increases of \$29 million in 2017, and \$25 million in 2018.

The year-to-year increase in 2015 is primarily due to the timing of Sandy-related storm recoveries, resulting in favorable adjustments at NYCT, MTA Bus, and SIR, and unfavorable adjustments at MNR and B&T, as well as Tropical Storm Irene and Winter Storm Nemo recoveries at the LIRR. Additional reductions at MTA HQ are primarily due to lower rental revenue generated from the Madison Avenue buildings and re-estimated charge-backs to Agencies at MTA HQ; and reduced revenue from E-ZPass administrative fees at B&T. Agency increases in 2015 revenue are as follows: \$25 million at NYCT, \$7 million at MTA Bus and \$2 million at SIR. Decreases in revenue include \$8 million at MTA HQ, \$6 million at B&T, and \$2 million at both the LIRR and MNR.

The year-to-year revenue decrease in 2016 is mainly attributable to the non-recurrence of Sandy-related recoveries anticipated in 2015 at NYCT, MTA Bus, MNR, the LIRR and SIR.

Storm recoveries are captured within "All Other", and constitute approximately \$33 million, or 27% of this category in 2014, and \$47 million, or 35%, of this category in 2015.

The general year-to-year increases in 2017 and 2018, \$26 million and \$22 million, respectively, are mainly attributable to NYCT and reflective of reimbursements from NYC for providing paratransit service.

Compared to the July Plan, Other Operating Revenues decrease by \$43 million in 2014, increase by \$46 million in 2015, and decrease by an average \$2 million per year from 2016 through 2018. The decrease in 2014 and increase in 2015 are mostly attributable to the timing of Sandy-related recoveries at NYCT, MTA Bus, MNR, SIR and MTA HQ, and lower investment income at FMTAC. Partially offsetting the revenue decrease in 2014 is an increase at MTA HQ mostly due to higher rental income. The decreases from 2016 through 2018 are mostly

attributable to lower investment income at FMTAC and lower NYC paratransit reimbursements to NYCT resulting from lower projected ridership growth.

Compared with the February Plan, Other Operating Revenue increases by \$18 million in 2014, \$79 million in 2015, \$27 million in 2016, and \$21 million in 2017. In addition to the factors noted above, plan-to-plan variations are mainly driven by New York State support for the Verrazano Narrows Bridge toll rebate program; higher Two Broadway rentals at MTA HQ; and the timing of a real estate sale in 2015 at the LIRR. Excluding the projected increase in investment income, Other Operating Revenue decreases by \$5 million in 2014, increases by \$57 million in 2015, and \$4 million in 2016, and decreases by \$2 million in 2017.

PAYROLL

MTA Consolidated Payroll expenses from 2014 through 2018 are influenced by a number of factors including position levels, inflation assumptions, labor agreements, programs and initiatives, and capital project activity.

The November Plan baseline captures the impact of signed agreements with the Transit Workers Union and the Amalgamated Transit Union at NYCT, the LIRR Union Coalition, the Bridge and Tunnel Officers Benevolent Association at B&T, and the Police Benevolent Association at MTAHQ. The unsigned unions of the Commuter Railroads are assumed to mirror the Coalition pattern, while all other unions are generally assumed to follow the pattern established by the TWU settlement.

The estimated impacts of the additional settlements patterned on the Coalition agreement were previously captured below-the-line in Volume I of the July Plan, and are now incorporated into the baseline of the commuter railroads. Currently, approximately 82% of the MTA's entire represented workforce is either working under existing contracts, tentative agreements, or agreements waiting Board approval. In 2014, the Plan reflects incremental labor related increases approximating \$153 million: \$94 million in retroactive payments and \$59 million in new wage base adjustments. Starting in 2015, new wage base adjustments average \$72 million per year through 2018. Specific pattern wage provisions are described in greater detail in Agency sections. After four years with no increases (2009-2012), non-represented employees will receive 4% raises that will be paid retroactively to January 1, 2013. The Plan assumes a 2% raise, effective December 1, 2014, a 2% rate July 1, 2015, and an annual 2% increase effective January 1, 2016 and future Plan years.

November Plan Payroll expenses are projected at \$4,698 million in 2014, \$4,686 million in 2015, \$4,791 million in 2016, \$4,894 million in 2017, and \$4,986 million in 2018. On a year-to-year basis, expenses decrease by \$13 million in 2015, followed by annual increases of \$106 million in 2016, \$102 million in 2017 and \$93 million in 2018.

The year-to-year expense decrease in 2015 is mostly attributable to lower expenses of \$47 million at the LIRR and \$35 million at MNR, reflecting nonrecurring 2014 retroactive wage payments. Partially offsetting those variances are higher expenses of \$56 million at NYCT, \$6 million at MTA Bus, \$4 million at MTA HQ, and \$3 million at B&T reflecting the impact of labor wage adjustments as well as new and existing maintenance and operational programmatic investments, IT-related initiatives, contractual escalations, reduced vacancy assumptions, and the full-year impact of newly authorized positions. Specific program details and headcount implications are included in the Agency sections.

Year-to-year average annual expense growth from 2016 to 2018 largely reflects the continuing impact of pattern labor wage progressions described above, as well as headcount growth related to new needs and other initiatives.

Compared with the July Financial Plan, Payroll expenses increase by \$122 million in 2014, \$72 million in 2015, \$90 million in 2016, \$81 million in 2017, and \$82 million in 2018. In 2014, approximately \$98 million or 80% of the variance is attributable to the LIRR Coalition settlement and the assumed pattern settlement for MNR (captured below-the-line in the July Plan), coupled with revised wage assumptions for operating supervisors at NYCT (\$9 million), and payroll wage rate refinements at B&T (\$3 million), MTA HQ (\$2 million), and MTA Bus (\$1 million). In 2015, higher expense projections mainly reflect a continuation of the labor wage settlements described above. By Agency, overall changes are as follows: the LIRR (\$40 million), MNR (\$24 million), MTA HQ (\$4 million), B&T (\$3 million), and MTA Bus (\$2 million), partly offset by lower payroll costs at NYCT (\$1 million). Also, expense increases in 2015 reflect additional resources to support new and existing programs, including EAM for B&T, and the Commuter Railroads, as well as engineering and construction activities at B&T, revisions to the Shop Overhaul Program and platform budget at MTA Bus, and revised Subways scheduled maintenance requirements at NYCT.

For the years 2016 through 2018, expense increases mainly reflect a continuation of labor wage settlements and the initiatives described above.

When compared with the February Financial Plan, Payroll expenses increase by \$331 million in 2014, \$210 million in 2015, \$206 million in 2016, and \$182 million in 2017. In addition to the above noted factors, expense increases are primarily due to TWU-based wage pattern adjustments, inflationary payroll rate assumptions, and programmatic activity corresponding to bus, station, and track maintenance programs at NYCT; the Farebox Maintenance initiative, aging fleet requirements, and revised Shop Overhaul Program assumptions at MTA Bus; additional EAM requirements at several Agencies; the MTA Information Technology Transformation Initiative at MTA HQ; and revised ESA ramp-up assumptions at the LIRR.

OVERTIME

MTA Consolidated Overtime expenses are influenced by a number of factors including vacancies, employee availability, wage growth assumptions, project activity, weather, and work rules.

November Plan expenses are projected at \$731 million in 2014, \$662 million in 2015, \$667 million in 2016, \$681 million in 2017, and \$693 million in 2018, reflecting a year-to-year decrease of \$69 million in 2015 and increases of \$4 million in 2016, \$14 million in 2017, and \$12 million in 2018.

Metropolitan Transportation Authority
November Financial Plan 2015-2018
Overtime
Non-Reimbursable
(\$ in millions)

	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>MTA Consolidated</i>					
July Plan	\$680	\$607	\$612	\$623	\$635
New/Re-Estimates of Programmatic Needs	23	32	31	33	33
Impact of Wage Settlements/Assumptions	26	14	14	16	16
Weather Re-Baselining	2	9	9	9	9
November Plan	\$731	\$662	\$667	\$681	\$693

The year-to-year expense reduction in 2015 captures decreases of \$34 million at NYCT, \$20 million at the LIRR, \$7 million at MNR, and \$5 million at MTA Bus. The 2014 Forecast includes a \$110 million increase over 2013 actuals; predominately reflecting retroactive wages (based on wage settlements and assumptions), adverse weather impacts, and a re-baselining to better reflect current experiences and trends. Growth between 2015 and 2018 reflects wage growth assumptions and changes in operational requirements. This growth will be mitigated by lower vacancy coverage (improved hiring plan), replacing certain overtime with full-time positions, and efforts to improve efficiency.

When compared with the July Plan, overtime expenses increase by \$51 million in 2014, \$55 million in both 2015 and 2016, and \$58 million per year for 2017 and 2018, or on average \$55 million annually. Approximately half of the 2014 increase and on average \$15 million per year in increases from 2015 to 2018 are attributable to the impacts of the labor settlements and assumptions. Additionally, the Plan captures the impact of the re-forecasting weather-related overtime, establishing a consistent approach across MTA Agencies that uses a methodology based on an adjusted five-year rolling average, which for this Plan, excludes the impacts of Hurricane Sandy. The revised approach increases overtime by \$2 million in 2014 and on average \$9 million annually over the course of the Plan.

In addition to the factors noted above, the bulk of the other increases are attributable to NYCT (\$16 million in 2014 followed by average annual increases of \$27 million over the course of the Plan) for coverage required to reduce subway train delays, implement Platform Budget adjustments, and address the impact of increased traffic congestion on bus operations. MNR expense increases (\$18 million in 2014, followed by average annual increases of \$19 million thereafter) also include coverage associated with programmatic and routine maintenance, vacancy coverage, train service coverage, unscheduled maintenance and station enhancements. The LIRR's expense increases (\$13 million in 2014, followed by average annual increases of \$6 million thereafter) are mainly the result of rebaselining coverage requirements based on on-going overtime usage trends. Similarly, MTA Bus' plan-to-plan increases (\$3 million in 2014, followed by average annual increases of \$3 million thereafter) mostly reflect usage trends.

When compared with the February Plan, overtime expenses increase by \$173 million in 2014, \$113 million in 2015, \$114 million in 2016, and \$119 million in 2017. In addition to the factors noted above, expense increases are driven by NYCT due to adverse weather in early 2014 and refining overtime projections to more accurately reflect usage levels needed for FasTrack, signals and facility maintenance, and increased supervision requirements. MNR's expense

increases are mostly attributable to additional coverage associated with programmatic and routine maintenance, scheduled service, weather emergencies, and unscheduled maintenance. The LIRR's plan-to-plan increases are due to revised weather-related coverage requirements and programmatic initiatives. At MTA Bus, expenses increase due to coverage for inclement weather experienced to date and vacancies, as well as for fleet maintenance.

It should be noted that total (non-reimbursable and reimbursable) overtime spending, year-to-date through August, exceeded the Mid-Year Forecast by \$31 million, of which \$7 million was non-reimbursable and \$24 million or 76% reimbursable. The higher reimbursable work was driven principally by support of higher levels of track, stations, signals, and infrastructure work at NYCT.

HEALTH & WELFARE

Empire Plan premium rates provided in July 2014 by the New York State Department of Civil Service are used as the primary assumption for per-employee Health & Welfare premium expenses in 2014 and 2015. Premium forecasts for 2016 through 2018 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—and when available, projected rate changes—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 \$989 million for the 2014 November Forecast. In comparison with the 2014 Mid-Year Forecast, expenses are \$5 million favorable primarily due adjustments in position levels.

November Plan Health & Welfare expenses for the 2015 Final Proposed Budget are projected to be \$1,066 million, \$77 million greater than 2014 expenses, reflecting increased costs for premiums, as well as assumed position levels company-wide.

MTA Consolidated Health & Welfare expenses are forecasted to increase annually by 6.9%, 7.6% and 7.4%, respectively, for 2016 through 2018, when expenses are projected to reach \$1,315 million. Compared with the July Plan, November Plan forecasts are favorable by \$5 million and \$4 million in 2014 and 2015, respectively, but unfavorable by \$3 million in 2016, \$3 million in 2017, \$1 million in 2018. Partially offsetting higher projected plan to plan costs for premiums are increased contributions by employees to Health & Welfare premiums resulting from the agreement with the LIRR Union Coalition.

In comparison with the February Plan, Health & Welfare expenses are favorable by \$38 million in 2014, \$34 million in 2015, \$43 million in 2016 and \$50 million in 2017. These favorable changes are attributable to lower projected costs for premiums primarily due to a decrease in the projected 2013 claims base, a reduction in the 2013 trend estimate, and the impact of anticipated increases in Health & Welfare contributions resulting from labor settlements.

OTHER POST-EMPLOYMENT BENEFITS (OPEB) and GASB FUND

OPEB

In 2007, the MTA implemented the Governmental Accounting Standard Board Statement No. 45 ("GASB-45"), the "Accounting and Financial Reporting for Employers for Post-Employment Benefits Other Than Pensions," requiring that state and local governmental entities' financial

reports reflect systematic, accrual-based measurements and the recognition of Other Post-Employment Benefit (OPEB) costs over a period that approximates the employee's years of service and provide information about actuarial accrued liabilities and to what extent progress is made in the funding of any liabilities. Prior to that, the MTA and other governmental employers' OPEB costs had been funded on a "pay-as-you-go" basis and were reported in the financial statements when the "promised" benefits were paid.

The annual review by the MTA's actuary resulted in an increased annual required contribution (ARC) of \$2,843 million, as of December 31, 2013, an increase of 7.4% over the prior ARC of \$2,648 million. The value of the unfunded accrued liability in the 2012 valuation is currently estimated to be \$19.9 billion, an increase of 12.3% over the prior estimate prepared in 2010.

The November Plan accrued baseline reflects the pay-as-you-go component for the OPEB expense category called "OPEB Current Payment." Growth in this category is consistent with the assumptions described under Health & Welfare.

In comparison with the July Plan, OPEB Current Payment expenses are unfavorable by \$6 million in 2014, \$5 million in 2015, \$9 million in 2016, \$12 million in 2017, and \$14 million in 2018. The favorable variances are primarily due to higher employer premium assumptions than projected in the July Plan.

In comparison with the February Plan, OPEB Current Payment expenses are favorable by \$22 million 2014, \$24 million in 2015, \$28 million in 2016 and \$29 million in 2017 due lower employer premium assumptions than projected in the February Plan.

GASB FUND

While the GASB 45 standard only requires the disclosure of this future liability, the MTA has taken measures to fund this growing liability. Agency contributions to this GASB fund are captured in the Cash Receipts and Expenditures Statement. In June 2008, the MTA Board approved the establishment of the "MTA Retiree Welfare Benefits Trust" ("OPEB Trust") to govern the administration and investment of the OPEB Trust assets. Annual contributions are deposited with the MTA Treasurer in the GASB Fund Reserve, with the intent of periodically moving such funds into the OPEB Trust. Since 2012, \$300 million has been moved from the GASB Fund Reserve to the OPEB Trust.

As a result of the TWU labor settlement, the MTA suspended contributions to the GASB Fund beginning in mid-2014 lasting through 2017 to fund a portion of the settlement, with reduced contributions resuming in 2018. The MTA remains fully committed to the importance of funding this growing obligation, and this topic will be revisited should MTA's financial situation improve. Annual projected contributions are \$49 million in 2014, \$0 in 2015 through 2017 and \$10 million in 2018.

The cash Contribution to GASB Fund expenditures are unchanged from July to the November Plan. In comparison with the February Plan, the impact of the changes to the cash Contribution to GASB Fund expenditures result in favorable budgetary variances of \$49 million in 2014, \$106 million in 2015, \$114 million in 2016 and \$123 million in 2017 due to the suspension of contributions beginning in mid-2014 and lasting through 2017.

PENSIONS

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).

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.

Pension expenses total \$1,359 million in 2014, \$1,350 million in 2015, \$1,349 million in 2016, \$1,334 in 2017, and \$1,343 million in 2018. Pension expenses are based on actuarial projections; where actuarial projections are unavailable, the forward three-year average CPI 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 Financial Plan, expenses are unfavorable by \$18 million in 2014, \$21 million in 2015, \$25 million in 2016, \$21 million in 2017 and \$16 million in 2018, primarily due to the impact of revised actuarial assumptions reflecting recent labor settlements.

Compared with the February Financial Plan, expenses are unfavorable by \$39 million in 2014, \$19 million in 2015, but favorable by \$4 million in 2016, and \$22 million in 2017. Plan-to-plan variances reflect the impact of revised actuarial assumptions reflecting recent labor settlements. Partially offsetting these expenses are lower pension costs in the outer years resulting from a forecast revision of Tier 6 membership at NYCERS.

OTHER FRINGE BENEFITS

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

November Plan expenses are projected at \$639 million in 2014, \$634 million in 2015, \$653 million in 2016, \$672 million in 2017, and \$697 million in 2018. Over the course of the Plan, on a year-to-year basis, this results in a reduction of expenses totaling \$5 million in 2015, followed by average annual increases of \$21 million from 2016 through 2018.

The baseline for the Commuter Railroads now captures the incremental impact of the labor agreement with the LIRR Union Coalition, and the assumption that a comparable proposal will be accepted by the remaining unsigned unions at the LIRR and MNR. All remaining MTA unions existing without signed agreements are assumed to follow the TWU pattern. The incremental impact of the labor settlements and assumptions adds approximately \$32 million in costs over the course of the Plan.

Aside from the inclusion of the labor settlements/assumptions described above, the year-to-year decrease of \$5 million in 2015 largely reflects the non-recurrence of 2014 retroactive costs. The net change also captures the impact of higher expenses at the LIRR (\$6 million) and MTA HQ (\$1 million), reflecting the full-year impact of filling 2014 vacancies and positions required to implement various initiatives.

For the years 2016 through 2018, year-to-year average expense growth is as follows: NYCT (\$12 million); the LIRR (\$5 million); MTA Bus (\$2 million); and MNR (\$1 million). This growth is consistent with changes in staffing levels, employee injury claims, and payroll rate assumptions, while at the Commuter Railroads, expense increases are further influenced by changes in RRT and Railroad Unemployment assumptions, including the impacts of the Coalition settlement. (See agency sections for specific program details and headcount implications)

Compared with the July Financial Plan, total Other Fringe Benefits are projected to increase by \$22 million in 2014, followed by average annual increases of \$14 million from 2015 through 2018. The 2014 expense increase reflects the impact of the Commuter Railroad agreement, changes in staffing caused by programmatic revisions, employee injury claims, payroll rate assumptions, and Railroad Retirement Taxes and Railroad Unemployment estimates. These assumptions result in corresponding increases of \$20 million at NYCT, \$7 million at MNR, and \$1 million at B&T, while expenses decrease by \$7 million at the LIRR mostly due to projected vacancies.

For the years 2015 through 2018, the resulting average plan-to-plan expense growth by Agency is as follows: NYCT (\$8 million); the LIRR (\$3 million); MNR (\$1 million); B&T (\$1 million); and MTA Bus (\$1 million). These changes reflect the continuation of the prevailing assumptions described above.

Compared with the February Plan, Other Fringe Benefits increase by \$53 million in 2014, \$22 million in 2015, \$16 million in 2016, and \$15 million 2017. In addition to the above noted factors, expense increases are primarily due to the impact of wage settlements and assumptions, changes in staffing levels, programmatic activity, and inflationary payroll rate assumptions.

ELECTRIC POWER

Electric Power is supplied to the MTA by the New York Power Authority (NYPA), PSEG Long Island (PSEGLI) – the successor to the Long Island Power Authority – and Connecticut Light & Power (CL&P). MTA has a Long-Term Agreement (LTA) through 2017 with NYPA to meet MTA's electricity requirements within the City of New York and Westchester County. The LTA requires that certain NYPA assets, such as a share of low-cost upstate hydroelectric power and dedicated low-cost transmission line capacity from upstate New York, be allocated to serve the MTA and NYPA's other governmental customers located in New York City. Additionally, along with NYPA and the other governmental customers involved in the LTA, MTA has a long-term share in the Astoria II power plant.

Expenses associated with the NYPA LTA are based on NYPA's final 2014 cost of service estimate, amended to reflect actuals through June and an August revision for the remainder of the year. The 2015 estimate is based on NYPA's preliminary 2015 cost of service forecast, which was provided in May. Projections after 2015 for NYPA cost of service are based on changes in the national consumer price index, as well as projected commodity price changes for natural gas and diesel fuel. Delivery of NYPA-supplied electricity is handled by Consolidated Edison (Con Ed), and delivery cost projections through 2015 are based on rates without

increases as approved by the State Public Service Commission (PSC); alternating 10% and 15% increases are expected for subsequent years. The 2014 Con Ed delivery rate also reflects the final phase-in of the delivery rate redesign which began in 2011; as of April 2014, the Con Edison delivery rate charged to MTA reflects full delivery cost.

The forecast for NYPA-supplied electricity costs for the 2014 Mid-Year Forecast is projected to increase 16.2% for traction power and 3.8% for non-traction power compared with 2013 costs; this reflects higher prices for natural gas, the primary variable cost in the generation of electricity. The 2014 Mid-Year Forecast assumed increases of 17.4% for traction power and 4.9% for non-traction power; lower than projected natural gas prices since the development of the Mid-Year Forecast are the primary driver of the favorable change. Con Ed delivery rates are projected to be 5.2% greater than charges incurred in 2013, unchanged from the Mid-Year Forecast assumption.

The rate for NYPA-supplied electricity for the 2015 Final Proposed Budget, compared with the 2014 November Forecast, is projected to decrease 11.0% for both traction and all other purposes, reflecting a projected significant reduction in natural gas prices along with a modest decline in diesel fuel costs. This change also reflects the one-time accounting adjustment payment in 2014; without that adjustment, the year-to-year decrease would be 9.4%. In the Mid-Year Forecast, 2015 NYPA expenses were projected to decrease 14.8%. Con Ed delivery rates are projected to be unchanged from 2014, reflecting the PSC approved rates; this assumption is unchanged from the July February Plan.

NYPA rates, both for traction and for all other uses, are expected to increase 5.2% in 2016, 15.9% in 2017, and 7.2% in 2018. The July Plan assumed NYPA rates would increase 1.3% in 2016, 16.4% in 2017, and 7.6% in 2018. For 2016 through 2018, Con Ed delivery rates are projected to be 15% in 2016, 10% in 2017, and 10% in 2018; in the July Plan Con Ed increases were projected to be 10% in 2016, 15% in 2017, and 10% in 2018.

Price projections for electricity supplied by PSEGLI and CL&P are based on Producer Price Index for Electric Power forecasts and are projected to increase 3.5% in 2014, compared with the 4.2% increase assumed in the Mid-Year Forecast. The PSEGLI and CL&P rates for electricity are estimated to increase 2.0% in 2015, somewhat higher than the 1.6% projection in the July Plan. For 2016, PSEGLI and CL&P rates are expected to increase 0.7% (compared with 0.9% projected in the July Plan), increase 3.4% in 2017 (compared with 3.2% in the July Plan), and increase 3.7% in 2018 (compared with 3.4% in the July Plan).

MTA Consolidated Electric Power expenses of \$546 million for the 2014 November Forecast are \$52 million (10.6%) higher than 2013 expenses, and primarily reflects the impact of higher natural gas prices on rates, as well as the delay into 2014 of the NYPA non-recurring accounting adjustment. This estimate is \$5 million (1.0%) favorable compared with the Mid-Year Forecast and is \$11 million (2.0%) unfavorable compared with the Adopted Budget.

Expenses for the 2015 Final Proposed Budget are expected to be \$499 million, a decrease of \$46 million (8.8%) from the 2014 November Forecast, primarily reflecting the impact of lower natural gas prices on annual rate changes and the additional expense in 2014 of the NYPA non-recurring accounting adjustment. Compared with the Mid-Year Forecast, 2015 is \$15 million (2.9%) favorable, due to lower than previously projected electric rates and the unchanged Con Ed delivery rate in 2015. MTA Consolidated Electric Power expenses are forecast to increase by 7.4% in 2016, 11.7% in 2017 and 7.3% in 2018, reaching \$644 million in 2018. Compared with the July Plan, forecasts are \$2 million (0.4%) unfavorable in 2016, \$9 million (1.4%)

favorable in 2017, and \$12 million (1.9%) favorable in 2018. Compared with projections in the February Plan, forecasts are \$69 million (11.4%) favorable in 2016 and \$44 million (6.7%) favorable in 2017.

FUEL

Diesel and natural gas prices for the 2014 November Financial Plan include actual prices through August 18, 2014 and reflect commodity futures prices as of August 22, 2014. Where commodity futures prices are unavailable, price changes are projected using Global Insight forecasts for New York Harbor No. 2 Distillate for heating oil and diesel (August 2014 forecast) and the Producer Price Index Utility for Natural Gas (July 2014 forecast).

Oil prices are forecast to change very modestly from the projections used in the July Plan. On a year-to-year basis, Ultra Low Sulfur Diesel (ULSD) prices are projected to decrease by 2.8% and 2.3% in 2015 and 2016, respectively, and then increase by 1.8% and 3.0% in 2017 and 2018, respectively. For Compressed Natural Gas (CNG), prices are forecast to decrease by 32.4% in 2015, but increase by 3.2% in 2016, 17.9% in 2017, and 5.0% in 2018.

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 \$272 million for the 2014 November Forecast are \$4 million unfavorable compared with the 2014 Mid-Year Forecast. The 2014 November Forecast price for ULSD remains unchanged from the 2014 Mid-Year Forecast; the price for Heating Oil is estimated to be \$0.04 per gallon lower; and CNG prices are estimated to be \$0.71 per MMBTU (million metric British thermal unit) lower than price assumptions in the 2014 Mid-Year Forecast.

Fuel expenses for the 2015 Final Proposed Budget are estimated to be \$263 million, \$2 million less than projected in the 2015 Preliminary Budget. The price for ULSD is estimated to be \$0.02 per gallon higher than assumed in the July Plan, CNG prices are projected to be \$0.75 per MMBTU lower, while Unleaded Gasoline prices are estimated to be \$0.02 per gallon higher, than the July Plan.

November Plan Fuel expenses in 2016 are estimated to be \$256 million, \$2 million more than projected in the July Plan. The price for ULSD is estimated to be \$0.06 per gallon higher and CNG prices are estimated to be \$0.49 per MMBTU lower than the July Plan.

November Plan Fuel expenses in 2017 are estimated to be \$262 million, \$3 million more than projected in the July Plan. The price for ULSD is estimated to be \$0.06 per gallon higher, but CNG prices are estimated to be \$0.51 per MMBTU lower than the July Plan.

November Plan Fuel expenses in 2018 are estimated to be \$272 million, \$4 million more than projected in the July Plan. The price for ULSD is estimated to be \$0.06 per gallon higher, but the CNG price is estimated to be \$0.55 per MMBTU lower than the July Plan.

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

In comparison to the February Plan, Fuel expenses in 2014 are \$3 million unfavorable due to lower estimated prices of \$0.02 per gallon for ULSD, partially offset by higher estimated prices for CNG of \$1.17 per MMBTU. Fuel expenses in 2015 are \$5 million favorable primarily due to lower estimated prices for CNG of \$0.85 per MMBTU. Fuel expenses in 2016 are favorable by \$13 million primarily due to lower estimated prices for CNG of \$0.88 per MMBTU and ULSD of \$0.09 per gallon. Fuel expenses in 2017 are \$13 million favorable due to lower estimated prices for CNG of \$0.26 per MMBTU and ULSD of \$0.13 per gallon.

INSURANCE

The MTA's insurance coverage is obtained through the commercial insurance marketplace and 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 are MTA Consolidated Insurance expenses:

MTA CONSOLIDATED INSURANCE EXPENSES						
November Financial Plan 2015-2018						
Non-Reimbursable						
(\$ in millions)						
Insurance Expenses	2013 <u>Actual</u>	2014 November <u>Forecast</u>	2015 Final Proposed <u>Budget</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
NYCT	\$62	\$68	\$80	\$91	\$103	\$117
LIRR	20	23	26	28	31	34
MNR	14	18	20	22	24	26
SIR	1	1	2	2	2	2
MTA Bus	3	6	6	7	8	8
B&T	10	16	17	19	20	22
MTAHQ	<u>3</u>	<u>4</u>	<u>3</u>	<u>2</u>	<u>2</u>	<u>2</u>
Total Gross Insurance Expenses	\$113	\$136	\$153	\$170	\$190	\$212
Insurance Credits						
FMTAC	(\$75)	(\$84)	(\$90)	(\$97)	(\$104)	(\$113)
Net Insurance Expenses	\$39	\$52	\$63	\$74	\$86	\$99

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 and capital markets.

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

The table captures gross insurance expenses by Agency. MTA Risk Management procures the coverages on behalf of MTA Agencies through the commercial marketplace. 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 only those costs that exclude a FMTAC component. This includes costs for policies that are contracted directly between MTA Risk Management on behalf of an Agency and the commercial marketplace, as well as for FMTAC policies that are then re-insured in the commercial marketplace.

Insurance expenses include supplemental coverage in MTA's property program, which provides for a further layer of \$200 million of fully collateralized coverage for losses from storm surges that surpass specified trigger levels in New York Harbor or Long Island Sound and are associated with named storms that occur at any point in the three-year period from July 31, 2013 to July 30, 2016. The expanded protection is reinsured by MetroCat Re Ltd., a Bermuda special purpose insurer formed to provide FMTAC with capital markets-based property reinsurance. The MetroCat Re reinsurance policy is fully collateralized by a Regulation 114 trust invested in U.S. Treasury Money Market Funds. The additional coverage provided is available for storm surge losses only after amounts available under the \$600 million in general property reinsurance are exhausted.

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).

In comparison with the July Financial Plan, MTA Consolidated Insurance expenses are unfavorable by \$4 million, \$5 million, \$3 million and \$1 million in years 2014 through 2017, respectively; in 2018, there is a \$2 million favorable variance compared with the July Plan. The unfavorable variances are due to higher premiums for renewals in the Excess Loss Programs than were projected in the July Plan.

Compared with the February Financial Plan, MTA Consolidated Insurance expenses are unfavorable by \$0.3 million in 2014, and favorable by \$5 million, \$14 million and \$24 million in years 2015 through 2017, respectively. The favorable variances are primarily due to policy renewals, such as NYCT's Paratransit policy, at rates lower than previously budgeted. Partially offsetting these lower rates are higher premiums for renewals of the Excess Loss Programs than budgeted in the February Plan.

CLAIMS

Claims expenses are based on actuarial valuations of projected claims, actual claims expense paid, and any adjustments to reserves.

Claims expenses in the November Financial Plan are projected to be \$223 million in 2014, \$222 million in 2015, \$224 million in 2016, \$233 million in 2017, and \$236 million in 2018. In comparison with the July Plan, expenses are unfavorable by \$20 million in 2014, \$7 million in 2015, and \$8 million in each year for 2016 through 2018. The unfavorable variances include an increase in public liability beginning in 2014 associated with the Spuyten Duyvil and Bridgeport derailments at MNR as well as projected increases in public liability for major cases at NYCT.

In comparison with the February Financial Plan, Claims expenses are unfavorable by \$23 million in 2014, \$12 million in 2015, \$10 million in 2016, and \$14 million in 2017, primarily due to projected increases in public liability for major cases at MNR and NYCT.

PARATRANSIT SERVICE CONTRACTS

Paratransit Service Contracts are third-party contracts for federally mandated transportation services that benefit people covered under the Americans with Disabilities Act, as well as their personal care attendants. Funding is provided for direct transportation costs (primary vendors, vouchers, and taxis) and eligibility determinations, as well as for operational services for scheduling and dispatching trips. Maintenance expenses for vehicle rehabilitations, the scheduling system, the Automated Vehicle Locator, and the Interactive Voice Response system are also included.

Faced with a projected rapid growth in the demand for paratransit service and an associated increase in expenses, in 2010, MTA embarked on an ambitious plan to control expenses. This included reducing non-service related costs and average cost per trip, improved enforcement of eligibility requirements, and the conversion of contracted trips to fixed route feeder trips.

November Plan expenses are projected to be \$374 million in 2014, \$386 million in 2015, \$421 million in 2016, \$474 million in 2017, and \$516 million in 2018, reflecting year-to-year increases of \$11 million in 2015, \$35 million in 2016, \$53 million in 2017, and \$42 million in 2018. These increases mainly reflect projected annual trip growth of 7% and CPI inflationary adjustments on paratransit carrier contracts.

Compared with the July Financial Plan, Paratransit Service Contract expenses are projected to decrease by \$8 million in 2014 and approximately \$6 million in every year from 2015 through 2018. The additional savings are primarily the result of a projected reduction in trip activity resulting from reforms initiated in 2010.

Compared with the February Financial Plan, Paratransit Service Contract expenses are projected to decrease by \$20 million in 2014, \$26 million in 2015, \$36 million in 2016, and \$52 million in 2017. The savings are primarily the result of a projected reduction in trip activity resulting from reforms initiated in 2010.

For a complete income statement on Paratransit, please refer to Section II, Major Assumptions 2015-2018 Projections-Baseline, Subsidies. Further information on Paratransit saving initiatives is included in Section II, Major Assumptions 2015-2018 Projections-Baseline, Agency Baseline Assumptions, and Paratransit.

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). Expense forecasts for this category are based on contractual increases and CPI forecasts.

November Plan expenses are projected at \$562 million in 2014, \$635 million in 2015, \$668 million in 2016, \$685 million in 2017, and \$636 million in 2018, reflecting year-to-year increases

of \$73 million in 2015, \$33 million in 2016, and \$17 million in 2017, followed by a decrease of \$48 million in 2018.

The year-to-year increase in 2015 is attributable to: NYCT (\$22 million) mostly due to the timing of bus shop requirements and the purchase of paratransit vehicles; the LIRR (\$16 million) mainly due to the timing of completing the elevator maintenance overhaul, security initiatives, construction services and general maintenance initiatives; B&T (\$12 million) for major maintenance and preventive maintenance on key bridge and tunnel components, the E-ZPass Tag Replacement program and related Customer Service Center expenses associated with the All Electronic Tolling (AET) program, and the Enterprise Asset Management (EAM) initiative that will improve current bridge inspection protocols; MTA Bus (\$10 million), mostly attributable to changes in the Shop Overhaul program; SIR (\$9 million) mainly due to the R44 car fleet maintenance program scheduled to begin in mid-year 2015; and MNR (\$7 million) primarily due to reduced maintenance contract expenses in 2014, a new cycle of locomotive overhauls, and higher contractual expenses for the public address system. These unfavorable projections are partially offset by lower expenses at MTA HQ (\$3 million) mostly due to the planned leasing of the Madison Avenue properties.

The year-to-year increases in 2016 and 2017 are mainly driven by the timing of bus shop requirements at NYCT; changes in the Shop Overhaul program and the deferral of the Hybrid Repower program at MTA Bus; a new cycle of locomotive overhauls, the continuation and expansion of the Infrastructure Improvement Program, office lease escalations and inflationary increases at MNR; contractual and inflationary increases at the LIRR; and factors noted above for SIR and B&T. These unfavorable changes are partially offset by lower expenses at the LIRR, primarily due to the completion of the elevator maintenance major overhaul program, and various security initiatives; the completion of the R44 Maintenance program at SIR; and revised timing assumptions of the Bus Shop plan and SMS requirements at NYCT.

The year-to-year decrease in 2018 is mainly driven by the completion of the Hybrid Repower program and changes in the Shop Overhaul program at MTA Bus; and the timing of the Bus Shop plan and SMS requirements at NYCT. These favorable changes are partially offset by unfavorable expenses at the LIRR largely due to East Side Access start-up costs; and factors noted above for B&T.

Compared with the July Plan, Maintenance and Other Operating Contracts decrease by \$28 million in 2014, and increase by \$4 million in 2015, \$9 million in 2016, \$48 million in 2017, and \$3 million in 2018. In 2014, plan-to-plan decreases are driven by the timing of the elevator overhaul program and security initiatives at the LIRR, the timing of SMS fleet maintenance expenses at NYCT, E-ZPass cost re-estimates and lower Customer Service Center expenses, and reduced maintenance contracts expenses at B&T, savings resulting from lower lease expense for office space at MNR, and a review of maintenance contracts that resulted in operating efficiencies at MTA Bus. In 2015, the plan-to-plan increase is driven primarily by timing and re-estimates of various maintenance and other operating contracts at the LIRR, Bus Shop Plan requirements, the timing of subway SMS and paratransit vehicle purchases at NYCT, and the EAM initiative at B&T. These unfavorable projections are partially offset by the deferral of the Shop Hybrid Repower Program at MTA Bus. For 2016, in addition to the previously identified projects at the LIRR and NYCT, increases are driven by an expanded Infrastructure Improvement program and higher public address system contractual costs at MNR. These unfavorable projections are partially offset by lower expenses at MTA Bus as noted above. In 2017 and 2018, plan-to-plan increases basically reflect the continuation of previously mentioned

projects at NYCT and the Commuter Railroads, with the only major addition being the recommencement of the Shop Hybrid Repower Program in 2017 at MTA Bus.

Overall, compared to the February Plan, Maintenance and Other Operating Contracts decrease by \$21 million in 2014, increase by \$9 million in 2015, \$25 million in 2016 and \$42 million in 2017. In addition to the factors noted above, plan-to-plan variations in 2014 are mainly driven by delays in locomotive overhaul programs at MNR. Other factors contributing to the adjustments include an increase at MTA HQ, primarily due to Two Broadway ground lease payments and IT new needs. In 2015, increases reflect previously noted factors at NYCT and the LIRR, as well as Information Technology new needs at MTA HQ. These results are partly offset by a decrease at MTA Bus, which is also mostly attributable to the factors noted above. In 2016, higher expenses are driven by the previously noted factors at NYCT and MTA HQ; the shifting of R44 car fleet maintenance program expenses from 2017 to 2016 at SIR; New Haven Line car disposal costs; customer enhancement projects at Grand Central Terminal; and power substation refurbishments and factors noted above for MNR. These projections are partially offset by lower expenses at MTA Bus for previously stated reasons, and the shifting of some major projects into general engineering services at B&T. In 2017, increases reflect not only previously noted factors at NYCT, MNR, and MTA HQ; but CNG engine and transmission work, and Life Extension work scheduled to be performed on 22 MCI buses at MTA Bus. These unfavorable projections are partially offset by lower expenses at the LIRR primarily due to the impact of the revised opening date of East Side Access; and by factors noted above for SIR.

PROFESSIONAL SERVICE CONTRACTS

Professional Service Contracts broadly consists of three categories of expense: 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 & 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 engineering, legal, auditing, and market research.

November Plan annual expenses are projected at \$330 million in 2014, \$368 million in 2015, \$338 million in 2016, \$332 million in 2017, and \$341 million in 2018, reflecting a year-to-year increase of \$38 million in 2015, decreases of \$31 million in 2016 and \$5 million in 2017, and an increase of \$8 million in 2018.

The year-to-year growth in 2015 expenses is predominately caused by increases of: \$15 million at MTA HQ for various IT security-related services supporting the MTA IT Transformation Initiative, the MTA Enterprise Asset Management Initiative (EAM), and the mandated NYS Executive Order 88, which governs state government building energy efficiency improvements; \$11 million at NYCT, mainly for IT Governance requirements, specifically for Alternative Desktop Solutions (ADS)/Desktop Remediation costs; \$6 million at the LIRR, reflecting revised timing assumptions for information technology system initiatives and various other professional service contracts; \$2 million at MTA Bus which captures investments supporting Intelligent Vehicle Network (IVN) installation at four depots; \$2 million at MNR to fund employee recruitment efforts and Maintenance of Way training activities; and \$2 million at B&T, for additional IT consulting, training services, and material costs associated with implementing EAM.

Year-to-year expenses vary greatly over the course of the Plan. In 2016, the reduction mainly reflects a contraction of 2015 project levels, and revised timing assumptions for various professional service contracts, most of which are IT related, and represent either the non-recurrence and/or the winding down of initiatives noted above. At MTA HQ, this includes reductions in BSC IT hardware and hosting costs as well as consulting services, resulting in average annual decreases of \$5.0 million from 2015 through 2018; NYCT's expenses vacillate and reflect the suspension of one-time IT expense activities and a continuation of costs associated with ADS/Desktop Remediation, resulting in average annual reductions of \$2 million in each year from 2015 through 2018; and B&T's annual expense variations capture reductions for the cyclical workflow of several engineering studies and projects, which result in average annual decreases of \$2 million through 2018. Changes at other Agencies mainly reflect the impact of inflationary adjustments, the timing of IT projects, re-estimates from 2015, and several limited duration initiatives.

Compared with the July Plan, expenses decrease by \$16 million in 2014, then increase by \$32 million in 2015, \$13 million in 2016, \$6 million 2017, and \$4 million in 2018. The major contributors to the variances are:

- HQ: expenses decrease by \$3 million in 2014, and then increase by \$12 million in 2015, \$9 million in 2016, \$7 million 2017, and \$4 million in 2018, reflecting revised EAM recovery assumptions, implementation of the Procure-to-Pay initiative, and investments supporting NYS Executive Order 88 and the MTA IT Transformation initiative.
- LIRR: expenses decrease by \$6 million in 2014, then increase by \$8 million in 2015, followed by average annual increases of \$3 million from 2016 to 2018, mainly reflecting the timing of various IT hardware and software upgrades, and associated maintenance requirements.
- NYCT: expenses decrease by \$4 million in 2014, and then increase \$5 million in 2015, followed by average annual decreases of \$4 million 2016 to 2018, mainly reflecting the timing of Workers' Compensation Board fees and a continuation of costs for ADS/Desktop remediation.
- MNR: expenses decrease by \$3 million in 2014, then increase by \$1 million in 2015, followed by average annual increases of \$2 million 2016 to 2018, reflecting investments for the EAM initiative.
- B&T: expenses decrease by \$1 million in 2014, and then increase by \$3 million in 2015, followed by average annual decreases of \$1 million 2016 to 2018, mainly reflecting re-estimates of consulting needs across legal, planning, and technical areas, and the timing of investments for the EAM initiative.

Overall, when compared with the February Plan, Professional Service Contracts expenses decrease by \$7 million in 2014, then increase by \$49 million in 2015, \$21 million in 2016, and \$11 million in 2017. In addition to the factors described above, changes over the life of the plan were also driven by initial investments for the EAM initiative and for requirements associated with the MTA IT Transformation initiative at MTA HQ; the reclassification of several engineering projects from major maintenance, higher bond issuance fees resulting from projected increased financing activities, and higher re-estimates for procurement credit card purchases at B&T;

Budget system implementation and maintenance costs at MNR; and Workers' Compensation Board savings associated with New York State systemic reform at NYCT.

MATERIALS AND SUPPLIES

Materials & Supplies reflect funding for a variety of expenses including but not limited to rolling stock replacement parts, electrical supplies, communication equipment, project materials, roadway equipment, and infrastructure maintenance supplies. Agency increases in Materials and Supplies for 2015 through 2018 are inflated primarily by regional CPI-U forecasts.

November Plan expenses are projected at \$545 million in 2014, \$556 million in 2015, \$575 million in 2016, \$574 million in 2017, and \$568 million in 2018, reflecting year-to-year increases of \$11 million in 2015 and \$19 million in 2016, and decreases of \$1 million in 2017 and \$6 million in 2018.

The year-to-year increase in 2015 is mostly attributable to revised timing assumptions, specifically at the LIRR (\$22 million) for East Side Access readiness efforts and the Reliability Centered Maintenance (RCM) program, and is partially offset by a decrease of \$13 million at NYCT due to subway and bus fleet maintenance material requirements.

Year-to-year increases for 2016 are mainly attributable to: NYCT (\$15 million) due to the timing of subway and bus fleet maintenance material requirements; MNR (\$4 million) due to inflationary increases, Harlem and Hudson third rail sectioning switches, the Equipment Replacement Plan, and the New Haven signal modification change-out; and MTA Bus (\$3 million) due to the timing of bus fleet maintenance requirements. These results are partially offset by a decrease at the LIRR (\$4 million) primarily due to revised assumptions for East Side Access and other capital program activity, as well as the timing of non-revenue vehicle purchases. Decreases for 2017 and 2018 are mostly attributable to MTA Bus and NYCT, and reflect the timing of requirements for bus and subway fleet maintenance materials, partly offset by increases at the LIRR due to inflation, the timing of the RCM program, and East Side Access readiness efforts.

Compared with the July Plan, expenses decrease by \$5 million in 2014 and increase by \$1 million in 2015, \$10 million in 2016, and \$7 million in 2017, and decrease by \$2 million in 2018. The expense decrease in 2014 is mostly at the LIRR, and is due to revised timing for East Side Access construction material needs and other capital program activity, RCM activity, and the deferment of operating funded capital activities to 2015. This is partially offset by increases bus and subway track maintenance material requirements at NYCT. Expense increases for 2015 through 2018 are due largely to revised assumptions, including non-revenue vehicle purchases and the RCM program at the LIRR, revised Infrastructure Improvement Program requirements at MNR, and the timing of bus shop and subways maintenance material requirements at NYCT.

Compared with the February Plan, expenses increase by \$17 million in 2014, \$8 million in 2015, \$20 million in 2016, and \$10 million in 2017. In addition to the factors described above, the plan-to-plan increase in 2014 is mainly attributable to NYCT, and results from a rollover from 2013 of SMS fleet maintenance expenses; and MNR mainly caused by derailment and infrastructure repairs and a write-off of obsolete inventory. For 2015 through 2017, expense increases are primarily attributable to the retirement of the M3 fleet and maintenance on the M7 fleet at the LIRR; costs for the M7 Seat Change-Out Plan, derailment repairs, and security system installations at MNR; and changes in the Shop Overhaul Plan at MTA Bus.

OTHER BUSINESS EXPENSES

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

November Plan Expenses are projected at \$178 million in 2014, \$182 million in 2015, \$191 million in 2016, \$193 million in 2017 and \$202 million in 2018, reflecting year-to-year increases of \$5 million in 2015, \$9 million in 2016, \$1 million in 2017, and \$9 million in 2018.

The year-to-year increase in 2015 is mostly attributable to: NYCT (\$8 million) chiefly reflecting the cost of MTA Commuter Railroad passes granted to TWU-represented employees residing outside New York City, a new benefit available under the recently settled TWU contract; MTA HQ (\$4 million) in higher Internal Subsidy for the Verrazano-Narrows Bridge Toll Rebate Program and the Far Rockaway Resident Discount Program; and at the LIRR (\$4 million) revised recovery assumptions for Superstorm Sandy. These higher expenses were partially offset by \$12 million in lower expenses at MNR mainly due to an anticipated reimbursement from Con Edison for revenue loss and expenses incurred during the 2013 New Haven Line power outage.

The year-to-year increase in 2016 is mostly attributable to higher expenses at MNR (\$5 million) largely due to the non-recurring 2015 Con Edison reimbursement and higher West of Hudson subsidies; and NYCT (\$2 million), reimbursable account adjustments impacting non-reimbursable expenses.

The year-to-year increase in 2017 is attributable to: MTA Bus (\$2 million) mainly for Automatic Fare Collection (AFC) and Ticket printing fees/charges; inflationary growth at B&T (\$1 million) and a comparable amount at MNR for West of Hudson subsidy requirements. These variances were partially offset by lower expenses at NYCT (\$3 million) mainly reflect the impact associated with the suspension of the Apprentice Program as per the TWU labor agreement.

The year-to-year increase in 2018 is mainly driven by the LIRR (\$6 million), reflecting M3 fleet decommissioning-related expenses; NYCT (\$1 million) due to railroad passes granted to TWU employees; and inflationary growth at MNR (\$1 million) to cover West of Hudson subsidy requirements.

Compared with the July Plan, expenses decrease by \$4 million in 2014 and \$1 million 2015, \$7 million in 2016, \$6 million in 2017 and \$7 million in 2018. In 2014, the decrease is mainly caused by an accrual reversal for Super Storm Sandy at the LIRR and favorable timing of reimbursable job closing adjustments impacting the operating budget at NYCT. In the out years of the Plan, higher Passenger Rail Investment and Improvement Act (PRIIA) recoveries are forecasted at MNR. These favorable projections are partially offset by higher expenses at MTA HQ, reflecting greater subsidy requirements for the Cross Bay Toll and Verrazano-Narrows Bridge Toll rebate programs; and higher Payroll Mobility Tax payments and a change in accounting methodology related to concrete tie reimbursement at the LIRR.

When compared with the February Plan, Other Business Expenses increase by \$27 million in 2014, \$16 million in 2015, \$19 million in 2016, and \$17 million in 2017. In addition to the factors noted above, plan-to-plan variations are mainly driven by the Verrazano-Narrows Bridge toll rebate program at MTA HQ; providing railroad passes to TWU employees at NYCT; shifting a presumed reimbursement from Con Edison from 2014 to 2015 for impacts resulting from the

New Haven Line power outage; higher expense re-estimates at FMTAC; and the reclassification of Payroll Mobility Tax expenses from Other Fringe Benefits at MTA Bus. These unfavorable projections are partially offset by: lower expenses at MNR mainly caused by the presumed Con Edison reimbursement in 2015, reduced subsidy payments to New Jersey Transit for West of Hudson operations, and lower processing fees for mobile ticketing; the reclassification of office supplies to Materials & Supplies at the LIRR; and favorable re-estimates of credit and debit card fees at B&T.

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Subsidies

SUBSIDIES - OVERVIEW

The following pages provide accrual and cash summary tables for projections of subsidies and dedicated taxes received by MTA, as well as tables comparing these projections with those from the 2014 July and February Financial Plans. Detailed narratives describing each subsidy, the forecast methodologies employed and explanations of changes from earlier Plans 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 also included at the end of this section. (Note that additional details on NYCT's Paratransit operation can be found in this volume under Agency Financial Plans.)

Overall accrued subsidies are projected to grow from year to year in line with regional economic growth projections. Real estate transaction tax revenues continue to trend higher, as they have done since the Fall of 2010, as regional economic growth spurs both commercial and residential activity. These improvements in annual real estate tax revenues, however, should be contrasted with the steep declines that occurred in 2008 and 2009, when MTA saw receipts fall by seventy-five percent; the 2014 real estate tax forecast remains twenty-nine percent lower than actual receipts in 2007. Combined State Dedicated Tax revenues trend higher reflecting favorable economic growth projections in the MTA Commuter Transportation District. This favorable trend reflects an increase in the projections for Metropolitan Mass Transportation Operating Assistance, which is projected to grow at an average annual rate of 4% due to higher revenue estimates for sales taxes and corporate surcharges on businesses in the district. Payroll Mobility Tax estimates, which also are projected to increase at an annual average rate of 4% reflect projected growth in regional wage and salary disbursements. MTA Aid projections also increase, about 1% annually, reflecting a moderate increase in the number of transactions subject to these taxes. Petroleum Business Tax receipts are expected to increase by 5% in 2014, but decrease slightly in subsequent years based on the State's projections of revenue growth.

On an *accrual basis*, total Dedicated Taxes and State and Local Subsidies are projected to be \$6,212 million, which is \$314 million (5%) higher than 2013. The growth is primarily driven by increases in MTA Metropolitan Mass Transportation Operating Assistance and revenues from the Payroll Mobility Tax, the Petroleum Business Tax and the Urban Tax. Higher CDOT Subsidy and City Subsidy for MTA Bus, both reflecting higher operating costs and timing issues, also contribute to the favorable variance from 2013. The 2014 forecast is \$33 million (1%) above the Mid-Year Forecast and \$179 million (3%) above the Adopted Budget estimate. The July Plan reflected significant improvements in Urban Tax revenues, as well as additional CDOT Subsidy and City Subsidy for MTA Bus; compared with the July Plan, the November Forecast includes further Urban Tax revenue growth that is partially offset by lower revenues from the Mortgage Recording Tax and MTA Aid, along with a reduced CDOT Subsidy due to lower than previously estimated expenses and timing issues.

On a *cash basis*, total 2014 MTA Dedicated Taxes and State and Local Subsidies are projected to be \$6,219 million, an increase of \$1,250 million (25%) over 2013. The cash forecast is \$256 million above the Mid-Year Forecast, which had included significant improvements in Urban Tax revenues, as well as additional CDOT Subsidy and City Subsidy for MTA Bus; these were partially offset by lower revenues from the Payroll Mobility Tax and the Mortgage Recording Tax. The cash subsidies include favorable adjustments from the July Plan. In order to fund contracts with represented labor a reallocation of resources was captured below-the-line in Volume I of the July Financial Plan. The use of OPEB reserves, the elimination of supplemental LIRR pension contributions and a reduction in PAYGO contributions earmarked for the 201-2019 Capital Program have been moved into the baseline increasing net cash subsidies. The November Forecast also includes additional Urban Tax revenue growth that is offset by lower revenues from the Mortgage Recording Tax and MTA Aid, along with lower CDOT Subsidy and City Subsidy for MTA Bus.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
Consolidated Subsidies
Accrual Basis
(\$ in millions)

	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Subsidies						
Dedicated Taxes						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$1,518.2	\$1,563.9	\$1,632.0	\$1,703.6	\$1,771.1	\$1,851.5
Petroleum Business Tax (PBT) Receipts	589.4	621.5	608.4	605.0	604.5	605.7
Mortgage Recording Tax (MRT)	365.5	349.2	364.9	381.3	391.9	405.9
MRT Transfer to Suburban Counties	(3.4)	(2.7)	(3.1)	(3.0)	(3.0)	(3.3)
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Interest	4.5	4.7	4.9	5.1	5.3	5.3
Urban Tax	632.0	731.6	682.9	743.9	787.9	825.1
Investment Income	<u>1.0</u>	<u>1.0</u>	<u>1.1</u>	<u>1.1</u>	<u>1.2</u>	<u>1.2</u>
	\$3,097.3	\$3,259.1	\$3,281.2	\$3,427.0	\$3,548.9	\$3,681.4
PMT and MTA Aid						
Payroll Mobility Tax	\$1,215.3	\$1,256.9	\$1,316.0	\$1,376.0	\$1,436.7	\$1,494.2
Payroll Mobility Tax Replacement Funds	307.2	309.3	309.3	309.3	309.3	309.3
MTA Aid	<u>302.9</u>	<u>311.1</u>	<u>314.7</u>	<u>316.1</u>	<u>318.5</u>	<u>320.7</u>
	\$1,825.3	\$1,877.3	\$1,940.0	\$2,001.4	\$2,064.5	\$2,124.1
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
CDOT Subsidy	70.8	95.0	141.7	96.1	98.7	101.8
Station Maintenance	<u>162.0</u>	<u>164.4</u>	<u>167.2</u>	<u>169.8</u>	<u>172.4</u>	<u>175.5</u>
	\$608.7	\$635.3	\$684.7	\$641.7	\$647.0	\$653.2
Subtotal Dedicated Taxes & State and Local Subsidies	\$5,531.3	\$5,771.7	\$5,905.8	\$6,070.1	\$6,260.4	\$6,458.7
City Subsidy for MTA Bus	342.6	404.1	387.0	419.5	465.4	429.4
City Subsidy for SIRTOA	<u>24.0</u>	<u>36.0</u>	<u>37.0</u>	<u>49.2</u>	<u>34.7</u>	<u>36.8</u>
	\$366.7	\$440.1	\$424.0	\$468.7	\$500.1	\$466.2
Total Dedicated Taxes & State and Local Subsidies	\$5,897.9	\$6,211.8	\$6,329.8	\$6,538.7	\$6,760.5	\$6,925.0
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	\$614.2	\$587.0	\$506.8	\$493.2	\$462.0	\$431.7
MTA Subsidy to Subsidiaries	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$614.2	\$587.0	\$506.8	\$493.2	\$462.0	\$431.7
GROSS SUBSIDIES	\$6,512.1	\$6,798.8	\$6,836.6	\$7,032.0	\$7,222.4	\$7,356.7

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

<u>Subsidies</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Dedicated Taxes					
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Petroleum Business Tax (PBT) Receipts	3.6	3.6	3.5	3.5	3.6
Mortgage Recording Tax (MRT)	(27.1)	(23.9)	(22.5)	(22.2)	(23.0)
MRT Transfer to Suburban Counties	0.0	0.0	0.0	0.0	0.0
Reimburse Agency Security Costs	0.0	0.0	0.0	0.0	0.0
Interest	0.0	0.0	0.0	0.0	0.0
Urban Tax	76.0	68.4	73.6	77.6	81.9
Investment Income	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$52.6	\$48.0	\$54.6	\$59.0	\$62.5
PMT and MTA Aid					
Payroll Mobility Tax	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0	0.0
MTA Aid	<u>(13.4)</u>	<u>(13.6)</u>	<u>(13.6)</u>	<u>(13.7)</u>	<u>(13.8)</u>
	(\$13.4)	(\$13.6)	(\$13.6)	(\$13.7)	(\$13.8)
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
CDOT Subsidy	(16.5)	47.8	(1.5)	(1.3)	(7.5)
Station Maintenance	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	(\$16.5)	\$47.8	(\$1.5)	(\$1.3)	(\$7.5)
Subtotal Dedicated Taxes & State and Local Subsidies	\$22.6	\$82.2	\$39.5	\$44.0	\$41.2
City Subsidy for MTA Bus	\$9.1	(\$17.2)	(\$1.2)	\$38.4	\$9.8
City Subsidy for SIRTOA Recovery	<u>1.5</u>	<u>(0.1)</u>	<u>1.4</u>	<u>0.3</u>	<u>0.5</u>
	\$10.6	(\$17.3)	\$0.2	\$38.7	\$10.3
Total Dedicated Taxes & State and Local Subsidies	\$33.2	\$64.9	\$39.7	\$82.7	\$51.5
Inter-agency Subsidy Transactions					
B&T Operating Surplus Transfer	\$39.8	\$3.0	\$5.1	\$8.5	\$11.2
MTA Subsidy to Subsidiaries	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$39.8	\$3.0	\$5.1	\$8.5	\$11.2
GROSS SUBSIDIES	\$73.0	\$67.9	\$44.9	\$91.2	\$62.7

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
Consolidated Subsidies
Cash Basis
(\$ in millions)

	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Subsidies						
Dedicated Taxes						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$1,518.2	\$1,563.9	\$1,632.0	\$1,703.6	\$1,771.1	\$1,851.5
Petroleum Business Tax (PBT) Receipts	586.4	622.7	608.7	605.0	604.4	605.5
Mortgage Recording Tax (MRT)	362.4	350.4	363.5	380.4	390.7	405.2
MRT Transfer to Suburban Counties	(2.4)	(3.4)	(2.7)	(3.1)	(3.0)	(3.0)
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
MTA Bus Debt Service	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)	(23.8)
Interest	4.5	4.7	4.9	5.1	5.3	5.3
Urban Tax	594.7	776.0	677.7	740.2	784.7	823.3
Investment Income	<u>1.0</u>	<u>1.0</u>	<u>1.1</u>	<u>1.1</u>	<u>1.2</u>	<u>1.2</u>
	\$3,029.9	\$3,280.3	\$3,250.2	\$3,397.5	\$3,519.5	\$3,655.2
PMT and MTA Aid						
Payroll Mobility Tax	\$1,215.3	\$1,256.9	\$1,316.0	\$1,376.0	\$1,436.7	\$1,494.2
Payroll Mobility Tax Replacement Funds	307.2	309.3	309.3	309.3	309.3	309.3
MTA Aid	<u>302.9</u>	<u>311.1</u>	<u>314.7</u>	<u>316.1</u>	<u>318.5</u>	<u>320.7</u>
	\$1,825.3	\$1,877.3	\$1,940.0	\$2,001.4	\$2,064.5	\$2,124.1
State and Local Subsidies						
State Operating Assistance	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance	188.5	187.9	187.9	187.9	187.9	187.9
CDOT Subsidy	70.8	95.0	141.7	96.1	98.7	101.8
Station Maintenance	<u>160.2</u>	<u>162.6</u>	<u>165.1</u>	<u>167.9</u>	<u>170.5</u>	<u>173.1</u>
	\$607.4	\$633.5	\$682.6	\$639.8	\$645.0	\$650.7
Other Subsidy Adjustments						
Resource to Reduce Pension Liability	(\$210.0)	(\$20.9)	\$11.2	\$11.2	\$11.2	\$11.2
GASB Reserves to fund Labor Settlements	0.0	254.5	0.0	0.0	0.0	0.0
Interagency Loan	(120.2)	0.0	0.0	0.0	0.0	0.0
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)	0.6	(0.5)	(1.1)	(0.7)	0.0	0.0
MNR Repayment for 525 North Broadway	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)
NYS Reimbursement Transferred to B&T	(3.9)	0.0	0.0	0.0	0.0	0.0
Repayment of Loan to Capital Financing Fund	(200.0)	(100.0)	(100.0)	0.0	0.0	0.0
Committed to Capital	<u>(283.8)</u>	<u>(144.8)</u>	<u>(328.1)</u>	<u>(290.0)</u>	<u>(363.0)</u>	<u>(368.9)</u>
	(\$831.2)	(\$25.7)	(\$432.0)	(\$293.5)	(\$365.7)	(\$371.7)
Subtotal Dedicated Taxes & State and Local Subsidies	\$4,631.4	\$5,765.3	\$5,440.8	\$5,745.2	\$5,863.3	\$6,058.3
City Subsidy for MTA Bus	\$307.5	\$430.1	\$485.4	\$403.3	\$442.5	\$447.4
City Subsidy for SIRTOA	<u>30.7</u>	<u>24.0</u>	<u>36.0</u>	<u>37.0</u>	<u>49.2</u>	<u>34.7</u>
	\$338.2	\$454.1	\$521.4	\$440.2	\$491.6	\$482.1
Total Dedicated Taxes & State and Local Subsidies	\$4,969.6	\$6,219.5	\$5,962.2	\$6,185.4	\$6,354.9	\$6,540.4
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	<u>\$606.0</u>	<u>\$596.2</u>	<u>\$514.8</u>	<u>\$494.6</u>	<u>\$465.1</u>	<u>\$434.8</u>
	\$606.0	\$596.2	\$514.8	\$494.6	\$465.1	\$434.8
GROSS SUBSIDIES	\$5,575.6	\$6,815.7	\$6,477.1	\$6,680.0	\$6,820.0	\$6,975.2

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

<u>Subsidies</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Dedicated Taxes					
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Petroleum Business Tax (PBT) Receipts	3.7	3.6	3.5	3.5	3.6
Mortgage Recording Tax (MRT)	(25.1)	(24.1)	(22.6)	(22.1)	(23.0)
MRT Transfer to Suburban Counties	0.0	0.0	0.0	0.0	0.0
Reimburse Agency Security Costs	0.0	0.0	0.0	0.0	0.0
MTA Bus Debt Service	0.0	0.0	0.0	0.0	0.0
Interest	0.0	0.0	0.0	0.0	0.0
Urban Tax	70.4	67.9	73.2	77.3	81.1
Investment Income	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$48.9	\$47.5	\$54.2	\$58.8	\$61.7
PMT and MTA Aid					
Payroll Mobility Tax	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0	0.0
MTA Aid	<u>(13.4)</u>	<u>(13.6)</u>	<u>(13.6)</u>	<u>(13.7)</u>	<u>(13.8)</u>
	(\$13.4)	(\$13.6)	(\$13.6)	(\$13.7)	(\$13.8)
State and Local Subsidies					
State Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Local Operating Assistance (18-b)	0.0	0.0	0.0	0.0	0.0
CDOT Subsidy	(16.5)	47.8	(1.5)	(1.3)	(7.5)
Station Maintenance	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	(\$16.5)	\$47.8	(\$1.5)	(\$1.3)	(\$7.5)
Other Subsidy Adjustments					
Resource to Reduce Pension Liability	\$0.0	\$20.0	\$28.6	\$26.5	\$24.4
GASB Reserves to fund Labor Settlements	254.5	0.0	0.0	0.0	0.0
Inter-Agency Loan	0.0	0.0	0.0	0.0	0.0
NYCT Charge Back of MTA Bus Debt Service	0.0	0.0	0.0	0.0	0.0
Forward Energy Contracts Program - Gain/(Loss)	(3.8)	(2.7)	(0.5)	0.0	0.0
MNR Repayment for 525 North Broadway	0.0	0.0	0.0	0.0	0.0
NYS Reimbursement Transferred to B&T	0.0	0.0	0.0	0.0	0.0
Repayment of Loan to Capital Financing Fund	0.0	0.0	0.0	0.0	0.0
Committed to Capital	<u>0.0</u>	<u>80.0</u>	<u>80.0</u>	<u>80.0</u>	<u>80.0</u>
	\$250.7	\$97.3	\$108.1	\$106.5	\$104.4
Subtotal Dedicated Taxes & State and Local Subsidies	\$269.7	\$179.0	\$147.2	\$150.2	\$144.8
City Subsidy for MTA Bus	(\$13.5)	\$50.1	(\$9.2)	\$18.6	\$24.1
City Subsidy for SIRTOA	<u>0.0</u>	<u>1.5</u>	<u>(0.1)</u>	<u>1.4</u>	<u>0.3</u>
	(\$13.5)	\$51.5	(\$9.3)	\$20.0	\$24.4
Total Dedicated Taxes & State and Local Subsidies	\$256.2	\$230.5	\$137.9	\$170.2	\$169.2
Inter-agency Subsidy Transactions					
B&T Operating Surplus Transfer	<u>\$35.8</u>	<u>\$6.6</u>	<u>\$4.9</u>	<u>\$8.1</u>	<u>\$11.0</u>
	\$35.8	\$6.6	\$4.9	\$8.1	\$11.0
GROSS SUBSIDIES	\$292.0	\$237.2	\$142.8	\$178.4	\$180.2

METROPOLITAN MASS TRANSPORTATION OPERATING ASSISTANCE (MMTOA)

Revenues derived from the following taxes flow into the statewide Mass Transportation Operating Assistance (MTOA) Fund:

- Petroleum Business Tax (PBT), which is a small portion of the basic PBT imposed on petroleum businesses operating within New York State;
- Sales Tax, which is imposed on sales and uses of certain tangible personal property and services;
- Corporate Franchise Taxes imposed on certain transportation and transmission companies;
- Temporary Corporate Surcharges imposed on the portion of the franchise and other taxes of certain businesses attributable to the conduct of business within the transportation district.

The statewide MTOA consists of the Public Transportation Systems Operating Assistance Account, the Urban Mass Transit Operating Assistance Account, and the Metropolitan Mass Transportation Assistance Account.

The Metropolitan Mass Transportation Operating Assistance (MMTOA) Account consists of one hundred percent of the receipts from the 17% corporate surcharge imposed within the MTA Commuter Transportation District (MCTD), one hundred percent of the sales and use tax imposed in the MCTD, fifty-five percent of the MTOA PBT, and eighty percent of the tax on transportation and transmission companies. The amount of funds available from the MMTOA account are appropriated by the State and supplement the general operating subsidies of downstate transportation systems in the MCTD. Current law governing the corporate franchise tax is in effect through the end of 2014, at which time recently enacted tax reforms will be implemented; the impact of the tax changes is expected to be revenue neutral to the MTA.

2014 November Forecast

The estimate of total taxes in the statewide MTOA Fund for 2014 is \$2,108 million, of which \$2,059 million is allotted for Downstate transit properties. Of this Downstate allotment, \$1,564 million in non-18b funds is appropriated for the benefit of MTA, and this amount is the MTA's 2014 November Forecast. Of the total estimated MMTOA receipts for 2014, \$1,036 million is appropriated for NYCT/SIR and \$528 million for the Commuter Railroads. The combined MTA Share is \$46 million (3%) higher than the 2013 level; it is unchanged from the July Plan forecast and is \$6 million (0.4%) higher than the February forecast. In addition, \$190 million is earmarked to fund the State's 18-b obligation, which includes \$175 million for the MTA.

The 2014 November Plan includes the State's funding of its 18-b obligations to

the MTA which remains unchanged from the 2013 level of \$175 million, allocating \$154 million for NYCT/SIR and \$21 million for the Commuter Railroads; this funding level is consistent with both the July and February Plan assumptions.

The 2014 percentage allocations of the Downstate share of MMTOA are 58% for NYCT/SIR and 27% for the Commuter Railroads. These percentages are based on the actual amounts appropriated in NYS' 2014-15 Enacted Budget, and also reflect the State 18-b amounts. MMTOA and State 18-b funds were also allotted to MTA Bus and other downstate transportation properties.

2015 Final Proposed Budget

For 2015, total estimated MTA MMTOA revenue is \$1,632 million, which is \$68 million (4%) more than the 2014 November Forecast. The forecast is unchanged from the July Plan and reflects an increase of \$7 million (0.4%) from the February Plan Forecast. This reflects assumptions that revenues from the Sales Tax and Corporate Surcharge components of MMTOA will grow annually from the 2014 level by 4% and 8%, respectively. Revenue from Petroleum Business Tax is expected to decline by 3%. There is no change expected in the level of Corporate Franchise Tax, which remains flat through the Plan period. (See the table at the end of this section). Of the total, \$1,084 million is earmarked for NYCT and SIR and \$548 million is earmarked for the commuter railroads. The 2015 Final Proposed Budget assumes that the State's funding of its 18-b obligation for NYCT and Commuter Railroads will remain at the 2014 level of \$175 million, which is consistent with the July and February Plans. The percentage allocations of MMTOA's downstate shares allocated to the MTA remain unchanged from 2014, at 58% for NYCT/SIR and 27% for the Commuter Railroads.

2016 – 2018

MTA MMTOA forecasts are \$1,704 million in 2016, \$1,771 million in 2017, and \$1,852 million in 2018, and are based on projections included in the NYS 2014-15 Enacted Budget for sales taxes, petroleum business taxes, corporate franchise taxes and corporate tax surcharges. Year-over-year, MTA MMTOA revenues are expected to increase \$72 million (4%) in 2016, \$67 million (4%) in 2017 and \$80 million (5%) in 2018. These forecasts are unchanged from the July Plan forecasts. Compared with the February Plan, the MTA MMTOA revenues are expected to increase by \$11 million in 2016 and \$5 million in 2017.

For 2015 through 2018, the Plan assumes the following growth rates from the prior year levels for the component taxes of MMTOA:

Growth Rate for the Individual Components of MMTOA (from prior year level)					
		2015	2016	2017	2018
Sales Tax		4%	4%	3%	3%
Petroleum Business Tax		(3%)	0%	0%	1%
Corporate Franchise Tax		0%	0%	0%	0%
Corporate Tax Surcharge		8%	5%	4%	5%

MMTOA STATE DEDICATED TAXES
November Financial Plan 2015-2018
(\$ in millions)

	ACTUAL	FORECAST				
	2013	2014	2015	2016	2017	2018
<i>Forecast of MMTOA Gross Receipts (SFY):</i>						
Sales Tax	\$854.9	\$894.5	\$934.5	\$967.5	\$996.5	\$1,030.5
PBT	142.0	135.1	130.4	130.1	130.1	130.8
Corporate Franchise	58.0	60.0	60.0	60.0	60.0	60.0
Corporate Surcharge	1,000.0	1,018.0	1,096.0	1,148.0	1,199.0	1,260.0
Investment Income	0.0	0.0	0.0	0.0	0.0	0.0
Total Gross Receipts Available for Allocation	\$2,054.9	\$2,107.6	\$2,220.9	\$2,305.6	\$2,385.6	\$2,481.3

Allocation of Total Gross Receipts to Downstate:

Total Gross Receipts	\$2,054.9	\$2,107.6	\$2,220.9	\$2,305.6	\$2,385.6	\$2,481.3
Less: Upstate Share of PBT	(63.9)	(60.8)	(58.7)	(58.5)	(58.5)	(58.9)
Less: Upstate Share of Transmission	(19.1)	(19.8)	(19.8)	(19.8)	(19.8)	(19.8)
Less: New Fund Balance	0.0	0.0	0.0	0.0	0.0	0.0
Upstate Percent Share of Investment Income	3.11%	2.88%	2.64%	2.54%	2.45%	2.37%
Less: Upstate Share of Investment Income	0.0	0.0	0.0	0.0	0.0	0.0
Total Net Downstate Share Available for Allocation	\$1,971.9	\$2,059.3	\$2,142.4	\$2,227.3	\$2,307.3	\$2,402.6
Less: 18-B Adjustment	(189.5)	(189.5)	(189.5)	(189.5)	(189.5)	(189.5)
Adjusted Total Net Downstate Share for Allocation	\$1,782.4	\$1,869.8	\$1,952.9	\$2,037.7	\$2,117.7	\$2,213.1
Add: NYS Reimbursement	3.9	0.0	0.0	0.0	0.0	0.0
Adjusted Total Net Downstate Share + Other	\$1,786.3	\$1,869.8	\$1,952.9	\$2,037.7	\$2,117.7	\$2,213.1

Allocation of Total Net Downstate Share to NYCT/SIR:

NYCT/SIR Share	58.66%	57.77%	57.79%	57.79%	57.79%	57.79%
From Total Net Downstate Share	\$1,156.8	\$1,189.6	\$1,238.0	\$1,287.0	\$1,333.3	\$1,388.4
Less: 18-B Adjustment	(153.9)	(153.9)	(153.9)	(153.9)	(153.9)	(153.9)
Adjusted Total Net Downstate Share	\$1,002.9	\$1,035.8	\$1,084.2	\$1,133.2	\$1,179.4	\$1,234.5
From Carryover	0.0	0.0	0.0	0.0	0.0	0.0
Total NYCT/SIR Share of Net Downstate Share	\$1,002.9	\$1,035.8	\$1,084.2	\$1,133.2	\$1,179.4	\$1,234.5
SIR Share (Accrued)	3.510	3.625	3.795	3.966	4.128	4.321
Total SIR Share (Cash)	3.5	3.6	3.8	4.0	4.1	4.3
Total NYCT Share of Net Downstate Share	\$999.4	\$1,032.1	\$1,080.4	\$1,129.2	\$1,175.3	\$1,230.2

Allocation of Total Net Downstate Share to MTA:

MTA Share	27.01%	26.68%	26.56%	26.56%	26.56%	26.56%
From Total Net Downstate Share	\$532.6	\$549.3	\$569.1	\$591.6	\$612.8	\$638.2
Less: 18-B Adjustment	(21.2)	(21.2)	(21.2)	(21.2)	(21.2)	(21.2)
Adjusted Total Net Downstate Share	\$511.4	\$528.1	\$547.9	\$570.4	\$591.6	\$617.0
From Carryover	0.0	0.0	0.0	0.0	0.0	0.0
Total MTA Share of Net Downstate Share	\$511.4	\$528.1	\$547.9	\$570.4	\$591.6	\$617.0

NYS Reimbursement

NYS Reimbursement	\$3.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total NYS Reimbursement	\$3.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

PETROLEUM BUSINESS TAXES (PBT)

The Statewide Dedicated Funds Pool is the repository for revenues from the following dedicated taxes and fees:

- Petroleum business taxes - a business privilege tax imposed on petroleum businesses operating in New York State;
- Motor fuel taxes - an excise tax levied with respect to gasoline and diesel motor fuels;
- Motor vehicle fees - derived mainly from vehicle registration and driver license fees.

Subject to statutory allocation under current State Law, thirty-four percent (34%) of the Dedicated Funds Pool is currently deposited in the Mass Transportation Trust Fund (MTTF) for MTA's benefit, while sixty-three percent (63%) is earmarked for State uses including upstate highways and other transportation needs, and the remaining three percent (3%) 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 also referred to interchangeably by the MTA for purposes of budget presentation as Petroleum Business Tax (PBT) Receipts. Eighty-five percent (85%) of the MTTF Receipts are payable to New York City Transit for the benefit of NYCT and SIR, and the remaining 15% to MTA for the benefit of LIRR and Metro-North.

MTA utilizes the PBT Receipts to pay debt service on MTA's Dedicated Tax Fund Bonds (DTF Bonds). Debt service on DTF Bonds is payable first from PBT Receipts and then, to the extent of any deficiency, from MMTOA Taxes. On an annual basis to date, PBT Receipts have always been sufficient to meet debt service commitments and no MMTOA Taxes have been used for this purpose.

The PBT funds are allocated to New York City Transit (85%) and the Commuter Railroads (15%) in accordance with the formula provided by statute. Funds are first used to satisfy debt obligations, and the remaining funds are then used for the operations of New York City Transit and the Commuter Railroads.

The PBT estimates are provided on a cash basis. Accrual estimates are based on a one-month lag in the booking and collection of PBT proceeds.

2014 November Forecast

The 2014 MTA November Forecast for PBT, on a cash basis, is \$623 million, which is \$36 million above the 2013 level. This is \$4 million above the July Plan forecast and \$13 million above the Adopted Budget, an upward revision that reflects actual receipts through September. Of the total PBT allocation, 85% or \$529 million is earmarked for New York City Transit and 15% or \$93 million for the commuter railroads.

2015 Final Proposed Budget

The 2015 Final Proposed Budget for MTA PBT, on a cash basis, is \$609 million, which is \$14 million (2%) lower than the 2014 November Forecast. This is \$4 million above the July Plan forecast, reflecting a higher base year estimate for 2014 that is growing at the same estimated annual rate as in the July Plan. It is \$5 million below the February Plan.

2016 - 2018

PBT cash estimates are \$605 million in 2016, \$604 million in 2017 and \$605 million in 2018, reflecting year-to-year declines of \$4 million (1 %) in 2016 and \$1 million (0.1%) in 2017 and a year-to-year increase of \$1 million (0.1%) in 2018. Compared to the July Plan, these estimates are higher by \$4 million in 2016, \$4 million in 2017 and \$4 million in 2018 reflecting a higher base year estimate for 2014 that is growing at the same estimated annual rate as in the July Plan. Compared to the February Plan, these estimates are lower by \$12 million in 2016 and by \$15 million in 2017.

PETROLEUM BUSINESS TAX PROJECTIONS
November Financial Plan 2015-2018
(\$ in millions)

	ACTUAL	FORECAST				
	2013	2014	2015	2016	2017	2018
Total Net PBT Collections Available for Distribution	\$1,724.7	\$1,831.3	\$1,790.2	\$1,779.4	\$1,777.7	\$1,780.9

Distribution Shares:

MTA Total	34.0%	34.0%	34.0%	34.0%	34.0%	34.0%
Other Transit	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Highway Trust Fund	63.0%	63.0%	63.0%	63.0%	63.0%	63.0%
General Fund	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:

MTA Total	\$586.4	\$622.7	\$608.7	\$605.0	\$604.4	\$605.5
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Accrued

NYCT/SIR Share of MTA Total	\$501.0	\$528.3	\$517.1	\$514.2	\$513.8	\$514.8
Commuter Railroad Share of MTA Total	88.4	93.2	91.3	90.7	90.7	90.9
MTA Total of Net Collections	\$589.4	\$621.5	\$608.4	\$605.0	\$604.5	\$605.7

Cash

NYCT/SIR Share of MTA Total	\$498.4	\$529.3	\$517.4	\$514.3	\$513.7	\$514.7
Commuter Railroad Share of MTA Total	88.0	93.4	91.3	90.8	90.7	90.8
MTA Total of Net Collections	\$586.4	\$622.7	\$608.7	\$605.0	\$604.4	\$605.5

MORTGAGE RECORDING TAXES (MRT)

The Mortgage Recording Taxes consist of two separate taxes: Mortgage Recording Tax-1 (MRT-1) and Mortgage Recording Tax-2 (MRT-2). These taxes are collected by New York City and the seven other counties with the MTA's service area.

MRT-1 is imposed on the borrower for recorded mortgages of real property, subject to certain exclusions, at the rate of three-tenths of one percent (0.3%) of the debt secured by certain real estate mortgages. By Statute, receipts from MRT-1 must be applied, first, to meet MTA Headquarters operating expenses and, second, to make deposits into the New York City Transit Account (55% of the remaining amount) and the Commuter Railroad Account (45% of the remaining amount). Funds in the NYCT Account are required to be used to pay operating and capital costs of NYCT, its subsidiaries, and Staten Island Railway. Funds in the Commuter Railroad Account are required to be first used to pay up to \$20 million to the State Suburban Transportation Fund each year. In the event the transfer to the Suburban Fund would result in a Commuter Railroad operating deficit, the amount of the deficit is appropriated to the MTA for Commuter Railroad operating purposes, and not transferred to the Suburban Fund. After first making the required transfers to the Suburban Fund, any balance in the Commuter Railroad Account is required to be used to pay commuter railroad operating and capital costs.

MRT-2 is a tax imposed on the institutional lender at a rate of one-quarter of one percent (0.25%) of certain recorded mortgages secured by real estate structures containing one to six dwelling units. MRT-2 receipts are to be applied, first, to make deposits into the Payment Sub-accounts for Dutchess, Orange and Rockland Fund (DORF) payments and, second, to make deposits into the Corporate Purposes Sub-account for the purpose of paying operating and capital costs, including debt service and debt service reserve requirements, if any, incurred for the benefit of MTA, NYCT and their respective subsidiaries.

MTA is required to make annual DORF payments, in equal quarterly installments, of \$1.5 million each for Dutchess and Orange Counties, and \$2.0 million for Rockland County. Additionally, MTA must transfer to DORF for each of these three counties an amount equal to the product of (i) the percentage by which the county's mortgage recording tax payment (MRT-1 excluding post-1989 tax rate increases plus MRT-2) to MTA in the preceding calendar year increased over such payment in calendar year 1989 and (ii) \$1.5 million each for Dutchess and Orange Counties and \$2.0 million for Rockland County.

Forecast Methodology

Forecasts of MRT revenues consist of actual receipts through October 2014, with forecasts for November and December reflecting year-to-date average monthly receipts, excluding the receipts from several large mortgage recordings. With the exception of MRT collections from New York City, forecasts for the remainder of the Plan period are

based on projections of suburban real estate activity provided by IHS Global Insight and an analysis of recent conditions. For New York City, MRT receipts for the remainder of the Plan period are based on the City of New York's May 2014 budget assumptions.

2014 November Forecast

MRT receipts are forecast to be \$350 million in 2014, \$12 million (3%) less than 2013 MRT receipts. This decrease follows three consecutive annual increases that took place immediately after four years of declines from 2007 to 2010. Combined with the 2011 to 2013 increase, the 2014 MRT projection is 54 percent lower than when MRT receipts peaked in 2006. MRT-1, which is collected on mortgages for both commercial and residential properties, is projected to increase \$3 million (1%) while MRT-2, which is paid only on residential properties with fewer than seven units in the structure, is forecast to decrease \$15 million (13%) compared with 2013 receipts.

The 2014 November Forecast for MRT is \$25 million (7%) less than the Mid-Year Forecast, reflecting a pause in the recovery of residential mortgage borrowing that was not previously anticipated. MRT-1 is estimated to be \$10 million (4%) less than the Mid-Year Forecast, while MRT-2 is projected to be \$15 million (14%) less than the Mid-Year Forecast. Compared with the Adopted Budget, the 2014 November Forecast projects a \$50 million (13%) reduction in MRT receipts.

2015 Final Proposed Budget

Following the 2014 decline, forecasts indicate that improvements in the regional economy will resume spurring growth in mortgage recordings, and at a slightly faster rate than was expected in the July Plan. MRT receipts are forecast to be \$364 million in 2015, \$13 million (4%) greater than estimated for the 2014 November Forecast; MRT-1 receipts are projected to increase \$6 million (2%), while MRT-2 receipts are forecast to increase \$7 million (7%).

The 2015 Final Proposed Budget for MRT is \$24 million (6%) less than the July Plan forecast, reflecting a lower 2014 base that is partially offset by a modestly stronger year-over-year increase (3.7% vs. 3.2% in July). MRT-1 is estimated to be \$10 million (4%) less, while MRT-2 is projected to be \$15 million (13%) less than the July Plan forecast. Compared with the February Plan, 2015 MRT receipts are projected to be \$74 million (17%) lower.

2016 - 2018

MRT receipts are expected to improve annually, increasing \$17 million in 2016, \$10 million in 2017, and \$14 million in 2018. The projected growth in MRT receipts reflects continued improvement 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 – in the MTA region. Despite these increases, 2018 MRT

receipts, which are projected to reach \$405 million, will still be 50 percent below receipts from twelve years earlier, when MRT receipts peaked in 2006.

For 2016 through 2018, projected MRT receipts compared with the July Plan are \$23 million (6%) lower in 2016, \$22 million (5%) lower in 2017, and \$23 million (5%) in 2018. As with the plan-to-plan changes, these forecasts reflect a lower 2014 base and slightly stronger year-to-year growth through the Plan period than the growth projected in the July Plan. Compared with the February Plan, MRT receipts are projected to be lower by \$78 million (17%) in 2016 and \$79 million (17%) in 2017.

The following table summarizes MRT year-to-year changes in the July Plan:

	2014	2015	2016	2017	2018
MRT-1	1%	2%	6%	3%	4%
MRT-2	(13)%	7%	2%	1%	3%
TOTAL	(3)%	4%	5%	3%	4%

Other MRT-2 Adjustments

MRT-2 receipts are used to reimburse MTA Agencies for certain short term security projects from a fund managed by MTA Police. An annual amount of \$10 million has been earmarked in the November Plan to cover these security expenses from 2014 through 2018.

In addition, the July Plan assumes that funds from subsidies will be used to cover debt service cash flow requirements and loan repayment of the MTABC. In negotiations with the City during the MTA takeover of the private buses, a package that consisted of bond proceeds (\$209 million) and inter-agency loans (\$114 million) was used to finance MTABC's capital investment. Pursuant to the agreement with the City, the MTA pays the capital costs of the MTABC 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 MTABC capital projects. As part of the terms of this agreement, the MTA is required to pay the debt service on bonds and commercial paper expended after November 2006 on MTABC 2005-2009 Capital Program projects, until such amounts are paid in full, which would require payments through the Plan period and beyond. The November Plan estimates the required amounts to be \$25 million annually during the Plan period, reflecting no change in assumptions from the July Plan.

MORTGAGE RECORDING TAX PROJECTIONS
November Financial Plan 2015-2018
(\$ in millions)

Cash Basis

	ACTUAL		FORECAST			
	2013	2014	2015	2016	2017	2018
MORTGAGE RECORDING TAX #261-1						

Receipts Available for Transfer to NYCT and CRs:

Total Gross Receipts	\$253.6	\$256.2	\$262.3	\$277.2	\$286.3	\$297.6
Carryover	0.0	0.0	0.0	0.0	0.0	0.0
OPEB Offset	0.0	0.0	0.0	0.0	0.0	0.0
Less: MTAHQ Operating Expenses Net of Reimbursements	(334.0)	(351.7)	(397.3)	(393.2)	(395.7)	(394.5)
Receipts Available for Transfer	(\$80.4)	(\$95.5)	(\$135.0)	(\$116.0)	(\$109.5)	(\$96.9)
Adjustments	0.0	0.0	0.0	0.0	0.0	0.0
MRT-2 Required to Balance	80.4	95.5	135.0	116.0	109.5	96.9
Adjusted Receipts Available for Transfer	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

Allocation of Net Receipts to NYCT/SIR Account:

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

Allocation of Net Receipts to Commuter Railroad Account:

Opening Balance - CR/SHF	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Commuter Railroad Share	45%	45%	45%	45%	45%	45%
From Current Year Net Receipts	0.0	0.0	0.0	0.0	0.0	0.0
Interest	0.0	0.0	0.0	0.0	0.0	0.0
Carryover from Prior-Year	0.0	0.0	0.0	0.0	0.0	0.0
Less: Suburban Highway Fund	0.0	0.0	0.0	0.0	0.0	0.0
Transfers from MRT-2	0.0	0.0	0.0	0.0	0.0	0.0
Total Commuter Railroad Net Cash Share	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

MORTGAGE RECORDING TAX #261-2

Receipts Available

Total Receipts to Corporate Account	\$108.8	\$94.2	\$101.2	\$103.2	\$104.4	\$107.6
All Agency Security Pool	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
MTA Bus Debt Service	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)	(23.8)
General Reserve	0.0	0.0	(140.0)	(145.0)	(150.0)	(155.0)
Investment Income	4.5	4.7	4.9	5.1	5.3	5.3
Total Receipts Available for Transfer	\$78.4	\$63.9	(\$68.8)	(\$71.6)	(\$75.1)	(\$75.9)

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	(6.9)	(7.8)	(7.2)	(7.5)	(7.5)	(7.5)
Less: Transfer to MTAHQ Funds	(80.4)	(95.5)	(135.0)	(116.0)	(109.5)	(96.9)
Net Receipts Available	(\$4.5)	(\$34.9)	(\$206.6)	(\$190.7)	(\$187.6)	(\$175.9)

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 Mortgage Recording Tax (MRT) imposes a five-eighths of one-percent (0.625%) levy on mortgages exceeding \$500,000 on New York City commercial properties; and, a Real Property Transfer Tax (RPTT) imposes a one percent levy on the transfer of New York City commercial real properties with a value exceeding \$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 (NYCT) general operations and 6% used for the partial reimbursement of NYCT Paratransit costs. The remaining 4% is earmarked as subsidy for the New York City private franchise buses, and the City utilizes these funds to reimburse MTA Bus expenses. Figures below reflect the 90% of Urban Tax receipts earmarked to NYCT general operations.

Forecast Methodology

Forecasts of Urban Tax receipts for 2014 consist of actual receipts through October, with forecasts for November and December reflecting year-to-date average monthly receipts, excluding the receipts from unusually large real estate transactions. The 2014 forecast also captures the projected revenue from one large transaction that has been announced but not yet formally recorded with the City. Subsequent year forecasts are consistent with projections in the City of New York's May 2014 Executive Budget, with receipts from the unusually large transactions excluded from the base that is used to project Urban Tax receipts for 2015 and subsequent years during the Plan period.

2014 November Forecast

Urban Tax receipts are forecast to be \$776 million in 2014, \$181 million (31%) more than 2013 receipts. Eighty percent of the Urban Tax growth over the 2013 level is derived from RPTT receipts, which are projected to increase \$145 million (36%), while MRT receipts are forecast to increase \$37 million (19%). The year-to-year variance is attributable both to increases in tax receipts from unusually large transactions and from increases in tax receipts from all other transactions.

Urban Tax collections for the 2014 November Forecast are \$626 million (418%) greater than 2009 collections, which totaled just \$150 million after a \$734 million (83%) decline in collections from 2007 to 2009. Despite the significant increase in annual collections since 2009, receipts for 2014 remain 12 percent below the 2007 level.

The 2014 Mid-Year Forecast for the Urban Taxes is \$70 million more than the Mid-Year Forecast, a 10% improvement. RPTT receipts comprise 86% of the growth, favorable by \$60 million (13%), while MRT receipts are \$10 million (4%) favorable. Without the tax receipts from the unusually large 2014 transactions that have taken place since the Mid-Year Forecast, the improvement from the Mid-Year Forecast would be reduced to 6%, the plan-to-plan growth of 8% for RPTT and 3% for MRT.

Compared with the Adopted Budget, the 2014 November Forecast is \$247 (47%) favorable; RPTT is \$210 million (63%) favorable and MRT is \$37 million (19%) favorable.

2015 Final Proposed Budget

Urban Tax receipts are forecast to be \$678 million in 2015. While this is a \$98 million (13%) decline from the 2014 November Forecast, the decline reflects the tax receipts from the large transactions in 2014 that were removed from the base used to develop the 2015 projection. If those large 2014 transactions were removed from the variance calculation, the year-to-year change would be \$14 million (2%) favorable. RPTT receipts are expected to decline by 16% while MRT receipts are expected to decrease by 4%. When adjusted to exclude the large 2014 transactions, estimates of RPTT receipts are up 2% and MRT receipts are up 3% over the 2014 November Forecast.

The 2015 Final Proposed Budget for the Urban Taxes is \$68 million more than the July Plan forecast (11%); compared with the July Plan, RPTT is favorable by \$59 million (15%) while MRT is favorable by \$9 million (4%). Urban Tax projections for 2015 are \$93 million (16%) more than the February Plan forecast.

2016 - 2018

Urban Tax receipts are expected to improve annually, increasing by \$62 million in 2016, \$45 million in 2017 and \$39 million in 2018, reflecting annual improvements in the regional economy during the Plan period which, in turn, is expected to favorably impact commercial real estate activity in New York City. Even with these increases coupled with the increases starting in 2010, projected 2018 Urban Tax receipts will still be 7 percent below receipts from eleven years earlier, when Urban Tax receipts peaked in 2007.

Urban Tax receipt projections exceed the projections in the July Plan by \$73 million (11%) for 2016, by \$77 million (11%) for 2017 and by \$81 million (11%) for 2018. Compared with the February Plan, Urban Tax receipt projections are 16% higher for 2016 and 15% higher for 2017.

The following table summarizes Urban Tax year-to-year changes in the November Plan:

	2014	2015	2016	2017	2018
Real Property Transfer Tax	36%	(16)%	8%	6%	5%
Mortgage Recording Tax	19%	(4)%	11%	6%	5%
TOTAL	31%	(13)%	9%	6%	5%

PAYROLL MOBILITY TAX (PMT)

The Payroll Mobility Tax (PMT), also referred to interchangeably as the Metropolitan Commuter Transportation Mobility Tax (MCTMT), was enacted in 2009¹ by New York State (Chapter 25, Laws of 2009) to provide a stable source of revenues for the MTA that would also address the MTA's revenue shortfall and operating budget gap. The PMT is a tax on payroll expenses of employers and on the net earnings of self-employed individuals engaged in business within the 12-county region serviced by the MTA. Legislation enacted in December 2011 significantly changed the Payroll Mobility Tax, effective April 1, 2012. The new legislation, referred to as the "December Act", eliminates the payroll mobility tax imposed within the MTA Commuter Transportation District ("MCTD") for the following taxpayers:

- Employers with payroll expense less than or equal to \$312,500 in any calendar quarter;
- Any public school district, board of cooperative educational services, public elementary or secondary school, school serving students with disabilities of school age and any nonpublic elementary or secondary school that provides instruction in grade one or above; and
- Individuals with net earnings from self-employment attributable to the MCTD that do not exceed \$50,000 for the tax year.

The December Act reduced the payroll mobility tax liability for the following taxpayers:

- Employers with payroll expense no greater than \$375,000 in any calendar quarter are subject to reduced tax rate of 0.11 percent; and
- Employers with payroll expense greater than \$375,000 but not greater than \$437,500 in any calendar quarter are subject to reduced 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. Further, the December Act expressly provides that any reductions in transit aid attributable to these reductions in the payroll mobility tax "shall be offset through alternative sources that will be included in the state budget"; these offsets to the MTA from alternative sources are known as the "PMT Revenue Offset" or "PMT Replacement Funds". The replacement funding level was calculated to be \$309 million per year.

¹ When the tax was first enacted in 2009, it applied to all employers in the MCTD and was imposed on the earnings of all self-employed individuals within the MCTD at a flat rate of 0.34 percent. School districts were also required to pay the tax, but the legislation mandated that the tax payments from school districts be 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.

2014 November Forecast

The 2014 November Forecast of PMT revenues of \$1,257 million is unchanged from the July Plan forecast and \$58 million below the Adopted Budget estimate. This reflects year-to-date actual collections through September and year-over-year trends for the remainder of 2014.

Total PMT revenues for 2014 including the replacement funds are \$1,556 million, which is unchanged from the July Plan estimate and \$56 million below the Adopted Budget estimate.

The Adopted Budget was based on early projections of NYS Wage and Salary Distributions that proved to be overly optimistic. As a result, the July and November Plan forecasts reflect a lower recalibrated estimate that is used as the base for the out-year projections.

2015 Final Proposed Budget

The 2015 Final Proposed Budget forecast for PMT is \$1,316 million, which is \$59 million higher than the 2014 November Forecast. This is unchanged from the July Plan forecast and \$69 million below the February Plan forecast. When combined with the PMT replacement funds of \$307 million, Total PMT revenues in 2015 are \$1,625 million, which is unchanged from the July Plan and \$67 million below the February Plan estimate. The November Plan projections for the current and future years are based on the Global Insight forecasts for regional Wage and Salary Disbursements.

2016 - 2018

The November Plan forecast of PMT revenues is \$1,376 million for 2016, \$1,437 million for 2017 and \$1,494 for 2018. When combined with the replacement funds Total MTA PMT revenues are \$1,685 million in 2016, \$1,745 million in 2017 and \$1,803 million in 2018. These estimates are unchanged from the July Plan, and compared with the February Plan are lower by \$74 million in 2016 and lower by \$83 million in 2017.

MTA AID TRUST REVENUES

Legislative actions by New York State in May 2009 directed revenues from the following new taxes and fees to the MTA Aid Trust Account:

- License Fee - a supplemental fee of one dollar for each six month period of validity of a learner's permit or driver's license issued to individuals residing in the Metropolitan Commuter Transportation District (MCTD);
- Auto Registration Fee - a \$25 increase in automobile registration fees in the MTA region, on an annual basis, to be paid by automobile registrants in increments of \$50, since car registrations cover a two-year period;
- Taxicab Tax – a tax of \$0.50 per ride imposed on taxicab owners for each taxicab ride that originates in New York City and terminates within the 12-county MTA region;
- Auto Rental Tax – a supplemental tax of five-percent (5%) of the cost of automobile rentals within the MCTD.

The legislation establishing these new tax streams:

- Allows for the revenues to be pledged by MTA or by TBTA to secure debt;
- Allows the MTA to pay operating and capital costs of the MTA and its subsidiaries and NYCTA and its subsidiaries as determined by the MTA, subject to the provisions of the above referenced pledges, or in the event there is no such pledge.

During the second half of 2013, the City began implementing a Hail Accessible Interborough License (HAIL) program to provide street hail service in certain underserved areas of Manhattan and in the Bronx, Brooklyn, Queens and Staten Island; the City also expanded the existing yellow-taxi program by selling 2,000 new taxi medallions. The continued implementation of the HAIL program is expected to result in a modest increase over the next two years for the MTA from Taxicab Tax revenues as the additional vehicles are added to the City's taxi fleet.

2014 November Forecast

The 2014 November Forecast of total MTA Aid taxes is \$311 million, which is \$8 million higher than 2013. The 2014 Forecast, which is \$13 million below the July Plan forecast and \$9 million below the Adopted Budget estimate, reduces an overstated base to recognize the permanence of what had been incorrectly assumed to be a temporary lag in receipts during the final two weeks of each calendar year.

2015 Final Proposed Budget

The MTA Aid forecast for the 2015 Final Proposed Budget is \$315 million, which is \$4 million higher than the 2014 November Forecast. This is \$14 million lower than the July Plan forecast and \$15 million lower than the February Plan, reflecting the impact of a lower 2014 November Forecast for MTA Aid that is carried out to the subsequent years of the Plan.

2016 - 2018

For 2016 through 2018, the November Plan estimates of MTA Aid are \$316 million in 2016, \$319 million in 2017 and \$321 in 2018. These estimates are higher than the prior year's estimate by \$1 million in 2016, \$2 million in 2017 and 2018, respectively. Compared to the July Plan, for 2016, 2017 and 2018, these estimates are lower by \$14 million in each year as a result of a lower 2014 base year estimate that impacts subsequent years. Compared to the February Plans, these estimates are lower by \$19 million in 2016 and \$16 million in 2017.

STATE AND LOCAL SUBSIDIES

State and Local Subsidies consist of the following:

- *New York State Operating Assistance* - 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. Beginning in 1994, the State has used a portion of the MMTOA funds for the State's 18-b payments.
- *Local Operating Assistance* – payments made by the City and each of the seven counties in the MTA Commuter Transportation District (MCTD), which are required by the transportation law to match the amounts of State 18-b Operating Assistance. The matching payments are to be made quarterly to the MTA. Additional assistance from NYC and other localities not elsewhere captured are included in Local Operating Assistance.
- *Station Maintenance* – a subsidy paid by the City and each of the seven counties in the MTA Commuter Transportation District for the operation, maintenance and use of commuter railroad passenger stations within the City and each of the counties. Station Maintenance base amounts were established in 1999 and are subject to an annual adjustment tied to the consumer price index.
- *Connecticut Department of Transportation (CDOT) Subsidy to Metro-North Railroad* - subsidy payments made to Metro-North Railroad as reimbursement for expenses associated with Metro-North operations of the New Haven Line.
- *New York City Subsidy for MTA Bus* - New York City reimbursement to the MTA of the cost of MTA Bus operations, which are 100% reimbursable by the City of New York. Under an agreement with the MTA, the City of New York committed to pay MTA Bus the difference between the actual operating costs of the City bus routes and all revenues received for operations from said routes. MMTOA, State 18-b, Local Operating Assistance, and Urban Taxes that are designated for the former private buses, which are subsidized by the City as required by Statute, continue to be paid directly to the City and are used by the City towards the funding of MTA Bus. The November Plan forecasts for New York City Subsidy for MTA Bus capture the impact of labor settlements and related assumptions as well as funding required for critical programmatic initiatives, including the Intelligent Vehicle Network, bus camera security system, platform budget adjustments, and other operational and maintenance needs. Other expense/cash changes from July result from either re-estimates, inflation, timing of expenses, payments, or reimbursements.
- *New York City Subsidy for SI Railway* – subsidy payments made by New York City to cover expenses associated with SI Railway operations.

2014 November Forecast

The 2014 November Forecast of State and Local Subsidies, on a cash basis, (excluding New York City Subsidy for MTA Bus and SIR) is \$633 million, or \$26 million higher than 2013. This estimate is \$17 million below the July Plan forecast primarily due to lower CDOT subsidies, reflecting net the impact of Connecticut fare increases, cost recoveries from AMTRAK for use of New Haven line (NHL) and reduced material usage for the NHL fleet, partially offset by the cost impact of the pattern wage settlement. Compared with the Adopted Budget, this estimate is \$6 million higher and the change is primarily due to higher CDOT subsidies.

The 2014 November cash forecast of City Subsidy to MTA Bus of \$430 million is \$123 million higher than the previous year mostly due to cash timing adjustments, the impact of labor settlement, lower capital and other reimbursements. The forecast is \$14 million lower than the July Plan due primarily to timing of Sandy Recoveries, overtime re-estimates and progression wage adjustments. Compared with the Adopted Budget, the estimate increased by \$40 million, which was due to cash timing adjustments, the impact of labor settlements, and lower capital and other reimbursements. The 2014 cash forecast for City Subsidy to Staten Island Railroad is \$24 million, which is \$7 million lower than the 2013 forecast and is unchanged from the July Plan. Compared with the Adopted Budget, the subsidy estimate is lower by \$8 million due to re-estimates of revenues and expenses.

2015 Final Proposed Budget

The 2015 Final Proposed Budget for State and Local Subsidies, on a cash basis, (excluding City Subsidy for MTA Bus and SIR) is \$683 million. This estimate is \$48 million above the July Plan and \$47 million above the February Plan, primarily due to re-estimates of CDOT subsidy to MNR, reflecting higher costs associated with the pattern wage settlement, offset by lower materials and energy costs.

The 2015 Final Proposed Budget cash forecast of City Subsidy to MTA Bus of \$485 million is \$55 million higher than the previous year. The estimate is \$50 million higher than the July Plan primarily due to a deferral of expense associated with the Hybrid Repower project, anticipated receipts of Sandy recovery and progressive wage adjustments. Compared with the February Plan, the estimate increased by \$71 million primarily due to revised assumptions regarding the Shop Overhaul and labor settlement. The 2015 cash forecast for City Subsidy to Staten Island Railroad is \$36 million, which is \$12 million higher than the 2014 forecast. This estimate is \$1 million higher than the July Plan and \$8 million higher than the February Plan, due to re-estimates of revenues and expenses.

2016 - 2018

The Forecast for total State and Local Subsidies reflects a year-over-year decline of \$43 million in 2016, and year-over-year increases of \$5 million in 2017 and \$6 million in 2018. Compared with the July Plan estimates, these forecasts are lower by \$2 million in

2016, \$1 million in 2017 and \$7 million in 2018. Compared with the February Plan estimates, these forecasts are higher by \$3 million in 2016 and \$2 million in 2017. This was due primarily to re-estimates of CDOT subsidy to MNR, reflecting updates to revenues and expenses for the New Haven Line.

The November Plan forecasts of City Subsidy to MTA Bus are \$403 million for 2016, \$442 for 2017 and \$447 for 2018, reflecting a year-over-year decline of \$82 million in 2016 and increases of \$39 million in 2017 and \$5 million in 2018. The changes reflect revised programmatic needs, including the deferment of the Hybrid Repower project. Compared with the July Plan, these estimates are lower by \$9 million in 2016 and higher by \$19 million in 2017 and by \$24 million in 2018 due mainly to the deferral of the Hybrid Repower project expenses, progressive wage adjustments, and platform budget adjustment. The cash forecasts for City Subsidy to Staten Island Railroad are \$37 million in 2016, \$49 million in 2017 and \$35 million in 2018, reflecting year-over-year increases of \$1 million in 2016 and \$12 million in 2017 and a decline of \$14 million in 2018. Compared with the February Plan estimates, these forecasts are higher by \$0.3 million in 2016 and by \$10 million in 2017, due to re-estimates of revenues and expenses.

SUBSIDY AND OTHER TECHNICAL ADJUSTMENTS

In addition to the adjustments to MRT-2, which are discussed in the MRT Section, the November Plan includes other subsidy adjustments for 2014 through 2018.

Reduction in Unfunded Pension Liability - MTA employees belong to a number of different pension plans. LIRR employees that began employment before 1988 are members of the “LIRR Additional Plan”, which is the least funded of the MTA Plans at only 24 percent as of December 2013, with a \$1.3 billion unfunded liability. In keeping with the MTA’s ongoing efforts to address previously considered “uncontrollable” costs by using non-recurring revenues, receipts and resources to make one-time payments toward reduction of long-term obligations, the MTA in 2013 made a “one-shot” investment of \$80 million, funded by excess real estate transaction tax receipts, to reduce the LIRR’s unfunded pension obligations. The MTA also adopted a policy of using monies remaining in the general reserve at year-end to reduce long-term obligations, which was \$130 million for 2013. The initial proposed plan called for annual supplemental investments beginning in 2014 of \$30 million and then \$20 million per year thereafter. However, the supplemental pension contributions were suspended in July 2014 to help fund the labor settlements.

MTA Bus Debt Service - In addition to the MTA’s funding of all capital costs associated with MTABC’s 2005-2009 Capital Program from MRT-2 proceeds, currently estimated at \$25 million, the November Financial 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, which is \$12 million annually for the duration of the Plan; this is consistent with the July Plan and February Plan. These amounts reflect reimbursement to MTA Bus under a swap agreement with New York City Transit in which Federal capital grant moneys earmarked for MTA Bus are paid directly to New York City Transit; NYCT applies these funds to cover its own capital projects and in turn reimburses MTA Bus. [For details on the capital costs associated with MTABC’s 2005-2009 Capital Program, see *Other MRT-2 Adjustments* in the Mortgage Recording Taxes (MRT) Section].

Forward Energy Contract - Since 2008, MTA has hedged a portion of its projected diesel fuel expense to reduce the budgetary risk from price volatility. 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 diesel fuel usage for the forward 12-month period will be hedged.

MNR Repayment for 525 North Broadway - In 2007, an arrangement was made whereby MTA Capital would advance the funds for MNR’s capital project at 525 North Broadway in North White Plains, for which MTA Capital would be

reimbursed overtime from MNR's operating budget. The November Financial Plan, like the July Plan and the February Plan, incorporates the repayment of this loan in the amount of \$2.4 million annually from 2014 through 2018.

Repayment of Loan to Capital Financing Fund - The November Financial Plan, similar to the July and February Financial Plans, continues to pay down the remaining \$200 million balance of a Board-authorized \$500 million interagency loan to the operating budget from the "Capital Financing Fund" (non-bond related funds dedicated to capital programs), with annual installments of \$100 million in 2014 and 2015.

Committed to Capital – Like the July and February Plans, the November Financial Plan assumes that a portion of the new tax revenues authorized by New York State in May 2009 will be used for the MTA Capital Program. For 2014 and the subsequent Plan years, there are no changes from the July Plan forecasts. The November Financial Plan continues to assume the transfer of funds to the Capital Program which began in 2012 with an initial payment of \$150 million and increases by increments of \$50 million annually through 2016. The amounts reflected in this category are net of debt service payments associated with the MTA's 2010-2014 Capital Program, which are captured within consolidated debt service.

Additional Support for Capital Program – The 2014 November Plan assumes a total "down payment" in support of the 2015-2019 Capital Program of \$290 million in each year of the financial plan. This amount reflects a reduction of \$80 million as proposed in the July Plan to help fund higher costs for represented labor. Updated assumptions and discussion are captured in Volume 1.

MTA NEW YORK CITY TRANSIT SUBSIDY ALLOCATION
November Financial Plan 2015-2018
Cash Basis
(\$ in millions)

	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Subsidies						
Dedicated Taxes						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$999.4	\$1,032.1	\$1,080.4	\$1,129.2	\$1,175.3	\$1,230.2
Petroleum Business Tax (PBT) Receipts	498.4	529.3	517.4	514.3	513.7	514.7
Mortgage Recording Tax (MRT)	0.0	0.0	0.0	0.0	0.0	0.0
Urban Tax	<u>594.7</u>	<u>776.0</u>	<u>677.7</u>	<u>740.2</u>	<u>784.7</u>	<u>823.3</u>
	\$2,092.5	\$2,337.4	\$2,275.5	\$2,383.7	\$2,473.8	\$2,568.2
New State Taxes and Fees						
Payroll Mobility Tax	\$905.4	\$905.0	\$912.7	\$974.2	\$995.0	\$1,016.0
Payroll Mobility Tax Replacement Funds	228.9	222.7	214.5	218.9	214.2	210.3
MTA Aid	<u>225.6</u>	<u>224.0</u>	<u>218.2</u>	<u>223.8</u>	<u>220.6</u>	<u>218.1</u>
	\$1,359.9	\$1,351.6	\$1,345.4	\$1,417.0	\$1,429.8	\$1,444.4
State and Local Subsidies						
State Operating Assistance	\$158.1	\$158.1	\$158.1	\$158.1	\$158.1	\$158.1
Local Operating Assistance	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>
	\$316.2	\$316.2	\$316.2	\$316.2	\$316.2	\$316.2
Other Subsidy Adjustments						
Resource to Reduce Pension Liability	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
GASB Reserves to fund Labor Settlements	0.0	178.1	0.0	0.0	0.0	0.0
Interagency Loan	(89.5)	0.0	0.0	0.0	0.0	0.0
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)	0.4	(0.4)	(0.8)	(0.5)	0.0	0.0
Repayment of Loan to Capital Financing Fund	0.0	(78.0)	(100.0)	0.0	0.0	0.0
Committed to Capital	<u>(270.8)</u>	<u>(176.2)</u>	<u>(336.0)</u>	<u>(319.0)</u>	<u>(379.5)</u>	<u>(387.1)</u>
	(\$371.4)	(\$88.0)	(\$448.3)	(\$331.0)	(\$391.0)	(\$398.6)
Total Dedicated Taxes & State and Local Subsidies	\$3,397.2	\$3,917.3	\$3,488.8	\$3,785.8	\$3,828.8	\$3,930.2
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	<u>\$246.0</u>	<u>\$239.6</u>	<u>\$199.7</u>	<u>\$190.3</u>	<u>\$175.3</u>	<u>\$160.8</u>
	\$246.0	\$239.6	\$199.7	\$190.3	\$175.3	\$160.8
GROSS SUBSIDIES	\$3,643.2	\$4,156.9	\$3,688.4	\$3,976.2	\$4,004.1	\$4,090.9

MTA COMMUTER RAILROAD SUBSIDY ALLOCATION
November Financial Plan 2015-2018
Cash Basis
(\$ in millions)

	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
<u>Subsidies</u>						
<i>Dedicated Taxes</i>						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$511.4	\$528.1	\$547.9	\$570.4	\$591.6	\$617.0
Petroleum Business Tax (PBT) Receipts	88.0	93.4	91.3	90.8	90.7	90.8
Mortgage Recording Tax (MRT)	0.0	0.0	0.0	0.0	0.0	0.0
Investment Income	<u>1.0</u>	<u>1.0</u>	<u>1.1</u>	<u>1.1</u>	<u>1.2</u>	<u>1.2</u>
	\$600.3	\$622.6	\$640.2	\$662.3	\$683.5	\$709.0
<i>New State Taxes and Fees</i>						
Payroll Mobility Tax	\$309.9	\$351.9	\$403.4	\$401.8	\$441.7	\$478.1
Payroll Mobility Tax Replacement Funds	78.3	86.6	94.8	90.3	95.1	99.0
MTA Aid	<u>77.2</u>	<u>87.1</u>	<u>96.5</u>	<u>92.3</u>	<u>97.9</u>	<u>102.6</u>
	\$465.5	\$525.6	\$594.6	\$584.4	\$634.6	\$679.7
<i>State and Local Subsidies</i>						
State Operating Assistance	\$29.3	\$29.3	\$29.3	\$29.3	\$29.3	\$29.3
Local Operating Assistance	29.8	29.3	29.3	29.3	29.3	29.3
CDOT Subsidy	70.8	95.0	141.7	96.1	98.7	101.8
Station Maintenance	<u>160.2</u>	<u>162.6</u>	<u>165.1</u>	<u>167.9</u>	<u>170.5</u>	<u>173.1</u>
	\$290.1	\$316.1	\$365.2	\$322.5	\$327.7	\$333.4
<i>Other Subsidy Adjustments</i>						
Resource to Reduce Pension Liability	(\$210.0)	(\$20.9)	\$11.2	\$11.2	\$11.2	\$11.2
GASB Reserves to fund Labor Settlements	0.0	76.3	0.0	0.0	0.0	0.0
Inter-agency Loan	(30.7)	0.0	0.0	0.0	0.0	0.0
Forward Energy Contracts Program - Gain/(Loss)	0.2	(0.2)	(0.3)	(0.2)	0.0	0.0
MNR Repayment for 525 North Broadway	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)
Repayment of Loan to Capital Financing Fund	(200.0)	(22.0)	0.0	0.0	0.0	0.0
Committed to Capital	<u>(13.0)</u>	<u>31.4</u>	<u>7.9</u>	<u>29.0</u>	<u>16.5</u>	<u>18.2</u>
	(\$455.9)	\$62.2	\$16.3	\$37.5	\$25.3	\$27.0
Total Dedicated Taxes & State and Local Subsidies	\$900.0	\$1,526.5	\$1,616.4	\$1,606.7	\$1,671.1	\$1,749.1
<i>Inter-agency Subsidy Transactions</i>						
B&T Operating Surplus Transfer	<u>\$360.0</u>	<u>\$356.6</u>	<u>\$315.2</u>	<u>\$304.2</u>	<u>\$289.8</u>	<u>\$274.0</u>
	\$360.0	\$356.6	\$315.2	\$304.2	\$289.8	\$274.0
GROSS SUBSIDIES	\$1,259.9	\$1,883.1	\$1,931.6	\$1,910.9	\$1,960.9	\$2,023.1

MTA STATEN ISLAND RAILWAY SUBSIDY ALLOCATION
November Financial Plan 2015-2018
Cash Basis
(\$ in millions)

	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
<u>Subsidies</u>						
<i>Dedicated Taxes</i>						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$3.5	\$3.6	\$3.8	\$4.0	\$4.1	\$4.3
Mortgage Recording Tax (MRT)	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$3.5	\$3.6	\$3.8	\$4.0	\$4.1	\$4.3
<i>State and Local Subsidies</i>						
State Operating Assistance	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6
Local Operating Assistance	0.6	0.6	0.6	0.6	0.6	0.6
SIRTOA Recovery	<u>30.7</u>	<u>24.0</u>	<u>36.0</u>	<u>37.0</u>	<u>49.2</u>	<u>34.7</u>
	\$31.8	\$25.1	\$37.1	\$38.1	\$50.3	\$35.8
Total Dedicated Taxes & State and Local Subsidies	\$35.3	\$28.8	\$40.9	\$42.0	\$54.4	\$40.1
<i>Inter-agency Subsidy Transactions</i>						
MTA Subsidy to Subsidiaries	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
GROSS SUBSIDIES	\$35.3	\$28.8	\$40.9	\$42.0	\$54.4	\$40.1

MTA HEADQUARTERS SUBSIDY ALLOCATION

November Financial Plan 2015-2018

Cash Basis

(\$ in millions)

	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Subsidies						
Net Funding of MTA Headquarters	(\$334.0)	(\$351.7)	(\$397.3)	(\$393.2)	(\$395.7)	(\$394.5)
Dedicated Taxes						
<u>Mortgage Recording Tax-1</u>						
Net Receipts After Agency Transfers	\$253.6	\$256.2	\$262.3	\$277.2	\$286.3	\$297.6
<u>Adjustments to MRT-1</u>						
Diversion of MRT to Suburban Highway	0.0	0.0	0.0	0.0	0.0	0.0
MRT-2 Required to Balance	<u>80.4</u>	<u>95.5</u>	<u>135.0</u>	<u>116.0</u>	<u>109.5</u>	<u>96.9</u>
	\$80.4	\$95.5	\$135.0	\$116.0	\$109.5	\$96.9
Net Available MRT-1 Funds for MTA HQ	\$334.0	\$351.7	\$397.3	\$393.2	\$395.7	\$394.5
Unallocated MRT-1 Receipts	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<u>Mortgage Recording Tax - 2</u>						
Net Receipts	\$108.8	\$94.2	\$101.2	\$103.2	\$104.4	\$107.6
<u>Adjustments to MRT-2</u>						
Funding of General Reserve	\$0.0	\$0.0	(\$140.0)	(\$145.0)	(\$150.0)	(\$155.0)
Diversion of MRT to Suburban Counties	(2.4)	(3.4)	(2.7)	(3.1)	(3.0)	(3.0)
Investment Income	4.5	4.7	4.9	5.1	5.3	5.3
Agency Security Costs from MRT	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
MTA Bus Debt Service	(24.9)	(24.9)	(24.9)	(24.9)	(24.9)	(23.8)
Transfer to MRT-1	<u>(80.4)</u>	<u>(95.5)</u>	<u>(135.0)</u>	<u>(116.0)</u>	<u>(109.5)</u>	<u>(96.9)</u>
	(\$113.3)	(\$129.1)	(\$307.8)	(\$293.9)	(\$292.0)	(\$283.5)
Unallocated MRT-2 Receipts	(\$4.5)	(\$34.9)	(\$206.6)	(\$190.7)	(\$187.6)	(\$175.9)

MTA BUS COMPANY SUBSIDY ALLOCATION
November Financial Plan 2015-2018
Cash Basis
(\$ in millions)

	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
<u>Subsidies</u>						
City Subsidy for MTA Bus Company	\$307.5	\$430.1	\$485.4	\$403.3	\$442.5	\$447.4

MTA BRIDGES & TUNNELS
November Financial Plan 2015-2018
Surplus Transfer
(\$ in millions)

	ACTUAL		FORECAST			
	2013	2014	2015	2016	2017	2018
Net Surplus/(Deficit)	\$1,257.970	\$1,209.513	\$1,188.146	\$1,192.018	\$1,184.910	\$1,175.464

Deductions from Net Operating Income:

Total Debt Service	597.454	577.005	636.351	649.115	671.699	691.281
Capitalized Assets	14.525	17.843	17.849	20.635	21.056	21.475
Reserves	28.573	25.895	26.382	26.881	27.338	27.824
GASB Reserves	3.077	1.594	0.000	0.000	0.000	0.187
Total Deductions from Net Operating Income	\$643.629	\$622.337	\$680.582	\$696.630	\$720.092	\$740.767

Net Income Available for Transfer to MTA and NYCT	\$614.341	\$587.176	\$507.564	\$495.388	\$464.818	\$434.697
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Distributable Income:

Distribution of Funds to MTA:

Investment Income in Current Year	\$0.131	\$0.162	\$0.737	\$2.180	\$2.866	\$2.961
Accrued Current Year Allocation	367.308	344.859	311.878	303.383	288.287	272.407
Accrued Amount Distributed to MTA	\$367.439	\$345.021	\$312.615	\$305.563	\$291.153	\$275.368

Distribution of Funds to NYCT:

First \$24 million of Surplus reserved for NYCT	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000
Additional Accrued Current Year Allocation	222.902	218.155	170.949	165.825	149.665	135.329
Accrued Amount Distributed to NYCT	\$246.902	\$242.155	\$194.949	\$189.825	\$173.665	\$159.329

Total Distributable Income:	\$614.341	\$587.176	\$507.564	\$495.388	\$464.818	\$434.697
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Cash Transfers:

Actual Cash Transfer to MTA and NYCT:

From Current Year Surplus	\$359.990	\$356.622	\$315.176	\$304.233	\$289.797	\$273.995
Investment Income in Prior Year	0.136	0.131	0.162	0.737	2.180	2.866
Cash Amount Distributed to MTA	\$360.126	\$356.753	\$315.338	\$304.969	\$291.977	\$276.861

Cash Amount Distributed to NYCT	\$245.971	\$239.626	\$199.669	\$190.337	\$175.281	\$160.763
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Total Cash Transfer:	\$606.098	\$596.380	\$515.007	\$495.307	\$467.258	\$437.623
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MTA BRIDGES & TUNNELS
November Financial Plan 2015-2018
Surplus Transfer
(\$ in millions)

	ACTUAL		FORECAST			
	2013	2014	2015	2016	2017	2018
<u>Debt Service Detail by Agency:</u>						
B&T Own Purpose Debt Service	\$207.227	\$232.661	\$254.148	\$276.314	\$296.102	\$319.759
NYCT Transportation Debt Service	267.316	235.524	261.566	255.179	257.109	254.300
MTA Transportation Debt Service	122.910	108.820	120.637	117.621	118.487	117.222
Total Debt Service by Agency	\$597.454	\$577.005	\$636.351	\$649.115	\$671.699	\$691.281

Total Accrued Amount for Transfer to MTA and NYCT:

Total Adjusted Net Income Available for Transfer	\$1,211.664	\$1,164.019	\$1,143.178	\$1,142.323	\$1,133.651	\$1,123.017
Less: B&T Total Debt Service	(207.227)	(232.661)	(254.148)	(276.314)	(296.102)	(319.759)
Less: first \$24 million reserved for NYCT	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)
Remainder of Total Accrued Amount for Transfer	\$980.437	\$907.358	\$865.030	\$842.009	\$813.548	\$779.258

Calculation of Actual Cash Transfer to MTA:

Distribution of Remainder to MTA						
Fifty Percent of Total Accrued Amount for Transfer	\$490.218	\$453.679	\$432.515	\$421.004	\$406.774	\$389.629
Less: MTA Total Debt Service	(122.910)	(108.820)	(120.637)	(117.621)	(118.487)	(117.222)
MTA's Accrued Current Year Allocation	\$367.308	\$344.859	\$311.878	\$303.383	\$288.287	\$272.407
Cash Conversion of MTA's Accrued Amount						
Current Year Amount	\$321.059	\$310.373	\$280.690	\$273.045	\$259.458	\$245.166
Balance of Prior Year	38.931	46.249	34.486	31.188	30.338	28.829
Cash Transfer to MTA	\$359.990	\$356.622	\$315.176	\$304.233	\$289.797	\$273.995

Calculation of Actual Cash Transfer to NYCT:

Distribution of Remainder to NYCT						
Fifty Percent of Total Accrued Amount for Transfer	\$490.218	\$453.679	\$432.515	\$421.004	\$406.774	\$389.629
Less: NYCT Total Debt Service	(267.316)	(235.524)	(261.566)	(255.179)	(257.109)	(254.300)
Plus: first \$24 million reserved for NYCT	24.000	24.000	24.000	24.000	24.000	24.000
NYCT's Accrued Current Year Allocation	\$246.902	\$242.155	\$194.949	\$189.825	\$173.665	\$159.329
Cash Conversion of NYCT's Accrued Amount						
Current Year Amount	\$225.215	\$217.940	\$175.454	\$170.842	\$156.299	\$143.396
Balance of Prior Year	20.756	21.687	24.216	19.495	18.982	17.367
Cash Transfer to NYCT	\$245.971	\$239.626	\$199.669	\$190.337	\$175.281	\$160.763

SUMMARY
MTA STATEN ISLAND RAILWAY
2014 NOVEMBER FINANCIAL PLAN
2015-2018
(\$ in millions)

Line Number		ACTUAL	FORECAST				
		2013	2014	2015	2016	2017	2018
10	<u>Revenue Summary:</u>						
12	Farebox Revenue	\$5.5	\$5.9	\$6.0	\$6.1	\$6.2	\$6.3
13	Other Revenue	4.3	2.5	4.2	2.4	2.4	2.4
14	State/City Subsidies	4.6	4.7	4.9	5.1	5.2	5.4
16	Total Revenues	\$14.4	\$13.2	\$15.1	\$13.6	\$13.8	\$14.1
18	<u>Non-Reimbursable Expense Summary:</u>						
20	Labor Expenses	\$33.5	\$33.5	\$31.6	\$32.9	\$34.6	\$35.4
21	Non-Labor Expenses	9.4	11.7	20.0	28.6	11.8	12.3
22	Depreciation	8.1	8.3	8.3	8.3	8.3	8.3
23	OPEB Obligation	1.4	2.3	2.3	2.3	2.3	2.3
24	Environmental Remediation	0.0	0.0	0.0	0.0	0.0	0.0
26	Total Non-Reimbursable Expenses	\$52.4	\$55.8	\$62.1	\$72.2	\$57.0	\$58.3
29	Total Net Revenue/(Deficit)	(\$38.0)	(\$42.6)	(\$47.0)	(\$58.6)	(\$43.1)	(\$44.2)
31	<u>Cash Adjustment Summary:</u>						
32	Operating Cash Adjustments	\$14.0	\$7.4	\$10.6	\$10.6	\$10.6	\$10.6
33	GASB Cash Adjustments	0.0	(0.6)	0.0	0.0	0.0	(0.0)
35	Total Cash Adjustments	\$14.0	\$6.8	\$10.6	\$10.6	\$10.6	\$10.6
37	Gross Cash Balance	(\$24.0)	(\$35.8)	(\$36.4)	(\$48.0)	(\$32.5)	(\$33.6)
39	<u>Other Adjustments:</u>						
40	Debt Service	0.0	(0.1)	(0.6)	(1.2)	(2.2)	(3.2)
42	Total Billable Adjusted Cash Balance after Debt Service	(\$24.0)	(\$36.0)	(\$37.0)	(\$49.2)	(\$34.7)	(\$36.8)
44	<u>City Subsidy Cash Adjustments:</u>						
45	Cash Balance Due from the City of New York	24.0	36.0	37.0	49.2	34.7	36.8
46	Cash Subsidy Received from City of New York for SIRTOA	30.7	24.0	36.0	37.0	49.2	34.7
47	Subsidy Cash Timing	\$6.7	(\$11.9)	(\$1.0)	(\$12.2)	\$14.5	(\$2.1)
49	Net Cash Balance from Previous Year	(30.7)	(24.0)	(36.0)	(37.0)	(49.2)	(34.7)
51	Baseline Net Cash Surplus/(Deficit)	(\$24.0)	(\$36.0)	(\$37.0)	(\$49.2)	(\$34.7)	(\$36.8)
53	<u>MTA Internal Subsidy:</u>						
54	MTA Carryover from Previous Year	0.0	0.0	0.0	0.0	0.0	0.0
55	MTA Internal Subsidy (Cash)	0.0	0.0	0.0	0.0	0.0	0.0
57	Baseline Net Cash Surplus/(Deficit)	(\$24.0)	(\$36.0)	(\$37.0)	(\$49.2)	(\$34.7)	(\$36.8)

<p>SUMMARY MTA BUS COMPANY 2014 NOVEMBER FINANCIAL PLAN 2015-2018 (\$ in millions)</p>
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Line Number	ACTUAL	FORECAST					
	2013	2014	2015	2016	2017	2018	
9							
10	<u>Revenue Summary:</u>						
11							
12	Farebox Revenue	\$199.2	\$202.7	\$205.0	\$206.6	\$206.9	\$207.9
13	Other Revenue	26.2	20.2	26.7	20.6	20.9	21.3
14							
15	Total Revenues	\$225.4	\$222.9	\$231.7	\$227.2	\$227.9	\$229.2
16							
17	<u>Non-Reimbursable Expense Summary:</u>						
18							
19	Labor Expenses	\$443.4	\$457.5	\$464.9	\$484.4	\$498.5	\$510.1
20	Non-Labor Expenses	137.2	143.4	163.4	172.1	204.8	158.7
21	Depreciation	48.9	42.2	42.2	42.2	42.9	43.7
22	OPEB Obligation	100.2	100.2	100.2	100.2	100.2	100.2
23	Environmental Remediation	1.7	0.0	0.0	0.0	0.0	0.0
24							
25	Total Non-Reimbursable Expenses	\$731.4	\$743.3	\$770.7	\$798.9	\$846.3	\$812.7
26							
27							
28	Total Net Revenue/(Deficit)	(\$505.9)	(\$520.4)	(\$539.0)	(\$571.7)	(\$618.5)	(\$583.4)
29							
30	<u>Cash Adjustment Summary:</u>						
31	Operating Cash Adjustments	\$171.3	\$94.5	\$154.0	\$154.3	\$155.1	\$156.1
32	GASB Cash Adjustments	(4.9)	(2.6)	(0.0)	0.0	0.0	0.0
33							
34	Total Cash Adjustments	\$166.4	\$91.9	\$154.0	\$154.3	\$155.1	\$156.1
35							
36	Gross Cash Balance	(\$339.5)	(\$428.5)	(\$385.0)	(\$417.5)	(\$463.4)	(\$427.3)
37							
38	<u>Other Adjustments:</u>						
39	Non-Billable GASB Cash Adjustments	0.0	26.5	0.0	0.0	0.0	0.0
40	Debt Service	(\$32.0)	(\$26.2)	(\$21.4)	(\$21.3)	(\$21.9)	(\$22.3)
41	Non-Billable Debt Service (2005-2011 Capital Program)	28.9	24.2	19.4	19.3	19.9	20.2
42							
43	Total Billable Adjusted Cash Balance after Debt Service	(\$342.6)	(\$404.1)	(\$387.0)	(\$419.5)	(\$465.4)	(\$429.4)
44	<u>City Subsidy Cash Adjustments:</u>						
45	Cash Balance Due from NYC (adjusted for Non-Billable GASB)	\$342.6	\$404.1	\$387.0	\$419.5	\$465.4	\$429.4
46	Cash Subsidy Received from City of New York for MTA Bus	307.5	430.1	485.4	403.3	442.5	447.4
47	Subsidy Cash Timing	(\$35.1)	\$26.0	\$98.4	(\$16.3)	(\$22.9)	\$18.0
48							
49	Net Cash Balance from Previous Year	(\$99.5)	(\$134.6)	(\$108.5)	(\$10.1)	(\$26.4)	(\$49.3)
50							
51							
52	Baseline Net Cash Surplus/(Deficit)	(\$134.6)	(\$108.5)	(\$10.1)	(\$26.4)	(\$49.3)	(\$31.3)
53							

MTA New York City Transit
November Financial Plan 2015 - 2018
Paratransit Operations
(\$ in thousands)

	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
ADA Trips:	6,455,928	7,050,144	7,543,655	8,071,710	8,636,730
<i>Pct Change from Previous Year</i>	-3.6%	9.2%	7.0%	7.0%	7.0%

Revenue:					
Fares	\$ 16,000	\$ 17,474	\$ 18,697	\$ 20,006	\$ 21,406
Urban Tax	48,773	45,529	49,593	52,530	55,010
<i>Sub-total</i>	<u>\$ 64,773</u>	<u>\$ 63,003</u>	<u>\$ 68,290</u>	<u>\$ 72,536</u>	<u>\$ 76,416</u>
City Reimbursements	128,951	136,975	150,484	169,639	186,161
Total Revenue	\$ 193,724	\$ 199,977	\$ 218,774	\$ 242,174	\$ 262,576

Expenses:					
<i>Operating Expenses:</i>					
Salaries & Benefits	\$ 20,159	\$ 23,828	\$ 23,828	\$ 23,828	\$ 23,828
Rental & Miscellaneous	445,231	463,861	509,679	571,390	624,814
Total Expenses	\$ 465,390	\$ 487,689	\$ 533,507	\$ 595,218	\$ 648,643

Net Paratransit Surplus/(Deficit)	\$ (271,666)	\$ (287,712)	\$ (314,733)	\$ (353,044)	\$ (386,066)
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	Paratransit Details				
Total Paratransit Reimbursement:	\$ 177,724	\$ 182,504	\$ 200,077	\$ 222,169	\$ 241,171
Urban Tax	\$ 48,773	\$ 45,529	\$ 49,593	\$ 52,530	\$ 55,010
City Reimbursements	128,951	136,975	150,484	169,639	186,161

Rental & Miscellaneous Expense:

<i>Paratransit Service Contracts</i>					
Carrier Services	\$ 340,865	\$ 349,879	\$ 382,076	\$ 432,050	\$ 471,523
Command Center	23,454	26,046	28,507	31,159	34,058
Eligibility Certification	3,701	4,100	4,550	5,050	5,050
Other	4,939	5,537	5,538	5,538	5,537
Subtotal	\$ 372,959	\$ 385,562	\$ 420,671	\$ 473,797	\$ 516,169

<i>Other Than Personnel Service:</i>					
Insurance	34,707	39,633	46,593	54,837	64,549
Fuel	22,659	23,227	24,285	26,444	29,159
Other	13,572	14,207	16,897	15,079	13,705
Subtotal	\$ 70,938	\$ 77,067	\$ 87,776	\$ 96,359	\$ 107,412

<i>Non-City Reimbursable OTPS:</i>	\$ 1,334	\$ 1,232	\$ 1,232	\$ 1,233	\$ 1,233
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Total Rental & Miscellaneous Expense	\$ 445,231	\$ 463,861	\$ 509,679	\$ 571,390	\$ 624,814
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<i>Annual Growth in Total Expenses</i>	3.4%	4.8%	9.4%	11.6%	9.0%
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Debt Service

Debt Service in the Financial Plan

The following table includes debt service projections for 2014 through 2018 in connection with the bond financed portion of the *approved* Capital Programs. The overall increase in baseline debt service from the July Financial Plan is due primarily to the cash flow timing of projected capital projects, offset by lower than budgeted interest rates.

Debt Service Forecast (in millions)*			
Year	July Plan Debt Service	November Plan Debt Service	Difference: Favorable/ (Unfavorable)
2014	\$2,288	\$2,264	\$24
2015	2,445	2,482	(37)
2016	2,568	2,590	(22)
2017	2,753	2,772	(19)
2018	2,921	2,936	(14)
Total 2014-2018	\$12,975	\$13,044	(\$68)

*Totals may not add due to rounding.

The following is a summary of the key assumptions used to determine the debt service projections included in the financial plan.

Debt Issuance Assumptions:

Forecasted Borrowing Schedule*	2014	2015	2016	2017	2018
<i>(\$ in millions)</i>					
TR and DTF New Money Bonds	\$1,780	\$1,645	\$1,954	\$1,977	\$1,693
TBTA New Money Bonds	<u>350</u>	<u>162</u>	<u>249</u>	<u>304</u>	<u>467</u>
Total New Money Bonds	\$2,130	\$1,807	\$2,203	\$2,281	\$2,160
Assumed Fixed-Rates					
Transportation Revenue Bonds	4.83%	5.01%	5.19%	5.31%	5.38%
Dedicated Tax Fund Bonds	4.78%	4.96%	5.13%	5.26%	5.32%
Triborough Bridge & Tunnel Authority	4.78%	4.96%	5.13%	5.26%	5.32%
Assumed Variable Rates	4.00%	4.00%	4.00%	4.00%	4.00%
Weighted Average Interest Rates ¹					
Transportation Revenue Bonds	4.75%	4.91%	5.07%	5.18%	5.24%
Dedicated Tax Fund Bonds	4.70%	4.86%	5.02%	5.13%	5.19%
Triborough Bridge & Tunnel Authority	4.70%	4.86%	5.02%	5.13%	5.19%

* TR stands for Transportation Revenue; DTF stands for Dedicated Tax Fund.

2014 New Money Bonds include \$1.27 billion of Transportation Revenue New Money Bonds, \$250 million of TBTA New Money Bonds and \$100 million of TBTA Bond Anticipation Notes issued through September 30, 2014.

¹ Weighted Average of fixed and variable forecasted rates calculated.

- All debt is assumed to be issued as 30-year level debt, principal amortized over the life of the bonds.
- Current fixed-rate estimates derived from prevailing Fair Market Yield Curves for A- and AA- Transportation issuers using Bloomberg Information Service. Financial Plan years 2014–2018 derived by applying changes in U.S. Municipal Forward Curves to prevailing transportation curves (as of September 11, 2014).
- Split of fixed-rate debt versus variable rate debt each year is 90% fixed and 10% variable.
- New bond issues calculated interest rate at time of issuance use weighted average of fixed and variable assumptions.
- Cost of issuance is 2% of gross bonding amount.
- New money bonds for currently approved transit and commuter projects assume a target split of 25% under the DTF credit and 75% under the Transportation credit, subject to satisfying the additional bonds test under the DTF Resolution.
- Assumes Transportation Revenue Bonds are issued to fund project costs ultimately expected to be funded by the Railroad Rehabilitation and Improvement Financing (RRIF) loan.
- All bonds issued to finance TBTA capital projects issued under the TBTA General Revenue Resolution.
- Assumes \$331 million of pay-go funding during the 2014-2018 forecast period.
- Build America Bonds subsidy has been reduced by 7.2% annually through and including Federal Fiscal Year 2023 reflecting the sequester reduction for payments to issuers of direct pay bonds.
- No reserve funds.

METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2015-2018

Summary of Total Budgeted Debt Service

(\$ in millions)

Line Number		FORECAST				
		2014	2015	2016	2017	2018
9	<u>New York City Transit:</u>					
10	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$830.707	\$852.117	\$841.197	\$858.837	\$872.967
11	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	2.009	29.502	69.356	117.561	177.498
12	2 Broadway Certificates of Participation - NYCT Lease Portion	17.730	17.371	16.340	18.605	19.395
13	2 Broadway Certificates of Participation - Additional NYCT Share of MTA Lease Portion	0.000	2.405	2.262	2.575	2.685
13	Transportation Resolution Commercial Paper	1.918	20.491	20.491	20.491	20.491
14	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	309.467	315.898	318.293	319.324	318.042
15	<u>Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs</u>	<u>0.000</u>	<u>6.874</u>	<u>21.175</u>	<u>37.155</u>	<u>49.479</u>
16	<i>Sub-Total MTA Paid Debt Service</i>	\$1,161.832	\$1,244.657	\$1,289.114	\$1,374.548	\$1,460.557
17						
18	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$174.057	\$186.456	\$180.048	\$181.023	\$180.052
19	<u>Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds</u>	<u>61.467</u>	<u>75.348</u>	<u>75.965</u>	<u>77.451</u>	<u>75.635</u>
20	<i>Sub-Total B&T Paid Debt Service</i>	\$235.524	\$261.803	\$256.013	\$258.474	\$255.687
21						
22	Total NYCT Debt Service	\$1,397.356	\$1,506.461	\$1,545.128	\$1,633.022	\$1,716.243
23						
24	<u>Commuter Railroads:</u>					
25	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$506.471	\$530.906	\$524.103	\$535.093	\$543.897
26	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	2.977	41.834	91.621	140.008	177.660
27	Transportation Resolution Commercial Paper	1.240	13.252	13.252	13.252	13.252
28	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	66.207	66.026	66.503	66.719	66.451
29	<u>Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
30	<i>Sub-Total MTA Paid Debt Service</i>	\$576.894	\$652.018	\$695.479	\$755.072	\$801.260
31						
32	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$81.814	\$87.642	\$84.630	\$85.088	\$84.632
33	<u>Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds</u>	<u>27.006</u>	<u>33.105</u>	<u>33.376</u>	<u>34.029</u>	<u>33.231</u>
34	<i>Sub-Total B&T Paid Debt Service</i>	\$108.820	\$120.746	\$118.006	\$119.117	\$117.862
35						
36	Total CRR Debt Service	\$685.714	\$772.765	\$813.485	\$874.188	\$919.123
37						
38	<u>Bridges and Tunnels:</u>					
39	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$214.295	\$225.043	\$234.478	\$235.748	\$234.483
40	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	24.281	29.764	30.008	30.595	29.877
41	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	5.187	18.476	36.600	56.212
42	2 Broadway Certificates of Participation - TBTA Lease Portion	2.507	2.604	2.450	2.789	2.908
43	2 Broadway Certificates of Participation - Additional TBTA Share of MTA Lease Portion	0.000	0.192	0.181	0.206	0.215
44						
45	Total B&T Debt Service	\$241.083	\$262.790	\$285.592	\$305.938	\$323.695
46						
47	<u>MTA Bus:</u>					
48	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$26.269	\$21.005	\$20.736	\$21.171	\$21.519
49	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.024	0.214	0.314	0.348	0.348
49	Transportation Resolution Commercial Paper	0.025	0.257	0.257	0.257	0.257
50						
51	Total MTA Bus Debt Service	\$26.318	\$21.475	\$21.307	\$21.775	\$22.124
52						
53	<u>Staten Island Railway (SIRTOA):</u>					
54	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$0.133	\$0.269	\$0.266	\$0.271	\$0.276
55	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.001	0.078	0.304	0.737	1.332
56	Transportation Resolution Commercial Paper	0.000	0.000	0.000	0.000	0.000
57						
58	Total SIRTOA Debt Service	\$0.134	\$0.347	\$0.570	\$1.008	\$1.608
59						
60	Total MTA HQ Debt Service for 2 Broadway Certificates of Participation	\$2.433	\$2.713	\$2.552	\$2.906	\$3.029

METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2015-2018

Summary of Total Budgeted Debt Service

(\$ in millions)

Line Number		FORECAST				
		2014	2015	2016	2017	2018
61	<i>MTA Total:</i>					
62						
63	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$1,363.579	\$1,404.297	\$1,386.302	\$1,415.372	\$1,438.660
64	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	375.674	381.923	384.796	386.042	384.493
65	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	470.165	499.141	499.156	501.860	499.166
66	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	112.754	138.216	139.349	142.074	138.743
67	2 Broadway Certificates of Participation	22.670	25.285	23.785	27.081	28.232
68	Transportation Resolution Commercial Paper	3.183	34.000	34.000	34.000	34.000
69	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	5.011	71.628	161.595	258.654	356.838
70	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	6.874	21.175	37.155	49.479
71	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	5.187	18.476	36.600	56.212
72						
73	Total Debt Service	\$2,353.037	\$2,566.551	\$2,668.634	\$2,838.838	\$2,985.822
74						
75	<i>MTA Investment Income by Resolution</i>					
76						
77	Investment Income from Transportation Debt Service Fund	\$0.000	(\$1.328)	(\$4.915)	(\$8.412)	(\$9.022)
78	Investment Income from Dedicated Tax Fund Debt Service Fund	0.000	(0.350)	(1.289)	(2.127)	(2.181)
79	Investment Income from TBTA (B&T) General Revenue Debt Service Fund	0.000	(0.454)	(1.643)	(2.706)	(2.791)
80	Investment Income from TBTA (B&T) Subordinate Revenue Debt Service Fund	0.000	(0.124)	(0.442)	(0.714)	(0.697)
81	Investment Income from 2 Broadway Certificates of Participation Debt Service Fund	0.000	0.000	0.000	0.000	0.000
82						
83	Total MTA Investment Income	\$0.000	(\$2.257)	(\$8.289)	(\$13.958)	(\$14.691)
84						
85	<i>MTA Net Total</i>					
86						
87	Net Transportation Revenue Bonds Debt Service	\$1,368.591	\$1,474.597	\$1,542.982	\$1,665.614	\$1,786.475
88	Transportation Resolution Commercial Paper	3.183	34.000	34.000	34.000	34.000
89	Net Dedicated Tax Fund Bonds Debt Service	375.674	388.448	404.682	421.071	431.790
90	Net TBTA (B&T) General Revenue Bonds Debt Service	470.165	503.874	515.989	535.754	552.587
91	Net TBTA (B&T) Subordinate Revenue Bonds Debt Service	112.754	138.092	138.907	141.360	138.046
92	Net 2 Broadway Certificates of Participation Debt Service	22.670	25.285	23.785	27.081	28.232
93	BAB Subsidy Transportation Revenue Bonds	(54.477)	(54.477)	(54.477)	(54.330)	(54.167)
94	BAB Subsidy Dedicated Tax Fund Bonds	(26.326)	(26.326)	(26.326)	(26.326)	(26.326)
95	BAB Subsidy TBTA General Revenue Bonds	(8.422)	(8.411)	(8.411)	(8.411)	(8.411)
96						
97	Total MTA Net Debt Service	\$2,263.812	\$2,475.081	\$2,571.131	\$2,735.813	\$2,882.227
98						
99	Sandy Program - Transit	0.318	5.782	16.767	31.146	41.183
100	Sandy Program - Commuter	0.033	0.602	1.744	3.239	4.342
101	Sandy Program - MTA Bus	0.003	0.059	0.171	0.317	0.426
102	Sandy Program - SIRTQA	0.012	0.218	0.630	1.171	1.570
103	Sandy Program - TBTA Bonds	0.000	0.000	0.000	0.000	5.936
104	Sandy Program - TBTA BANs	0.000	0.000	0.000	0.000	0.000
105						
106	MTA Wide Debt Service Associated with Sandy Repair and Mitigation Capital Programs	\$0.366	\$6.661	\$19.312	\$35.873	\$53.457
107						
108	Total MTA Wide Debt Service including Sandy Programs	\$2,264.178	\$2,481.742	\$2,590.443	\$2,771.686	\$2,935.684

Debt Service Affordability Statement

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METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2015-2018

Debt Affordability Statement ⁽¹⁾

\$ in millions

08-II

Forecasted Debt Service and Borrowing Schedule	Notes	2013 ACTL	2014	2015	2016	2017	2018
Combined MTA/TBTA Forecasted Debt Service Schedule	1, 2, 3	\$2,283.3	\$2,241.5	\$2,456.5	\$2,566.7	\$2,744.6	\$2,901.5
Forecasted New Money Bonds Issued	4	2,500.0	2,130.2	1,806.6	2,202.9	2,280.6	2,160.1
Forecasted Debt Service by Credit ⁹	Notes	2013 ACTL	2014	2015	2016	2017	2018
Transportation Revenue Bonds							
Pledged Revenues	5	\$11,748.2	\$12,302.8	\$12,432.7	\$12,515.3	\$12,771.9	\$12,990.3
Debt Service		1,321.3	1,317.7	1,460.6	1,541.2	1,680.0	1,812.3
Debt Service as a % of Pledged Revenues		11%	11%	12%	12%	13%	14%
Dedicated Tax Fund Bonds							
Pledged Revenues	6	\$586.4	\$622.7	\$608.7	\$605.0	\$604.4	\$605.5
Debt Service		360.6	349.3	362.1	378.4	394.7	405.5
Debt Service as a % of Pledged Revenues		61%	56%	59%	63%	65%	67%
Triborough Bridge and Tunnel Authority General Revenue Bonds							
Pledged Revenues	7	\$1,211.7	\$1,164.0	\$1,143.2	\$1,142.3	\$1,133.7	\$1,123.0
Debt Service		458.1	461.8	495.7	508.2	528.5	545.7
Debt Service as a % of Total Pledged Revenues		38%	40%	43%	44%	47%	49%
Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds							
Pledged Revenues	8	\$753.6	\$702.3	\$647.5	\$634.1	\$605.1	\$577.3
Debt Service		143.3	112.8	138.1	138.9	141.4	138.0
Debt Service as a % of Total Pledged Revenues		19%	16%	21%	22%	23%	24%
Cumulative Debt Service (Excluding State Service Contract Bonds)	Notes	2013 ACTL	2014	2015	2016	2017	2018
Total Debt Service	1, 2, 3	\$2,283.3	\$2,241.5	\$2,456.5	\$2,566.7	\$2,744.6	\$2,901.5
Fare and Toll Revenues		\$7,152.6	\$7,370.4	\$7,445.9	\$7,540.9	\$7,606.3	\$7,667.6
Total Debt Service as a % of Fare and Toll Revenue		32%	30%	33%	34%	36%	38%
Operating Revenues (including Fare and Toll Revenues) and Subsidies		\$13,804.2	\$14,256.2	\$14,465.0	\$14,745.0	\$15,061.5	\$15,312.2
Total Debt Service as a % of Operating Revenues and Subsidies		17%	16%	17%	17%	18%	19%
Non-Reimbursable Expenses with Non-Cash Liabilities		\$15,046.2	\$15,956.7	\$16,361.4	\$16,873.6	\$17,568.0	\$18,082.7
Total Debt Service as % of Non-reimbursable Expenses		15%	14%	15%	15%	16%	16%

Notes on the following page are integral to this table.

Notes

- 1 *Unhedged tax-exempt variable rate debt reflects actual rates through May 2014, and 4.00% for the remaining life of bonds.+*
- 2 *Synthetic fixed-rate debt assumed at swap rate.*
- 3 *Total debt service excludes COPS lease payments. All debt service numbers reduced by expected investment income and Build America Bonds (BAB) subsidy.*
- 4 *New money bonds amortized as 30-year level debt. New debt issued assumed 90% fixed-rate and 10% variable rate. Actual 2014 issuance through August 30, 2014 is included with the forecast and is reflective of new money bonds and notes.*
- 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, including the new State taxes and fees; 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 SIRTOA.*
- 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 *Debt service schedules for each credit are attached as addendum hereto.*

Special Notes

- ⁽¹⁾ *Revenue and expense numbers do not include the impact of those items listed as part of the below-the-line adjustments on the financial schedules.*

METROPOLITAN TRANSPORTATION AUTHORITY (including Triborough Bridge and Tunnel Authority)

Total Budgeted Annual Debt Service

All Issuance to August 30, 2014 (\$ 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	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined
2014	1,312.3	5.4	1,317.7	349.3	-	349.3	461.7	-	461.7	112.8	-	112.8	2,236.1	5.4	2,241.5
2015	1,383.8	78.3	1,462.1	355.6	6.9	362.5	490.7	5.2	495.9	138.2	-	138.2	2,368.4	90.3	2,458.7
2016	1,365.8	180.9	1,546.7	358.5	21.2	379.6	490.7	18.5	509.2	139.3	-	139.3	2,354.4	220.6	2,574.9
2017	1,395.0	294.5	1,689.6	359.7	37.2	396.9	493.4	36.6	530.0	142.1	-	142.1	2,390.3	368.3	2,758.6
2018	1,418.5	404.4	1,822.9	358.2	49.5	407.6	490.8	62.1	552.9	138.7	-	138.7	2,406.2	516.0	2,922.1
2019	1,420.5	467.3	1,887.7	352.5	53.3	405.8	487.3	85.2	572.6	136.3	-	136.3	2,396.6	605.7	3,002.3
2020	1,416.3	477.5	1,893.8	354.2	53.3	407.4	487.8	97.8	585.6	135.9	-	135.9	2,394.1	628.6	3,022.7
2021	1,416.1	477.8	1,893.9	352.5	53.3	405.8	485.2	105.3	590.5	136.6	-	136.6	2,390.4	636.4	3,026.7
2022	1,405.1	477.9	1,883.0	349.2	53.3	402.4	489.1	108.7	597.8	136.0	-	136.0	2,379.3	639.9	3,019.2
2023	1,419.0	478.0	1,897.0	351.0	53.3	404.2	482.2	109.9	592.1	136.6	-	136.6	2,388.9	641.1	3,030.0
2024	1,412.3	478.0	1,890.3	349.4	53.3	402.6	476.9	110.2	587.1	136.7	-	136.7	2,375.3	641.4	3,016.7
2025	1,394.8	478.0	1,872.8	349.4	53.3	402.6	476.7	110.2	586.9	136.6	-	136.6	2,357.6	641.5	2,999.0
2026	1,417.8	478.0	1,895.8	346.7	53.3	399.9	476.2	110.2	586.5	136.9	-	136.9	2,377.6	641.5	3,019.0
2027	1,425.9	478.0	1,903.9	339.6	53.3	392.8	479.6	110.2	589.8	136.8	-	136.8	2,381.9	641.5	3,023.4
2028	1,420.4	478.0	1,898.4	348.2	53.3	401.4	491.3	110.2	601.5	137.0	-	137.0	2,396.9	641.5	3,038.4
2029	1,420.0	478.0	1,898.0	346.6	53.3	399.8	490.3	110.2	600.5	136.8	-	136.8	2,393.7	641.5	3,035.2
2030	1,419.7	478.0	1,897.7	345.5	53.3	398.8	492.5	110.2	602.7	136.9	-	136.9	2,394.7	641.5	3,036.2
2031	1,429.6	478.0	1,907.6	342.9	53.3	396.1	510.0	110.2	620.2	130.0	-	130.0	2,412.5	641.5	3,054.0
2032	1,349.7	478.0	1,827.7	347.1	53.3	400.4	434.9	110.2	545.1	76.9	-	76.9	2,208.6	641.5	2,850.0
2033	1,075.9	478.0	1,553.9	333.8	53.3	387.1	235.5	110.2	345.7	-	-	-	1,645.2	641.5	2,286.7
2034	1,080.3	478.0	1,558.3	182.8	53.3	236.0	246.3	110.2	356.5	-	-	-	1,509.4	641.5	2,150.8
2035	1,046.0	478.0	1,524.0	131.3	53.3	184.5	276.2	110.2	386.4	-	-	-	1,453.5	641.5	2,095.0
2036	848.7	478.0	1,326.7	146.0	53.3	199.3	270.0	110.2	380.2	-	-	-	1,264.7	641.5	1,906.1
2037	815.1	478.0	1,293.1	334.1	53.3	387.3	270.9	110.2	381.2	-	-	-	1,420.1	641.5	2,061.6
2038	757.2	478.0	1,235.2	322.8	53.3	376.0	249.6	110.2	359.8	-	-	-	1,329.6	641.5	1,971.1
2039	689.4	478.0	1,167.4	271.3	53.3	324.6	95.2	110.2	205.4	-	-	-	1,056.0	641.5	1,697.5
2040	585.8	478.0	1,063.8	29.9	53.3	83.2	52.4	110.2	162.6	-	-	-	668.1	641.5	1,309.6
2041	437.4	478.0	915.4	-	53.3	53.3	32.5	110.2	142.7	-	-	-	469.9	641.5	1,111.3
2042	374.6	478.0	852.6	-	53.3	53.3	30.8	110.2	141.0	-	-	-	405.3	641.5	1,046.8
2043	231.9	478.0	709.9	-	53.3	53.3	18.3	110.2	128.6	-	-	-	250.2	641.5	891.7
2044	96.0	462.0	558.0	-	53.3	53.3	13.5	110.2	123.7	-	-	-	109.5	625.4	734.9
2045	54.8	399.7	454.5	-	46.4	46.4	-	105.0	105.0	-	-	-	54.8	551.1	605.9
2046	53.4	297.1	350.4	-	32.1	32.1	-	91.7	91.7	-	-	-	53.4	420.9	474.2
2047	41.9	183.5	225.4	-	16.1	16.1	-	73.6	73.6	-	-	-	41.9	273.2	315.1

Notes:

Does not include debt service for State Service Contract Bonds and Convention Center Bonds, which is paid by NY State. Also excludes COPS lease payments.

Includes interest budgeted for Transportation Revenue Bond Anticipation Notes.

Forecasted Investment Income is not included above.

Net of Build America Bonds subsidy.

Positions (Headcount)

POSITIONS (Headcount)

The information contained in this section presents MTA headcount by Agency, function, occupational group and various other reporting categories. Analysis of these numbers is provided on both a plan-to-plan and a year-to-year basis. The changes in headcount described below are reflective of the MTA-wide commitment to improve service as well as maintain, expand and integrate the MTA Network. To that end, the November Plan reflects strategic resources, including reductions in areas where operations can be made more efficient, while also adding positions where more personnel are required.

The following tables exclude the impact of Safety Investments, which are captured below-the-line in Volume I. The inclusion of those initiatives would add approximately 500 positions over the course of the Plan. Additionally, when fully implemented, proposed Service and Service Quality Investments (also captured below-the-line in Volume I) would add approximately 100 positions over the Plan years. It should be noted that the number of positions is expected to change as these initiatives are refined.

METROPOLITAN TRANSPORTATION AUTHORITY					
November Financial Plan 2014-2017					
Favorable/(Unfavorable)					
Total Position Changes at a Glance					
	2014	2015	2016	2017	2018
2014 July Plan - Total Baseline Positions	68,719	68,543	68,062	68,294	68,362
Total Plan-to-Plan Changes	35	(578)	(480)	(289)	(94)
2014 November Plan - Total Baseline Positions	68,684	69,121	68,542	68,583	68,456
Total Year-to-Year Changes, November Plan		(437)	579	(41)	127
Total Plan-to-Plan Changes by Reporting Category:					
<i>Non-Reimbursable</i>	22	(108)	(219)	(49)	(31)
<i>Reimbursable</i>	13	(470)	(261)	(240)	(63)
Total	35	(578)	(480)	(289)	(94)
<i>Full-Time</i>	35	(578)	(480)	(289)	(94)
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	35	(578)	(480)	(289)	(94)
<i>By Function Category</i>					
- Administration	(14)	18	36	43	50
- Operations	41	(344)	(291)	(246)	(140)
- Maintenance	5	(242)	(206)	(67)	(15)
- Engineering/Capital	7	(5)	(13)	(13)	(13)
- Public Safety	(3)	(4)	(5)	(5)	25
Total	35	(578)	(480)	(289)	(94)
<i>By Occupational Group</i>					
- Managers/Supervisors	42	(26)	22	9	30
- Professional, Technical, Clerical	(53)	(158)	(154)	(153)	(143)
- Operational Hourlies	46	(394)	(348)	(145)	19
Total	35	(578)	(480)	(289)	(94)
Total Plan-to-Plan Changes by Major Category:					
2014 BRPs	0	0	0	0	0
New Needs	(48)	(112)	(125)	(126)	(125)
Change in Reimbursable Positions	13	(470)	(261)	(240)	(63)
Re-estimates & All Other ¹	70	4	(94)	77	94
Total	35	(578)	(480)	(289)	(94)

Positions are added to meet the requirements of a myriad of initiatives and activities scheduled or already underway, including for: long-term restoration and mitigation projects resulting from Sandy, critical operational and maintenance needs, platform budget adjustments, Enterprise Asset Management, IT support, Positive Train Control (PTC), and training requirements. These additional positions are referenced on the following pages and detailed in Agency sections.

Year-to-Year Position Changes

2015 vs. 2014

Consolidated 2015 baseline positions are 69,121 an increase of 437 positions from the 2014 level. This is primarily due to:

- **LIRR** - net increases of 164 positions, reflecting an increase of 94 non-reimbursable, and 70 reimbursable positions. Non-Reimbursable position increases reflect new needs and programmatic re-estimates, including Reliability Centered Maintenance (RCM) activity. The major drivers of the Reimbursable increase are capital project activities related to the Harold Interlocking signal and track work, (PTC), Superstorm Sandy, the second track between Farmingdale to Ronkonkoma, and the Annual Track Program.
- **MTA Headquarters** – total headcount increases by 99 non-reimbursable positions and includes increases of 61 positions as part of the MTA IT Transformation initiative to provide desktop support for all the Agencies by in-house staff rather than an off-site/off-shore vendor, and 22 non-reimbursable IT positions to support the Enterprise Asset Management (EAM) initiative.
- **NYCT** - total positions increase by 64 positions, reflecting an increase of 186 reimbursable positions and a decrease of 122 non-reimbursable positions. The reimbursable increase is due mainly to SIR Scheduled Maintenance Service (SMS) support and TA labor (flagging); while the non-reimbursable decrease is due to Subways' platform budget-normal budget increases, programmatic requirements, training float adjustments, and SMS.
- **MNR** – net increases of 61 positions, including an increase of 84 reimbursable positions due to (PTC), Superstorm Sandy damage repair projects, and the re-allocation of non-reimbursable positions working on reimbursable projects. Non-reimbursable positions decrease by 23, mainly due to the previously mentioned reallocation positions, partly offset by additional positions needed to support the EAM initiative, the reorganized Operating/Capital Project and Budget Control Departments, Train and Engine (T&E), and the reorganization of train and crew scheduling functions.
- **B&T** – increases of 16 non-reimbursable positions are mainly for Engineering and Construction to meet increased project management quality assurance demands of the expanding Core Capital, Sandy restoration and mitigation, major maintenance programs, inspection and reporting functions, and for the EAM initiative.

- **MTA Bus** – increases of 33 non-reimbursable positions primarily reflect changes in the support of the Platform Budget and supervisory positions in support of Shop Maintenance, partly offset by position reductions associated with the Shop Overhaul Program.

Positions by Function increase between 2014 and 2015 mainly for the following reasons:

- **Administration** increases of 91 positions are primarily the result of: MTAHQ (+92) All-Agency IT Transformation initiative, partly offset by reductions at NYCT (-27).
- **Operations** increases of 183 positions are mostly driven by: NYCT (+161) platform budget changes and flagging work; and MTA Bus (+20) platform budget changes.
- **Maintenance** increases of 118 positions are generally due to: LIRR (+161) for PTC, equipment and other RCM activity; and MNR (+47) programmatic requirements, including EAM. Partly offsetting these increases are position reductions at NYCT (-96) largely due to lower capital program support requirements and revised bus shop plan assumptions.
- **Engineering/Capital** increases of 37 positions are mainly attributable to: NYCT (+25) revised vacancy provision; and B&T (+12) project management, including the EAM initiative.

2016 – 2018

Total positions are projected at 68,542 in 2016, representing a decrease of 579 positions from 2015. All but 33 of that change is expected to occur in reimbursable positions, and of that, 462 occurs at NYCT, with reductions of 348 and 114 occurring in non-reimbursable and reimbursable positions, respectively. Most of these reductions are due to fewer required Sandy positions, capital project completion, and bus shop plan and SMS adjustments. At the LIRR, position reductions of 117 are comprised of a decrease of 172 reimbursable positions partly offset by an increase of 55 non-reimbursable positions. Reimbursable decreases are due to changes in project activity including partial completion of the PTC project, while non-reimbursable increases are primarily related to East Side Access readiness efforts. Positions decrease by 26 (all reimbursable) at SIR, reflecting the planned completion of Superstorm Sandy capital construction requirements. MTA Bus projects an increase of 33 non-reimbursable positions to support the Shop Overhaul Program.

Total forecasted positions are 68,583 in 2017, an increase of 41 positions from 2016. NYCT's position increase of 104 includes a non-reimbursable increase of 236 positions and a reimbursable decrease of 132 positions. Position changes reflect operating staff requirements for the 2nd Avenue Subway, partially offset by SMS and bus shop

adjustments, and the impact of capital project completion. Position decreases of 49 at the LIRR are mainly due to reimbursable position reductions of 58, partly offset by non-reimbursable position increases of 9. Reimbursable position decreases mainly reflect completion of the PTC project. MNR's positions fall by 25, reflecting a decrease of 31 reimbursable positions due to completion of the PTC and Sandy damage repair projects, and an increase of six non-reimbursable positions for EAM.

In 2018, total forecasted positions of 68,456 reflect a decrease of 127 positions from the prior year. NYCT positions are reduced by 277 mainly due to fewer required Sandy positions and changes in the Subways SMS program. MTA Bus positions are reduced by 49 mainly due to decreases in the Shop Overhaul Program. These reductions are partly offset by an increase of 196 positions at the LIRR, most of which are non-reimbursable and due to ESA readiness work.

November Plan vs. July Plan Position Changes

2014

Total positions of 68,684 reflect a reduction of 35 positions from the July Plan, primarily due to:

- **NYCT** - decreases by 54 positions the bulk of which is related to the platform budget reforecast.
- **MTA Headquarters** increases by 10 administrative positions to support MTA-wide initiatives.

2015

Total positions of 69,121 reflect an increase of 578 positions from the July Plan, mainly attributable to:

- **NYCT** - Increases by 323 positions, 235 are reimbursable positions and 88 non-reimbursable positions. The reimbursable positions includes (+102) for Sandy storm-related support, (+36) positions for the acceleration of the Help Point project, (+75) positions for SIR R44 SMS support, and (+13) positions for Subways capital program support. The non-reimbursable position increase includes (+27) positions for managing and maintaining police devices, electronics and telecommunications, and (+52) training float coverage.
- **LIRR** - Increases by 116 positions, (+158) reimbursable positions primarily for capital project activity including PTC, Sandy-related work, the second track between Farmingdale and Ronkonkoma, Speonk to Montauk signalization, and the annual track program. Partly offset by a decrease of 42 non-reimbursable positions primarily from revised timing of capital program activity resulting in a shift of engineering positions from non-reimbursable to reimbursable.
- **MNR** - Increases of 56 positions made up of reimbursable increases of 84 positions, partially offset by non-reimbursable decreases of 28 positions.

Reimbursable position increases mostly reflect PTC (+28), and a reallocation of 52 non-reimbursable positions to reimbursable.

- **MTA Headquarters** - Increases of 44, mostly non-reimbursable in support of the EAM initiative.
- **B&T** – Increases of 15 positions mainly reflect additional engineering and construction positions required to meet increased project management and quality assurance demands, and positions in support of EAM.
- **MTA Bus** – Increases by 24 positions, reflecting additional support requirements for the platform budget and shop maintenance work.

2016 - 2018

Total positions of 68,542 positions in 2016, 68,583 positions in 2017, and 68,456 in 2018, reflect increases of 480, 289 and 94 positions, respectively, from the July Plan. These unfavorable variances are mainly due to:

- **NYCT** - Increases of 306 positions, 289 positions and 57 positions in 2016, 2017 and 2018, respectively. These increases are primarily due to additional reimbursable positions of 165 positions in 2016, and 172 in 2017, and additional non-reimbursable positions of 141 in 2016, 117 in 2017, and 66 in 2018. Reimbursable position increases are mainly for Sandy support, the acceleration of the Help Point Project, SIR R44 SMS support, and the Subways capital program, while non-reimbursable increases reflect additions in the Electronics Maintenance Division, training float, platform budget reforecasts, and car equipment SMS.
- **MNR** - Increases of 54 positions in 2016, 31 positions in 2017 and 2018, are mainly due to programmatic requirements and PTC in 2016, and reflect reductions in this program thereafter.
- **LIRR** - Increases of 32 positions in 2016 primarily reflects additional train crews to address availability, and additional train engineer and EAM positions. Decreases of 119 positions in 2017 and 51 positions in 2018 mainly reflect revised East Side Access assumptions.
- **MTA Headquarters** - Increases of 43 positions in each of the years include 42 non-reimbursable positions mainly to support the EAM initiative, Human Resources positions to support the IT and other consolidations, and increased police coverage at administrative buildings.
- **B&T** - Increases of 15 non-reimbursable positions in 2016, 2017 and 2018, are mainly due to Engineering and Construction requirements and the EAM.
- **MTA Bus** – Increases by 22 positions in 2016 and 2017 primarily reflecting platform budget requirements and more line supervisors in support of shop maintenance work.

November Plan vs. February Plan Position Changes

2014

Total positions of 68,684 reflect an increase of 146 positions from the February Adopted Budget primarily due to the following:

- **NYCT** – Positions increase by 82 mainly due to bus maintenance work.
- **MTA HQ** – Increase by 25 administrative positions managing a myriad of initiatives.
- **LIRR** – Positions increase by 24 mainly due to timing of capital project activity.

2015

Total positions of 69,121 reflect an increase of 557 positions from the February Plan.

- **NYCT** – Positions increase by 419 mainly for reimbursable positions for Sandy support, SIR R44 support and the Help Point project.
- **MTA HQ** – Positions increase by 120 mainly for positions for the IT Transformation and for the EAM Initiative.
- **MNR** – Positions increase by 51 mainly for PTC.
- **B & T** – Positions increase by 20 mainly for New Needs for Engineering and Construction and the EAM Initiative.
- **MTA Bus** – Positions decrease by 38 mainly due to changes in the Shop Overhaul Program.
- **LIRR** – Positions decrease by 15 mainly due to revised East Side Access Startup Plan.

2016 and 2017

Total positions of 68,542 in 2016, and 68,583 in 2017, reflect increases of 28 positions and reductions of 286 positions, respectively, from the February Plan.

- **NYCT** – Positions increase by 295 and 269 in 2016 and 2017, mainly for SIR R44 SMS support, platform budget reforecast Help Point Project, and Sandy support.
- **MTA HQ** – Positions increase by 89 in 2016 mainly for IT Transformation positions and the Enterprise Asset Management initiative. In 2017 positions decrease by 45 due to IT Transformation and EAM and revised MTA PD hiring due to East Side Access delays.
- **MNR** – Positions increase by 46 in 2016 and 14 in 2017, mainly for programmatic additions and Positive Train Control.
- **B & T** – Positions increase by 20 in 2016 and 2017, mainly for Engineering and Construction and the Enterprise Asset Management Initiative.
- **LIRR** – Positions decrease by 410 in 2016 and 667 in 2017, mainly due to revised East Side Access Startup Plan.

- **MTA Bus** – Positions decrease by 20 mainly due to changes in the Shop Overhaul Program.

New Needs

Programmatic changes referred to earlier and explained further in Agency sections address Sandy work, safety and operational needs, critical system maintenance work, and either commence or continue programmatic efforts that will improve equipment, safety and reliability of service. These New Needs result in increases of 48 positions in 2014, 112 positions in 2015, 125 positions in 2016, 126 positions in 2017, and 125 positions in 2018. Major New Needs are listed in the following table:

METROPOLITAN TRANSPORTATION AUTHORITY					
November Financial Plan 2015-2018					
Favorable/(Unfavorable)					
Position Impacts of Major New Needs					
	2014	2015	2016	2017	2018
<i>NYCT</i>	-	-	-	-	-
<i>LIRR</i>					
- Projected New Hire Training Requirements	(34)	(14)	(22)	(4)	(4)
- Enterprise Asset Management	0	(7)	(7)	(18)	(18)
- Other	0	(2)	(2)	(2)	(2)
Total LIRR	(34)	(23)	(31)	(24)	(24)
<i>MNR</i>					
- Enterprise Asset Management additions	0	(13)	(21)	(29)	(29)
- Reorganization of train and crew scheduling functions	0	(2)	(2)	(2)	(2)
- Human Resources and President's office support	0	(2)	(2)	(2)	(2)
Total MNR	(1)	(19)	(27)	(35)	(35)
<i>MTA Bus Co</i>					
- Shop Maintenance Line Supervisor support	0	(5)	(5)	(5)	(5)
- Service Management support	(2)	(2)	0	0	0
- Other	0	(2)	(2)	(2)	(1)
Total MTA Bus	(2)	(9)	(7)	(7)	(6)
<i>MTAHQ</i>					
- IT Enterprise Asset Management Initiative Support positions	0	(22)	(22)	(22)	(22)
- Other Plan Positions (under Executive Review)	0	(4)	(4)	(4)	(4)
- Compliance Counsel & Excelsior Service Fellow positions	(2)	(2)	(1)	(1)	(1)
- Other	(1)	(9)	(9)	(9)	(9)
Total MTAHQ	(3)	(37)	(36)	(36)	(36)
<i>Staten Island Railway</i>					
- Four service crews (four engineers and four conductors)	(8)	(8)	(8)	(8)	(8)
Total Staten Island Railway	(8)	(8)	(8)	(8)	(8)
<i>B & T</i>					
- Engineering and Construction	0	(9)	(9)	(9)	(9)
- Enterprise Asset Management initiative	0	(7)	(7)	(7)	(7)
Total B&T	0	(16)	(16)	(16)	(16)
Total New Needs	(48)	(112)	(125)	(126)	(125)

Changes in Reimbursable Positions

Long-term restoration and mitigation projects resulting from Sandy require greater position support in order to complete work, and to either catch-up or resume normal project activity levels. Major reimbursable positions are listed below.

METROPOLITAN TRANSPORTATION AUTHORITY					
November Financial Plan 2015-2018					
Favorable/Unfavorable)					
Position Impacts of Changes in Reimbursable Programs					
	2014	2015	2016	2017	2018
<i>NYCT</i>					
- Railcar Support	4	0	0	0	0
- Sandy Support	0	(102)	(33)	(159)	0
- Acceleration of Help Point project	0	(36)	(37)	0	0
- SIR R44 SMS support	0	(75)	(79)	0	0
- Subways Capital Program support	0	(13)	(7)	(3)	0
- Miscellaneous Capital Program support	0	(9)	(9)	(10)	9
<i>Total NYCT</i>	4	(235)	(165)	(172)	9
<i>LIRR</i>					
- Various capital project activity	0	(116)	(21)	(24)	(28)
- Shift of non-reimbursable Eng. position	0	(42)	0	0	0
- Other	2	0	0	0	0
<i>Total LIRR</i>	2	(158)	(21)	(24)	(28)
<i>MNR</i>					
- Positive Train Control	0	(28)	(18)	0	0
- Tropical Storm Sandy	0	(4)	(4)	0	0
- Reallocation of positions	0	(52)	(52)	(43)	(43)
<i>Total MNR</i>	0	(84)	(74)	(43)	(43)
<i>MTAHQ</i>					
- Pension Counsel	(1)	(1)	(1)	(1)	(1)
<i>Total MTAHQ</i>	(1)	(1)	(1)	(1)	(1)
<i>Staten Island Railway</i>					
- Sandy Capital Construction support	8	8	0	0	0
<i>Total Staten Island Railway</i>	8	8	8	8	8
Total Reimbursable	13	(470)	(261)	(240)	(63)

Re-Estimates & All Other

Combined, Agencies show a net decrease of 70 positions in 2014, and 4 in 2015, an increase of 94 in 2016, and decreases of 77 and 94 in 2017 and 2018, respectively. Major drivers of the change are captured in the table below with more information contained in Agency sections.

METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2015-2018

Favorable/(Unfavorable)

Position Impacts of Major Re-Estimates

	2014	2015	2016	2017	2018
B & T					
- Procurement Position	1	1	1	1	1
Total B&T	1	1	1	1	1
NYCT					
- Platform Budget Reforecast	52	0	(49)	(49)	(49)
- IT Consolidation support	3	0	0	0	0
- Police radio, electronics and telecom maintenance	0	(27)	(27)	(52)	0
- Training Float positions	0	(52)	(36)	(36)	0
- Car Equipment SMS	0	0	(27)	(84)	0
- Bus Shop Plan	0	0	20	126	0
- Other	(5)	(9)	(22)	(22)	(17)
Total NYCT	50	(88)	(141)	(117)	(66)
LIRR					
- Shift of Engineering positions to reimbursable	0	42	0	0	0
- Other (mainly revised East Side Access)	25	23	20	167	103
Total LIRR	25	65	20	167	103
MNR					
- FMLA Support	(1)	(1)	(1)	(1)	(1)
- Reallocation of reimbursable positions	0	52	52	52	52
- Reorganized Operating/Cap Proj. and Bud. Control	0	(3)	(3)	(3)	(3)
- Expand Security	0	(2)	(2)	(2)	(2)
- Other	0	1	1	1	1
Total MNR	(1)	47	47	47	47
MTAHQ					
- Positions transferred for IT Transformatin support	(5)	(5)	(5)	(5)	(5)
- Procurement Contract Analyst transferred from B&T	(1)	(1)	(1)	(1)	(1)
- MTAPD positions delayed due to revised ESA schedule	0	0	0	0	30
Total MTAHQ	(6)	(6)	(6)	(6)	24
MTA Bus Co					
- Platform Budget support	0	(16)	(16)	(16)	(16)
- Metro North Maintenance Agreement	0	1	1	1	1
- Other	1	0	0	0	0
Total MTA Bus Co	1	(15)	(15)	(15)	(15)
Total Re-Estimates	70	4	(94)	77	94

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Agency

Category	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Baseline Total Positions	66,361	68,684	69,121	68,542	68,583	68,456
NYC Transit	46,412	47,393	47,457	46,995	47,099	46,822
Long Island Rail Road	6,727	7,008	7,172	7,055	7,006	7,202
Metro-North Railroad	6,099	6,587	6,648	6,642	6,617	6,620
Bridges & Tunnels	1,554	1,750	1,766	1,766	1,766	1,766
Headquarters	1,603	1,790	1,889	1,888	1,888	1,888
Staten Island Railway	267	305	305	279	279	279
Capital Construction Company	123	140	140	140	140	140
Bus Company	3,576	3,711	3,744	3,777	3,788	3,739
Non-Reimbursable	61,245	62,116	62,213	62,181	62,442	62,517
NYC Transit	42,459	42,680	42,558	42,444	42,680	42,601
Long Island Rail Road	6,136	6,131	6,225	6,280	6,289	6,489
Metro-North Railroad	5,842	5,969	5,946	5,940	5,946	5,949
Bridges & Tunnels	1,466	1,662	1,678	1,678	1,678	1,678
Headquarters	1,563	1,726	1,825	1,824	1,824	1,824
Staten Island Railway	259	276	276	276	276	276
Capital Construction Company	-	-	-	-	-	-
Bus Company	3,520	3,673	3,706	3,739	3,750	3,701
Reimbursable	5,116	6,567	6,907	6,361	6,140	5,938
NYC Transit	3,953	4,713	4,899	4,551	4,419	4,221
Long Island Rail Road	591	877	947	775	717	713
Metro-North Railroad	257	618	702	702	671	671
Bridges & Tunnels	88	88	88	88	88	88
Headquarters	40	64	64	64	64	64
Staten Island Railway	8	29	29	3	3	3
Capital Construction Company	123	140	140	140	140	140
Bus Company	56	38	38	38	38	38
Total Full-Time	66,096	68,510	68,962	68,383	68,424	68,297
NYC Transit	46,165	47,235	47,314	46,852	46,956	46,679
Long Island Rail Road	6,727	7,008	7,172	7,055	7,006	7,202
Metro-North Railroad	6,098	6,586	6,647	6,641	6,616	6,619
Bridges & Tunnels	1,554	1,750	1,766	1,766	1,766	1,766
Headquarters	1,603	1,790	1,889	1,888	1,888	1,888
Staten Island Railway	267	305	305	279	279	279
Capital Construction Company	123	140	140	140	140	140
Bus Company	3,559	3,696	3,729	3,762	3,773	3,724
Total Full-Time-Equivalents	265	174	159	159	159	159
NYC Transit	247	158	143	143	143	143
Long Island Rail Road	-	-	-	-	-	-
Metro-North Railroad	1	1	1	1	1	1
Bridges & Tunnels	-	-	-	-	-	-
Headquarters	-	-	-	-	-	-
Staten Island Railway	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-
Bus Company	17	15	15	15	15	15

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Function and Agency

Function	2013	2014	2015	2016	2017	2018
	Actual	November Forecast	Final Proposed Budget			
Administration	4,019	4,396	4,487	4,452	4,454	4,451
NYC Transit	1,799	1,808	1,781	1,751	1,752	1,750
Long Island Rail Road	608	657	664	664	661	669
Metro-North Railroad	500	615	624	624	624	624
Bridges & Tunnels	105	144	145	145	145	145
Headquarters	849	991	1,083	1,082	1,082	1,082
Staten Island Railway	27	25	25	25	25	25
Capital Construction Company	16	18	18	18	18	18
Bus Company	115	138	147	143	147	138
Operations	29,697	29,968	30,151	30,023	30,153	30,138
NYC Transit	22,219	22,478	22,639	22,518	22,665	22,493
Long Island Rail Road	2,268	2,375	2,372	2,364	2,344	2,498
Metro-North Railroad	2,100	1,827	1,832	1,835	1,838	1,841
Bridges & Tunnels	648	757	757	757	757	757
Headquarters	-	-	-	-	-	-
Staten Island Railway	92	99	99	99	99	99
Capital Construction Company	-	-	-	-	-	-
Bus Company	2,370	2,432	2,452	2,450	2,450	2,450
Maintenance	29,248	30,657	30,775	30,439	30,348	30,239
NYC Transit	20,570	21,200	21,104	20,847	20,803	20,700
Long Island Rail Road	3,741	3,823	3,984	3,875	3,849	3,883
Metro-North Railroad	3,406	4,032	4,079	4,070	4,042	4,042
Bridges & Tunnels	339	361	363	363	363	363
Headquarters	-	-	-	-	-	-
Staten Island Railway	148	155	155	155	155	155
Capital Construction Company	-	-	-	-	-	-
Bus Company	1,044	1,086	1,090	1,129	1,136	1,096
Engineering/Capital	1,773	1,944	1,981	1,900	1,900	1,900
NYC Transit	1,237	1,274	1,299	1,244	1,244	1,244
Long Island Rail Road	110	153	153	153	153	153
Metro-North Railroad	94	113	113	113	113	113
Bridges & Tunnels	194	219	231	231	231	231
Headquarters	-	-	-	-	-	-
Staten Island Railway	-	26	26	-	-	-
Capital Construction Company	107	122	122	122	122	122
Bus Company	31	37	37	37	37	37
Public Safety	1,625	1,719	1,728	1,729	1,729	1,729
NYC Transit	587	633	634	635	635	635
Long Island Rail Road	-	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-	-
Bridges & Tunnels	268	269	270	270	270	270
Headquarters	754	799	806	806	806	806
Staten Island Railway	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-
Bus Company	16	18	18	18	18	18

Metropolitan Transportation Authority
November Financial Plan 2015-2018
Baseline Total Full-time Positions and Full-time Equivalents by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION/OCCUPATIONAL GROUP		2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Administration							
	Managers/Supervisors	1,519	1,710	1,818	1,796	1,794	1,800
	Professional, Technical, Clerical	2,478	2,614	2,716	2,710	2,708	2,705
	Operational Hourlies	22	71	(48)	(55)	(49)	(55)
	Total Administration	4,019	4,396	4,487	4,452	4,454	4,451
Operations							
	Managers/Supervisors	3,454	3,601	3,574	3,551	3,561	3,547
	Professional, Technical, Clerical	976	1,000	999	994	993	990
	Operational Hourlies	25,267	25,368	25,579	25,479	25,600	25,602
	Total Operations	29,697	29,968	30,151	30,023	30,153	30,138
Maintenance							
	Managers/Supervisors	5,063	5,376	5,363	5,272	5,279	5,276
	Professional, Technical, Clerical	1,750	1,880	1,870	1,826	1,824	1,817
	Operational Hourlies	22,435	23,402	23,542	23,341	23,245	23,146
	Total Maintenance	29,248	30,657	30,775	30,439	30,348	30,239
Engineering/Capital							
	Professional, Technical, Clerical	1,291	1,356	1,388	1,382	1,382	1,382
	Operational Hourlies	2	22	22	2	2	2
	Total Engineering/Capital	1,773	1,944	1,981	1,900	1,900	1,900
Public Safety							
	Managers/Supervisors	285	472	472	472	472	472
	Professional, Technical, Clerical	128	145	146	146	146	146
	Operational Hourlies	1,212	1,102	1,110	1,111	1,111	1,111
	Total Public Safety	1,625	1,719	1,728	1,729	1,729	1,729
Baseline Total Positions							
	Managers/Supervisors	10,800	11,725	11,797	11,606	11,621	11,610
	Professional, Technical, Clerical	6,624	6,995	7,119	7,058	7,053	7,040
	Operational Hourlies	48,938	49,964	50,205	49,878	49,909	49,806
	Baseline Total Positions	66,361	68,684	69,121	68,542	68,583	68,456

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
Year to Year Changes for Positions by Agency
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents
Favorable/(Unfavorable)

Function	Change 2013-2014	Change 2014-2015	Change 2015-2016	Change 2016-2017	Change 2017-2018
Baseline Total Positions	(2,323)	(437)	579	(41)	127
NYC Transit	(981)	(64)	462	(104)	277
Long Island Rail Road	(281)	(164)	117	49	(196)
Metro-North Railroad	(488)	(61)	6	25	(3)
Bridges & Tunnels	(196)	(16)	-	-	-
Headquarters	(187)	(99)	1	-	-
Staten Island Railway	(38)	-	26	-	-
Capital Construction Company	(17)	-	-	-	-
Bus Company	(135)	(33)	(33)	(11)	49
Non-Reimbursable	(871)	(97)	33	(262)	(75)
NYC Transit	(221)	122	114	(236)	79
Long Island Rail Road	5	(94)	(55)	(9)	(200)
Metro-North Railroad	(127)	23	6	(6)	(3)
Bridges & Tunnels	(196)	(16)	-	-	-
Headquarters	(163)	(99)	1	-	-
Staten Island Railway	(17)	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	(153)	(33)	(33)	(11)	49
Reimbursable	(1,452)	(340)	546	221	202
NYC Transit	(760)	(186)	348	132	198
Long Island Rail Road	(286)	(70)	172	58	4
Metro-North Railroad	(361)	(84)	-	31	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	(24)	-	-	-	-
Staten Island Railway	(21)	-	26	-	-
Capital Construction Company	(17)	-	-	-	-
Bus Company	18	-	-	-	-
Total Full-Time	(2,414)	(452)	579	(41)	127
NYC Transit	(1,070)	(79)	462	(104)	277
Long Island Rail Road	(281)	(164)	117	49	(196)
Metro-North Railroad	(488)	(61)	6	25	(3)
Bridges & Tunnels	(196)	(16)	-	-	-
Headquarters	(187)	(99)	1	-	-
Staten Island Railway	(38)	-	26	-	-
Capital Construction Company	(17)	-	-	-	-
Bus Company	(137)	(33)	(33)	(11)	49
Total Full-Time-Equivalents	91	15	-	-	-
NYC Transit	89	15	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	2	-	-	-	-

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
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 2013-2014	Change 2014-2015	Change 2015-2016	Change 2016-2017	Change 2017-2018
Administration	(377)	(91)	35	(2)	3
NYC Transit	(9)	27	30	(1)	2
Long Island Rail Road	(49)	(7)	-	3	(8)
Metro-North Railroad	(115)	(9)	-	-	-
Bridges & Tunnels	(39)	(1)	-	-	-
Headquarters	(142)	(92)	1	-	-
Staten Island Railway	2	-	-	-	-
Capital Construction Company	(2)	-	-	-	-
Bus Company	(23)	(9)	4	(4)	9
Operations	(272)	(183)	128	(130)	15
NYC Transit	(259)	(161)	121	(147)	172
Long Island Rail Road	(107)	3	8	20	(154)
Metro-North Railroad	272	(5)	(3)	(3)	(3)
Bridges & Tunnels	(109)	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	(7)	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	(62)	(20)	2	-	-
Maintenance	(1,409)	(118)	336	91	109
NYC Transit	(630)	96	257	44	103
Long Island Rail Road	(82)	(161)	109	26	(34)
Metro-North Railroad	(626)	(47)	9	28	-
Bridges & Tunnels	(22)	(2)	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	(7)	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	(42)	(4)	(39)	(7)	40
Engineering/Capital	(171)	(37)	81	0	-
NYC Transit	(37)	(25)	55	-	-
Long Island Rail Road	(43)	0	(0)	0	-
Metro-North Railroad	(19)	-	-	-	-
Bridges & Tunnels	(25)	(12)	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	(26)	-	26	-	-
Capital Construction Company	(15)	-	-	-	-
Bus Company	(6)	-	-	-	-
Public Safety	(94)	(9)	(1)	-	-
NYC Transit	(46)	(1)	(1)	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	(1)	(1)	-	-	-
Headquarters	(45)	(7)	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	(2)	-	-	-	-

November Financial Plan 2015-2018
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 2013-2014	Change 2014-2015	Change 2015-2016	Change 2016-2017	Change 2017-2018
Administration					
Managers/Supervisors	(192)	(108)	22	2	(6)
Professional, Technical, Clerical	(136)	(102)	6	2	3
Operational Hourlies	(49)	119	7	(6)	6
Total Administration	(377)	(91)	35	(2)	3
Operations					
Managers/Supervisors	(147)	27	23	(10)	14
Professional, Technical, Clerical	(24)	1	5	1	3
Operational Hourlies	(101)	(211)	100	(121)	(2)
Total Operations	(272)	(183)	128	(130)	15
Maintenance					
Managers/Supervisors	(313)	13	91	(7)	3
Professional, Technical, Clerical	(130)	10	44	2	7
Operational Hourlies	(967)	(141)	201	96	99
Total Maintenance	(1,409)	(118)	336	91	109
Engineering/Capital					
Managers/Supervisors	(86)	(5)	55	-	-
Professional, Technical, Clerical	(65)	(32)	6	-	-
Operational Hourlies	(20)	-	20	-	-
Total Engineering/Capital	(171)	(37)	81	-	-
Public Safety					
Managers/Supervisors	(187)	-	-	-	-
Professional, Technical, Clerical	(17)	(1)	-	-	-
Operational Hourlies	110	(8)	(1)	-	-
Total Public Safety	(94)	(9)	(1)	-	-
Baseline Total Positions					
Managers/Supervisors	(925)	(73)	191	(15)	11
Professional, Technical, Clerical	(372)	(124)	61	5	13
Operational Hourlies	(1,027)	(241)	327	(31)	103
Baseline Total Positions	(2,323)	(437)	579	(41)	127

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
Baseline Change Between 2014 November Financial Plan vs. 2014 July Financial Plan
Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Agency
Favorable/(Unfavorable)

Category	2014	2015	2016	2017	2018
Baseline Total Positions	35	(578)	(480)	(289)	(94)
NYC Transit	54	(323)	(306)	(289)	(57)
Long Island Rail Road	(7)	(116)	(32)	119	51
Metro-North Railroad	(2)	(56)	(54)	(31)	(31)
Bridges & Tunnels	1	(15)	(15)	(15)	(15)
Headquarters	(10)	(44)	(43)	(43)	(13)
Staten Island Railway	-	-	(8)	(8)	(8)
Capital Construction Company	-	-	-	-	-
Bus Company	(1)	(24)	(22)	(22)	(21)
Non-Reimbursable	22	(108)	(219)	(49)	(31)
NYC Transit	50	(88)	(141)	(117)	(66)
Long Island Rail Road	(9)	42	(11)	143	79
Metro-North Railroad	(2)	28	20	12	12
Bridges & Tunnels	1	(15)	(15)	(15)	(15)
Headquarters	(9)	(43)	(42)	(42)	(12)
Staten Island Railway	(8)	(8)	(8)	(8)	(8)
Capital Construction Company	-	-	-	-	-
Bus Company	(1)	(24)	(22)	(22)	(21)
Reimbursable	13	(470)	(261)	(240)	(63)
NYC Transit	4	(235)	(165)	(172)	9
Long Island Rail Road	2	(158)	(21)	(24)	(28)
Metro-North Railroad	-	(84)	(74)	(43)	(43)
Bridges & Tunnels	-	-	-	-	-
Headquarters	(1)	(1)	(1)	(1)	(1)
Long Island Bus	-	-	-	-	-
Staten Island Railway	8	8	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
Total Full-Time	35	(578)	(480)	(289)	(94)
NYC Transit	54	(323)	(306)	(289)	(57)
Long Island Rail Road	(7)	(116)	(32)	119	51
Metro-North Railroad	(2)	(56)	(54)	(31)	(31)
Bridges & Tunnels	1	(15)	(15)	(15)	(15)
Headquarters	(10)	(44)	(43)	(43)	(13)
Staten Island Railway	-	-	(8)	(8)	(8)
Capital Construction Company	-	-	-	-	-
Bus Company	(1)	(24)	(22)	(22)	(21)
Total Full-Time-Equivalents	-	-	-	-	-
NYC Transit	-	-	-	-	-
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
Baseline Change Between 2014 November Financial Plan vs. 2014 July Financial Plan
Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Function and Agency
Favorable/(Unfavorable)

Function	2014	2015	2016	2017	2018
Administration	(14)	18	36	43	50
NYC Transit	(4)	78	95	94	96
Long Island Rail Road	1	(4)	(4)	4	6
Metro-North Railroad	(4)	(12)	(12)	(12)	(12)
Bridges & Tunnels	2	1	1	1	1
Headquarters	(10)	(42)	(41)	(41)	(41)
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	(4)	(4)	(4)	(1)
Operations	41	(344)	(291)	(246)	(140)
NYC Transit	74	(300)	(238)	(364)	(193)
Long Island Rail Road	(34)	(32)	(43)	128	63
Metro-North Railroad	1	2	2	2	2
Bridges & Tunnels	10	10	10	10	10
Headquarters	-	-	-	-	-
Staten Island Railway	(8)	(8)	(8)	(8)	(8)
Capital Construction Company	-	-	-	-	-
Bus Company	(2)	(16)	(14)	(14)	(14)
Maintenance	5	(242)	(206)	(67)	(15)
NYC Transit	(13)	(100)	(161)	(17)	42
Long Island Rail Road	26	(80)	15	(13)	(18)
Metro-North Railroad	1	(46)	(44)	(21)	(21)
Bridges & Tunnels	(10)	(12)	(12)	(12)	(12)
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	1	(4)	(4)	(4)	(6)
Engineering/Capital	7	(5)	(13)	(13)	(13)
NYC Transit	-	-	-	-	-
Long Island Rail Road	(1)	(0)	(0)	(0)	(0)
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	(1)	(13)	(13)	(13)	(13)
Headquarters	-	-	-	-	-
Staten Island Railway	8	8	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
Public Safety	(3)	(4)	(5)	(5)	25
NYC Transit	(3)	(1)	(2)	(2)	(2)
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	(1)	(1)	(1)	(1)
Headquarters	-	(2)	(2)	(2)	28
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
Baseline Total Positions	35	(578)	(480)	(289)	(94)

Metropolitan Transportation Authority
November Financial Plan 2015-2018
Baseline Change Between 2014 November Financial Plan vs. 2014 July Financial Plan
Non-Reimbursable and Reimbursable
Full-time Positions and Full-time Equivalents by Occupational Group and Agency
Favorable/(Unfavorable)

FUNCTION/OCCUPATIONAL GROUP	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Administration					
Managers/Supervisors	7	(3)	4	12	16
Professional, Technical, Clerical	(13)	(65)	(53)	(52)	(49)
Operational Hourlies	(9)	85	84	82	82
Total Administration	(14)	18	36	43	50
Operations					
Managers/Supervisors	43	15	16	4	14
Professional, Technical, Clerical	(19)	(19)	(19)	(18)	(15)
Operational Hourlies	17	(340)	(288)	(232)	(139)
Total Operations	41	(344)	(291)	(246)	(140)
Maintenance					
Managers/Supervisors	(10)	(38)	2	(7)	(0)
Professional, Technical, Clerical	(18)	(60)	(68)	(69)	(65)
Operational Hourlies	33	(144)	(140)	9	50
Total Maintenance	5	(242)	(206)	(67)	(15)
Engineering/Capital					
Professional, Technical, Clerical	(3)	(13)	(13)	(13)	(13)
Operational Hourlies	8	8	-	-	-
Total Engineering/Capital	7	(5)	(13)	(13)	(13)
Public Safety					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	(1)	(1)	(1)	(1)
Operational Hourlies	(3)	(3)	(4)	(4)	26
Total Public Safety	(3)	(4)	(5)	(5)	25
Baseline Total Positions					
Managers/Supervisors	42	(26)	22	9	30
Professional, Technical, Clerical	(53)	(158)	(154)	(153)	(143)
Operational Hourlies	46	(394)	(348)	(145)	19
Baseline Total Positions	35	(578)	(480)	(289)	(94)

III. Other MTA Consolidated Materials-Baseline

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
MTA Consolidated Statement Of Operations By Category
(\$ in millions)

Line No.		2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
7	Non-Reimbursable						
10	Operating Revenue						
11	Farebox Revenue	\$5,507	\$5,702	\$5,776	\$5,862	\$5,921	\$5,973
12	Toll Revenue	1,645	1,669	1,670	1,679	1,686	1,694
13	Other Revenue	754	674	689	665	695	720
14	Capital and Other Reimbursements	0	0	0	0	0	0
15	Total Operating Revenue	\$7,906	\$8,044	\$8,135	\$8,206	\$8,301	\$8,387
17	Operating Expense						
18	Labor Expenses:						
19	Payroll ¹	\$4,333	\$4,698	\$4,686	\$4,791	\$4,894	\$4,986
20	Overtime	621	731	662	667	681	693
21	Health & Welfare	896	989	1,066	1,140	1,223	1,315
22	OPEB Current Payment	473	474	513	557	604	657
23	Pensions	1,302	1,359	1,350	1,349	1,334	1,343
24	Other-Fringe Benefits	695	639	634	653	672	697
25	Reimbursable Overhead	(321)	(362)	(362)	(358)	(351)	(350)
26	Sub-total Labor Expenses	\$7,997	\$8,529	\$8,550	\$8,800	\$9,057	\$9,342
28	Non-Labor Expenses:						
29	Electric Power	\$493	\$546	\$499	\$537	\$600	\$644
30	Fuel	259	272	263	256	262	272
31	Insurance	39	52	63	74	86	99
32	Claims	300	223	222	224	233	236
33	Paratransit Service Contracts	367	374	386	421	474	516
34	Maintenance and Other Operating Contracts	497	562	635	668	685	636
35	Professional Service Contracts	297	330	368	338	332	341
36	Materials & Supplies	475	545	556	575	574	568
37	Other Business Expenses	167	178	182	191	193	202
38	Sub-total Non-Labor Expenses	\$2,894	\$3,083	\$3,175	\$3,283	\$3,437	\$3,513
40	Other Expense Adjustments:						
41	Other	\$46	\$45	\$44	\$48	\$48	\$49
42	General Reserve	0	0	140	145	150	155
43	Sub-total Other Expense Adjustments	\$46	\$45	\$184	\$193	\$198	\$204
45	Total Operating Expense before Non-Cash Liability Adj.	\$10,937	\$11,658	\$11,909	\$12,275	\$12,693	\$13,059
47	Depreciation	\$2,174	\$2,292	\$2,411	\$2,473	\$2,662	\$2,720
48	OPEB Obligation	1,920	2,000	2,036	2,121	2,208	2,299
49	Environmental Remediation	14	7	5	5	5	5
51	Total Operating Expense after Non-Cash Liability Adj.	\$15,046	\$15,957	\$16,361	\$16,874	\$17,568	\$18,083
53	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$4,109	\$4,299	\$4,453	\$4,598	\$4,875	\$5,024
55	Debt Service (excludes Service Contract Bonds)	(2,299)	(2,264)	(2,482)	(2,590)	(2,772)	(2,936)
57	Total Operating Expense with Debt Service	\$13,237	\$13,922	\$14,390	\$14,866	\$15,464	\$15,994
59	Dedicated Taxes and State/Local Subsidies	\$5,898	\$6,212	\$6,330	\$6,539	\$6,760	\$6,925
61	Net Surplus/(Deficit) After Subsidies and Debt Service	\$567	\$334	\$75	(\$121)	(\$403)	(\$682)
63	Conversion to Cash Basis: GASB Account	(86)	(49)	(0)	0	0	(10)
64	Conversion to Cash Basis: All Other	(396)	(228)	(389)	(142)	(285)	(320)
66	CASH BALANCE BEFORE PRIOR-YEAR CARRYOVER	\$86	\$57	(\$314)	(\$263)	(\$688)	(\$1,013)

Note: ¹ 2013 Payroll includes \$78.3 million of accrued NYC Transit retroactive wages and FICA relating to the recent TWU contract agreement.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
MTA Consolidated Statement Of Operations By Category
(\$ in millions)

Line No	2013	2014	2015	2016	2017	2018
7	Actual	November Forecast	Final Proposed Budget			
8	Reimbursable					
9						
10	Operating Revenue					
11	\$0	\$0	\$0	\$0	\$0	\$0
12	0	0	0	0	0	0
13	0	0	0	0	0	0
14	1,464	1,640	1,710	1,669	1,646	1,654
15	\$1,464	\$1,640	\$1,710	\$1,669	\$1,646	\$1,654
16	Operating Expense					
17	Labor Expenses:					
18						
19	\$473	\$526	\$610	\$598	\$582	\$577
20	159	165	124	120	118	117
21	54	64	71	72	73	76
22	0	0	0	0	0	0
23	64	73	74	72	70	71
24	149	165	185	182	177	173
25	319	359	361	357	350	349
26	\$1,219	\$1,352	\$1,425	\$1,400	\$1,370	\$1,361
27	Non-Labor Expenses:					
28						
29	\$1	\$1	\$1	\$1	\$0	\$0
30	0	0	0	0	0	0
31	7	9	12	11	11	11
32	0	0	(0)	(0)	(0)	(0)
33	1	0	0	0	0	0
34	69	59	54	57	64	71
35	47	61	55	59	62	61
36	115	149	157	136	133	143
37	5	9	6	6	6	6
38	\$245	\$288	\$285	\$270	\$276	\$293
39	Other Expense Adjustments:					
40						
41	\$0	\$0	\$0	\$0	\$0	\$0
42	\$0	\$0	\$0	\$0	\$0	\$0
43						
44	\$0	\$0	\$0	\$0	\$0	\$0
45	0	0	0	0	0	0
46	0	0	0	0	0	0
47						
48	\$1,464	\$1,640	\$1,710	\$1,669	\$1,646	\$1,654
49						
50	\$0	\$0	\$0	\$0	\$0	\$0

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
MTA Consolidated Statement Of Operations By Category
(\$ in millions)

Line Number	Non-Reimbursable / Reimbursable	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
10	Operating Revenue						
11	Farebox Revenue	\$5,507	\$5,702	\$5,776	\$5,862	\$5,921	\$5,973
12	Toll Revenue	1,645	1,669	1,670	1,679	1,686	1,694
13	Other Revenue	754	674	689	665	695	720
14	Capital and Other Reimbursements	1,464	1,640	1,710	1,669	1,646	1,654
15	Total Operating Revenue	\$9,370	\$9,684	\$9,845	\$9,876	\$9,947	\$10,041
17	Operating Expense						
18	Labor Expenses:						
19	Payroll ¹	\$4,806	\$5,224	\$5,296	\$5,389	\$5,475	\$5,563
20	Overtime	780	896	786	787	799	810
21	Health & Welfare	950	1,053	1,138	1,212	1,296	1,390
22	OPEB Current Payment	473	474	513	557	604	657
23	Pensions	1,366	1,433	1,424	1,421	1,404	1,414
24	Other-Fringe Benefits	844	804	819	835	849	870
25	Reimbursable Overhead	(2)	(2)	(1)	(1)	(1)	(1)
26	Sub-total Labor Expenses	\$9,216	\$9,881	\$9,975	\$10,199	\$10,427	\$10,703
28	Non-Labor Expenses:						
29	Electric Power	\$494	\$547	\$500	\$537	\$600	\$644
30	Fuel	259	272	263	256	262	272
31	Insurance	45	61	75	85	97	110
32	Claims	300	223	222	224	233	236
33	Paratransit Service Contracts	368	374	386	421	474	516
34	Maintenance and Other Operating Contracts	566	621	689	725	748	707
35	Professional Service Contracts	345	391	424	397	394	402
36	Materials & Supplies	590	695	713	711	707	711
37	Other Business Expenses	172	187	189	197	199	208
38	Sub-total Non-Labor Expenses	\$3,139	\$3,371	\$3,460	\$3,553	\$3,713	\$3,805
40	Other Expense Adjustments:						
41	Other	\$46	\$45	\$44	\$48	\$48	\$49
42	General Reserve	0	0	140	145	150	155
43	Sub-total Other Expense Adjustments	\$46	\$45	\$184	\$193	\$198	\$204
45	Total Operating Expense before Non-Cash Liability Adjs.	\$12,401	\$13,297	\$13,619	\$13,945	\$14,339	\$14,713
47	Depreciation	\$2,174	\$2,292	\$2,411	\$2,473	\$2,662	\$2,720
48	OPEB Obligation	1,920	2,000	2,036	2,121	2,208	2,299
49	Environmental Remediation	14	7	5	5	5	5
51	Total Operating Expense	\$16,510	\$17,596	\$18,071	\$18,543	\$19,214	\$19,737
53	Net Operating Deficit Before Subsidies and Debt Service	(\$7,140)	(\$7,912)	(\$8,226)	(\$8,667)	(\$9,267)	(\$9,695)
55	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$4,109	\$4,299	\$4,453	\$4,598	\$4,875	\$5,024
57	Debt Service (excludes Service Contract Bonds)	(2,299)	(2,264)	(2,482)	(2,590)	(2,772)	(2,936)
59	Total Operating Expense with Debt Service	\$14,700	\$15,562	\$16,100	\$16,535	\$17,110	\$17,649
61	Dedicated Taxes and State/Local Subsidies	\$5,898	\$6,212	\$6,330	\$6,539	\$6,760	\$6,925
63	Net Deficit After Subsidies and Debt Service	\$567	\$334	\$75	(\$121)	(\$403)	(\$682)
65	Conversion to Cash Basis: GASB Account	(86)	(49)	(0)	0	0	(10)
66	Conversion to Cash Basis: All Other	(396)	(228)	(389)	(142)	(285)	(320)
68	CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER	\$86	\$57	(\$314)	(\$263)	(\$688)	(\$1,013)

Note: ¹ 2013 Payroll includes \$78.3 million of accrued NYC Transit retroactive wages and FICA relating to the recent TWU contract agreement.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
MTA Consolidated Cash Receipts and Expenditures
(\$ in millions)

Line No	Cash Receipts and Expenditures	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
10	Receipts						
11	Farebox Revenue	\$5,571	\$5,717	\$5,814	\$5,901	\$5,960	\$6,013
12	Other Operating Revenue	\$803	\$696	\$717	\$749	\$703	\$727
13	Capital and Other Reimbursements	\$1,340	\$1,712	\$1,682	\$1,637	\$1,615	\$1,617
14	Total Receipts	\$7,713	\$8,125	\$8,213	\$8,286	\$8,277	\$8,356
16	Expenditures						
17	Labor:						
18	Payroll	\$4,525	\$5,279	\$5,187	\$5,169	\$5,261	\$5,342
19	Overtime	736	890	780	758	772	781
20	Health and Welfare	952	1,014	1,103	1,173	1,260	1,347
21	OPEB Current Payment	431	458	496	539	586	638
22	Pensions	1,191	1,348	1,407	1,387	1,366	1,374
23	Other Fringe Benefits	653	761	764	767	782	801
24	Contribution to GASB Fund	86	49	0	0	0	10
25	Reimbursable Overhead	0	0	(0)	0	(0)	0
26	Total Labor Expenditures	\$8,574	\$9,799	\$9,736	\$9,793	\$10,027	\$10,293
28	Non-Labor:						
29	Electric Power	\$498	\$547	\$500	\$532	\$593	\$636
30	Fuel	252	271	259	252	258	268
31	Insurance	24	54	61	66	78	91
32	Claims	213	236	209	201	208	211
33	Paratransit Service Contracts	373	372	384	419	472	514
34	Maintenance and Other Operating Contracts	471	545	554	589	613	573
35	Professional Service Contracts	293	359	363	339	335	343
36	Materials & Supplies	640	691	684	691	698	704
37	Other Business Expenditures	165	261	184	191	192	202
38	Total Non-Labor Expenditures	\$2,929	\$3,337	\$3,197	\$3,280	\$3,448	\$3,543
40	Other Expenditure Adjustments:						
41	Other	36	87	108	92	83	133
42	General Reserve	0	0	140	145	150	155
43	Total Other Expenditure Adjustments	\$36	\$87	\$248	\$237	\$233	\$288
45	Total Expenditures	\$11,539	\$13,223	\$13,181	\$13,310	\$13,709	\$14,125
47	Net Cash Deficit Before Subsidies and Debt Service	(\$3,826)	(\$5,098)	(\$4,968)	(\$5,024)	(\$5,432)	(\$5,769)
49	Dedicated Taxes and State/Local Subsidies	\$5,576	\$6,816	\$6,477	\$6,680	\$6,820	\$6,975
50	Debt Service (excludes Service Contract Bonds)	(\$1,664)	(\$1,661)	(\$1,823)	(\$1,919)	(\$2,076)	(\$2,219)
52	CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER	\$86	\$57	(\$314)	(\$263)	(\$688)	(\$1,013)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
Cash Conversion Detail
(\$ in millions)

	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
<u>Depreciation</u>						
New York City Transit	\$1,421	\$1,544	\$1,638	\$1,688	\$1,863	\$1,913
Long Island Rail Road	333	333	343	347	350	354
Metro-North Railroad	230	229	231	227	229	231
MTA Bus Company	49	42	42	42	43	44
MTA Headquarters	42	31	36	40	41	33
Staten Island Railway	8	8	8	8	8	8
Bridges & Tunnels	91	104	112	120	128	137
<i>Sub-Total</i>	<u>2,174</u>	<u>2,292</u>	<u>2,411</u>	<u>2,473</u>	<u>2,662</u>	<u>2,720</u>
<u>Other Post Employment Benefits</u>						
New York City Transit	\$1,554	\$1,604	\$1,616	\$1,681	\$1,748	\$1,818
Long Island Rail Road	45	72	74	76	76	78
Metro-North Railroad	58	65	68	70	73	77
MTA Bus Company	100	100	100	100	100	100
MTA Headquarters	85	90	105	117	130	143
Staten Island Railway	1	2	2	2	2	2
Bridges & Tunnels	77	67	70	74	77	81
<i>Sub-Total</i>	<u>1,920</u>	<u>2,000</u>	<u>2,036</u>	<u>2,121</u>	<u>2,208</u>	<u>2,299</u>
<u>Environmental Remediation</u>						
New York City Transit	24	0	0	0	0	0
Long Island Rail Road	(14)	4	2	2	2	2
Metro-North Railroad	2	3	3	3	3	3
MTA Bus Company	2	0	0	0	0	0
Staten Island Railway	0	0	0	0	0	0
Bridges & Tunnels	(0)	0	0	0	0	0
<i>Sub-Total</i>	<u>14</u>	<u>7</u>	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>
<u>Net Operating Surplus/(Deficit)</u>						
New York City Transit ¹	246	(275)	5	31	7	(2)
Long Island Rail Road	(5)	2	(19)	2	1	(2)
Metro-North Railroad	37	25	(130)	(18)	(22)	(31)
MTA Bus Company	16	(51)	12	12	12	12
MTA Headquarters	119	(1)	104	193	131	95
Staten Island Railway	4	(4)	(0)	0	0	(0)
First Mutual Transportation Assurance Company	25	(15)	(19)	(29)	(32)	(41)
Other	32	26	21	21	22	22
<i>Sub-Total</i>	<u>475</u>	<u>(292)</u>	<u>(27)</u>	<u>212</u>	<u>120</u>	<u>53</u>
<u>Subsidies</u>						
New York City Transit	(409)	(45)	(449)	(334)	(393)	(399)
Commuter Railroads	(462)	72	18	36	25	26
MTA Bus Company	(35)	26	98	(16)	(23)	18
MTA Headquarters	(27)	(24)	(26)	(26)	(26)	(24)
Staten Island Railway	(24)	(36)	(37)	(49)	(35)	(37)
Other	(4)	0	0	0	0	0
<i>Sub-Total</i>	<u>(962)</u>	<u>(7)</u>	<u>(396)</u>	<u>(389)</u>	<u>(452)</u>	<u>(416)</u>
Total Cash Conversion	\$3,623	\$4,000	\$4,030	\$4,421	\$4,543	\$4,661

Note: ¹ 2013 Expenses for NYC Transit include \$78.3 million of accrued retroactive wages and FICA relating to the recent TWU contract agreement.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
Changes Year-to-Year By Category
 Favorable/(Unfavorable)
 (\$ in millions)

Line Number	Non-Reimbursable		2014		2015		2016	2017		2018	Change 2017 - 2018	
	2013 Actual	2014 November Forecast	Change 2013 - 2014	Final Proposed Budget	Change 2014 - 2015	Change 2015 - 2016		Change 2016 - 2017				
12	Operating Revenue											
13	Farebox Revenue	\$5,507	\$5,702	\$194	\$5,776	\$74	\$5,862	\$86	\$5,921	\$58	\$5,973	\$53
14	Toll Revenue	1,645	1,669	24	1,670	1	1,679	9	1,686	7	1,694	8
15	Other Revenue	754	674	(80)	689	15	665	(24)	695	29	720	25
16	Capital and Other Reimbursements	0	0	0	0	0	0	0	0	0	0	0
17	Total Operating Revenue	\$7,906	\$8,044	\$138	\$8,135	\$91	\$8,206	\$71	\$8,301	\$95	\$8,387	\$86
19	Operating Expense											
20	Labor Expenses:											
21	Payroll ¹	\$4,333	\$4,698	(\$366)	\$4,686	\$13	\$4,791	(\$106)	\$4,894	(\$102)	\$4,986	(\$93)
22	Overtime	621	731	(110)	662	69	667	(4)	681	(14)	693	(12)
23	Health & Welfare	896	989	(94)	1,066	(77)	1,140	(73)	1,223	(84)	1,315	(91)
24	OPEB Current Payment	473	474	(1)	513	(40)	557	(43)	604	(47)	657	(53)
25	Pensions	1,302	1,359	(57)	1,350	9	1,349	1	1,334	15	1,343	(9)
26	Other-Fringe Benefits	695	639	56	634	5	653	(19)	672	(19)	697	(25)
27	Reimbursable Overhead	(321)	(362)	40	(362)	1	(358)	(5)	(351)	(7)	(350)	(1)
28	Sub-total Labor Expenses	\$7,997	\$8,529	(\$532)	\$8,550	(\$21)	\$8,800	(\$250)	\$9,057	(\$258)	\$9,342	(\$284)
30	Non-Labor Expenses:											
31	Traction and Propulsion Power	\$493	\$546	(\$52)	\$499	\$46	\$537	(\$37)	\$600	(\$63)	\$644	(\$44)
32	Fuel for Buses and Trains	259	272	(13)	263	9	256	7	262	(6)	272	(10)
33	Insurance	39	52	(13)	63	(11)	74	(10)	86	(12)	99	(13)
34	Claims	300	223	77	222	1	224	(3)	233	(8)	236	(3)
35	Paratransit Service Contracts	367	374	(8)	386	(11)	421	(35)	474	(53)	516	(42)
36	Maintenance and Other Operating Contracts	497	562	(65)	535	(73)	668	(33)	685	(17)	636	48
37	Professional Service Contracts	297	330	(33)	368	(38)	338	31	332	5	341	(8)
38	Materials & Supplies	475	545	(70)	556	(11)	575	(19)	574	1	568	6
39	Other Business Expenses	167	178	(11)	182	(5)	191	(9)	193	(1)	202	(9)
40	Sub-total Non-Labor Expenses	\$2,894	\$3,083	(\$189)	\$3,175	(\$91)	\$3,283	(\$109)	\$3,437	(\$154)	\$3,513	(\$76)
42	Other Expense Adjustments:											
43	Other	\$46	\$45	1	\$44	1	\$48	(3)	\$48	(1)	\$49	(1)
44	General Reserve	0	0	0	140	(140)	145	(5)	150	(5)	155	(5)
45	Sub-total Other Expense Adjustments	\$46	\$45	\$1	\$184	(\$139)	\$193	(\$8)	\$198	(\$6)	\$204	(\$6)
47	Depreciation	2,174	2,292	(118)	2,411	(119)	2,473	(61)	2,662	(190)	2,720	(57)
48	OPEB Obligation	1,920	2,000	(80)	2,036	(36)	2,121	(84)	2,208	(87)	2,299	(91)
49	Environmental Remediation	14	7	7	5	2	5	0	5	0	5	0
51	Total Operating Expense after Non-Cash Liability Adj.	\$15,046	\$15,957	(\$910)	\$16,361	(\$405)	\$16,874	(\$512)	\$17,568	(\$694)	\$18,083	(\$515)
53	Conversion to Cash Basis: Non-Cash Liability Adjs.	\$4,109	\$4,299	(\$190)	\$4,453	(\$154)	\$4,598	(\$109)	\$4,875	(\$181)	\$5,024	(\$164)
55	Debt Service (excludes Service Contract Bonds)	(2,299)	(2,264)	35	(2,482)	(218)	(2,590)	(109)	(2,772)	(181)	(2,936)	(164)
57	Total Operating Expense with Debt Service	\$13,237	\$13,922	(\$685)	\$14,390	(\$469)	\$14,866	\$475	\$15,464	\$599	\$15,994	\$530
59	Dedicated Taxes and State/Local Subsidies	\$5,898	\$6,212	\$314	\$6,330	\$118	\$6,539	\$209	\$6,760	\$222	\$6,925	\$164
61	Net Surplus/(Deficit) After Subsidies and Debt Service	\$567	\$334	(\$233)	\$75	(\$260)	(\$121)	(\$195)	(\$403)	(\$282)	(\$682)	(\$279)
63	Conversion to Cash Basis: GASB Account	(86)	(49)	(37)	(0)	(49)	0	(0)	0	0	(10)	10
64	Conversion to Cash Basis: All Other	(396)	(228)	(168)	(389)	161	(142)	(247)	(285)	143	(320)	35
65	Net Cash Balance from Previous Year	314	150	(164)	64	(86)	64	0	102	37	1	(101)
66	CASH BALANCE BEFORE PRIOR YEAR CARRYOVER	\$86	\$57	(\$28)	(\$314)	(\$371)	(\$263)	51	(\$688)	(425)	(\$1,013)	(325)

Note: ¹ 2013 Payroll includes \$78.3 million of accrued NYC Transit retroactive wages and FICA relating to the recent TWU contract agreement.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
Non-Recurring Revenue and Savings
(\$ in millions)

		2014 November Forecast	2015 Final Proposed Budget	2016 Plan	2017 Plan	2018 Plan
		Explanation	Explanation	Explanation	Explanation	Explanation
Multi-Agency	Hurricane Irene Reimbursement (August 2011)	\$ 23.5 FEMA/FTA reimbursement due to Hurricane Irene	\$ -	\$ -	\$ -	\$ -
Multi-Agency	Superstorm Sandy Reimbursement (October 2012)	\$ 9.9 FEMA/FTA reimbursement for expenses incurred as a result of Superstorm Sandy	\$ 47.3 FEMA/FTA reimbursement for expenses incurred as a result of Superstorm Sandy	\$ -	\$ -	\$ -
B&T	E-ZPass Tag Inventory and Vacancy Savings	\$ 5.9 One-shot savings resulting from lower spending for E-ZPass tag inventory and vacancies.				
LIRR	Winter Storm Nemo Reimbursement (February 2013)	\$ 1.0 FEMA/FTA reimbursement due to winter storm Nemo	\$ -	\$ -	\$ -	\$ -
LIRR	Bayridge Real Estate Sale (shifted to 2015)	\$ -	\$ 2.6 Currently the Transit Oriented Development (TOD Group) is doing an engineering study & an appraisal for the air rights. They are projecting phase I to go out towards the end of 2013 and phase II in 2014.	\$ -	\$ -	\$ -
MNR	CSX Recovery	\$ 1.8 Recovery resulting from a derailment on the New Haven Line.				
MTAHQ	Reduced Spending	\$ 3.1 Lower level of spending in Professional Services and Other Business Expenses.	\$ -			
MTAHQ	Higher 2 Bdwy Rental from MTACC	\$ 3.0 Payment of prior year rental charges	\$ -			
MTAHQ	Recovery of Relocation Costs	\$ -	\$ 13.9 Reimbursement of HQ move to 2 Broadway	\$ 78.3 Reimbursement of HQ move to 2 Broadway	\$ -	\$ -
Total Non-Recurring Resources (> or = \$1 million)		\$ 48.1	\$ 63.8	\$ 78.3	\$ -	\$ -

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2015-2018
Operating Budget Reserves - Baseline
(\$ in millions)

	<u>2014 November Forecast</u>	<u>2015 Final Proposed Budget</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
MTA General Reserve (annual)	\$0.0	\$140.0	\$145.0	\$150.0	\$155.0
GASB Fund Reserve ^{1,2,3}	\$147.9	\$147.9	\$147.9	\$147.9	\$158.1
MTA Retiree Welfare Benefits Trust ¹	\$300.0	\$300.0	\$300.0	\$300.0	\$300.0

¹ Cumulative balances

² MTA will occasionally move funds from the GASB Fund Reserve into the MTA Retiree Welfare Benefits Trust Fund.

³ These figures reflect the below-the-line adjustments that are made to the GASB Fund Reserve, as noted in Volume 1 of the 2014 July Plan, which include a withdrawal of \$254 million in 2014 and a total of \$533 million in suspended contributions from 2014 to 2018 to fund labor settlements.

IV. MTA Capital Program Information

NYCT
 2014 Commitments Goal
 All \$ in millions

ACEP	Project Description	2014 Commitments
2000-2004		
N40905/34	Wireless Help Points: Bw7 WPR	\$ 0.95
	Element Total	\$ 0.95
2005-2009		
T50803/19	CBTC Canarsie: Equip R156 Locomotives	\$ 1.22
T50806/15	PA/CIS: 44 Stns: Furnish-install Cabinets	\$ 22.14
T50806/16	HVAC At 8 Locations, Wrap Up At 10 Locations	\$ 12.37
	Element Total	\$ 35.73
T51204/08	Brt: Traffic Signal Priority Hardware (SBS)	\$ 3.63
T51204/16	Ulmer Park Depot: Roof Replacement	\$ 2.44
T51204/28	Ulmer Park Depot: Mezzanine Extension - [SBMP]	\$ 2.56
	Element Total	\$ 8.63
2010-2014		
T60302/15	Purchase 256 Articulated Buses	\$ 245.50
T60302/17	Purchase 177 Paratransit Vehicles	\$ 20.59
T60302/28	Purchase 276 Standard Buses (New Flyer)	\$ 152.49
T60302/29	On-Board Audio Visual (OBAV) PILOT: Software Platform Devel	\$ 2.88
	Element Total	\$ 421.46
T60404/01	Heet Nr Electronics Replacement Ph I	\$ 42.71
T60404/05	New Fare Payment System	\$ 10.44
T60404/07	PSLAN: 10 Stations - Partial Systems	\$ 2.00
T60404/08	PSLAN: 20 Stations	\$ 19.97
T60404/09	PSLAN: 2 Stations Montague Tube	\$ 2.39
	Element Total	\$ 77.51
T60407/05	Elevator Replacement: 7 Hydraulic Elevators / Lexington	\$ 21.21
	Element Total	\$ 21.21
T60412/13	Station Rehabilitation: 20 Avenue/ Sea Beach	\$ 41.40
T60412/14	Station Rehabilitation: 8 Avenue / Sea Beach	\$ 36.00
T60412/15	Station Rehabilitation: Fort Hamilton Parkway / Sea Beach	\$ 36.00
T60412/16	Station Rehabilitation: 18 Avenue / Sea Beach	\$ 40.00
T60412/17	Station Rehabilitation: Kings Highway / Sea Beach	\$ 40.00
T60412/18	Station Rehabilitation: New Utrecht Av / Sea Beach	\$ 36.60
T60412/19	Station Rehabilitation: Bay Parkway / Sea Beach	\$ 39.30
T60412/20	Station Rehabilitation: Avenue U / Sea Beach	\$ 40.00
T60412/21	Station Rehabilitation: 86 Street / Sea Beach	\$ 40.00
T60412/32	Station Renewal: Ozone Park-Lefferts Blvd / Liberty	\$ 6.64
T60412/38	Station Renewal: Avenue X / Culver	\$ 14.03
T60412/39	Station Renewal: Avenue U / Culver	\$ 15.79
T60412/40	Station Renewal: Avenue P / Culver	\$ 12.02

NYCT
2014 Commitments Goal
All \$ in millions

ACEP	Project Description	2014 Commitments
T60412/41	Station Renewal: Bay Parkway / Culver	\$ 12.18
T60412/42	Station Renewal: 18 Avenue / Culver	\$ 18.51
T60412/43	Station Renewal: Ditmas Avenue / Culver	\$ 18.40
T60412/44	Station Renewal: Avenue I / Culver	\$ 15.13
T60412/45	Station Renewal: Pennsylvania Avenue / New Lots	\$ 10.58
T60412/46	Station Renewal: Rockaway Avenue / New Lots	\$ 9.87
T60412/47	Station Renewal: Saratoga Avenue / New Lots	\$ 10.96
T60412/48	Station Renewal: Junius Street / New Lots	\$ 11.82
T60412/49	Station Renewal: Sutter Avenue-Rutland Road / New Lots	\$ 11.36
T60412/50	Station Renewal: Van Siclen Avenue / New Lots	\$ 10.74
T60412/60	Station Component: Station Components: 6 Stations / Jamaica	\$ 37.80
T60412/69	Station Component: Queensboro Plaza / Flushing	\$ 0.93
T60412/80	Station Component: 103 Street / Lexington	\$ 9.95
T60412/81	Station Component: 2 Locations / Culver	\$ 12.14
T60412/82	Station Component: 49 Street / Broadway	\$ 6.86
T60412/83	Station Component: 2 Locations / 4 Av	\$ 8.21
T60412/84	Station Component: Delancey St-essex St / Nassau	\$ 0.90
T60412/87	Station Ventilators: Elmhurst Av(N. Of Bwy) QBL [SBMP]	\$ 1.34
T60412/91	Station Component: 3 Locations / Lexington	\$ 5.57
T60412/92	Station Component: New Lots Av Station / New Lots Line	\$ 2.14
T60412/93	Station Component: 2 Locations / QBL	\$ 10.13
T60412/95	Station Ventilators: Ph 6 - 5 Loc / Upper Manhattan & Bronx	\$ 6.45
T60412/96	Station Component: 2 Locations / Nostrand	\$ 6.53
T60412/98	Station Component: Street Stairs: Ditmars Blvd / Astoria (s2/s3) [SBMP]	\$ 1.29
T60412/A2	Station Component: Street Stairs: Grand St / Canarsie [SBMP]	\$ 2.18
T60412/A3	Station Component: Mezzanine Ceiling/Walls: Morgan Avenue / Canarsie	\$ 1.27
T60412/B1	Station Component: 3 Locations / Crosstown	\$ 9.62
T60412/C3	Station Component: 5 Locations / Canarsie	\$ 10.88
T60412/C4	Station Component: 7 Locations / 8th Avenue	\$ 25.19
T60412/C5	Station Component: 2 Street Stairs: Broadway / Astoria (s1/s3) [SBMP]	\$ 1.31
T60412/C6	Station Component: 1 St Stair: Broadway / Astoria (s2) [SBMP]	\$ 0.65
T60412/C7	Station Component: 3 Street Stairs: Rector Street / Broadway (nb) [SBMP]	\$ 2.74
T60412/C8	Station Component: 5 Street Stairs: Rector Street / Broadway (sb) [SBMP]	\$ 3.62
T60412/C9	Station Component: 2 Street Stairs: Jay Street-metro Tech / Broadway [SE	\$ 1.30
T60412/D1	Station Ventilators: Elmhurst Av (S of Bwy) / QBL [SBMP]	\$ 1.44
T60412/D2	Station Ventilators: Grand Street / Canarsie [SBMP]	\$ 1.31
T60412/D3	Station Ventilators: Clin-Wash Avs (W of Wvrly) / BCT [SBMP]	\$ 0.97
T60412/D4	Station Component: 1 Interior Stair: 49 Street / Broadway (p2) [SBMP]	\$ 0.81
T60412/D6	Station Component: 3 St Strs: Clinton-washington Avs/fulton (s2/s4/s6) [SE	\$ 1.01

NYCT
 2014 Commitments Goal
 All \$ in millions

ACEP	Project Description	2014 Commitments
T60412/D7	Station Component: 3 St Strs: Clinton-washington Avs/fulton (s1/s3/s5) [SE	\$ 1.01
T60412/D8	Station Component: 3 Street Strs: Rockaway Avenue / Fulton (s2/s4/s8) [S	\$ 0.94
T60412/D9	Station Component: 3 Street Stairs: Rockaway Avenue / Fulton (s1/s3/s7)	\$ 0.94
T60412/E1	Station Component: 3 Locations / Fulton	\$ 5.81
	Element Total	\$ 710.56
T60413/07	ADA: 68 St-hunter College / Lexington	\$ 0.96
T60413/10	ADA: 23 Street / Lexington	\$ 16.84
T60413/11	ADA: Phase 2: 57 Street - 7 Avenue / Broadway	\$ 36.16
T60413/12	ADA: Ozone Park-lefferts Blvd / Liberty	\$ 21.37
T60414/05	Access Improvements: Grand Central / Lex	\$ 18.19
	Element Total	\$ 93.52
T60502/13	Mainline Track Replacement - 2014 Design And EFA	\$ 4.90
T60502/14	Track Force Account - 2014	\$ 35.00
T60502/15	Mainline Track Replacement - 2015	\$ 2.00
T60502/16	Continuous Welded Rail - 2014	\$ 18.44
T60502/70	Mainline Track Replacement 2013 At Concourse	\$ 6.57
T60502/75	Mainline Track Replacement 2013 At 7th Avenue	\$ 2.97
T60502/83	Mainline Track Replacement 2014 / 4th Avenue	\$ 5.07
T60502/84	Mainline Track Replacement 2014 / 8th Avenue	\$ 12.76
T60502/85	Mainline Track Replacement 2014 / Concourse	\$ 3.38
T60502/86	Mainline Track Replacement 2014 / Queens Blvd	\$ 14.70
T60502/87	Mainline Track Replacement 2014 / White Plains Road	\$ 19.96
T60502/88	Mainline Track Replacement 2014 / Eastern Parkway	\$ 4.78
T60502/89	Mainline Track Replacement 2014 / Jerome	\$ 8.77
T60502/90	Mainline Track Replacement 2014 / Lexington Ave & 42 Shuttle	\$ 13.56
T60502/91	Mainline Track Replacement 2014 / Pelham	\$ 20.81
T60502/92	Mainline Track Replacement 2014 / 7th Avenue	\$ 4.68
T60502/93	Mainline Track Replacement 2014 / Brighton	\$ 28.41
T60502/94	Mainline Track Replacement 2014 / Flushing	\$ 5.98
	Element Total	\$ 212.74
T60503/05	Mainline Switches - 2014 Design And EFA	\$ 5.56
T60503/06	Mainline Switch Replacement 2015	\$ 2.90
T60503/21	Mainline Track Switches 2014 / Eastern Parkway	\$ 6.19
T60503/22	Mainline Track Switches 2014 / White Plains Road	\$ 17.10
T60503/23	Mainline Track Switches 2014 / Queens Blvd	\$ 6.12
	Element Total	\$ 37.87
T60603/02	Vent Study: South Of Grand Central / Lexington	\$ 2.10
T60603/05	Replace Vent Controls: 26 Locations	\$ 13.61
	Element Total	\$ 15.71

NYCT
 2014 Commitments Goal
 All \$ in millions

ACEP	Project Description	2014 Commitments
T60604/03	Pumps: 4 Locations / Pelham - Jerome - Lenox	\$ 14.70
T60604/04	Pumps: 2 Locs - Manhattan Midtown	\$ 0.74
	Element Total	\$ 15.44
T60703/12	Rehab Retaining Walls: South (thru 18 Avenue) / Sea Beach	\$ 41.00
T60703/13	Structure Repairs / Dyre Avenue Line	\$ 8.54
T60703/16	Subway Tunnel Rehabilitation: Priority Repairs: 4th Avenue	\$ 0.50
T60703/19	Overcoating: Broadway Junction - New Lots Avenue / Cnr	\$ 24.37
T60703/24	Structural Steel Repair, Lower Level, 9th Ave, West End Ln	\$ 13.99
T60703/27	Overcoating: Portal - King's Hwy	\$ 27.40
T60703/28	Overcoating: King's Hwy - West 8th St	\$ 21.89
	Element Total	\$ 137.69
T60803/15	Interlocking Modernization: 34 St / 6th Avenue	\$ 218.26
T60803/16	West 4 St Interlocking / 6th Avenue	\$ 221.18
T60803/18	Signal Key-by Circuit Mods: Phase 3	\$ 14.67
T60803/25	Replacement Of ATS-A & CBTC Status Boards At RCC	\$ 6.59
T60803/26	ATS-A: Normal Replacemnet Of Hardware & Operating System	\$ 5.70
	Element Total	\$ 466.39
T60806/01	Fiber Optic Cable Replacement: Phase 1	\$ 1.10
T60806/04	PA/CIS: 43 Stns: Furnish-install Cabinets	\$ 22.64
T60806/10	Pbx Upgrade, Phase I	\$ 22.45
T60806/13	Antenna Cable Upgrade/replacement Ph 1	\$ 1.73
T60806/15	Copper Cable Upgrade/replacement Phase 3	\$ 8.92
T60806/20	Hydrogen Gas Ventilation:19 Communications Rooms	\$ 4.79
T60806/21	PSLAN: 30 Stations	\$ 28.09
T60806/28	Integrated Service Information & Mngmnt B-Div: Module 1 Grp1	\$ 12.32
	Element Total	\$ 102.03
T60902/08	Roof And Enclosure: Jerome/kinsbridge [SBMP]	\$ 2.97
	Element Total	\$ 2.97
T60904/03	Replace/upgrade Emergency Alarms And Emerg Telephones Pilot	\$ 5.70
T60904/09	CBH 275: Pearl Street / Clark	\$ 7.36
	Element Total	\$ 13.06
T61004/01	HVAC Repair And Maintenance Project For Dce Facilities, Ph2	\$ 53.59
T61004/07	Shop Repairs/ Upgrades: Pitkin And Concourse	\$ 16.20
T61004/08	Heavy Shop Equipment Replacement	\$ 11.98
T61004/15	Yard Track - 2014	\$ 1.40
T61004/16	Yard Track - 2015	\$ 0.06
T61004/21	Yard Switches - 2014	\$ 1.78
T61004/22	Yard Switches - 2015	\$ 0.65
T61004/25	207 St Overhaul: Equipment For Car HVAC Repair & Maintenance	\$ 2.24

NYCT
2014 Commitments Goal
All \$ in millions

ACEP	Project Description	2014 Commitments
T61004/26	East 180 St Maintenance Shop: Facility Waterproofing	\$ 3.96
T61004/27	Car Washer Repairs: 3 Yards	\$ 12.48
T61004/28	Car Washer Repairs At Coney Island Yard	\$ 5.24
	Element Total	\$ 109.57
T61203	Sliding Gate Replacement At Jackie Gleason Bus Depot	\$ 3.78
T61203/03	Jamaica Depot Replacement	\$ 17.13
T61203/04	126th Street Bus Depot Decommissioning	\$ 5.00
	Element Total	\$ 25.91
T61204/14	Automated Fuel Management System Upgrade	\$ 2.50
T61204/20	Jamaica Bus Terminal Reconfiguration	\$ 3.40
T61204/21	New DOB Facility At St George Terminal	\$ 4.18
T61204/29	Construct Bus Command Center- DOB	\$ 50.91
T61204/30	3 Bus Washers At M J Quill: 1 New And 2 Rehab	\$ 5.76
	Element Total	\$ 66.75
T61302/02	Purchase 54 Flat Cars	\$ 18.38
T61302/06	Purchase 65 Non-rev Vehicles	\$ 11.50
T61302/07	Work Train & Special Equipment: Vacuum Train	\$ 19.02
	Element Total	\$ 48.90
T61602/05	Capital Revolving Fund - 2014	\$ 5.00
T61602/22	Help Point: 2 Stations / White Plains Road & Flushing [SBMP]	\$ 1.55
T61602/23	Help Point: 2 Stations / Flushing [SBMP]	\$ 1.61
T61602/24	Help Point: 2 Stations / Jerome [SBMP]	\$ 1.51
	Element Total	\$ 9.67
T61604/02	Enterprise-Wide San/Disaster Recovery Phase 2	\$ 11.68
T61604/04	Enterprise Lan/Wan Replacement	\$ 9.61
	Element Total	\$ 21.29
T61605/07	Engineering Services: 2013	\$ 3.60
T61605/09	Scope Development: Scope Development - 2014	\$ 9.53
T61605/13	Boring Services: Manhattan & Bronx	\$ 1.97
T61605/14	Boring Services: Bklyn, Qns & SI	\$ 1.64
T61605/15	Test Pits Contract (2014)	\$ 5.50
	Element Total	\$ 22.24
T61606/04	Asbestos Disposal	\$ 2.52
T61606/05	Sprinkler & Fire Alarm System, Ph 2: 6 Av Passageway	\$ 7.07
T61606/06	Fire Alarm: 207 Street Overhaul Shop	\$ 0.40
T61606/09	Asbestos Abatement - 2013	\$ 9.66
T61606/10	Asbestos/Lead: Air Monitor	\$ 9.12
	Element Total	\$ 28.76
T61607/03	RTO Master Tower Hardening	\$ 2.02

NYCT
 2014 Commitments Goal
 All \$ in millions

ACEP	Project Description	2014 Commitments
T61607/05	Employee Facilities: Chambers St / Nassau Loop	\$ 6.53
T61607/07	Security: Perimeter Hardening: RCC & 130 Livingston	\$ 10.88
T61607/11	Facilities: AFC Equip Qtr: 8 Av Stn/ Sea Beach Ln	\$ 2.02
T61607/17	Facilities: Livingston Plaza: Elevators, Roof, Facade	\$ 19.80
T61607/20	RTO Facilities Hardening Ph 2	\$ 9.09
	Element Total	\$ 50.34
S60701/03	Sir: Track: St. George Interlocking	\$ 12.93
S60701/05	Sir: Power: New Power Substation: Prince's Bay	\$ 23.62
	Element Total	\$ 36.55
E61404/02	Electronic Security: 10tsg Boro Hall-Court St	\$ 19.94
E61404/03	Electronic Security: 10tsg Atlantic/Pacific	\$ 16.51
	Element Total	\$ 36.45
ES0702/09	Sandy Repairs: Tower B Rehabilitation (Long Term)	\$ 6.43
ES0702/11	Sandy Repairs: Clifton Shop Repairs (Long Term) Design	\$ 23.21
ES0702/14	Sandy Repairs: St. George Interlocking	\$ 105.80
	Element Total	\$ 135.44
ET0402	Sandy Repairs: Purchase And Install AFC Equipment	\$ 15.83
ET0402/12	Sandy Repairs: South Ferry Advance Removal	\$ 10.61
ET0402/13	Sandy Repairs: South Ferry Station Complex	\$ 141.77
	Element Total	\$ 168.21
ET0403/07	Sandy Mitigation: Lower Mhttn Flood Doors / Hatches [SBFP]	\$ 1.78
ET0403/08	Sandy Mitigation: Lower Mhttn Hatch Installation(SBFP)	\$ 1.33
	Element Total	\$ 3.10
ET0502	Sandy Repairs: Mainline Switches South Ferry	\$ 2.20
ET0502/10	Sandy Repairs: Track - Rutgers Tube	\$ 5.04
ET0502/11	Sandy Repairs: Mainline Track - Clark St Tube	\$ 3.78
ET0502/12	Sandy Repairs: Track - 53 St Tube QBL	\$ 6.64
ET0502/13	Sandy Repairs: South Ferry Track	\$ 3.15
	Element Total	\$ 20.81
ET0602	Sandy Repairs: Fan Plant (#6375) / Rutgers Tube	\$ 38.80
ET0602/14	Sandy Repairs: Tunnel Lighting - Rutgers Tube	\$ 4.92
ET0602/17	Sandy Repairs: 1 Pump Rooms (South Ferry)	\$ 6.50
ET0602/18	Sandy Repairs: 2 Pump Rooms (Southern Manhattan)	\$ 6.50
ET0602/20	Sandy Repairs: 2 Pump Rooms (207 St / CLK Tube)	\$ 7.30
ET0602/23	Sandy Repairs: Fan Plant South Ferry	\$ 3.90
ET0602/24	Sandy Repairs: 3 Fan Plants (Southern Manhattan)	\$ 30.70
ET0602/26	Sandy Repairs: 1 Fan Plant (Old Slip) Clark	\$ 4.36
ET0602/27	Sandy Repairs: South Ferry Tunnel Lighting	\$ 5.93
	Element Total	\$ 108.91

NYCT
 2014 Commitments Goal
 All \$ in millions

ACEP	Project Description	2014 Commitments
ET0802/01	Sandy Repairs: South Ferry Interlocking	\$ 56.20
ET0802/12	Sandy Repairs: Signals In The Clark St Tube	\$ 2.93
ET0802/13	Sandy Repairs: Signals In The Rutgers Tube	\$ 1.96
ET0802/14	Sandy Repairs: Signals In The Cranberry Tube	\$ 2.44
ET0802/15	Sandy Repairs: Signals - 53 St Tube QBL	\$ 1.96
ET0802/19	Sandy: Revenue Facility Microwave Communications System	\$ 3.49
ET0802/21	Sandy Repairs: CCTV, Rutgers Tube	\$ 3.84
ET0802/22	Sandy Repairs: CCTV, Cranberry Tube	\$ 3.84
	Element Total	\$ 76.66
ET0902	Sandy Repairs: CBH #502/ Cranberry Tube	\$ 38.61
ET0902/19	Sandy Repairs: Power & Comm Cable - Rutgers	\$ 23.10
ET0902/20	Sandy Repairs: Comm/Power Cable - Cranberry Tube	\$ 15.83
ET0902/22	Sandy Repair: 4 CBH's (#229, 278, 301, 284) - Clk (var Locs)	\$ 29.42
ET0902/23	Sandy Repairs: Substation Equip (Irt) - Clark St Tube	\$ 16.13
ET0902/24	Sandy Repairs: Comm & Power Cables - Clark St Tube	\$ 25.17
ET0902/25	Sandy Repairs: Comm/Power Cable Replacemnt - 53 St Tube QBL	\$ 22.29
ET0902/26	Sandy Repairs: Circuit Breaker House (#565) 53 St Tube QBL	\$ 22.55
ET0902/27	Sandy Repairs: 4 Circuit Breaker Houses(#'s 55, 56, 58 & 88)	\$ 79.26
	Element Total	\$ 272.36
ET1002/12	Sandy Repairs: Power Cable Replacement - Rockaway Park	\$ 6.87
ET1002/13	Sandy Repairs: Rockaway Park Yard Assessment	\$ 0.40
ET1002/14	Sandy Study: Yard Assessment - Coney Island	\$ 1.86
ET1002/18	Sandy Repairs: 207 St Yard Signals	\$ 6.48
	Element Total	\$ 15.62
ET1003/04	Sandy Mitigation: Rockaway Yard Rky	\$ 0.96
ET1003/05	Sandy Mitigation:Near Term Perimeter Protection Coney Isl Yd	\$ 7.13
	Element Total	\$ 8.09
ET1203/07	Sandy Mitigation: Various Depots	\$ 0.43
	Element Total	\$ 0.43
ET1602	Sandy Repairs: Employee Facility at Whitehall Station BWY	\$ 1.60
	Element Total	\$ 1.60
T70803 TBD	Interlocking Modernization: York Street / 6th Avenue	\$ 4.87
	Element Total	\$ 4.87
Total 2014 Commitments		\$ 3,646.00

MTA Long Island Rail Road
2014 Commitment Summary
All \$ in Millions

ACEP	Project Description	2014 Commitments
2005-2009		
L50204V4	3P CONSTRUCTION	\$ 1.26
	Element Total	\$ 1.26
L50304TS	3RD PARTY DESIGN / FURNISH	\$ 4.28
L50304TT	F/A CONSTRUCTION	\$ 2.70
	Element Total	\$ 6.98
L50601Y3	3P CONSTRUCTION SBMP	\$ 0.93
L50601YD	MTA REAL ESTATE	\$ 0.05
L50601YF	3P PAVING-MENTORING	\$ 0.94
	Element Total	\$ 1.92
L509048A	3P Remediation - Group "C" Sites	\$ 3.24
	Element Total	\$ 3.24
2010-2014		
EL0402ZB	3P DESIGN & REVIEW	\$ 0.55
	Element Total	\$ 0.55
EL0502ZC	3P CONSTR-FOUNDATION/EQUIP-PLATFORM	\$ 1.09
	Element Total	\$ 1.09
EL0602ZD	3RD PARTY DESIGN	\$ 0.97
EL0602ZL	3RD PARTY DESIGN & REVIEW	\$ 0.36
	Element Total	\$ 1.34
EL0702ZM	3P CM	\$ 1.02
	Element Total	\$ 1.02
EL0902ZF	F/A MATERIAL	\$ 3.97
	Element Total	\$ 3.97
L60204UC	FA DESIGN	\$ 3.52
L60204UD	3P CONSTRUCTION-(PN-V4)	\$ 11.17
L60204UE	3P CONSTRUCTION - ELEVATOR	\$ 6.82
L60204UF	3P DESIGN	\$ 1.20
L60204UH	FA CONSTRUCTION LABOR	\$ 3.95
	Element Total	\$ 26.66
L60205U1	F/A TRANSPORTATION	\$ 1.55
	Element Total	\$ 1.55
L60206VL	PROJECT MANAGEMENT	\$ 11.00
	Element Total	\$ 11.00
L60301TE	PROJECT MANAGEMENT	\$ 50.93
L60301TF	3p EQUIPMENT-TIE REMOVER	\$ 0.49
	Element Total	\$ 51.42
L60304TU	CPS	\$ 60.52
L60304TV	PROJECT MANAGEMENT	\$ 2.31
L60304TW	3P CONSTRUCTION	\$ 16.36
L60304TX	3P CM	\$ 6.45
	Element Total	\$ 85.64
L60401BC	3P CONSTRUCTION	\$ 7.93
	Element Total	\$ 7.93
L60502LA	PTC RAILSIM ANALYSIS	\$ 0.15
	Element Total	\$ 0.15
L60601YN	FA INSPECTION	\$ 2.71
L60604YT	3P CONSTRUCTION - UCC ROOF	\$ 3.50
	Element Total	\$ 6.21
L60701AM	FA CONSTRUCTION LABOR	\$ 6.88
L60701AQ	F/A ABATEMENT/DEMO	\$ 1.82
L60701AR	PROJECT MANAGEMENT	\$ 1.56
	Element Total	\$ 10.27
L60904N3	3P DESIGN	\$ 0.72
L60904N6	3P DESIGN	\$ 0.30
L60904NA	INDIRECT ADMINISTRATION 2014	\$ 19.88
L60904NC	LI PROTECTIVE LIABILITY 06/14-05/15	\$ 0.20
L60904ND	INDEPENDENT ENGINEER 2014	\$ 1.09
	Element Total	\$ 22.18
Total 2014 Commitments		\$ 244.37

MTA Metro-North Railroad
2014 Commitment Summary
All \$ in Millions

ACEP	Project Description	2014 Commitments
2000-2004		
G414-03-09	525 N. Broadway, White Plains	\$ 1.28
	Element Total	\$ 1.28
M402-03-13	North White Plains Parking Garage	\$ 0.50
	Element Total	\$ 0.50
2005-2009		
M501-01-10	M-9 Specification Development	\$ 0.43
M501-01-12	Rolling Stock Signals (PTC)	\$ 0.71
	Element Total	\$ 1.14
M502-02-02	Croton Harmon/Peekskill Station Improvements	\$ 3.01
M502-02-06	Station Building Rehabilitation	\$ 0.25
	Element Total	\$ 3.26
M508-01-09	Customer and Employee Communications Projects	\$ 1.40
	Element Total	\$ 1.40
2010-2014		
M601-01-02	M-8 New Haven Line Purchase	\$ 10.00
	Element Total	\$ 10.00
M602-01-01	GCT Trainshed/Tunnel Structure	\$ 18.12
M602-01-05	GCT Leaks Remediation Phase II	\$ 2.99
M602-01-06	GCT Elevator Rehab Phase 4	\$ 5.30
M602-01-09	GCT Customer Communications	\$ 2.04
M602-01-10	GCT Recycling Facility	\$ 1.11
	Element Total	\$ 29.56
M602-02-02	Fordham Station Improvements	\$ 4.64
M602-02-04	Station Building Rehabilitation/Net Lease	\$ 1.55
M602-02-06	New Haven Line Station Phase II	\$ 0.30
M602-02-08	Customer Communications/Connectivity Improve	\$ 5.37
	Element Total	\$ 11.86
M603-01-02	Turnouts - Mainline/High Speed	\$ 3.40
M603-01-03	GCT Turnouts/Switch Renewal	\$ 2.50
M603-01-04	Turnouts - Yards/Sidings	\$ 1.62
M603-01-05	M o f W Equipment/RS	\$ 3.91
M603-01-08	Drainage Improvements	\$ -
M603-01-14	2014 Cyclical Track Program	\$ 12.67
	Element Total	\$ 24.10
M603-02-02	Rehab Culverts/Railtop Culvert	\$ 0.18
M603-02-04	DC Substation/Signal House	\$ 0.66
M603-02-05	Bridge Walkways Installation	\$ 0.38
M603-02-06	Remove Obsolete Facilities	\$ 1.28
M603-02-09	Employee Welfare and Storage Facilities	\$ 2.66
M603-02-10	Replace/Repair Undergrade Bridges Program	\$ 3.45
M603-02-11	Harlem River Lift Bridge Cable	\$ 0.13
M603-02-12	Overhead Bridge Program - E of H	\$ 2.90
M603-02-14	Park Avenue Viaduct Direct Fixation	\$ 1.74
M603-03-05	W of H Replace/Renew Undergrade Bridges	\$ 5.70
	Element Total	\$ 19.08
M604-01-01	Positive Train Control	\$ 19.21
M604-01-02	West of Hudson Signal Improvements	\$ 12.74
M604-01-04	Replace Field code System - Mott Haven	\$ 0.51

MTA Metro-North Railroad
 2014 Commitment Summary
 All \$ in Millions

ACEP	Project Description	2014 Commitments
M604-01-06	Centralized Train Control/SCADA Intrusion Testing	\$ 0.89
M604-01-09	Replace High Cycle Relays	\$ 0.12
M604-01-11	PBX Equipment Upgrade	\$ 0.10
	Element Total	\$ 33.57
M605-01-01	Substation Bridge 23 - Construction	\$ -
M605-01-03	Harlem & Hudson Lines Power Improvements	\$ 26.24
M605-01-04	Replace Motors Alternators	\$ 1.48
M605-01-05	Replace Substation Batteries	\$ -
M605-01-07	Har. River Lift Bridge Breaker Houses/Controls	\$ 0.25
M605-01-09	Replace 3rd Rail Brackets - Park Avenue Tunnel	\$ 6.56
	Element Total	\$ 34.52
M606-01-01	Harmon Shop Improvements	\$ 36.84
	Element Total	\$ 36.84
M608-01-01	Systemwide Lead/Asbestos Abatement	\$ 0.50
M608-01-06	Program Administration	\$ 8.92
M608-01-07	Program Scope Development	\$ 2.53
	Element Total	\$ 11.95
EM03-02-02	Right of Way Restoration: Various Locations	\$ 2.20
	Element Total	\$ 2.20
EM04-02-05	Comm & Signal Infrastructure Restoration Phase 1	\$ 3.08
EM04-02-07	Comm & Signal Infrastr Restoration Eqpmt Replcmt	\$ 6.63
	Element Total	\$ 9.71
EM05-02-06	Power Infrastructure Restoration-Phase 1	\$ -
EM05-02-08	Power Infrastructure Restoration-Substations	\$ 36.63
EM05-02-09	Power Infrastructure Restoration-HRLB	\$ 4.44
EM05-02-10	Power Infrastr Restoration-Remote Terminal Houses	\$ 1.28
	Element Total	\$ 42.35
	Total 2014 Commitments	\$ 273.33

MTA Bridges & Tunnels
2014 Commitments Goal
All \$ in millions

ACEP	Project Description	2014 Commitments
2005-2009		
D505QM01	Service & FE Building Rehabilitation	\$ 3.09
	Element Total	\$ 3.09
2010-2014		
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	\$ 69.67
	Element Total	\$ 69.67
D601MP06	Substructure & Underwater Scour Protection	\$ 1.84
	Element Total	\$ 1.84
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	\$ 3.45
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	\$ 3.73
	Element Total	\$ 7.18
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	\$ 111.64
D601RK76	Miscellaneous Structural Repair	\$ 15.75
	Element Total	\$ 127.39
D601TN52	Miscellaneous Structural Rehabilitation	\$ 8.60
D601VN34	Verrazano-Narrows Bridge Main Cable Testing	\$ 3.63
	Element Total	\$ 12.23
D602BB54	Replacement Brooklyn Plaza Structural Slab	\$ 27.18
	Element Total	\$ 27.18
D602HH88	Replace Upper & Lower Level Plza & Southbnd. Appr.	\$ 32.43
	Element Total	\$ 32.43
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	\$ 8.85
	Element Total	\$ 8.85
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	\$ 218.83
D602RK75	Interim Repairs - Toll Plaza Deck	\$ 16.18
	Element Total	\$ 235.00
D602VN03	Toll Plaza - East & West Bound Ramps Improvements	\$ 0.63
	Element Total	\$ 0.63
D604MP03	Programmable Logic Controller & Mechanical Rehab.	\$ 3.50
	Element Total	\$ 3.50
D604QM81	Controls / Communication System	\$ 3.05
	Element Total	\$ 3.05
D604VN87	Substation #1 Rehabilitation	\$ 12.06
	Element Total	\$ 12.06
D605AW12	Hazardous Materials Abatement	\$ 0.42
	Element Total	\$ 0.42
D605BB21	Service Building Rehabilitation	\$ 6.62
D605BB43	Misc. Repairs at BP Garage	\$ 5.32
	Element Total	\$ 11.94
D606AW15	MTA Independent Engineer	\$ 0.56
D606AW18	Protective Liability Insurance	\$ 2.62
D606AW21	Program Administration	\$ 3.50
	Element Total	\$ 6.68
D607RK65	Paint - Plaza and Approach Ramps	\$ 24.44
	Element Total	\$ 24.44

MTA Bridges & Tunnels
 2014 Commitments Goal
 All \$ in millions

ACEP	Project Description	2014 Commitments
ED010209	Restore VNB TwrBase Elect/Lightg Sys+Ped Access Br	\$ 1.28
ED010228	Restore Hugh L. Carey Tunnel - Structural	\$ 192.64
	Element Total	\$ 193.92
ED010240	Restore Queens Midtown Tunnel - Structural	\$ 13.34
	Element Total	\$ 13.34
ED010324	MPB/CBB Master Plan & Resiliency Needs	\$ 9.00
	Element Total	\$ 9.00
ED020202	Restore Hugh L. Carey Tunnel Roadway	\$ 8.26
ED020203	Restore Queens Midtown Tunnel Roadway	\$ 0.64
	Element Total	\$ 8.90
ED040207	Replace MPB Electrical Equipmt at North Abutment	\$ 4.50
ED040208	Replace MPB Lighting Systems	\$ 0.68
ED040210	Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	\$ 7.11
ED040243	Restore Hugh L. Carey Tunnel Utilities	\$ 126.34
ED040281	Restore QMT Cntrl/Comm Sys, CCTV, Traffic Signals	\$ 9.07
	Element Total	\$ 147.70
ED050201	Restore CBB Service Bldg	\$ 1.74
ED050202	Hugh L. Carey Tunnel Environmental Cleanup	\$ 7.20
ED050203	Queens Midtown Tunnel Environmental Cleanup	\$ 0.42
ED050204	Restore Queens Midtown Tunnel Vent Buildings	\$ 0.00
ED050221	Restore Hugh L. Carey Tunnel Vent Bldgs	\$ 4.97
	Element Total	\$ 14.33
ED05032A	Flood Mitigation -Studies/Conceptual Design HCT	\$ 1.01
ED05032B	Flood Mitigation -Studies/Conceptual Design QMT	\$ 1.00
	Element Total	\$ 2.00
	Total 2014 Commitments	\$ 976.77

MTA Bus
 2014 Commitments Goal
 All \$ in millions

<i>ACEP</i>	<i>Project Description</i>	2014 Commitments
<u>2005-2009</u>		
<i>U5030204</i>	Emergency Generators: 6 Depots - Purchase	\$4.3M
<i>U5030211</i>	Far Rockaway Roof Deck Replacement	\$1.5M
<i>U5030225</i>	Security Upgrade: Far Rockaway and Baisley Park	\$6.8M
<i>U5030204</i>	Emergency Generators: 6 Depots - Installation	\$3.3M
<i>U5030216</i>	Additional Fueling Capacity: JFK, Baisley Park and LaGuardia	\$3.5M
	Element Total	\$19.45
<u>2010-2014</u>		
<i>U6030201</i>	Project Administration & Engineering	\$4.1M
<i>U6030205</i>	Chassis Wash: LaGuardia and Baisley Park	\$2.0M
<i>U6030208</i>	New Apron: JFK	\$6.5M
<i>U6030225</i>	Bus Command Ctr	\$8.7M
<i>U6030217</i>	45 Diesel Buses	\$23.8M
<i>U6030219</i>	75 Articulated Buses	\$61.6M
<i>U6030226</i>	Bus Radio System	\$27.8M
	Element Total	\$134.5M
<i>EU030201</i>	Hurricane Sandy Depot Rehabilitation at Far Rockaway	\$25.0M
	Element Total	\$25.00
	Total 2014 Commitments	\$178.92

MTA Capital Construction
2014 Commitment Goals
All \$ in Millions

ACEP	Project Description	2014 Commitments
<u>2005-2009</u>		
N5100105	Harriman MTA PD Sign On - Design Phase	\$0.10
	Element Total	\$0.10
<u>2010-2014</u>		
EG160214	IESS East River Tunnel Impacts	\$21.36
	Element Total	\$21.36
E6100102	MTA PD Staten Island - Design	\$1.00
E6100103	MTA PD District Office Nassau County	\$1.00
	Element Total	\$2.00
E6140202	Penn Station MTA PD Holding Cells - Design Phase	\$0.30
E6140202	Penn Station - Consequence Management FLS	\$5.00
E6140202	Penn Station MTA PD Holding Cells - Construction Phase	\$0.50
	Element Total	\$5.80
Program 6 -ACEP not assigned	Penn Station Perimeter Protection -7th Ave	\$0.95
	Element Total	\$0.95
G61401XX	CM014B - GCT Concourse & Cavern Finishes	\$2.11
G61401XX	Harold Structures (Part 3)	\$31.46
	Element Total	\$33.57
G6090123	Harold Structures (Part 3)	\$75.05
G6090114	CM014B - GCT Concourse & Cavern Finishes	\$193.38
G609XXXX	Traction Power System	\$114.75
G6090142	Manhattan Southern Structures	\$316.27
G6090137	System Package 3 (Signal Equipment Procurement)	\$21.84
G6090135	Systems Package 1 - ESA	\$366.95
	Element Total	\$1088.22
Total 2014 Commitments		\$1152.90

MTA Police Department
 2014 Commitment Summary
 All \$ in Millions

ACEP	Project Description	2014 Commiments
2005-2009		
N5100105	MTAPD District 7 - Harriman	\$0.40
N5100109	MTAPD Radio Project	\$27.28
	Element Total	\$27.68
2010-2014		
E6100102	MTAPD District 9 HQ	\$0.80
E6100103	MTAPD District 2 HQ	\$1.50
E6100104	MTAPD Radio Project - Additional Funding	\$60.00
	Element Total	\$62.30
	2014 Commitment Total	\$89.98

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NYCT 2014 - 2017 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T60412/27	Station Renewal: Forest Avenue / Myrtle	\$7.38	Jan-14
T60412/29	Station Renewal: Fresh Pond Road / Myrtle	\$9.50	Jan-14
T60412/26	Station Renewal: Seneca Avenue / Myrtle	\$7.96	Jan-14
T60412/25	Station Renewal: Central Avenue / Myrtle	\$11.30	Jan-14
T60412/28	Station Renewal: Knickerbocker Avenue / Myrtle	\$11.00	Jan-14
T60806/06	Communications - RTO: RTO: Portable Radio Unit Replacement	\$6.76	Jan-14
T51302/03	Work Train & Special Equipment: 2 Ballast Regulators	\$7.74	Jan-14
T61607/02	Information Technology: Jay St Systems Ph1: Radio Security System at 130 Livingston	\$1.99	Jan-14
T50101/01	New Subway Cars: 23 A Division Cars - R188; Convert 10 R142A Cars	\$116.46	Jan-14
T60502/69	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at Canarsie	\$19.09	Feb-14
T60413/08	Station Accessibility (ADA): ADA: Utica Av / Fulton Line	\$16.95	Feb-14
T60412/85	Station Component Investments: Station Ventilators: Ph 4 - 4Loc / Eastern Queens	\$2.51	Feb-14
T51604/02	Computer Hardware & Communications: HP Server Consolidation/Replacement	\$5.20	Feb-14
T60407/01	Escalator Replacement: 3 Escalators - Southern Manhattan	\$14.56	Feb-14
T60502/59	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at Euclid Ave / 8 Avenue	\$11.31	Feb-14
T60404/09	Communications Cable And Equipment: Passenger Station LAN: 2 Stations Montague Tube	\$2.39	Feb-14
T60404/06	Communications Cable And Equipment: Passenger Station LAN: 4 Stations	\$5.25	Feb-14
T61604/02	Computer Hardware & Communications: Enterprise-Wide SAN/Disaster Recovery Phase 1	\$5.72	Mar-14
T61607/06	Facilities: Distribution: Maspeth Warehouse Repairs	\$9.92	Mar-14
T61604/05	Computer Hardware & Communications: HVAC Upgrade at 130 Livingston Plaza [SBMP]	\$0.65	Mar-14
T60412/A6	Station Component Investments: Street Stairs: 23 Street / 6 Avenue (S1/S2) [SBMP]	\$0.97	Mar-14
T60412/A7	Station Component Investments: Street Stairs: 23 Street / 6 Avenue (S3/S4) [SBMP]	\$1.03	Mar-14
T51302/10	Rubber-Tired Vehicles: Diesel Particulate Filters: Non-Rev Fleet	\$4.97	Mar-14
T60503/20	Mainline Track Switches: Mainline Track Switches 2013 at Brighton	\$4.78	Mar-14
T60502/71	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at Archer Avenue	\$2.42	Mar-14
T60502/72	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at Liberty Ave	\$8.67	Mar-14
T60502/73	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at Jerome Ave	\$6.38	Mar-14
T60413/01	Station Accessibility (ADA): ADA: Forest Hills - 71 Av / Queens Blvd	\$24.73	Mar-14
T60803/01	Maintenance Of Way: Signal Control Modifications Phase 4	\$15.48	Mar-14
T60502/55	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at 6th Avenue	\$18.10	Mar-14
T51204/11	Depot Rehabilitation: Bus Lifts At Various Locations	\$8.80	Mar-14
T61204/02	Misc: Bus Projects: BRT - Bus Rapid Transit 2010-2014 (SBS)	\$25.00	Mar-14
U50302/11	Depot Rehabilitation: Roof/Ventilation: Far Rockaway Depot	\$6.93	Mar-14
U50302/09	Misc: Bus Projects: Upgrade Parking: Baisley Pk & JFK Depots	\$9.20	Mar-14
T60703/26	Subway Tunnel Rehabilitation: Rehab of Subway Roof Delancey St (Norfolk-Essex) [SBMP]	\$1.28	Mar-14
U50302/13	Depot Rehabilitation: Roof/Ventilation: Eastchester Maintenance Facility	\$3.64	Mar-14
T60703/25	Subway Tunnel Rehabilitation: Rehab of Subway Roof Delancey St (Norfolk-Suffolk) [SBMP]	\$1.05	Mar-14
ES0702/12	SIR: Shops & Facilities: Sandy Repairs: Tower B Rehabilitation (Short Term)	\$0.94	Apr-14
ES0702/10	SIR: Shops & Facilities: Sandy Repairs: Clifton Shop Repairs (Short Term)	\$4.23	Apr-14
T61204/09	Misc: Bus Projects: Tank Upgrades: Fresh Pond Depot [SBMP]	\$2.44	Apr-14
T50902/12	Misc: Power: Substation Hatchways: 6 Locations	\$6.10	Apr-14
T60902/03	Misc: Power: Substation Hatchways: 8 Locs	\$5.38	Apr-14
U40302/14	Misc: Bus Projects: Bus Time Customer Information System: MTA Bus	\$10.45	Apr-14
T51204/05	Misc: Bus Projects: Bus Time Customer Information System: NYCT	\$48.76	Apr-14
T60502/37	Mainline Track Rehabilitation: Mainline Track Replacement 2012 at Concourse	\$14.13	Apr-14
T41204/01	Radio & Data Communication: AVL: Paratransit - 2,273 Vehicles	\$37.28	Apr-14
T61606/02	Asbestos Abatement: Asbestos Abatement I/Q	\$8.30	May-14
ET0603/04	Work Train & Special Equipment: Sandy Mitigation: Convrt 6 110A's & 2 Flats to 2 Pump Trains	\$13.89	May-14
T61204/06	Bus Washers: 3 Bus Washers at Manhattanville Depot	\$4.15	May-14
T61607/02	Information Technology: Jay St Systems Phase 1: New PBX Room	\$6.45	May-14
T60803/07	Rapid Transit Operations: Station Time (ST) Improvements, Ph 2 / LEX	\$29.67	May-14
T51606/10	Asbestos Abatement: Asbestos Waste Disposal I/Q	\$0.84	May-14
T41302/P4	Work Train & Special Equipment: Purchase 9 Diesel-Electric Locomotives	\$31.04	May-14
T51302/05	Work Train & Special Equipment: 19 Diesel Locomotives	\$79.27	May-14
ET0403/03	Misc: Stations: Sandy Mitigation: South Ferry Near-Term Flood Protection	\$5.77	May-14
T61606/05	Fire Protection: Sprinkler & Alarm Systems: Phase 1 - 5 Locations	\$13.32	May-14
T61602/13	Misc: Stations: Help Point: 233 St & 238 St / White Plains Rd [SBMP]	\$1.47	May-14
T60806/24	Station Communication Rooms: Communication Room Waterproofing: 5 Locations [SBMP]	\$1.30	May-14
ET0403/05	Misc: Stations: Sandy Mitigation: Vent Cover Prototype (SBFP)	\$1.20	May-14
T60803/01	Signal Systems: AC to DC Line Relay Conversion / Fulton PILOT	\$9.86	May-14
ET0802/18	Signal Systems: Sandy Repairs: Install PLC Signal Equipment - Rockaway Line	\$6.03	May-14

NYCT 2014 - 2017 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
ET0403/04	Misc: Stations: Sandy Mitigation: Stair Covers Prototype (SBFP)	\$2.03	May-14
T61602/14	Misc: Stations: Help Point: 219 St & 225 St / White Plains Rd [SBMP]	\$1.49	May-14
T60413/09	Station Accessibility (ADA): ADA: Hunts Point Av / Pelham	\$17.97	May-14
T60404/02	Fare Marketing/Distribution Equipment: Purchase Automated Farecard Access System (AFAS) Units	\$1.85	May-14
T60502/12	Welded Rail: Continuous Welded Rail - 2013	\$3.92	Jun-14
T60412/A9	Station Component Investments: Street Stairs: 7 Avenue / 6 Avenue (S1-S4) [SBMP]	\$1.23	Jun-14
S40701/15	SIR: Passenger Stations: Station Security Initiatives	\$22.24	Jun-14
T61607/13	Consolidated Employee Facilities:Subways: 207 Street / 8th Avenue	\$8.84	Jun-14
T60502/78	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at s/o 190 St / 8th Avenue	\$6.89	Jun-14
T60502/66	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at Lenox-White Plains Rd	\$5.59	Jun-14
T50599/01	Maintenance Of Way: Third Rail Heater Control System	\$5.95	Jun-14
T61605/01	Capital Program Management: Boring Services: Bklyn, Qns, SI	\$1.54	Jun-14
T61605/02	Capital Program Management: Boring Services: Manhattan & Bronx	\$1.85	Jun-14
ET0802/08	Security Program: Sandy Repairs: Security Equipment Various Locations	\$7.32	Jun-14
T51204/16	Depot Rehabilitation: Flatbush Depot: Asbestos Removal	\$2.45	Jun-14
T60502/75	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at 7th Avenue	\$2.97	Jun-14
T60502/79	Mainline Track Rehabilitation: Mainline Track Replace 2013 at s/o 72 St & 81-86 St / 8AV	\$10.63	Jun-14
T60703/14	Line Structure Overcoating: Bway Junction - Cypress Hills / Jamaica	\$19.93	Jun-14
T50703/17	Line Structure Overcoating: Portal To EOL / Pelham	\$28.16	Jun-14
E61404/01	Security Program: Electronic Security: 10TSG URT Phase 1	\$20.59	Jun-14
T60302/23	Bus Component Systems: Bus Cameras - 2010-14 Purchases	\$24.83	Jun-14
T60502/61	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at Sea Beach	\$12.00	Jun-14
T60502/81	Mainline Track Rehabilitation: Mainline Track Replacement at Greenpoint Tube / Crosstown	\$3.73	Jun-14
T41204/P2	Depot Rehabilitation: Paving: 3 Locations	\$3.13	Jun-14
T60503/17	Mainline Track Switches: Mainline Track Switches 2013 at Queens Blvd	\$15.33	Jun-14
T41302/O4	Work Train & Special Equipment: 36 CWR Flatcars & 18 Flatcars	\$15.11	Jun-14
T61605/03	Capital Program Management: Test Pits Contract	\$2.60	Jun-14
T60502/63	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at 8th Avenue	\$14.04	Jun-14
T60502/70	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at Concourse	\$6.57	Jun-14
T60412/A8	Station Component Investments: Street Stairs: 7 Avenue / 6 Avenue (S5-S8) [SBMP]	\$1.29	Jun-14
T51204/16	Depot Rehabilitation: Flatbush Depot: Roof Repair	\$3.81	Jun-14
T61004/25	Car Maintenance Shops: 207 St Overhaul: Equipment for Car HVAC Repair & Maintenance	\$2.24	Jun-14
T60413/06	Station Accessibility (ADA): ADA: Kingsbridge Rd / Concourse	\$24.45	Jul-14
T60412/89	Station Component Investments: Station Painting at Component Locations: 3 Loc / Brighton	\$3.09	Jul-14
T60412/77	Station Component Investments: Station Components: 3 Stations / Brighton	\$6.92	Jul-14
T61606/03	Asbestos Abatement: I/Q Asbestos/Lead Air Monitoring - 2010	\$7.52	Jul-14
S60701/02	SIR: Structures: Lemon Creek Culvert Bridge	\$3.45	Jul-14
T60412/B9	Station Component Investments: Street Stairs:Franklin Av / Eastern Parkway (S2/S4) [SBMP]	\$1.19	Jul-14
T60412/B8	Station Component Investments: Street Stairs:Franklin Av / Eastern Parkway (S1/S3) [SBMP]	\$1.19	Jul-14
T60412/12	Station Rehabilitation: Smith-9 Streets / Prospect Park Line	\$32.31	Jul-14
T50904/02	Power Distribution Facilities: Duct Reconstruction: Ryders Alley - Front St / 8AV (Phase 2)	\$21.36	Jul-14
S60701/01	SIR: Passenger Stations: Station Structural Repairs, 8 Locations	\$15.51	Jul-14
T60412/01	Station Component Investments: 4 Avenue / Culver	\$12.53	Jul-14
T61607/25	Depot Rehabilitation: AFC Office Upgrades at 2 Depots - FP and QV [SBMP]	\$1.76	Jul-14
T50803/07	Signal Systems: Signal Key-By Circuit Mod: Phase 2	\$29.84	Jul-14
T50414/03	Intermodal/Transfer Facilities: Myrtle-Wyckoff Intermdl FacI -Signal Wrk	\$0.68	Aug-14
T60803/03	Signal Systems: Church Ave Interlocking & Automatics / Culver	\$210.61	Aug-14
T51203/06	New Depots & Facilities: Clara Hale Depot: Reconstruction	\$252.87	Aug-14
T61602/19	Misc: Stations: Help Point: Allerton Av & Burke Av /White Plains Rd [SBMP]	\$1.43	Aug-14
T51602/04	Owner-Controlled Insurance Program: 2006-2009 Owner-Controlled Insurance	\$132.35	Aug-14
T61607/02	Information Technology: Jay St Systems Phase 1: Signal Facility at 14 St / 8 Ave	\$5.83	Aug-14
T51204/30	Depot Rehabilitation: Ulmer Park Depot: In-Ground Lift / Floor Replacement [SBMP]	\$1.15	Aug-14
U50302/05	Depot Rehabilitation: Eastchester Depot: Relocate Fuel Tanks & Bus Washers	\$12.88	Aug-14
T51203/07	Depot Rehabilitation: ENY Depot Rehab	\$17.19	Sep-14
T60502/92	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / 7th Avenue	\$4.68	Sep-14
T60502/89	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / Jerome	\$8.77	Sep-14
T61204/05	Depot Equipment And Machinery: IVN For 5 Depots	\$2.60	Sep-14
T60404/07	Communications Cable And Equipment: Passenger Station LAN: 10 Stations - Partial Systems	\$2.00	Sep-14
T60412/88	Station Component Investments: Station Ventilators: Montrose Avenue / Canarsie [SBMP]	\$1.31	Sep-14
T61607/02	Information Technology: Jay St Systems Ph1: Work Experience Program (WEP) Facility	\$4.22	Sep-14
T60412/C1	Station Component Investments: Station Ventilators:Clin-Wash Avs (E of Wvrrly) [SBMP]	\$1.15	Sep-14
T60503/18	Mainline Track Switches: Mainline Track Switches 2013 at Jamaica	\$13.79	Sep-14

NYCT 2014 - 2017 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T60902/09	Substation Enclosures (IRT-BMT): Roof and Enclosure: E. 180th Street, Morris Park [SBMP]	\$2.52	Sep-14
T40803/CI	Mainline Track Rehabilitation: SSI Bergen: I/H Track Wrap-Up	\$1.80	Sep-14
U50302/18	Misc: Bus Projects: Security Upgrade: Eastchester and LaGuardia	\$6.77	Sep-14
T60502/36	Mainline Track Rehabilitation: Mainline Track Replacement 2012 at 6th Avenue	\$18.48	Sep-14
E61402/01	Security Program: Perimeter Protection: Penn Station-Phase II	\$7.66	Oct-14
T60703/07	Line Structure Overcoating: Rockaway Boulevard - Hammels Wye / Rockaway	\$4.48	Oct-14
ET0802/09	Signal Systems: Sandy Repairs: Signals in the Greenpoint Tube	\$5.41	Oct-14
T60703/04	Elevated Structure Rehabilitation: Viaduct Structure Rehab: Rockaway & Far Rockaway	\$42.09	Oct-14
T61302/05	Rubber-Tired Vehicles: Purchase 80 Non-Rev Vehicles 2013	\$13.94	Oct-14
T60703/03	Elevated Structure Rehabilitation: Culver Viaduct Rehabilitation Phase 3 - Underside	\$50.64	Oct-14
U60302/27	Depot Equipment And Machinery: Depot Equipment: Bus Washers at Baisley Park & JFK SBFP	\$3.28	Oct-14
T60412/B3	Station Component Investments: Station Components: Greenpoint Avenue / Crosstown	\$2.79	Oct-14
T60412/B4	Station Component Investments: Station Painting at Components Locations:2Locs - North/Xtown	\$1.38	Oct-14
T60502/09	Welded Rail: Continuous Welded Rail - 2012	\$9.05	Oct-14
T60412/A1	Station Component Investments: Street Stairs: 39 Avenue / Astoria (S1/S2) [SBMP]	\$1.27	Oct-14
T60412/99	Station Component Investments: Street Stairs: Ditmars Blvd / Astoria (S1/S4) [SBMP]	\$1.04	Oct-14
T60412/B2	Station Component Investments: Station Components: 21 St / Crosstown	\$6.27	Oct-14
T60902/10	Misc: Power: Substation Hatchways: 5 Locations [SBFP]	\$2.81	Oct-14
T61203/07	Depot Rehabilitation: New Elevator at MAC #9 at Queens Village Bus Depot[SBMP]	\$0.68	Nov-14
ET0802/16	Signal Systems: Sandy Repairs: Signal Equip Repl - Montague Tube	\$31.04	Nov-14
T60803/04	Signal Systems: Repl Solid State Sig Equip - 2 Locs	\$0.48	Nov-14
T41203/FH	New Depots & Facilities: Charleston Depot: Decommission Retention Basin [SBMP]	\$0.93	Nov-14
ET1602/08	Facilities: Sandy Repairs: Facilities Restoration (Vehicle Portion)	\$3.78	Nov-14
T60412/A5	Station Component Investments: Station Ventilators: Ph 5 - 4 Loc / QBL, BCT, NOS, BW7	\$5.50	Nov-14
T61204/27	Bus Washers: 4 Bus Washers-2 Depots/Flatbush&Ulmer Pk [SBFP]	\$4.51	Nov-14
T61004/08	Shop Equipment And Machinery: Heavy Shop Equipment Replacement	\$12.88	Nov-14
T60414/02	Station Rehabilitation: Station Entrance Railings	\$4.02	Dec-14
T61602/23	Misc: Stations: Help Point: 2 Stations / Flushing [SBMP]	\$1.61	Dec-14
T61602/22	Misc: Stations: Help Point: 2 Stations / White Plains Road & Flushing [SBMP]	\$1.55	Dec-14
T61203/06	Depot Rehabilitation: Pavement Repairs at Jackie Gleason Bus Depot [SBMP]	\$1.36	Dec-14
T60502/80	Mainline Track Rehabilitation: Mainline Track Replacement 2013 at Flushing	\$19.08	Dec-14
U50302/19	Autos, Trucks & Service Vehicles: Service Vehicles MTA Bus	\$4.00	Dec-14
T60502/53	Mainline Track Rehabilitation: Mainline Track Repl 2012: Gaston Ave-Straiton Ave / Rockaway	\$10.61	Dec-14
T61004/21	Yard Switches: Yard Switches - 2014	\$2.11	Dec-14
T61004/15	Yard Track Rehabilitation: Yard Track - 2014	\$1.50	Dec-14
T61607/02	Information Technology: Jay St Sys Ph1:PBX Switch Furnish & Install	\$7.97	Dec-14
T60502/14	Mainline Track Rehabilitation: Track Force Account - 2014	\$35.00	Dec-14
S50701/12	SIR: Line Equipment: Signl Sys Mod: St.George-Tottnvil/Wrap-Up	\$1.19	Dec-14
T60502/13	Mainline Track Rehabilitation: Mainline Track Replacement - 2014 Design and EFA	\$6.04	Dec-14
T61602/21	Misc: Stations: Help Point: Ave I & Bay Pkwy / Culver [SBMP]	\$0.95	Dec-14
T61602/20	Misc: Stations: Help Point: Ave N & Ave X / Culver [SBMP]	\$1.60	Dec-14
T50404/01	Fare Control Modernization: Smart Card Implementation Study	\$5.40	Dec-14
T60503/05	Mainline Track Switches: Mainline Switches - 2014 Design and EFA	\$7.47	Dec-14
T60414/04	Misc: Stations: Scrubber Room Drainage - 2 Locations	\$3.23	Dec-14
U50302/23	Misc: Bus Projects: Bus Time Customer Information System: MTA Bus -- Misc Items	\$1.74	Dec-14
T60703/02	Line Structure Rehabilitation: Rehab Emergency Exits: 75 Locs	\$18.00	Dec-14
ET0502/07	Mainline Track Rehabilitation: Sandy Repairs: Track Components in the Greenpoint Tube	\$12.94	Jan-15
ET0602/10	Tunnel Lighting Rehabilitation: Sandy Repairs: Tunnel Lighting Greenpoint Tube	\$34.00	Jan-15
ET0902/10	Power Distribution Facilities: Sandy Repairs: Power/Cable/Ducts: Greenpoint Tube	\$16.19	Jan-15
T60407/03	Escalator Replacement: 2 Escalators Roosevelt Av / QBL	\$11.16	Jan-15
T60902/03	Misc: Power: Substation Hatchways: 6 Locations	\$3.97	Jan-15
T60703/15	Line Structure Overcoating: Dyckman Street - 215 Street / Broadway-7th Avenue	\$14.01	Jan-15
T61606/05	Fire Protection: Sprinkler & Alarm Systems: Phase 2 / 3 Locations	\$6.92	Jan-15
T61302/06	Rubber-Tired Vehicles: Purchase 65 Non-Rev Vehicles	\$11.50	Jan-15
T60502/94	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / Flushing	\$5.98	Jan-15
U60302/08	Depot Rehabilitation: New Apron - JFK Depot	\$6.50	Jan-15
U50302/98	Capital Program Management: Misc CONSTRUCTION Consultant Mgmt Svces	\$5.05	Jan-15
T60904/06	Power Distribution Facilities: CBH 146 Prospect Park / Brighton	\$6.63	Jan-15
T51605/01	Capital Program Management: MTA-Indep Engineering Consultant 2009-2010	\$10.52	Jan-15
T60502/85	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / Concourse	\$3.38	Feb-15
T40404/M6	Fare Control Modernization: AFC System Wrap-Up	\$8.10	Feb-15
T50703/22	Elevated Structure Rehabilitation: Steel Repair and Abutments: La Salle - 133 St / Bway-7th Ave	\$9.67	Mar-15

NYCT 2014 - 2017 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T60703/22	Subway Tunnel Rehabilitation: 122 St & 135 St Portal Repairs / Broadway-7th Avenue	\$16.84	Mar-15
ET0902/08	Power Distribution Facilities: Sandy Repairs: Power Cable & Ducts Montague Tube	\$78.99	Mar-15
ET0903/02	Power Distribution Facilities: Sandy Mitigation: Power Cable & Ducts Montague Tube	\$58.26	Mar-15
ET0602/07	Tunnel Lighting Rehabilitation: Sandy Repairs: Tunnel Lighting Montague Tube	\$32.84	Mar-15
ET0502/06	Mainline Track Rehabilitation: Sandy Repairs: Track (Montague Tube)	\$27.89	Mar-15
ET0902/09	Substation Equipment (IRT-BMT): Sandy Repairs: Two Substations (Montague Tube)	\$1.36	Mar-15
ET0902/07	Power Distribution Facilities: Sandy Repairs: 3 CBHs (Montague Tube)	\$10.86	Mar-15
T51204/31	Depot Rehabilitation: Concrete Floor Replacement @ Manhattanville Depot [SBMP]	\$1.33	Mar-15
ET0502/08	Mainline Track Switches: Sandy Repairs: Mainline Switches Montague Tube	\$3.30	Mar-15
ET0602/09	Ventilation Facilities: Sandy Repairs: 1 Fan Plant (Montague Tube)	\$5.11	Mar-15
ET0602/08	Pumping Facilities: Sandy Repairs: 2 Pump Room (Montague Tube)	\$9.41	Mar-15
T61604/03	Computer Hardware & Communications: Enterprise Security Network Infrastructure	\$10.39	Mar-15
T60412/95	Station Component Investments: Station Ventilators: Ph 6 - 5 Loc / Upper Manhattan & Bronx	\$6.55	Mar-15
T60503/22	Mainline Track Switches: Mainline Track Switches 2014 / White Plains Road	\$17.10	Mar-15
U50302/04	Depot Rehabilitation: Purchase Emergency Generators: 2 Depots	\$4.30	Mar-15
U50302/20	Depot Equipment And Machinery: Depot Equipment	\$1.16	Mar-15
E61404/05	Security Program: 2011-TSG: Electronic Security - URT Phase 2	\$32.00	Mar-15
T60803/04	Signal Systems: Repl Solid State Sig Equip - 6 Locs	\$10.43	Mar-15
T60302/	Radio & Data Communication: On-Board Audio Visual (OBAV) PILOT: 200 Buses	\$1.56	Apr-15
ET0502/14	Mainline Track Rehabilitation: Sandy Repairs: Track (Steinway Tube)	\$6.11	Apr-15
T61605/04	Capital Program Management: Independent Eng'g Consultant 2010-2014	\$19.48	Apr-15
T60806/19	Station Communication Rooms: Communication Room Waterproofing: 14 Locations	\$14.19	Apr-15
T60502/84	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / 8th Avenue	\$12.76	Apr-15
T60502/16	Welded Rail: Continuous Welded Rail - 2014	\$18.44	Apr-15
ET0602/21	Pumping Facilities: Sandy Repairs: Pump Room Steinway Tube FLS	\$12.17	Apr-15
T60902/11	Substation Enclosures (IRT-BMT): Substn Roof and Enclosure: Secor / Dyre/ Astor PI / WPR	\$5.11	Apr-15
ET0602/12	Ventilation Facilities: Sandy Repairs: 1 Fan Plant BCT (Greenpoint Tube)	\$9.70	Apr-15
ET0602/11	Pumping Facilities: Sandy Repairs: Pump Room (54 Av-Vernon Blvd) Greenpoint Tube	\$5.25	Apr-15
T60803/22	Maintenance Of Way: Duct Rehabilitation & Negative Cable: Steinway / Flushing	\$47.56	Apr-15
T61004/26	Car Maintenance Shops: East 180 St Maintenance Shop: Facility Waterproofing	\$5.16	Apr-15
T60703/21	Capital Program Management: Structural Repairs: Steinway Tube	\$15.00	Apr-15
T50904/14	Misc: Power: Cathodic Protection Manhole Relocation at Queensbridge Park	\$3.50	Apr-15
T60412/84	Station Component Investments: Delancey St-Essex St / Nassau	\$1.38	Apr-15
T60502/83	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / 4th Avenue	\$5.07	May-15
T60302/27	Radio & Data Communication: On-Board Audio Visual System (OBAV)	\$26.44	May-15
T60503/21	Mainline Track Switches: Mainline Track Switches 2014 / Eastern Parkway	\$6.19	May-15
T60502/88	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / Eastern Parkway	\$4.78	May-15
ET2301/02	Direct Recovery Expense: Perimeter Protection: Livingston Plaza	\$0.50	May-15
ET0403/08	Misc: Stations: Sandy Mitigation: Lower Mhthn Hatch Installation(SBFP)	\$1.33	May-15
T61607/07	Security: Perimeter Hardening: RCC & 130 Livingston	\$12.00	May-15
EM0502/10	MN: Sandy Repairs: Power Infrastr Restoration-Remote Terminal Houses-Sandy	\$1.28	May-15
U50302/20	Depot Equipment And Machinery: Replace Chassis Wash and Oil Water Separator: JFK Depot SBFP	\$2.00	May-15
E61404/	Security Program: Electronic Security: Wall St Station/Clark St Line (IESS)	\$0.80	May-15
T60412/B7	Station Component Investments: Station Components: 2 Locs / BWY	\$6.92	May-15
T60412/83	Station Component Investments: Station Components: 2 Locations / 4 Av	\$9.03	May-15
T60502/91	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / Pelham	\$20.81	Jun-15
T60502/90	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / Lexington Ave & 42 Shuttle	\$13.56	Jun-15
T60503/23	Mainline Track Switches: Mainline Track Switches 2014 / Queens Blvd	\$6.12	Jun-15
T60502/86	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / Queens Blvd	\$14.70	Jun-15
ET0402/11	Facilities: Police: Sandy Repairs: District Office 34: Stillwell Terminal	\$1.16	Jun-15
U50302/05	Depot Rehabilitation: Eastchester Depot: Purchase AFC Equipment	\$0.40	Jun-15
T60502/93	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / Brighton	\$28.41	Jun-15
E61404/02	Security Program: Electronic Security: 10TSG Boro Hall-Court St	\$22.08	Jun-15
T60302/18	Fare Control Modernization: Replace Integrated Farebox Unit (IFU) Components, Phase 2	\$21.94	Jun-15
ET0402/10	Consolidated Employee Facilities:Subways: Sandy Repairs: Stillwell Terminal Employee Facilities	\$12.01	Jun-15
T60502/87	Mainline Track Rehabilitation: Mainline Track Replacement 2014 / White Plains Road	\$19.96	Jun-15
T60803/12	Maintenance Of Way: Signal Control Modifications Phase 5	\$10.00	Jun-15
T61004/04	Car Maintenance Shops: 207 St Maintenance Shop: DC Power Upgrade	\$14.73	Jul-15
T60803/11	Communication-Based Train Control: CBTC Test Track, Phase 2 / Culver	\$84.90	Jul-15
T50803/23	Communication-Based Train Control: CBTC Test Track Pilot/ Culver Line	\$16.01	Jul-15
T60902/04	Substations (IND): Cabling: Central Substation / 6th Av - Phase 2	\$15.00	Jul-15
T60414/03	Misc: Stations: Water Condition Remedy - 2013	\$2.86	Aug-15

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ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T61602/01	Capital Revolving Fund: Capital Revolving Fund - 2010	\$5.00	Aug-15
T60412/06	Station Component Investments: Pelham Bay Park / Pelham	\$6.61	Aug-15
T60412/07	Station Renewal: Buhre Avenue / Pelham	\$24.69	Aug-15
T60412/08	Station Renewal: Middletown Road / Pelham	\$27.75	Aug-15
T60412/09	Station Renewal: Zerega Avenue / Pelham	\$22.82	Aug-15
T60412/10	Station Renewal: Castle Hill Avenue / Pelham	\$26.80	Aug-15
T60412/22	Station Component Investments: Brick Arch Repair: 168 Street & 181 Street / Broadway-7th Av	\$65.33	Aug-15
T60414/04	Misc: Stations: Scrubber Room Drainage: 191 & 181 Sts / Broadway-7th Avenue	\$0.48	Aug-15
T60412/74	Station Component Investments: 157 Street / Broadway-7th Ave	\$3.39	Aug-15
T60806/22	Misc: Stations: Help Point Infrastructure: 168 St / BW7	\$0.86	Aug-15
T60703/13	Line Structure Rehabilitation: Structure Repairs / Dyre Avenue Line	\$9.66	Aug-15
T60302/26	Misc: Bus Projects: Integrated Asset Management Planning System (EAM)	\$7.00	Aug-15
T61302/01	Rubber-Tired Vehicles: Purchase 87 Non-Revenue Vehicles - 2011	\$13.42	Aug-15
E61404/03	Security Program: Electronic Security: 10TSG Atlantic/Pacific	\$21.49	Aug-15
T60412/69	Station Component Investments: Queensboro Plaza / Flushing	\$0.93	Aug-15
T60412/96	Station Component Investments: 2 Locations / Nostrand	\$7.36	Aug-15
T60412/B1	Station Component Investments: 3 Locations / Crosstown	\$0.76	Aug-15
T61607/23	Facilities: Sidewalk Shed: Livingston Plaza [SBMP]	\$1.16	Sep-15
T60703/24	Station Structural Remediation: Structural Steel Repair, Lower Level, 9th Ave, West End Ln	\$14.99	Sep-15
T61606/01	Asbestos Abatement: Asbestos Abatement: Priority 7	\$5.00	Sep-15
T60412/80	Station Component Investments: 103 Street / Lexington	\$10.41	Sep-15
T60412/92	Station Component Investments: New Lots Av Station / New Lots Line	\$2.68	Oct-15
T61606/08	Groundwater And Soil Remediation: Consult: UST & Remed (2011)	\$6.00	Oct-15
T61204/10	Depot Equipment And Machinery: HVAC Upgrades - Yukon Depot	\$16.95	Oct-15
T60703/09	Line Structure Overcoating: Portal - East 180 Street / White Plains	\$32.01	Oct-15
T61607/09	Roofing Repair & Replacement: DOS Roof Replacement Phase 3	\$12.67	Oct-15
T60603/03	Ventilation Facilities: Vent Plant: Mulry Square / 8AV & BW7	\$71.81	Oct-15
T60806/20	Station Communication Rooms: Hydrogen Gas Ventilation:19 Communications Rooms	\$6.33	Oct-15
S60701/08	SIR: Passenger Stations: Station Construction: Arthur Kill	\$27.41	Oct-15
U50302/04	Depot Rehabilitation: Install / Purchase Emergency Generators: 6 Depots	\$3.30	Oct-15
ET0802/01	Signal Systems: Sandy Repairs: South Ferry Interlocking	\$1.70	Oct-15
T61302/02	Work Train & Special Equipment: 54 Flat Cars	\$35.38	Oct-15
T60412/90	Station Component Investments: Station Components: 5 Locations / Fulton	\$12.82	Nov-15
U60302/17	New Buses: 45 Standard Buses	\$23.78	Nov-15
T60806/28	Public Address/Customer Info Systems: Integrated Service Information & Mngmnt B-Div: Module 1 GRP1	\$12.32	Nov-15
ET0402/	Fare Marketing/Distribution Equipment: Sandy Repairs: Purchase and Install AFC Equipment	\$0.01	Dec-15
EM0302/02	MN: Sandy Repairs: Right of Way Restoration: Various Locations - Sandy	\$8.00	Dec-15
T60502/21	Mainline Track Rehabilitation: Mainline Track Replacement 2011 at Dyre Av	\$1.08	Dec-15
T60413/10	Station Accessibility (ADA): ADA: 23 Street / Lexington	\$21.53	Dec-15
T61004/09	Yard Lighting: Yard Lighting: (Jerome, Pelham)	\$14.61	Dec-15
U60302/19	New Buses: 75 Articulated Buses	\$61.57	Dec-15
T60806/21	Communications Cable And Equipment: Passenger Station LAN: 30 Stations	\$28.09	Dec-15
T60703/06	Demolition Of Abandoned Structures: Demolition of Abandoned Structures - Various - Ph1	\$15.15	Dec-15
T60414/07	Station Signage: Station Signage	\$4.83	Dec-15
T61606/05	Fire Protection: Spr & Alarm Sys, Ph 2: 14 St /8 Av Fire Sprinkl r & #2 Egres	\$6.97	Dec-15
T60806/04	Public Address/Customer Info Systems: PA/CIS: 43 Stations: Install Cable	\$47.32	Dec-15
T61607/05	Consolidated Employee Facilities:Subways: RTO Fac: Chambers St / Nassau Loop	\$7.07	Dec-15
T60502/15	Mainline Track Rehabilitation: Mainline Track Replacement - 2015	\$2.00	Dec-15
T60503/06	Mainline Track Switches: Mainline Switch Replacement 2015	\$2.90	Dec-15
T61004/16	Yard Track Rehabilitation: Yard Track - 2015	\$0.06	Dec-15
T61004/22	Yard Switches: Yard Switches - 2015	\$0.65	Dec-15
T60703/20	Elevated Structure Rehabilitation: Trackway Stabilization / Franklin Shuttle	\$3.21	Jan-16
T60904/04	Power Distribution Facilities: CBH 74 Havermeyer & 74A Bridge / Jamaica	\$19.04	Jan-16
T60904/05	Power Distribution Facilities: Rehab CBH 403 Vanderbilt / Flushing	\$15.60	Jan-16
U50302/16	Misc: Bus Projects: Additional Fueling Capacity: Baisley Park, JFK, LaGuardia	\$3.53	Jan-16
T61004/07	Car Maintenance Shops: Shop Repairs/ Upgrades: Pitkin and Concourse	\$18.00	Jan-16
T60412/82	Station Component Investments: Station Components: 49 Street / Broadway	\$8.77	Jan-16
T60412/60	Station Component Investments: Station Components: 6 Stations / Jamaica	\$39.82	Jan-16
T60412/32	Station Renewal: Ozone Park-Lefferts Blvd / Liberty	\$7.99	Feb-16
T60101/01	New Subway Cars: 103 A Division Cars - R188 Option	\$272.39	Feb-16
T60404/08	Communications Cable And Equipment: Passenger Station LAN: 20 Stations	\$19.97	Feb-16
T51204/13	Depot Equipment And Machinery: Depot Equipment 2009	\$9.88	Feb-16

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T60803/05	Communication-Based Train Control: CBTC Flushing: 370 R-142A Conversions	\$224.78	Feb-16
T60413/12	Station Accessibility (ADA): ADA: Ozone Park-Lefferts Blvd / Liberty	\$24.65	Feb-16
T61602/02	Capital Revolving Fund: Capital Revolving Fund - 2011	\$5.00	Mar-16
T60703/19	Line Structure Overcoating: Broadway Junction - New Lots Avenue / CNR	\$25.59	Mar-16
T60412/50	Station Renewal: Van Siclen Avenue / New Lots	\$11.37	Mar-16
T60412/45	Station Renewal: Pennsylvania Avenue / New Lots	\$11.20	Mar-16
T60412/46	Station Renewal: Rockaway Avenue / New Lots	\$10.49	Mar-16
T60412/47	Station Renewal: Saratoga Avenue / New Lots	\$11.58	Mar-16
T60412/49	Station Renewal: Sutter Avenue-Rutland Road / New Lots	\$11.98	Mar-16
T61004/28	Car Maintenance Shops: Car Washer Repairs at Coney Island Yard	\$6.43	Mar-16
T60412/48	Station Renewal: Junius Street / New Lots	\$12.44	Mar-16
EM0502/09	MN: Sandy Repairs: Power Infrastructure Restoration-HRLB Facility Houses-Sandy	\$5.12	Apr-16
T61607/08	Maintenance Of Way: Emergency Generator at Livingston Plaza	\$10.39	Jun-16
T60703/	Line Structure Overcoating: Line Structure Overcoating: Portal - King's Hwy	\$28.73	Jun-16
T60703/	Line Structure Overcoating: Line Structure Overcoating: King's Hwy - West 8th St	\$21.89	Jun-16
ET0802/07	Signal Systems: Sandy Repairs: Signals: 200 St - 207 St / 8th Ave	\$3.08	Jun-16
T60302/25	New Buses: 300 Express Buses	\$188.88	Jun-16
T60302/15	New Buses: 256 Articulated Buses	\$245.50	Jun-16
T60407/04	Elevator Replacement: Replace 11 Hydraulic Elevators	\$27.84	Jul-16
T60703/16	Subway Tunnel Rehabilitation: Priority Repairs: 4th Avenue	\$14.82	Jul-16
T60806/13	Antenna Cable Replacement: Antenna Cable Upgrade/Replacement Ph 1	\$12.89	Jul-16
T60302/24	New Buses: 324 Standard Buses (Nova)	\$163.32	Jul-16
T50302/18	New Buses: 90 Standard Buses (Nova)	\$52.42	Jul-16
T60806/08	Communications Systems: VHF Radio System Upgrade	\$220.59	Jul-16
T61004/01	Car Maintenance Shops: HVAC Repair and Maintenance Project for DCE Facilities, Ph2	\$53.59	Jul-16
T60302/28	New Buses: 276 Standard Buses (New Flyer)	\$152.49	Jul-16
T51204/28	Depot Rehabilitation: Ulmer Park Depot: Mezzanine Extension - [SBMP]	\$0.33	Jul-16
EM0502/08	MN: Sandy Repairs: Power Infrastructure Restoration-Substations - Sandy	\$39.40	Aug-16
T61606/06	Fire Protection: Fire Alarm: 207 Street Overhaul Shop	\$5.12	Aug-16
T61204/29	Radio & Data Communication: Construct Bus Command Center- DOB	\$54.48	Aug-16
T60803/18	Signal Systems: Signal Key-By Circuit Mods: Phase 3	\$15.00	Aug-16
ET1002/10	Power Distribution Facilities: Sandy Repairs: Power Cable Replacement - 207th St Yard	\$0.60	Aug-16
U60302/25	Radio & Data Communication: Construct Bus Command Center - MTA Bus	\$8.73	Aug-16
T60412/31	Station Renewal: 104 Street / Liberty	\$13.95	Sep-16
T60412/34	Station Renewal: Rockaway Boulevard / Liberty	\$14.23	Sep-16
T60412/33	Station Renewal: 111 Street / Liberty	\$13.42	Sep-16
T60604/03	Pumping Facilities: Pumps: 4 Locations / Pelham - Jerome - Lenox	\$17.53	Sep-16
T60412/36	Station Renewal: 80 Street / Liberty	\$14.15	Sep-16
T60412/35	Station Renewal: 88 Street / Liberty	\$13.84	Sep-16
ET1002/11	Power Distribution Facilities: Sandy Repairs: Power Cable Replace - Coney Island Yard	\$0.82	Sep-16
EM0502/06	MN: Sandy Repairs: Power Infrastructure Restoration-PH1- Sandy	\$70.71	Oct-16
EM0402/05	MN: Sandy Repairs: Comm & Signal Infrastructure Restoration Phase 1 - Sandy	\$65.40	Oct-16
ES0702/14	SIR: Track: Sandy Repairs: St. George Interlocking	\$108.01	Oct-16
T60603/04	Ventilation Facilities: Vent Plant: 46th Street-Northern Blvd / Queens Blvd Line	\$86.10	Oct-16
S60701/03	SIR: Track: St. George Interlocking	\$14.21	Oct-16
T50803/08	Communication-Based Train Control: CBTC Flushing Line	\$384.92	Nov-16
T60803/06	Communication-Based Train Control: CBTC Flushing: Additional Support Costs	\$152.76	Nov-16
T60803/06	Communication-Based Train Control: CBTC Flushing: Equipment Removals	\$12.00	Nov-16
T60806/29	Public Address/Customer Info Systems: Integrated Service Information & Mngmnt B-Div: Module 1 GRP2	\$19.14	Nov-16
T60806/30	Public Address/Customer Info Systems: Integrated Service Information & Mngmnt B-Div: Module 1 GRP3	\$11.72	Nov-16
T60803/14	Signal Systems: Roosevelt Interlocking / Queens Blvd	\$103.57	Dec-16
T61606/11	Fire Protection: Fire Alarm Systems: 16 DOS Locations	\$39.38	Dec-16
T50803/19	Communication-Based Train Control: CBTC CNR: Equip R156 Locomotives	\$1.22	Dec-16
T61607/15	Consolidated Employee Facilities:Subways: 9 Locations / Crosstown	\$7.51	Dec-16
T60101/02	New Subway Cars: 300 B Division Cars - R179	\$735.56	Jan-17
T60404/01	Fare Control Modernization: AFC Replacement, Phase 2: Electronic Boards	\$30.00	Jan-17
T61004/10	Yard Rehabilitation: Yard CCTV, Phase 2	\$17.38	Feb-17
T61607/17	Facilities: Livingston Plaza: Elevators, Roof, Facade	\$21.68	Feb-17
S60701/05	SIR: Power: New Power Substation: Prince's Bay	\$26.19	Feb-17
T60412/	Station Component Investments: 7 Locations / 8th Avenue	\$25.19	Mar-17
T51605/21	Material: Concrete Batch Plant Inspection	\$1.15	Apr-17
T51605/24	Capital Program Management: Concrete Cylinder Testing	\$0.72	Apr-17

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ACEP		Project	Project Amount (\$ in Mil)	Planned Completion Date
T61602/03	Capital Revolving Fund: Capital Revolving Fund - 2012		\$5.00	Apr-17
T60803/10	Signal Systems: 2 Interlockings: Union Turnpike & 71 Av		\$310.74	Apr-17
T60806/04	Public Address/Customer Info Systems: PA/CIS: 43 Stns: Furnish-Install Cabinets		\$18.64	Apr-17
T50806/15	Public Address/Customer Info Systems: PA/CIS: 44 Stns: Furnish-Install Cabinets		\$9.76	Apr-17
T60407/05	Elevator Replacement: 7 Hydraulic Elevators / Lexington		\$25.94	Apr-17
T61004/27	Car Maintenance Shops: Car Washer Repairs: 3 Yards		\$14.20	May-17
T60602/03	Tunnel Lighting Rehabilitation: 36 St To Jackson-Roosevelt / Queens Blvd		\$52.43	Jun-17
T60803/24	Communication-Based Train Control: CBTC: Equipment Supplier Interoperability		\$1.23	Jun-17
T61605/13	Capital Program Management: Boring Services: Manhattan & Bronx		\$2.03	Jul-17
T61605/14	Capital Program Management: Boring Services: Bklyn, Qns & SI		\$1.69	Jul-17
T61605/15	Capital Program Management: Test Pits Contract (2014)		\$5.56	Jul-17
T60806/10	Information Technology: PBX Upgrade, Phase I		\$23.16	Jul-17
T60803/13	Signal Systems: Dyre Avenue Line Signals		\$226.19	Jul-17
T60413/11	Station Accessibility (ADA): ADA: Phase 2: 57 Street - 7 Avenue / Broadway		\$38.38	Aug-17
T60414/05	Misc: Stations: Access Improvements: Grand Central / LEX		\$20.26	Aug-17
T60703/11	Water Conditions Remedy: Alleviate Flooding At 6 Locs: Manhattan		\$48.69	Sep-17
T60603/05	Ventilation Facilities: Replace Vent Controls: 26 Locations		\$15.36	Oct-17
T60413/04	Station Accessibility (ADA): ADA: Platform Gap Retrofit Phase 2 - 14 Stations		\$5.70	Nov-17
T61204/28	Bus Washers: 4 Bus Washers at 2 Depots (East NY & Yukon) [SBFP]		\$4.84	11/31/14

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Project #	Project	Project Amount (\$ in Mil)	Planned Completion Date
PN8K	MORRIS PARK ENVIRONMENTAL STUDY	\$8.58	Jan-14
PNVC	PENN STA - EMP FAC YARDS /BLDG/ESCALATOR	\$.52	Jan-14
PNBH	WOODHAVEN BLVD. BRIDGE	\$11.00	Feb-14
PNYD	WHEEL SPUR YARD	\$13.01	Feb-14
PN28	FOREST HILL STATION-RAMP	\$2.00	Mar-14
PNAE	THIRD RAIL SYSTEM-2000 MCM CABLE	\$2.5M	Mar-14
PNVB	PENN STA - THIRD RAIL & SIGNAL	\$7.3M	Mar-14
PN70	FLATBUSH SUBSTATION UPGRADE		Aug-14
PNZN	LIC SUBSTATION RESTORATION	\$1.3M	Apr-14
PNAN	THIRD RAIL FEEDER CABLE UPGRADE	\$2.5M	May-14
PNTT	MLC-ELLISON AVENUE BRIDGE	\$1.5M	May-14
PNLF	CENTRALIZED TRAFFIC CONTROL		Oct-14
PN27	NEW ATLANTIC TERMINAL ELEVATOR	\$3.4M	Aug-14
PNC1	F CIRCUIT BREAKER HOUSE	\$7.2M	Aug-14
PNFT	LOCUST MANOR STATION IMPROVEMENTS	\$.6M	Aug-14
PNAC	SIGNAL POWER MOTOR GENERATOR REPLACEMENT	\$2.0M	Sep-14
PNAH	Composite Third Rail	\$10.9M	Sep-14
PNAK	SIGNAL POWER LINE REPLACEMENT	\$3.0M	Sep-14
PNBG	BRIDGE PAINTING PROGRAM	\$5.4M	Oct-14
PNYB	HILLSIDE FACILITY BLDG REHAB (ROOF)	\$3.4M	Oct-14
PNAJ	ATLANTIC AVE TUNNEL LIGHTING	\$7.0M	Nov-14
PNTF	CONSTRUCTION EQUIPMENT	\$7.0M	Nov-14
PNAL	POWER POLE REPLACEMENT	\$3.0M	Dec-14
PNL4	IMPROVED RADIO COVERAGE INITIATIVE	\$10.3M	Dec-14
PNTE	2014 ANNUAL TRACK PROGRAM	\$50.9M	Dec-14
PNTN	ROW-TRACK STABILITY /RETAINING WALLS	\$1.10	Jan-15
PNU1	WYANDANCH PARKING FACILITY	\$29.00	Jun-15
PNYC	HILLSIDE MAINTENANCE FACILITY	\$3.4M	Jan-15
PNYK	MONTAUK YARD IMPROVEMENTS		Apr-15
PNAD	SUBSTATION PILOT WIRE & RELAY REPLACEMEN	\$2.0M	Feb-15
PNA A	REPLACE HILLSIDE & KEW GARDENS SUBS.	\$25.5M	Jun-15
PNN4	YAPHANK LANDFILL REMEDIATION	\$2.0M	Mar-15
PNAM	NEW SUBSTATIONS		Apr-15
PNAP	NEGATIVE REACTOR UPGRADE	\$4.0M	May-15
PNBK	150TH STREET BRIDGE REHAB	\$21.0M	Sep-15
PNBP	ERT FIRE & LIFE SAFETY	\$16.6M	May-15
PNUB	MASSAPEQUA STATION PLATFORM REPLACEMENT	\$20.5M	Aug-15
PNUF	METS/WILLETS PT STATION RENOVATION	\$.4M	May-15
PNAG	THIRD RAIL SYSTEM - PROTECTION BOARD	\$9.2M	Jun-15
PNBC	COLONIAL RD IMPROVEMENT-BRIDGE REPLMNT	\$0.5M	Sep-15
PNBD	BROADWAY BRIDGE REHABILITATION	\$4.8M	Jun-15
PNTL	ROW-FENCING	\$8.0M	Jun-15
PNVA	ERT FIRE & LIFE SAFETY	\$116.3M	Jun-15
PNTX	2ND MAIN LINE TRACK FARM TO KO	\$136.7M	Aug-15
PNBB	BRIDGE PROGRAM	\$24.60	Nov-15
PNL6	PENN STATION RADIO RETROFIT/ERT ANTENNA		Sep-15
PNV4	ESCALATOR REPLACEMENT PROGRAM	\$2.85	Nov-15
PNYN	NEW MID SUFFOLK ELECTRIC YARD	\$3.03	Sep-15
PNLC	SPEONK - MONTAUK SIGNALIZATION	\$73.00	Oct-15
PN2E	NEW ELEVATORS-FLUSHING MAIN STREET	\$16.4M	Nov-15
PNSM	PTC DESIGN	\$9.5M	Dec-15
PNL1	FIBER OPTIC NETWORK	\$10.0M	Jan-16

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Project #	Project	Project Amount (\$ in Mil)	Planned Completion Date
PNL7	ATLANTIC AVE TUNNEL CABLE REPLACEMENT	\$4.8M	Jan-16
PNLB	Signal Normal Replacement Program (2010)	\$15.0M	Jan-16
PNUH	ELEVATOR REPLACEMENT PROGRAM	\$5.0M	Jan-16
PNTQ	MLC-HICKSVILLE NORTH SIDING	\$2.3M	May-16
PNTV	MASSAPEQUA POCKET TRACK	\$8.3M	Mar-16
PNTW	COLONIAL RD IMPRO PROJ-POCKET TRK & DRAN	\$.6M	Apr-16
PNTG	ATLANTIC BRANCH 1/2 TIES	\$2.8M	Sep-16
PNL2	PBX-WAYSIDE PHONE REPLACEMENT	\$9.1M	Jul-16
PNLA	POSITIVE TRAIN CONTROL	\$327.2M	Aug-16
PNVL	PENN STATION HVAC	\$11.0M	Sep-16
PNN6	SMITHTOWN VIADUCT REMEDIATION & DRAINAGE	\$.2M	Dec-16
PNLC	SPEONK - MONTAUK SIGNALIZATION	\$38.1M	Jan-17
PNM4	PROTECT & WORK LOCO SPEC DEVELOPMENT	\$.1M	Jan-17
PNMA	M9 PURCHASE FOR M3 REPLACEMENT	\$352.5M	Jan-17
PNTQ	MLC-HICKSVILLE NORTH SIDING	\$2.3M	Jan-17
PNTS	MLC - DIVIDE SUPERVISORY CONTROL & RTUS	\$2.3M	Jan-17
PNTT	MLC-ELLISON AVENUE BRIDGE	\$1.5M	Jan-17
PNTU	JAMAICA CAPACITY IMPROVEMENTS	\$301.7M	Jan-17
PNTX	2ND MAIN LINE TRACK FARM TO KO	\$47.7M	Jan-17
PNYL	PORT WASHINGTON YARD RECONFIG	\$12.1M	Jan-17
PNZL	LONG ISLAND CITY YARD RESTORATION	\$.2M	Mar-17
PNZC	LONG BEACH BRANCH - SYS. RESTORE: SANDY	\$9.8M	Apr-17
PNAJ	ATLANTIC AVE TUNNEL LIGHTING	\$7.0M	Jun-17
PNAQ	REPLACEMENT OF PT. WASH SUBSTATION	\$4.5M	Jun-17
PNL2	PBX-WAYSIDE PHONE REPLACEMENT	\$9.1M	Jul-17
PNUC	WANTAGH STATION PLATFORM REPLACEMENT	\$.2M	Aug-17
PNN4	YAPHANK LANDFILL REMEDIATION	\$2.0M	Sep-17
PNUE	ESA/ GCT SUPPORT	\$7.1M	Dec-17

MNR 2014 - 2017 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
M508-01-09	Customer & Employee Communications	\$ 7.96	Jan-2014
M6010101/02	M8 Cars; 94 Cars Acceptance	\$ 82.72	Dec-2013
M602-01-02	Park Avenue Tunnel Renewal	\$ 8.09	Feb-2014
M605-01-08	Replace 3rd Rail Sectionalizing Switches	\$ 1.26	Mar-2014
M603-03-01	West of hudson Track Program	\$ 21.18	Jul-2014
M603-02-03	Right Of Way Fencing	\$ 0.30	Apr-2014
M603-01-13	2013 Cyclical Track	\$ 12.67	Jun-2014
M603-03-03	Moodna/Woodbury Viaducts	\$ 9.24	Jun-2014
G514-03-03	2007 TSG Grand Central Terminal Emergency Generator	\$ 21.21	Jun-2014
M603-02-01	Replace Timbers Undergrade Bridges	\$ 3.68	Jul-2014
G514-03-05	Grand Central Terminal: Bollard Replacement Lex Av	\$ 1.99	Aug-2014
M602-02-06	New haven Line Station Improvements	\$ 36.75	Aug-2014
M604-01-04	Replace Field Code System-Mott Haven	\$ 1.76	Aug-2014
M404-01-07	Optimize Signal Relay Circuits	\$ 2.61	Sep-2014
M502-02-11	System Wide Vending Machines	\$ 0.57	Sep-2014
M604-01-11	PBX Equipment Upgrade	\$ 3.68	Oct-2014
M603-01-06	Cyclical Replacement of Insulated Joints	\$ 1.71	Dec-2014
M604-01-07	Refurbish/Replace Electrical Switch Mach	\$ 0.20	Dec-2014
M6060104	Port Jervis Yard Expansion	\$ 7.30	Jan-2015
M6030108	Drainage and Undercutting Improvements	\$ 14.00	Jan-2015
M6050102	Replace Switchgear M505-01-11 - M605-01-02	\$ 19.10	Jan-2015
M6030213	Catenary Painting/Rehabilitate	\$ 3.50	Jan-2015
M4020313	North White Plains Parking	\$ 41.80	Apr-2015
M6030203	Right-of-Way Fencing	\$ 0.30	Mar-2014
M6030114	2014 Cyclical Track Program	\$ 13.58	Apr-2015
M6030305	West of Hudson Replace / Renew	\$ 10.91	May-2015
M6080103	Railroad Protective Liability	\$ 4.15	Jun-2015
M6080104	Independent Engineer	\$ 6.73	Jun-2015
M6030211	Harlem River Lift Bridge-Cable & Breakers/Control System	\$ 32.89	Jun-2015
M6030205	Bridge Walkways Installation	\$ 0.92	Jun-2015
M6020202	Fordham Station Improvements	\$ 13.00	Jul-2015
M6040103	Replace Fiber / Communication	\$ 8.79	Jul-2015
M6050104	Replace Motor Alternators	\$ 8.00	Jul-2015
M6080101	Systemwide Lead / Asbestos Aba	\$ 0.50	Aug-2015
M6080102	Environmental Remediation	\$ 0.20	Aug-2015
M6030202	Renew / Replace Raitop Culver	\$ 2.40	Aug-2015
M6040106	Centralized Train Control /SCA	\$ 0.73	Aug-2015
M6020107	GCT Platform Improvements	\$ 3.10	Sep-2015
M6020108	GCT Utilities	\$ 27.39	Sep-2015
M5030206	Overhead Bridge Program-E of H	\$ 6.00	Sep-2015
M5020206	Station Building Rehabs.	\$ 11.31	Dec-2015
M6020204	Station Building Renewal / Net	\$ 4.95	Dec-2015
M6040109	Replace High Cycle Relays	\$ 0.63	Dec-2015
M6040102	West of Hudson Signal Improvem	\$ 67.60	Dec-2015
M6030204	DC Substation / Signal House	\$ 1.40	Dec-2015
M6030206	Remove Obsolete Facilities	\$ 3.00	Dec-2015
M6040107	Refurbish / Replace Electrical	\$ 0.20	Dec-2015
PTCM6040101	Positive Train Control	\$ 206.28	Dec-2015
M6030212	Overhead Bridge Program - East	\$ 17.10	Jan-2016
M6050103	Harlem & Hudson Lines Power Im	\$ 35.74	Feb-2016
M6020302	Strategic Facilities	\$ 45.50	Mar-2016
M6030210	Replace / Repair Undergrade Br	\$ 29.20	Mar-2016
M6020105	GCT Leaks Remediation	\$ 13.00	Apr-2016
M6020106	GCT Elevator Renewal - Phase 4	\$ 7.50	Jun-2016
M6020101	GCT Trainshed / Park Avenue Tu	\$ 29.03	Sep-2016
M6030107	Rock Slope Remediation	\$ 7.00	Sep-2016
M6020110	GCT Recycling Facility	\$ 7.50	Dec-2016
M6030102	Turnouts: Mainline / High Spee	\$ 64.70	Dec-2016
M6060103	Other Shops / Yards Renewal	\$ 24.10	Dec-2016

MTACC 2014 - 2017 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
G5100102	Contract 4B 72 St Stn Structure	\$ 478.87	Jan-14
G4120106	FSTC A/C Mezzanine	\$ 173.13	Jan-14
G4090143	44th St and 245 Park Ave Entr	\$ 66.77	Feb-14
G5110108	Construction (Site J)	\$ 126.19	Feb-14
G5090115	50th St. Vent Plant Facility	\$ 100.47	Mar-14
PN CQ031	Queens Bored Tunnels	\$ 801.10	Apr-14
G4120107	FSTC 4F-Transit Center Enclosure	\$ 224.92	Jun-14
G4090126	Harold Structures (Part 2A)	\$ 27.07	Jun-14
G5090155	Harold Structures (Part 2A)	\$ 32.69	Jun-14
G5110106	Site A Fac; Finishes and Systems	\$ 580.11	Oct-14
G5090117	Harold Structures (Part 1)	\$ 209.47	Aug-14
G6090122	Harold Structures (Part 1)	\$ 66.45	Aug-14
G5100107	Cnt 5B 86St Stn Mining&Lining	\$ 75.24	Feb-15
G6100103	Cnt 5B 86St Stn Mining&Lining	\$ 264.39	Feb-15
G6090112	55th St. Ventilation Facility	\$ 58.85	Apr-15
G5100108	Contract 3: 63rd St Stn Rehab	\$ 202.28	Jun-15
G5090119	Harold & Point CIL	\$ 38.84	Jul-15
G6090120	Plaza Substation & Structures	\$ 211.92	Aug-15
G6100102	4C: Station Finishes/MEP 72 St	\$ 290.27	Nov-15
G5090118	Harold Interlocking Stage 1-4	\$ 116.56	Nov-15
G6140103	Harold Structures Part 3A: W-Bnd By-Pass	\$ 128.28	Feb-16
G6090141	Manhattan South Structures	\$ 220.66	Feb-16
G6100101	2B/C: Shell/Finishes/MEP 96 St	\$ 378.88	Mar-16
G5110112	Construction: Core&Shell (Site P)	\$ 96.36	Apr-16
G6100104	5C: Station Finishes/MEP 86 St	\$ 239.41	May-16
G6090123	Harold Structures - Part 3A	\$ 70.32	May-16
G5100104	Contract 6: SAS Systems	\$ 323.25	Aug-16
G6090142	Manhattan North Structures	\$ 360.67	Nov-16

B&T 2014 - 2017 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
D503HH85	Upper Level Toll Plaza Deck	\$5.66	Feb-14
D405BB43	Rehab Battery Parking Garage - Elevator	\$4.51	Apr-14
D602TN82	Rehabilitate Orthotropic Deck - Phase B	\$25.37	Jun-14
D607TN82	Paint - Bronx and Queens Approach Spans	\$42.24	Jun-14
D601RK19	Seismic and Wind Study	\$5.40	Sep-14
D604BB45	Replace Electrical Switchgear & Equipment	\$56.7M	Sep-14
D504BB45	Rehabilitation of Tunnel Vent.	\$5.0M	Sep-14
D601BW97	Concrete Anchorage Repairs	\$8.0M	Oct-14
D602RK73	Deck Replacement- RFK MQ Ramp	\$63.6M	Nov-14
ED010209	Restore VNB TwrBase Elect/Lightg Sys+Ped Access Br	\$1.8M	Dec-14
D502TN82	Rehab of Orthotropic Deck	\$2.7M	Dec-14
D602BW89	Deck Replacement - Elevated and On Grade Approach	\$148.5M	Jan-15
D503AW37	Operation Centers TS Systems	\$3.3M	Jan-15
D605AW12	Hazardous Materials Abatement	\$2.0M	Jan-15
D606AW15	MTA Independent Engineer	\$3.9M	Jan-15
D606AW21	Program Administration	\$16.3M	Jan-15
D606AW22	Miscellaneous	\$2.4M	Feb-15
D606AW85	Traffic Enforcement Support	\$5.8M	Feb-15
D604BW15	Necklace Lighting	\$12.5M	May-15
D601AW98	Feasibility Study:BBT/QMT Improve/Modernize	\$3.4M	May-15
D606AW18	Protective Liability Insurance	\$6.6M	Jun-15
D601MP06	Substructure & Underwater Scour Protection	\$25.3M	Jul-15
D602VN03	Toll Plaza - East & West Bound Ramps Improvements	\$66.2M	Jul-15
D604QM81	Controls / Communication System	\$4.3M	Jul-15
D603AW36	Installation of CCTV / Fiber Optic Cable	\$17.3M	Jul-15
D606AW28	Scope Development	\$7.8M	Aug-15
D601HH89	Skewbacks Retrofit	\$5.73	Oct-15
D505QM01	Service & FE Building Rehab	\$13.32	Nov-15
D605BB21	Service Building Rehabilitation	\$7.90	Nov-15
D601TN52	Miscellaneous Structural Rehabilitation	\$22.04	Dec-15
D501BW84	Cable and Anchorage Investigat	\$8.18	Dec-15
D607AW95	Miscellaneous Agency Wide Painting	\$2.0M	Jan-16
D605BB43	Misc. Repairs at BP Garage	\$6.3M	Jan-16
D601MP16	Miscellaneous Steel Repairs	\$2.5M	Mar-16
D604VN87	Substation #1 Rehabilitation	\$16.6M	Jun-16
D602TN49	Suspended Span Replacement - Phase A	\$23.9M	Aug-16
D602HH88	Replace Upper & Lower Level Plza & Southbnd. Appr.	\$49.4M	Sep-16
D602MP21	Rehabilitate Rockaway Point Blvd Overpass	\$11.1M	Sep-16
D607MP21	Paint - Rockaway Point Overpass	\$0M	Sep-16
D601BW07	Tower and Pier Fender Protection	\$3.3M	Dec-16
D601RK76	Miscellaneous Structural Repair	\$20.0M	Dec-16
D603AW35	Weather Information Systems	\$1.2M	Dec-16
D603AW48	2nd Generation E-Zpass In-Lane	\$21.4M	Dec-16
D604AW80	Advanced Traveler Information Systems	\$11.6M	Dec-16
D604MP03	Programmable Logic Controller & Mechanical Rehab.	\$24.0M	Apr-17
ED040207	Replace MPB Electrical Equipmt at North Abutment	\$5.9M	Apr-17
ED040210	Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	\$10.4M	Apr-17
D602VN84	Widening of Belt Parkway Ramps	\$7.7M	Apr-17
D604QM30	Tunnel Ventilation Building Electrical Upgrade	\$56.2M	May-17
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	\$27.23	Jun-17
D601TN60	Anchorage Dehumidification	\$3.30	Jun-17
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	\$13.56	Jun-17
D607VN35	Paint - Brooklyn&Staten Island Lower Level Ramps	\$16.99	Jun-17
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	\$145.22	Jul-17

MTA Bus 2014 - 2017 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
U5030204	Power Upgrade at JFK	\$1.6M	Jan-13
U5030220	New Boiler and A/C at JFK	\$1.4M	Jan-13
U5030214	New Roof and Ventilation System at JFK	\$9.5M	Feb-13
U5030204	Power Upgrade at Baisley Park	\$1.7M	Mar-13
U6030216	74 CNG Buses	\$46.3M	Mar-13
U5030202	Storage Building at College Point	\$3.00	May-13
U5030217	Fire Protection at JFK	\$4.02	May-13
U5030213	New Roof and Ventilation System at Eastchester	\$3.64	Jun-13
U5030217	Fire Protection: LaGuardia and Baisley Park	\$4.61	Jun-13
U6030224	Bus Cameras - 10-14 Purchases	\$2.20	Jun-13
U5030209	Upgrade Parking Lot: JFK and Baisley Park	\$9.76	Aug-13
U5030217	Fire Protection at JFK	\$4.0M	Jan-14
U4030214	Bus Time Customer Information System: MTA Bus	\$10.4M	Apr-14
U5030209	Upgrade Parking Lot: JFK & Baisley Park	\$9.2M	Jul-14
U5030213	New Roof and Ventilation System at Eastchester	\$3.9M	Jul-14
U5030205	Relocate Fuel Tanks/Rehabilitation at Eastchester	\$12.9M	Sep-14
U5030218	Security Upgrade: Eastchester and LaGuardia	\$6.8M	Sep-14
U6030227	Bus Wash: JFK and Baisley Park	\$3.3M	Dec-14
U5030219	Service Vehicles	\$4.0M	Dec-14
U5030223	Bus Time Customer Information System: MTA Bus-Misc. Items	\$1.7M	Dec-14
U6030208	New Apron: JFK	\$6.5M	Apr-15
U5030211	Far Rockaway Roof Deck Replacement	\$1.5M	May-15
U5030220	Oil-Water Separator/Chassis Wash: JFK	\$2.0M	May-15
U5030225	Security Upgrade: Far Rockaway and Baisley Park	\$6.8M	Dec-15
U5030298	Construction Management Services	\$5.0M	Dec-15
U5030299	Engineering Design Services	\$4.7M	Dec-15
U6030217	45 Diesel Buses	\$23.8M	Dec-15
U5030204	Emergency Generators: 6 Depots - Purchase	\$0.6M	Jan-16
U5030204	Emergency Generators: 6 Depots - Installation	\$8.4M	Jan-16
U5030216	Additional Fueling Capacity: JFK, Baisley Park and LaGuardia	\$3.5M	Jan-16
U6030205	Chassis Wash: LaGuardia and Baisley Park	\$2.0M	Jan-16
U6030219	75 Articulated Buses	\$61.6M	Jan-16
EU030201	Hurricane Sandy Depot Rehabilitation at Far Rockaway	\$15.0M	Jan-16
U6030226	Bus Radio System	\$36.5M	Dec-16

MTA PD 2014-17 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
N5100104	K-9 Facility	\$ 13.47	9/2014
N5100109	MTAPD Radio Project Design/Build	\$ 26.22	9/2014
E6100104	MTAPD Radio Project Design/Build	\$ 60.00	9/2015
E6100102	S. I. District Office	\$ 12.00	2/2015
E6100103	Nassau County District Office	\$ 13.00	12/2014
N5100105	Harriman District Office	\$ 0.40	6/2014

OPERATING IMPACTS EXCEEDING \$1 MILLION FOR CAPITAL PROJECTS REACHING BENEFICIAL USE 2014-2017

NEW YORK CITY TRANSIT CAPITAL PROJECTS

Project: Second Avenue Subway Phase I – MTA Capital Construction is managing construction of the Second Avenue Subway on Manhattan’s east side from 125th Street to the Financial District in Lower Manhattan. The first phase of this four-phase project will utilize an existing tunnel under Central Park from 57th Street/Seventh Avenue on the Broadway Line to 63rd Street/Lexington. From 63rd Street, a new tunnel will be built along Second Avenue between 63rd Street and 96th Street. The first phase will be served by an extension of the Q Line and have new stations at 63rd Street/Lexington (connection to F train), 72nd Street, 86th Street and finally 96th Street and is slated to open in December 2016. This will result in \$31.7 million in additional annual expenses.

Project: Mother Clara Hale Depot Reconstruction. This is a reconstruction of a bus depot to create a modern facility and increase vehicle handling capacity. The new multi-story depot will replace a single-story structure dating from the 1890’s. The depot is planned to fully open in 2015 with about \$2.2 million of annual expenses.

Project: Enterprise Security Network Infrastructure. This will install unified threat management network security hardware at all the nodes on the new IP-based enterprise data network. The security hardware will protect mission-critical applications like ATS (Automatic Train Supervision), CBTC (Computer based Train Control), PA/CIS (Public address and Customer Information System) which are planned to be migrated to new network. Installation is projected to be complete by 2016 with full operating budget impacts beginning in 2016 (\$1.2 million annually).

Project: 7 West Extension. This project will extend the Flushing Line (7) southwest from 42 St & 8th Ave to a new station at 34th St & 11th Ave. The construction includes new running tunnels and associated right-of-way equipment; vent plants; and a new terminal station with elevators, escalators, HVAC, and other modern station finishes. Full impacts will start in 2015 with \$18.0 million in additional annual expenses.

Project: Fulton Street Transit Center Complex. This is a reconfiguration and reconstruction of an existing complex of subway stations. There is an additional underground connecting concourse extending west to the Cortland St Broadway line station. The complex is being renewed in phases. The renewed complex will be larger and have new escalators and elevators. The complex is scheduled to be open in the second half of 2014 with full impacts in 2015 and \$9.3 million in additional annual expenses.

Project: R188 Subway Car Purchase (126 cars). The purchase of 126 cars is to grow the A-Division fleet in anticipation of beginning CBTC on the Flushing Line and to support the extension of the Flushing Line. Additional new cars to the fleet have maintenance, energy, and personnel costs. Total impacts of 55 cars are included with the 7 West Extension above. NYCT expects to absorb the additional costs of the remaining 71 cars. The first R188 cars were placed in service in 2013 and all of the 126 cars are expected to be in service by 2016.

Project: R179 Subway Car Purchase. This project is for the purchase of 300 'B' division cars that will replace 272 R32 and R42 cars due for retirement. The operating budget impact is neutral for 272 fleet replacement cars, but 28 cars are fleet expansion. Total impacts of the 28 fleet expansion cars are not included in the Financial Plan and NYCT is evaluating options regarding the operating impacts of these cars for a future financial plan cycle. The R179 cars are expected to start arriving in 2017.

Project: Public Address/ Customer Information – 89 Stations B Division. This project will install public address speakers and visual information delivered by Customer Information Screens at 89 stations and 2 pilot stations. Impacts will begin in 2015, when much of the equipment would be installed or shortly thereafter. An annual total increase of \$3.3 million is expected.

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. Operating budget increases will begin before opening day.

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 comprised 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 \$1 million a year.

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. Two additional options 42 and 38 cars respectively. A change order was executed for 25 Single Cars for a total of 405 cars. Anticipated steady-state Operating Budget Impact of approximately \$3 million (NYS portion) once all 405 cars are in service.

Project: Customer Communication/Connectivity Improvements. Under this project, an updated public address system and real-time information will be provided to Metro-North customers at East of Hudson stations. Departure time and destination, status, and track number will be displayed. Connectivity will be provided at each station to support the new real-time train information/public address system, upgrade ticket office workstations, and allow capability for remote CCTV and elevator monitoring/control. Project currently in scoping phase and any potential Operating Budget Impacts are currently unknown; however they could potentially exceed \$1 million.

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 comprised 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 that will exceed \$1 million a year.

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. Similarly to the Positive Train Control project (above), the West of Hudson Signal Improvements project could potentially have an annual Operating Budget Impact of greater than \$1 million due to the assets and equipment that will need to be operated and maintained.

OTHER AGENCIES

Other MTA agencies have no capital projects entering beneficial use in 2014-2017 that have impacts on the operating budget over \$1 million.

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V. Agency Financial Plans

Bridges and Tunnels

MTA BRIDGES AND TUNNELS
2015 Final Proposed Budget
November Financial Plan 2015–2018

FINANCIAL OVERVIEW

MTA Bridges and Tunnels (B&T) continues to be a strong source of fiscal stability to the MTA. In 2014 and 2015 combined, B&T is projected to contribute \$1.821 billion in Support to Mass Transit.

B&T is able to provide this substantial support to mass transit by efficiently carrying out its operations, while at the same time providing high levels of customer service and maintaining a strong safety focus for both employees and the travelers utilizing its facilities.

There is no more important priority for B&T than safety. Safe work practices are continually emphasized and safety training is regularly provided to employees. Ongoing efforts in shaping a safety culture at every level of the agency include:

- Utilizing a Special Operations Command unit to provide unified emergency coordination, accident and facility/roadway hazard alerts, safety bulletins, and other vital communications to B&T customers and employees;
- Employing a Safety Task Force to check facilities for hazards and either make immediate improvements or elevate issues to a Safety Action Team when more technical solutions are required;
- Maintaining the effective ACROBAT (Achieve Collision Reduction on Bridges and Tunnels) program which is a joint effort with Engineering and Operations staff aimed at reducing vehicular accidents and customer injuries by pinpointing accident hot spots and implementing a variety of countermeasures ranging from physical improvements to operational actions;
- Continuing a vigorous bridge and tunnel inspection program that exceeds Federal and New York State requirements to ensure that any observed deficiencies in structural or safety conditions are addressed as promptly as possible to maintain facility integrity and assure public safety;
- Emphasizing inter-departmental initiatives between Engineering, Operations and Health and Safety staff in the areas of safety training, field operations with the FDNY, and support in construction/maintenance activities.

B&T also carries out initiatives that help assure the safe passage of its customers, including identifying collision hotspots, re-evaluating and modifying traffic patterns in construction zones, and improving roadway signage. Through August 2014, the collision rate was 5.3 per million vehicles, which was 6.5% lower than last year at this time.

To better enforce weight restrictions and ensure the safety and structural integrity of the facilities, a truck weight enforcement program is in place on B&T's suspension bridges. The program uses a combination of personnel to perform vehicle weight and safety inspections and provide a regular facility presence to conduct credential checks. From the start of the program in 2007 through August 2014, more than 67,000 trucks have been interdicted. In addition, B&T assists the NYC Department of Transportation with inspections and violation assessments of commuter buses.

B&T also monitors its facility operations by tracking key customer service and safety-oriented performance statistics at the bridges and tunnels. Through August, over 4,100 potholes were repaired and over 9,800 miles of roadway were swept across all facilities. Traffic mobility at all facilities was consistently smooth, with 89% of vehicle crossings at bridges during weekday peak periods traveling above 30 mph, and 65% of vehicle crossings at the tunnels (where lower speeds are posted during measured peak periods) traveling above 25 mph. These results are consistent with 2013 patterns.

Another of B&T's key initiatives--to make E-ZPass (which is the least expensive means of collecting tolls) more available to all B&T customers, continues in the November Plan. From January through August of this year, E-ZPass usage averaged 84.0% of total traffic, which is 1.7% points greater than the same period last year. The following efforts have contributed toward this growth in usage.

- B&T began selling E-ZPass "On the Go" pre-paid tags in the cash toll lanes at each facility in 2012. As of the end of September 2014, more than 395,000 tags had been sold in the lanes.
- Spanish language versions of the E-ZPass application, interactive website, and the customer service telephone voice response system were introduced in January of 2012.
- B&T introduced the MTA Reload Card in February 2012, an initiative which makes it easier for customers to replenish their E-ZPass account with cash. Customers can go to any Visa ReadyLink retail merchant and use the card to reload their E-ZPass accounts, eliminating the need to travel to one of three walk-in centers in Yonkers, Queens, or Staten Island for that purpose. To date, over 101,000 cards have been issued to customers and more than 16% of total cash replenishments are currently made using the reload cards.
- In November 2012, B&T introduced E-ZPass "Pay per Trip", which enables customers to set up an E-ZPass account without a pre-paid balance. Those enrolled in this program pay for their tolls each day through an Automated Clearinghouse (ACH) deduction from their checking account. To date, over 32,000 account holders have signed up for this initiative.

The most potentially far-reaching B&T initiative is the project at the Henry Hudson Bridge (HHB) to test All Electronic Toll (AET) collection operations. In November 2012, B&T implemented a cashless tolling pilot at the HHB. All motorists are now able to use any lane to drive through the toll plaza without stopping. Under the cashless tolling system, automatic billing remains the same for drivers with E-ZPass. For drivers without

an E-ZPass tag, an image is taken of their license plate and a bill for the toll is mailed to the vehicle's registered owner. Currently, approximately 94.7 percent of crossings at the HHB are processed through E-ZPass and 5.3 percent are "toll-by-mail" transactions. Based on the results of the initiative, B&T requested and received Board approval in May 2014 to continue the all-electronic collection of tolls at the HHB following the completion of the pilot at the end of 2014. Initially, tolls will be collected through the AET system being used for the AET pilot, with vehicles traveling in gateless, channelized lanes and tolling equipment mounted on the existing infrastructure.

In the fall of 2016 or early 2017, a gantry-based Open Road Tolling (ORT) system will be put into revenue service and the existing toll plazas including the booths will be demolished. It is expected that the new ORT system will continue to utilize the current methods employed at the HHB to capture E-ZPass transponder-reads and license plate images, but will do so in an environment absent a traditional toll plaza, enabling customers to traverse the bridge's two tolling areas in free-flow fashion. This project is being executed in concert with a planned structural reconstruction of the HHB's upper and lower level roadways.

Other significant customer service improvements are also being carried out through the capital program, with some of the most significant improvements taking place at the Verrazano-Narrows Bridge.

- By summer 2015, the remaining three unused eastbound toll booths will be removed as part of improvements to the entrance and exit ramps and rehabilitation of the eastbound toll plaza.
- In September 2013, the newly constructed Lily Pond Avenue entrance ramp, Brooklyn-bound, opened with an improved wider and more efficient configuration over the old on-ramp.
- In late 2012, a five-year, \$235.7 million construction contract was awarded to replace the original 1960s upper level suspended span roadway of the Verrazano-Narrows Bridge which, once completed, will include the agency's first reversible high occupancy vehicle lane. In 2013, the construction of a new bus and HOV ramp was awarded for \$65.7 million. The new reversible lane will connect with the State Department of Transportation's HOV lanes on either side of the bridge, providing a continuous HOV lane from the Staten Island Expressway straight through to the Hugh L. Carey Tunnel, saving time for thousands of daily bus and HOV car commuters.

In addition to the Verrazano improvements, in mid-2012 a \$50 million design/build contract was awarded to reconstruct the Manhattan/Queens ramp at the Robert F. Kennedy Bridge. The 26-month project to reconstruct the 54,000-square-foot ramp was completed in August 2014, providing customers a much smoother ride through the bridge complex.

At the Bronx Whitestone Bridge, a \$212 million Capital project to reconstruct the Bronx approach roadway, providing drivers with wider 12-foot lanes and new safety shoulders,

was completed in August 2012, two months ahead of schedule. Currently underway is the \$114 million reconstruction of the Queens approach to the bridge which was awarded in July 2011. And at the Throgs Neck Bridge, approximately 67,000 square feet of the deteriorated southbound roadway was re-surfaced, which will result in a smoother ride for customers.

Key total changes between the November and July plans are outlined below.

2014 November Forecast

In the 2014 November Forecast, a total of \$1,209.5 million is projected in Baseline Operating Income compared to \$1,190.6 million in the 2014 Mid-Year Forecast, an increase of \$18.9 million.

Total revenues are \$1,713.4 million, which is \$19.1 million greater than the Mid-Year Forecast. Toll revenue accounts for 97% of all revenues and is projected at \$1,668.8 million, which is \$17.6 million greater than the Mid-Year Forecast. The higher revenue forecast is based on favorable traffic trends through September. Favorable results are also occurring in Other Operating Revenue, mainly from income generated by a variety of E-ZPass administrative fees. These and other small revenue sources add a combined \$1.5 million to November Plan operating income.

The 2014 November Forecast includes expenses totaling \$503.9 million before depreciation and GASB adjustments. Labor costs are nearly \$274.2 million and non-labor costs are nearly \$229.8 million. Total expenses are \$0.2 million above the Mid-Year Forecast.

Labor expenses are higher by \$4.2 million. The November Forecast incorporates provisions above those included in the Mid-Year Forecast for current and expected union contract settlements (mirrored after the TWU settlement patterned wage assumptions), including payments retroactive to 2009, based on the latest information available. The forecast also includes additional compensation for non-represented employees retroactive to 2013. These labor adjustments and assumptions require an additional \$8.4 million in total across payroll, overtime, and employer payroll taxes. Partially offsetting these higher expenses are lower payroll and corresponding fringe benefit costs associated with vacancies in both represented and non-represented personnel totaling \$4.1 million.

Non-labor expenses are lower by \$4.0 million primarily due to re-estimates of current E-ZPass tag inventory needs (\$1.9 million), lower than expected miscellaneous consulting fees (\$0.5 million), and small re-estimates across a variety of routine maintenance areas totaling \$1.4 million.

Total Support to Mass Transit is \$931.5 million compared to \$903.4 million in the 2014 Mid-Year Forecast, an increase of over \$28.1 million resulting from \$18.9 million more in Baseline Operating Income (\$19.1 million in revenue gains offset by \$0.2 million in higher expenses) and lower B&T debt service (\$9.2 million).

In 2014, total planned year-end headcount is 1,750, including 88 capital reimbursable full-time equivalents. Headcount is 1 position lower than the Mid-Year Forecast level of 1,751, reflecting B&T's participation in a recent MTA Procurement consolidation.

2015 Final Proposed Budget - Baseline

In the 2015 Final Proposed Budget, a total of \$1,188.1 million is projected in Baseline Operating Income compared to \$1,182.5 million in the July Financial Plan, an increase of \$5.6 million.

Total revenues are \$1,709.8 million, which is \$15.5 million greater than the July Financial Plan. Toll revenues are increased by \$14.9 million, reflecting the higher plan-to-plan traffic trends from 2014. Other Operating Revenue has also been adjusted upward by \$0.6 million to incorporate favorable re-estimates of E-ZPass administrative fees.

Expenses before depreciation and GASB adjustments total \$521.6 million and are comprised of \$279.0 million in labor costs and \$242.2 million in non-labor expenses. Overall expenses are \$9.8 million higher than the July Financial Plan.

Labor costs are projected to be greater by \$3.7 million. The higher expenses are partly due to the previously discussed adjustments and assumptions for union contract settlements and non-represented employee salary increases (\$2.2 million). The Final Proposed Budget also calls for an additional 9 positions in Engineering and Construction (\$1.1 million). Due to the development over the last year and a half of the proposed 2015-19 Core Capital Program (the largest in B&T's history), the Sandy Restoration and Mitigation Program (a completely new capital program altogether), and the Major Maintenance Program, it has been determined that additional Engineering staff will be needed to meet the increased project management and quality assurance demands associated with this expanding work. In addition, following guidelines from the state, up to 20% of capital work will be design-build projects, which by their nature are more demanding to carry out than other types of projects. B&T will also be undertaking actions to improve and enhance in-house inspection and testing activities by centralizing the management of these efforts and producing standardized policies and procedures. Lastly, as B&T has moved forward with Sandy restoration and mitigation planning, it has become clear that the level of effort originally estimated for coordination between internal departments, MTA Headquarters, and outside governmental agencies was too low.

In addition to these new Engineering staff needs, B&T will be moving forward on the MTA-wide Enterprise Asset Management (EAM) initiative in 2015. EAM is aimed at identifying a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of B&T's assets. Successful implementation of the initiative requires 7 additional dedicated positions, beginning in July of 2015, across engineering, maintenance and financial areas.

Non-labor expenses are higher by \$6.1 million due to additional needs required to implement the EAM initiative, including major expansion of current systems supporting B&T's Biennial Inspection Program. These systems carry out extensive data collection processes and complex analytical functions, the results of which guide much of the decision making involved in developing and executing the Capital and Major Maintenance programs. B&T's Central Maintenance Management System (CMMS), which is utilized to initiate and track operating inspections, repairs and other maintenance tasks, will also be enhanced to include the additional data collection and analysis required of a comprehensive EAM program. Overall, the initial phase of these expansions and enhancements are estimated to cost \$6.9 million. Partially offsetting these new needs are favorable re-estimates for liability insurance (\$0.6 million) and minor downward re-estimates resulting primarily from revised inflationary assumptions.

Total Support to Mass Transit is \$889.8 million compared to \$873.5 million in the July Financial Plan, an increase of \$16.3 million resulting from higher Baseline Operating Income of over \$5.6 million (\$15.5 million in revenue gains partially offset by \$9.8 million in higher expenses) and lower B&T debt service of \$10.7 million.

In 2015, total headcount is budgeted at 1,766, including 88 reimbursable positions, which is a net 15 positions higher than the July Financial Plan due to the additional 9 positions in Engineering and the additional 7 positions for EAM previously discussed, and the reduction of 1 position for B&T's participation in an MTA Procurement consolidation.

2016-2018 Projections

The 2016 projection for Baseline Operating Income is \$1,192.0 million compared to \$1,182.1 million in the July Financial Plan. This consists of \$1,720.6 million in revenues, less \$528.6 million in expenses. The expenses are comprised of \$285.4 million in labor costs and \$243.2 million in non-labor expenses.

The 2017 projection for Baseline Operating Income is \$1,184.9 million compared to \$1,173.9 million in the July Financial Plan. This consists of \$1,729.0 million in revenues, offset by \$544.1 million in expenses. The expenses are comprised of over \$293.2 million in labor costs and nearly \$251.0 million in non-labor expenses.

In 2018, the projection for Baseline Operating Income is \$1,175.5 million compared to \$1,164.0 in the July Financial Plan. This consists of \$1,737.9 million in revenues, offset by \$562.4 million in expenses. The expenses are comprised of \$300.8 million in labor costs and nearly \$261.6 million in non-labor expenses.

In 2016 to 2018, the total baseline planned headcount will be 1,766, which includes 88 capitolally-reimbursable positions.

Details for year-to-year changes and reconciliations of the November Financial Plan to the July Financial Plan and the November Plan to the February Plan are discussed in the Plan-to-Plan Summary of Changes. The assumptions guiding traffic and headcount projections are discussed in the Other Assumptions section.

MTA BRIDGES AND TUNNELS
November Financial Plan 2015-2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE

	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
Operating Revenue						
Vehicle Toll Revenue	\$1,645.193	\$1,668.844	\$1,669.941	\$1,678.688	\$1,685.778	\$1,694.266
Other Operating Revenue	22.142	23.209	17.454	17.593	17.593	17.593
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.131	0.162	0.737	2.180	2.866	2.961
Total Revenue	\$1,667.466	\$1,692.214	\$1,688.132	\$1,698.461	\$1,706.237	\$1,714.820
Operating Expenses						
<u>Labor:</u>						
Payroll	\$118.568	\$141.693	\$144.316	\$147.894	\$152.163	\$155.805
Overtime	19.046	23.267	22.854	23.365	23.821	24.298
Health and Welfare	23.651	27.014	30.743	31.745	33.320	34.780
OPEB Current Payment	15.089	16.070	16.873	17.430	18.319	19.253
Pensions	31.863	30.452	29.242	28.716	28.627	28.962
Other Fringe Benefits	17.710	19.530	18.921	19.289	19.540	19.903
Reimbursable Overhead	(5.235)	(5.095)	(5.145)	(5.196)	(5.442)	(5.227)
Total Labor Expenses	\$220.692	\$252.932	\$257.803	\$263.242	\$270.349	\$277.774
<u>Non-Labor:</u>						
Electric Power	\$6.942	\$7.302	\$6.783	\$7.388	\$8.386	\$9.081
Fuel	2.841	2.959	2.915	2.857	2.791	2.857
Insurance	10.482	16.310	16.742	18.700	20.223	21.903
Claims	0.000	0.135	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	100.657	126.173	137.809	139.544	145.601	152.178
Professional Service Contracts	36.206	43.171	44.940	41.003	39.398	40.160
Materials & Supplies	2.965	4.592	4.327	4.396	4.521	4.616
Other Business Expenses	28.720	29.128	28.666	29.313	30.058	30.788
Total Non-Labor Expenses	\$188.813	\$229.770	\$242.183	\$243.201	\$250.979	\$261.582
<u>Other Expense 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 and GASB Adjs.	\$409.505	\$482.701	\$499.986	\$506.443	\$521.327	\$539.356
Add: Depreciation	\$91.345	\$104.389	\$111.667	\$119.521	\$127.853	\$136.766
Add: OPEB Obligation	76.650	66.944	70.291	73.806	77.496	81.371
Add: Environmental Remediation	(0.009)	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$577.491	\$654.034	\$681.944	\$699.770	\$726.676	\$757.493
Less: Depreciation	\$91.345	\$104.389	\$111.667	\$119.521	\$127.853	\$136.766
Less: OPEB Obligation	76.650	66.944	70.291	73.806	77.496	81.371
Total Expenses	\$409.496	\$482.701	\$499.986	\$506.443	\$521.327	\$539.356
Net Surplus/(Deficit)	\$1,257.970	\$1,209.513	\$1,188.146	\$1,192.018	\$1,184.910	\$1,175.464

MTA BRIDGES AND TUNNELS
November Financial Plan 2015-2018
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE

	2013	2014	2015			
	<u>Actual</u>	<u>November Forecast</u>	<u>Final Proposed Budget</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Revenue						
Vehicle 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	15.149	21.230	21.628	22.108	22.809	23.073
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$15.149	\$21.230	\$21.628	\$22.108	\$22.809	\$23.073
Expenses						
<u>Labor:</u>						
Payroll	\$6.195	\$9.735	\$9.810	\$9.894	\$9.976	\$10.060
Overtime	0.018	0.407	0.415	0.420	0.426	0.432
Health and Welfare	1.287	2.177	2.287	2.446	2.607	2.785
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	1.598	2.571	2.702	2.861	3.022	3.196
Other Fringe Benefits	0.816	1.245	1.269	1.291	1.336	1.373
Reimbursable Overhead	5.235	5.095	5.145	5.196	5.442	5.227
Total Labor Expenses	\$15.149	\$21.230	\$21.628	\$22.108	\$22.809	\$23.073
<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 Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials & 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
<u>Other Expense 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 and GASB Adjs.	\$15.149	\$21.230	\$21.628	\$22.108	\$22.809	\$23.073
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Add: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$15.149	\$21.230	\$21.628	\$22.108	\$22.809	\$23.073
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$15.149	\$21.230	\$21.628	\$22.108	\$22.809	\$23.073
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
November Financial Plan 2015-2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE
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	2013	2014	2015			
	<u>Actual</u>	November <u>Forecast</u>	Final Proposed <u>Budget</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Revenue						
Vehicle Toll Revenue	\$1,645.193	\$1,668.844	\$1,669.941	\$1,678.688	\$1,685.778	\$1,694.266
Other Operating Revenue	22.142	23.209	17.454	17.593	17.593	17.593
Capital and Other Reimbursements	15.149	21.230	21.628	22.108	22.809	23.073
Investment Income	0.131	0.162	0.737	2.180	2.866	2.961
Total Revenue	\$1,682.615	\$1,713.444	\$1,709.760	\$1,720.569	\$1,729.046	\$1,737.893
Expenses						
<u>Labor:</u>						
Payroll	\$124.763	\$151.428	\$154.126	\$157.788	\$162.139	\$165.865
Overtime	19.064	23.674	23.268	23.784	24.247	24.729
Health and Welfare	24.938	29.191	33.030	34.191	35.927	37.565
OPEB Current Payment	15.089	16.070	16.873	17.430	18.319	19.253
Pensions	33.461	33.023	31.944	31.577	31.649	32.158
Other Fringe Benefits	18.526	20.775	20.190	20.580	20.876	21.276
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$235.841	\$274.162	\$279.431	\$285.350	\$293.157	\$300.847
<u>Non-Labor:</u>						
Electric Power	\$6.942	\$7.302	\$6.783	\$7.388	\$8.386	\$9.081
Fuel	2.841	2.959	2.915	2.857	2.791	2.857
Insurance	10.482	16.310	16.742	18.700	20.223	21.903
Claims	0.000	0.135	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	100.657	126.173	137.809	139.544	145.601	152.178
Professional Service Contracts	36.206	43.171	44.940	41.003	39.398	40.160
Materials & Supplies	2.965	4.592	4.327	4.396	4.521	4.616
Other Business Expenses	28.720	29.128	28.666	29.313	30.058	30.788
Total Non-Labor Expenses	\$188.813	\$229.770	\$242.183	\$243.201	\$250.979	\$261.582
<u>Other Expense 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 and GASB Adjs.	\$424.654	\$503.931	\$521.614	\$528.551	\$544.136	\$562.429
Add: Depreciation	\$91.345	\$104.389	\$111.667	\$119.521	\$127.853	\$136.766
Add: OPEB Obligation	76.650	66.944	70.291	73.806	77.496	81.371
Add: Environmental Remediation	(0.009)	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$592.640	\$675.264	\$703.572	\$721.877	\$749.485	\$780.566
Less: Depreciation	\$91.345	\$104.389	\$111.667	\$119.521	\$127.853	\$136.766
Less: OPEB Obligation	76.650	66.944	70.291	73.806	77.496	81.371
Total Expenses	\$424.645	\$503.931	\$521.614	\$528.551	\$544.136	\$562.429
Net Surplus/(Deficit)	\$1,257.970	\$1,209.513	\$1,188.146	\$1,192.018	\$1,184.910	\$1,175.464

MTA BRIDGES AND TUNNELS
November Financial Plan 2015-2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE
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	2013 <u>Actual</u>	2014 November <u>Forecast</u>	2015 Final Proposed <u>Budget</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Net Surplus/(Deficit)	\$1,257.970	\$1,209.513	\$1,188.146	\$1,192.018	\$1,184.910	\$1,175.464
<u>Deductions from Income:</u>						
Less: Capitalized Assets	\$14.525	\$17.843	\$17.849	\$20.635	\$21.056	\$21.475
Reserves	28.573	25.895	26.382	26.881	27.338	27.824
GASB 45 Reserves	3.077	1.594	0.000	0.000	0.000	0.187
Adjusted Net Surplus/(Deficit)	\$1,211.795	\$1,164.181	\$1,143.915	\$1,144.503	\$1,136.517	\$1,125.978
Less: Debt Service	597.454	577.005	636.351	649.115	671.699	691.281
Income Available for Distribution	\$614.341	\$587.176	\$507.564	\$495.388	\$464.818	\$434.697
<u>Distributable To:</u>						
MTA - Investment Income	\$0.131	\$0.162	\$0.737	\$2.180	\$2.866	\$2.961
MTA - Distributable Income	367.308	344.859	311.878	303.383	288.287	272.407
NYCT - Distributable Income	246.902	242.155	194.949	189.825	173.665	159.329
Total Distributable Income:	\$614.341	\$587.176	\$507.564	\$495.388	\$464.818	\$434.697
<u>Actual Cash Transfers:</u>						
MTA - Investment Income	\$0.136	\$0.131	\$0.162	\$0.737	\$2.180	\$2.866
MTA - Transfers	359.991	356.622	315.176	304.233	289.797	273.995
NYCT - Transfers	245.971	239.627	199.669	190.337	175.281	160.763
Total Cash Transfers:	\$606.099	\$596.380	\$515.007	\$495.307	\$467.258	\$437.623
<u>SUPPORT TO MASS TRANSIT:</u>						
Total Revenues	\$1,682.615	\$1,713.444	\$1,709.760	\$1,720.569	\$1,729.046	\$1,737.893
Less: Net Operating Expenses	424.645	503.931	521.614	528.551	544.136	562.429
Net Operating Income:	\$1,257.970	\$1,209.513	\$1,188.146	\$1,192.018	\$1,184.910	\$1,175.464
<u>Deductions from Operating Income:</u>						
B&T Debt Service	\$207.227	\$232.661	\$254.148	\$276.314	\$296.102	\$319.759
Capitalized Assets	14.525	17.843	17.849	20.635	21.056	21.475
Reserves	28.573	25.895	26.382	26.881	27.338	27.824
GASB Reserves	3.077	1.594	0.000	0.000	0.000	0.187
Total Deductions from Operating Income:	\$253.402	\$277.993	\$298.379	\$323.830	\$344.496	\$369.245
Total Support to Mass Transit:	\$1,004.568	\$931.520	\$889.767	\$868.189	\$840.414	\$806.219

MTA BRIDGES AND TUNNELS
2014 November Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	Total		
	Hours	\$	%
NON-REIMBURSABLE OVERTIME			
OPERATIONS & MAINTENANCE			
<u>Scheduled Service</u>	49,891	\$2.856	12.3%
<u>Unscheduled Service</u>	12,091	0.679	2.9%
<u>Programmatic/Routine Maintenance</u>	446	0.039	0.2%
<u>Unscheduled Maintenance</u>	21,232	1.921	8.3%
<u>Vacancy/Absentee Coverage</u>	153,317	9.411	40.4%
<u>Weather Emergencies</u>	20,393	1.789	7.7%
<u>Safety/Security/Law Enforcement</u>	28,666	1.691	7.3%
<u>Other</u>	9,134	1.007	4.3%
<u>All Other Departments and Accruals¹</u>		3.872	16.6%
Subtotal	295,170	\$23.267	100%
REIMBURSABLE OVERTIME	5,677	\$0.407	
TOTAL OVERTIME	300,847	\$23.674	

¹ Includes overtime for all departments other than Operations and Maintenance, and adjustments to reflect the 28-day payroll lag. Does not include hours.

MTA BRIDGES AND TUNNELS
2015 Final Proposed Budget
November Financial Plan 2015–2018
Year-to-Year Changes by Category - Baseline

Toll Revenue

- At current crossing charges, toll revenue is estimated at \$1,668.9 million in 2014 and \$1,669.9 million in 2015, an increase of \$1.1 million primarily due to additional traffic volume resulting from forecast regional employment growth of 1.5%. Traffic estimates increase from 284.7 million vehicles in 2014 to 285.8 million in 2015.
- Toll revenue increases to \$1,678.7 in 2016, \$1,685.8 in 2017 and \$1,694.3 million in 2018, reflecting traffic volume increases from projected regional employment growth of 1.5% in 2016, 1.3% in 2017 and 0.6% in 2018, and the additional leap year day in 2016. Traffic levels are forecast at 287.7 million vehicles in 2016, 289.3 million in 2017, and 291.1 million in 2018.

Other Operating Revenue

- Other Operating Revenue is estimated at \$23.2 million in 2014 and \$17.5 million in 2015, a year-to-year drop of \$5.8 million. Revenue from E-ZPass administrative fees is not projected to keep the same pace in 2015 compared to 2014, and therefore a \$1.1 million year-to-year decline is forecast for 2015. In addition, Other Operating Revenue in 2014 includes \$2.5 million in expected reimbursements from FEMA for Sandy-related expenses, and an insurance settlement of \$2.2 million is anticipated for costs associated with Tropical Storm Irene. Due to the uncertainty of future reimbursements and costs, no reimbursement projections are included in B&T's 2015 Final Proposed Budget.
- Other Operating Revenue increases by \$0.1 million in 2016 to reflect projected additional receipts from the Battery Parking Garage, after which revenues from this and other non-toll sources are not expected to grow significantly.

Capital and Other Reimbursements

- Capital and Other Reimbursements increase by \$0.4 million in 2015, \$0.5 million in 2016, \$0.7 million in 2017 and \$0.3 million in 2018. These adjustments are tied to expected work to be performed through the Capital Programs.

Investment Income

- The Investment Income plan for 2014 through 2018 reflects earnings on estimated fund balances based on projected short-term investment yields, which continue to be forecast at very low interest rates. Total investment income is estimated at \$0.2 million in 2014 and \$0.7 million in 2015.

- Short-term interest rates are forecast to grow each year from 2016 on. Income projections are \$2.2 million in 2016, \$2.9 million in 2017 and \$3.0 million in 2018.

Payroll

- In 2015, expenses increase by \$2.7 million, primarily reflecting the 16 additional positions (9 in Engineering and Construction scheduled to begin in January and 7 dedicated to the Enterprise Asset Management (EAM) program beginning in July) discussed in the Financial Overview, contractual step-up increases, the filling of 2014 vacancies and inflationary adjustments.
- Thereafter, a full year's impact of the 7 new EAM positions, contractual step-up increases and inflationary adjustments result in expense growth of \$3.7 million in 2016, \$4.4 million in 2017, and \$3.7 million in 2018.
- Salaries for most represented employees are expected to include contract settlements for increases to compensation earned between 2009 and 2011, followed by a five year contract effective through 2016, with CPI-based increases assumed thereafter. Wage inflation for represented employees is 2.22% in 2015, 1.88% in 2016 and 2.00% in both 2017 and 2018.
- Wage inflation for non-represented employees is 2.85% in 2015 and 2.00% each year thereafter.

Overtime

- Upon expected union contract settlements in 2014, it's anticipated that retroactive compensation increases dating back to 2009 will be fully paid by the end of the year. Wage inflation rates for overtime are the same as for payroll and result in growth of \$0.5 million each year from 2016 through 2018.

Health and Welfare/OPEB Current Payments

- In 2015, there is an increase of \$4.6 million from 2014 primarily due to forecast inflation for defined medical programs and the additional 16 positions previously discussed.
- Expenses increase by \$1.7 million in 2016 and by \$2.6 million each year thereafter, primarily reflecting forecast inflation for defined medical programs.
- Inflation rates for defined medical programs are 5.0% in 2015, 3.4% in 2016, and 5.0% each year thereafter.

Pension

- Pension expenses in this November Financial Plan reflect current projections for the NYC Employee Retirement System (NYCERS) provided by the NYC Office of the Actuary.
- Costs decline by \$1.1 million in 2015 and \$0.4 million in 2016, and increase by \$0.1 million in 2017 and \$0.5 million in 2018.

Other Fringe Benefits

- Expense decline by \$0.6 million in 2015 due to retroactive adjustments in 2014 for additional uniform allowances provided as part of a contract settlement.
- Expenses increase between \$0.3 million and \$0.4 million each year thereafter primarily due to inflationary adjustments in payroll and overtime.

Electric Power

- Electricity costs decline by \$0.5 million in 2015, and increase each year thereafter between \$0.6 million and \$1.0 million based on the most recent rate projections.

Fuel

- The expense plan for fuel is driven mainly by the most recent forecast for heating fuel, which indicates minor year-to-year fluctuations. Expenses are forecast to decline by less than \$0.1 million each year from 2015 through 2017, with an increase of less than \$0.1 million estimated for 2018.

Insurance

- Insurance costs increase between \$0.4 million and \$2.0 million annually from 2015 through 2018 based on current insurance policy growth assumptions.

Maintenance and Other Operating Contracts

- Year-to-year expenses are projected to be \$11.6 million higher in 2015. The main driver for the increase is an additional \$6.4 million in major maintenance to ensure that key bridge and tunnel components are properly maintained to maximize the level of service they provide until large scale rehabilitation or replacement work under the Capital Programs can be carried out, and to advance the EAM program through system enhancements that will expand current bridge Inspection protocols. In addition, E-ZPass expenses increase by \$3.7 million to cover projected tag needs, anticipated account growth, maintenance of in-lane equipment and expenses associated with the All Electronic Tolling (AET) program.
- Expenses increase by \$1.7 million in 2016. Areas where costs are projected to grow above inflation include E-ZPass Customer Service Center and tag costs (\$3.9 million), which are driven by account projections and the cyclical nature of the E-ZPass Tag Replacement Program, and major maintenance (\$1.8 million), which relies on project schedules that are influenced by work carried out in the Capital Programs. Offsetting these increases is the non-recurrence of \$4.4 million in EAM program expenses from 2015. Although it is expected that additional non-labor expenses will be required for continuing the program into 2016 and beyond, it is too early to baseline any projections at this time. A gap assessment and other studies will be performed in 2015 that will provide for firmer EAM program estimates to be included in future financial plans.

- In 2017 and 2018, expenses grow by \$6.1 million and \$6.6 million, respectively, primarily due to the same driving factors as in 2016. Major maintenance needs are projected to grow by \$3.2 million in 2017 and \$1.4 million in 2018, and E-ZPass costs are estimated to increase by \$1.2 million in 2017 and \$4.7 million in 2018.
- Inflationary adjustments are based on a national CPI-U forecast of 1.50% in 2015, 1.44% in 2016, 1.82% in 2017 and 1.97% in 2018. These factors also apply to the expense categories that follow (Professional Service Contracts, Materials and Supplies and Other Business Expenses).

Professional Service Contracts

- In 2015, expenses increase by \$1.8 million primarily due additional IT consulting, training and materials costs associated with the EAM program, which total \$2.5 million. These expenses are partially offset by \$0.6 million in favorable re-estimates for consulting needs across legal and technical areas.
- Additional EAM costs are not included in this financial plan beyond 2015, which accounts for \$2.5 million of the \$3.4 million year-to-year drop in Professional Service Contracts for 2016. As with the major maintenance costs for EAM, additional professional services may be required in 2016 and beyond, pending the results of a gap assessment and other EAM-related studies in 2015, and if necessary, such costs will be included in future financial plans. The remaining \$0.9 million decline is largely the result of the projected cyclical workflow of several engineering studies and projects.
- Expenses decline by \$1.6 million in 2017, again primarily due to workflow projections for general engineering studies.
- Expenses increase by \$0.8 million in 2018 mainly due to inflationary adjustments.

Materials and Supplies

- Expenses are \$0.3 million lower in 2015, reflecting a return to baseline projections for de-icing materials after the severe winter of 2014, followed by expense growth of \$0.1 million each year thereafter based on inflationary adjustments.

Other Business Expenses

- Expenses decline by \$0.5 million in 2015 due to an anticipated lower write-off of debt associated with outstanding E-ZPass account balances compared to 2014. From 2016 through 2018, expenses grow by \$0.7 million each year primarily due to inflationary adjustments.

MTA BRIDGES AND TUNNELS
November Financial Plan 2015-2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016 - 2017	2018	Change 2017 - 2018
Revenue									
Vehicle Toll Revenue	\$ 1,668.844	\$ 1,669.941	\$ 1.097	\$ 1,678.688	\$ 8.747	\$ 1,685.778	\$ 7.090	\$ 1,694.266	\$ 8.488
Other Operating Revenue	23.209	17.454	(5.755)	17.593	0.139	17.593	-	17.593	-
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-
Investment Income	0.162	0.737	0.575	2.180	1.443	2.866	0.686	2.961	0.095
Total Revenue	\$ 1,692.214	\$ 1,688.132	\$ (4.082)	\$ 1,698.461	\$ 10.329	\$ 1,706.237	\$ 7.776	\$ 1,714.820	\$ 8.583
Expenses									
Labor:									
Payroll	\$ 141.693	\$ 144.316	\$ (2.622)	\$ 147.894	\$ (3.578)	\$ 152.163	\$ (4.270)	\$ 155.805	\$ (3.642)
Overtime	23.267	22.854	0.413	23.365	(0.511)	23.821	(0.457)	24.298	(0.476)
Health and Welfare	27.014	30.743	(3.729)	31.745	(1.002)	33.320	(1.575)	34.780	(1.460)
OPEB Current Payment	16.070	16.873	(0.803)	17.430	(0.557)	18.319	(0.889)	19.253	(0.934)
Pensions	30.452	29.242	1.210	28.716	0.526	28.627	0.089	28.962	(0.335)
Other Fringe Benefits	19.530	18.921	0.610	19.289	(0.368)	19.540	(0.251)	19.903	(0.363)
Reimbursable Overhead	(5.095)	(5.145)	0.050	(5.196)	0.051	(5.442)	0.246	(5.227)	(0.215)
Total Labor Expenses	\$ 252.932	\$ 257.803	\$ (4.871)	\$ 263.242	\$ (5.439)	\$ 270.349	\$ (7.107)	\$ 277.774	\$ (7.425)
Non-Labor:									
Electric Power	\$ 7.302	\$ 6.783	\$ 0.520	\$ 7.388	\$ (0.605)	\$ 8.386	\$ (0.998)	\$ 9.081	\$ (0.695)
Fuel	2.959	2.915	0.044	2.857	0.059	2.791	0.066	2.857	(0.066)
Insurance	16.310	16.742	(0.432)	18.700	(1.959)	20.223	(1.523)	21.903	(1.680)
Claims	0.135	-	0.135	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	126.173	137.809	(11.636)	139.544	(1.735)	145.601	(6.056)	152.178	(6.577)
Professional Service Contracts	43.171	44.940	(1.769)	41.003	3.937	39.398	1.605	40.160	(0.761)
Materials & Supplies	4.592	4.327	0.264	4.396	(0.068)	4.521	(0.125)	4.616	(0.095)
Other Business Expenses	29.128	28.666	0.462	29.313	(0.646)	30.058	(0.746)	30.788	(0.730)
Total Non-Labor Expenses	\$ 229.770	\$ 242.183	\$ (12.414)	\$ 243.201	\$ (1.018)	\$ 250.979	\$ (7.777)	\$ 261.582	\$ (10.604)
Other Expenses Adjustments:									
Other	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Expenses before Depreciation and GASB Adjs.	\$ 482.701	\$ 499.986	\$ (17.285)	\$ 506.443	\$ (6.457)	\$ 521.327	\$ (14.884)	\$ 539.356	\$ (18.029)
Add: Depreciation	\$ 104.389	\$ 111.667	\$ (7.278)	\$ 119.521	\$ (7.854)	\$ 127.853	\$ (8.332)	\$ 136.766	\$ (8.913)
Add: OPEB Obligation	66.944	70.291	(3.347)	73.806	(3.515)	77.496	(3.690)	81.371	(3.875)
Add: Environmental Remediation	-	-	-	-	-	-	-	-	-
Total Expenses after Depreciation and GASB Adjs.	\$ 654.034	\$ 681.944	\$ (27.910)	\$ 699.770	\$ (17.825)	\$ 726.676	\$ (26.906)	\$ 757.493	\$ (30.817)
Less: Depreciation	\$ 104.389	\$ 111.667	\$ (7.278)	\$ 119.521	\$ (7.854)	\$ 127.853	\$ (8.332)	\$ 136.766	\$ (8.913)
Less: OPEB Obligation	66.944	70.291	(3.347)	73.806	(3.515)	77.496	(3.690)	81.371	(3.875)
Total Expenses	\$ 482.701	\$ 499.986	\$ (17.285)	\$ 506.443	\$ (6.457)	\$ 521.327	\$ (14.884)	\$ 539.356	\$ (18.029)
Net Surplus/(Deficit)	\$ 1,209.513	\$ 1,188.146	\$ (21.367)	\$ 1,192.018	\$ 3.872	\$ 1,184.910	\$ (7.108)	\$ 1,175.464	\$ (9.446)

MTA BRIDGES AND TUNNELS
November Financial Plan 2015-2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)									
	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016 - 2017	2018	Change 2017 - 2018	
Revenue										
Vehicle Toll Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	21.230	21.628	0.398	22.108	0.480	22.809	0.701	23.073	0.264	
Investment Income	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$ 21.230	\$ 21.628	\$ 0.398	\$ 22.108	\$ 0.480	\$ 22.809	\$ 0.701	\$ 23.073	\$ 0.264	
Expenses										
Labor:										
Payroll	\$ 9.735	\$ 9.810	\$ (0.075)	\$ 9.894	\$ (0.084)	\$ 9.976	\$ (0.082)	\$ 10.060	\$ (0.084)	
Overtime	0.407	0.415	(0.008)	0.420	(0.005)	0.426	(0.006)	0.432	(0.006)	
Health and Welfare	2.177	2.287	(0.110)	2.446	(0.159)	2.607	(0.161)	2.785	(0.178)	
OPEB Current Payment	-	-	-	-	-	-	-	-	-	
Pensions	2.571	2.702	(0.131)	2.861	(0.159)	3.022	(0.161)	3.196	(0.174)	
Other Fringe Benefits	1.245	1.269	(0.024)	1.291	(0.022)	1.336	(0.045)	1.373	(0.037)	
Reimbursable Overhead	5.095	5.145	(0.050)	5.196	(0.051)	5.442	(0.246)	5.227	0.215	
Total Labor Expenses	\$ 21.230	\$ 21.628	\$ (0.398)	\$ 22.108	\$ (0.480)	\$ 22.809	\$ (0.701)	\$ 23.073	\$ (0.264)	
Non-Labor:										
Electric Power	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Fuel	-	-	-	-	-	-	-	-	-	
Insurance	-	-	-	-	-	-	-	-	-	
Claims	-	-	-	-	-	-	-	-	-	
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	
Professional Service Contracts	-	-	-	-	-	-	-	-	-	
Materials & Supplies	-	-	-	-	-	-	-	-	-	
Other Business Expenses	-	-	-	-	-	-	-	-	-	
Total Non-Labor Expenses	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Other Expenses Adjustments:										
Other	-	-	-	-	-	-	-	-	-	
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Expenses before Depreciation and GASB Adjs.	\$ 21.230	\$ 21.628	\$ (0.398)	\$ 22.108	\$ (0.480)	\$ 22.809	\$ (0.701)	\$ 23.073	\$ (0.264)	
Add: Depreciation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Add: OPEB Obligation	-	-	-	-	-	-	-	-	-	
Add: Environmental Remediation	-	-	-	-	-	-	-	-	-	
Total Expenses after Depreciation and GASB Adjs.	\$ 21.230	\$ 21.628	\$ (0.398)	\$ 22.108	\$ (0.480)	\$ 22.809	\$ (0.701)	\$ 23.073	\$ (0.264)	
Less: Depreciation	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Less: OPEB Obligation	-	-	-	-	-	-	-	-	-	
Total Expenses	\$ 21.230	\$ 21.628	\$ (0.398)	\$ 22.108	\$ (0.480)	\$ 22.809	\$ (0.701)	\$ 23.073	\$ (0.264)	
Net Surplus/(Deficit)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

MTA BRIDGES AND TUNNELS
November Financial Plan 2015-2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE
(Page 1 of 2)

	Favorable/(Unfavorable)									
	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016 - 2017	2018	Change 2017 - 2018	
Revenue										
Vehicle Toll Revenue	\$ 1,668.844	\$ 1,669.941	\$ 1.097	\$ 1,678.688	\$ 8.747	\$ 1,685.778	\$ 7.090	\$ 1,694.266	\$ 8.488	
Other Operating Revenue	23.209	17.454	(5.755)	17.593	0.139	17.593	-	17.593	-	
Capital and Other Reimbursements	21.230	21.628	0.398	22.108	0.480	22.809	0.701	23.073	0.264	
Investment Income	0.162	0.737	0.575	2.180	1.443	2.866	0.686	2.961	0.095	
Total Revenue	\$ 1,713.444	\$ 1,709.760	\$ (3.684)	\$ 1,720.569	\$ 10.809	\$ 1,729.046	\$ 8.477	\$ 1,737.893	\$ 8.847	
Expenses										
Labor:										
Payroll	\$ 151.428	\$ 154.126	\$ (2.697)	\$ 157.788	\$ (3.662)	\$ 162.139	\$ (4.352)	\$ 165.865	\$ (3.726)	
Overtime	23.674	23.268	0.405	23.784	(0.516)	24.247	(0.463)	24.729	(0.482)	
Health and Welfare	29.191	33.030	(3.839)	34.191	(1.161)	35.927	(1.736)	37.565	(1.638)	
OPEB Current Payment	16.070	16.873	(0.803)	17.430	(0.557)	18.319	(0.889)	19.253	(0.934)	
Pensions	33.023	31.944	1.079	31.577	0.367	31.649	(0.072)	32.158	(0.509)	
Other Fringe Benefits	20.775	20.190	0.586	20.580	(0.390)	20.876	(0.296)	21.276	(0.400)	
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	
Total Labor Expenses	\$ 274.162	\$ 279.431	\$ (5.269)	\$ 285.350	\$ (5.919)	\$ 293.157	\$ (7.808)	\$ 300.847	\$ (7.689)	
Non-Labor:										
Electric Power	\$ 7.302	\$ 6.783	\$ 0.520	\$ 7.388	\$ (0.605)	\$ 8.386	\$ (0.998)	\$ 9.081	\$ (0.695)	
Fuel	2.959	2.915	0.044	2.857	0.059	2.791	0.066	2.857	(0.066)	
Insurance	16.310	16.742	(0.432)	18.700	(1.959)	20.223	(1.523)	21.903	(1.680)	
Claims	0.135	-	0.135	-	-	-	-	-	-	
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	
Maintenance and Other Operating Contracts	126.173	137.809	(11.636)	139.544	(1.735)	145.601	(6.056)	152.178	(6.577)	
Professional Service Contracts	43.171	44.940	(1.769)	41.003	3.937	39.398	1.605	40.160	(0.761)	
Materials & Supplies	4.592	4.327	0.264	4.396	(0.068)	4.521	(0.125)	4.616	(0.095)	
Other Business Expenses	29.128	28.666	0.462	29.313	(0.646)	30.058	(0.746)	30.788	(0.730)	
Total Non-Labor Expenses	\$ 229.770	\$ 242.183	\$ (12.414)	\$ 243.201	\$ (1.018)	\$ 250.979	\$ (7.777)	\$ 261.582	\$ (10.604)	
Other Expenses Adjustments:										
Other	-	-	-	-	-	-	-	-	-	
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Expenses before Depreciation and GASB Adjs.	\$ 503.931	\$ 521.614	\$ (17.683)	\$ 528.551	\$ (6.937)	\$ 544.136	\$ (15.585)	\$ 562.429	\$ (18.293)	
Add: Depreciation	\$ 104.389	\$ 111.667	\$ (7.278)	\$ 119.521	\$ (7.854)	\$ 127.853	\$ (8.332)	\$ 136.766	\$ (8.913)	
Add: OPEB Obligation	66.944	70.291	(3.347)	73.806	(3.515)	77.496	(3.690)	81.371	(3.875)	
Add: Environmental Remediation	-	-	-	-	-	-	-	-	-	
Total Expenses after Depreciation and GASB Adjs.	\$ 675.264	\$ 703.572	\$ (28.308)	\$ 721.877	\$ (18.305)	\$ 749.485	\$ (27.607)	\$ 780.566	\$ (31.081)	
Less: Depreciation	\$ 104.389	\$ 111.667	\$ (7.278)	\$ 119.521	\$ (7.854)	\$ 127.853	\$ (8.332)	\$ 136.766	\$ (8.913)	
Less: OPEB Obligation	66.944	70.291	(3.347)	73.806	(3.515)	77.496	(3.690)	81.371	(3.875)	
Total Expenses	\$ 503.931	\$ 521.614	\$ (17.683)	\$ 528.551	\$ (6.937)	\$ 544.136	\$ (15.585)	\$ 562.429	\$ (18.293)	
Net Surplus/(Deficit)	\$ 1,209.513	\$ 1,188.146	\$ (21.367)	\$ 1,192.018	\$ 3.872	\$ 1,184.910	\$ (7.108)	\$ 1,175.464	\$ (9.446)	

MTA BRIDGES AND TUNNELS
November Financial Plan 2015-2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE
(Page 2 of 2)

	Favorable/(Unfavorable)									
	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016 - 2017	2018	Change 2017 - 2018	
Net Surplus/(Deficit)	\$ 1,209.513	\$ 1,188.146	\$ (21.367)	\$ 1,192.018	\$ 3.872	\$ 1,184.910	\$ (7.108)	\$ 1,175.464	\$ (9.446)	
<u>Deductions from Income:</u>										
Less: Capitalized Assets	\$ 17.843	\$ 17.849	\$ (0.006)	\$ 20.635	\$ (2.786)	\$ 21.056	\$ (0.421)	\$ 21.475	\$ (0.419)	
Reserves	25.895	26.382	(0.487)	26.881	(0.499)	27.338	(0.457)	27.824	(0.487)	
GASB 45 Reserves	1.594	-	1.594	-	-	-	-	0.187	(0.187)	
Adjusted Net Surplus/(Deficit)	\$ 1,164.181	\$ 1,143.915	\$ (22.468)	\$ 1,144.503	\$ 7.157	\$ 1,136.517	\$ (6.230)	\$ 1,125.978	\$ (8.354)	
Less: Debt Service	577.005	636.351	(59.346)	649.115	(12.764)	671.699	(22.584)	691.281	(19.582)	
Income Available for Distribution	\$ 587.176	\$ 507.564	\$ (81.815)	\$ 495.388	\$ (5.607)	\$ 464.818	\$ (28.814)	\$ 434.697	\$ (27.936)	
<u>Distributable To:</u>										
MTA - Investment Income	\$ 0.162	\$ 0.737	\$ 0.575	\$ 2.180	\$ 1.443	\$ 2.866	\$ 0.686	\$ 2.961	\$ 0.095	
MTA - Distributable Income	344.859	311.878	(32.981)	303.383	(8.495)	288.287	(15.096)	272.407	(15.880)	
NYCT - Distributable Income	242.155	194.949	(47.206)	189.825	(5.124)	173.665	(16.160)	159.329	(14.336)	
Total Distributable Income:	\$ 587.176	\$ 507.564	\$ (79.612)	\$ 495.388	\$ (12.176)	\$ 464.818	\$ (30.570)	\$ 434.697	\$ (30.121)	
<u>Actual Cash Transfers:</u>										
MTA - Investment Income	\$ 0.131	\$ 0.162	\$ 0.031	\$ 0.737	\$ 0.575	\$ 2.180	\$ 1.443	\$ 2.866	\$ 0.686	
MTA - Transfers	356.622	315.176	(41.446)	304.233	(10.944)	289.797	(14.436)	273.995	(15.802)	
NYCT - Transfers	239.627	199.669	(39.957)	190.337	(9.332)	175.281	(15.056)	160.763	(14.518)	
Total Cash Transfers:	\$ 596.380	\$ 515.007	\$ (81.373)	\$ 495.307	\$ (19.700)	\$ 467.258	\$ (28.049)	\$ 437.623	\$ (29.634)	
<u>SUPPORT TO MASS TRANSIT:</u>										
Total Revenues	\$ 1,713.444	\$ 1,709.760	\$ (3.684)	\$ 1,720.569	\$ 10.809	\$ 1,729.046	\$ 8.477	\$ 1,737.893	\$ 8.847	
Less: Net Operating Expenses	503.931	521.614	(17.683)	528.551	(6.937)	544.136	(15.585)	562.429	(18.293)	
Net Operating Income:	\$ 1,209.513	\$ 1,188.146	\$ (21.367)	\$ 1,192.018	\$ 3.872	\$ 1,184.910	\$ (7.108)	\$ 1,175.464	\$ (9.446)	
<u>Deductions from Operating Income:</u>										
B&T Debt Service	\$ 232.661	\$ 254.148	\$ (21.487)	\$ 276.314	\$ (22.166)	\$ 296.102	\$ (19.788)	\$ 319.759	\$ (23.657)	
Capitalized Assets	17.843	17.849	(0.006)	20.635	(2.786)	21.056	(0.421)	21.475	(0.419)	
Reserves	25.895	26.382	(0.487)	26.881	(0.499)	27.338	(0.457)	27.824	(0.487)	
GASB 45 Reserves	1.594	-	1.594	-	-	-	-	0.187	(0.187)	
Total Deductions from Operating Inc:	\$ 277.993	\$ 298.379	\$ (20.386)	\$ 323.830	\$ (25.450)	\$ 344.496	\$ (20.666)	\$ 369.245	\$ (24.749)	
Total Support to Mass Transit:	\$ 931.520	\$ 889.767	\$ (41.753)	\$ 868.189	\$ (21.578)	\$ 840.414	\$ (27.774)	\$ 806.219	\$ (34.195)	

MTA BRIDGES AND TUNNELS
2015 Final Proposed Budget
November Financial Plan 2015–2018
Summary of Major Plan-to-Plan Changes

Non-Reimbursable

2014: November Financial Plan vs. July Financial Plan

Revenues

Revenue adjustments from the July Plan generate an additional \$19.1 million. The major changes include:

- Additional toll revenues of \$17.6 million stemming from recent favorable traffic trends compared to the Mid-Year Forecast.
- Increased Other Operating Revenues of \$1.5 million primarily due to favorable re-estimates of E-ZPass administrative fee collections.

Expenses

Non-reimbursable expenses are projected to be \$0.2 million greater than the July Plan. Labor costs are \$4.2 million higher and non-labor expenses are \$4.0 million lower. The major variances include:

Labor

- Higher Payroll (\$3.1 million), Overtime (\$0.4 million) and Other Fringe Benefits (\$1.4 million) due to provisions above those included in the Mid-Year Forecast for current and expected union contract settlements based on the latest information available, including payments retroactive to 2009, and additional compensation for non-represented employees retroactive to 2013.
- A decrease in Health and Welfare/OPEB Current Payment (\$0.7 million) primarily due to vacancies in both represented and non-represented personnel.

Non-Labor

- Lower expenses in Maintenance and Other Operating Contracts (\$3.3 million) resulting primarily from E-ZPass cost re-estimates based on current tag inventory information and lower than anticipated Customer Service Center expenses (\$2.1 million), re-estimates of several relatively small general maintenance contracts (\$0.8 million), and minor downward revisions across a variety of miscellaneous areas (\$0.3 million).
- Lower expenses for Professional Service Contracts (\$0.6 million) primarily due to re-estimates of consulting needs across legal, planning and technical areas.

Total Deductions from Income

- B&T Debt Service has been decreased by \$9.2 million.

2015-2018: November Financial Plan vs. July Financial Plan

Revenues

Total revenues are being increased by \$15.5 million in 2015, and between \$14.6 million and \$16.4 million each year from 2016 through 2018.

- Toll revenue is higher in each year of the November Plan--\$14.9 million in 2015 and between \$14.0 million and \$15.9 million annually thereafter--reflecting the higher baseline traffic from 2014 and current projections for regional employment and inflation (See Traffic/Utilization).
- Other Operating Revenue is \$0.5 million to \$0.6 million greater each year primarily due to the expected continuation of growth in E-ZPass administrative fee collections, though at a slower pace than in 2014.

Expenses

Non-reimbursable expenses increase by \$9.8 million in 2015, and between \$4.7 million and \$4.9 million each year from 2016 through 2018.

Labor

Expenses increase by \$3.7 million in 2015, and between \$5.1 million and \$5.6 million annually thereafter, based on the following major changes:

- Higher Payroll, Overtime and Other Fringe Benefits each year ranging from \$2.2 million in 2015 to \$2.9 million in 2018 for the previously cited plan-to-plan changes in actual and assumed union contract settlements and non-represented compensation.
- Total annual expense increases ranging from \$1.1 million in 2015 to \$1.4 million in 2018 across Payroll and Fringe Benefits to cover the 9 additional positions in Engineering and Construction discussed in the Financial Overview.
- Additional expenses in Payroll and Fringe Benefits for the previously discussed 7 new positions dedicated to the Enterprise Asset Management (EAM) initiative. Hiring dates are expected to be around July 1, 2015. Total associated labor costs are \$0.5 million in 2015 and \$0.9 million each year thereafter.
- Revised inflationary assumptions for defined medical plans result in a favorable Health and Welfare/OPEB variance of \$0.1 million in 2015, and unfavorable annual variances between \$0.3 million and \$0.4 million from 2016 through 2018.

Non-Labor

Non-Labor expenses increase by \$6.1 million in 2015 and decline between \$0.4 million and \$0.7 million each year thereafter based on the following major changes:

- Maintenance, Professional Service Contracts and Other Business Expenses for the EAM initiative in 2015 are estimated at a total of \$6.9 million. Partially offsetting these additional expenses are favorable re-estimates for liability insurance totaling \$0.6 million. Small re-estimates across a variety of other areas net an additional \$0.2 million in favorable expense offsets.
- Lower insurance re-estimates and lower inflationary assumptions for non-energy areas are the primary drivers behind the small favorable variances from 2016 on.

Total Deductions from Income

Re-estimates for B&T Debt Service cause total deductions to drop by \$10.7 million in 2015, increase by \$0.9 million in 2016, and decline by \$1.3 million in 2017 and \$7.6 million in 2018.

Reimbursable

There are no changes from the July Financial Plan in reimbursable income and expenses for 2014 through 2018.

Non-Reimbursable

2014: November Financial Plan vs. February Financial Plan

Revenues

Revenue adjustments from the February Plan generate an additional \$26.5 million. The major changes include:

- Additional toll revenues of \$19.4 million stemming primarily from actual favorable traffic trends compared to the original traffic forecast.
- Increased Other Operating Revenues of \$7.1 million primarily due to revised assumptions for Sandy-related FEMA reimbursements (\$2.5 million), insurance settlements related to Tropical Storm Irene (\$2.2 million), and favorable re-estimates of several non-toll revenue sources including receipts from the Battery Parking Garage, E-ZPass administrative fees, and others (\$2.4 million).

Expenses

Non-reimbursable expenses are projected to be \$12.2 million greater than the February Plan. Labor costs are \$8.9 million higher and non-labor expenses are \$3.3 million higher. The major variances include:

Labor

- Higher Payroll (\$13.0 million), Overtime (\$2.0 million) and Other Fringe Benefits (\$2.3 million) due to actual and expected union contract settlements based on the latest information available, including payments retroactive to 2009, and additional compensation for non-represented employees retroactive to 2013. These higher costs are partially offset by payroll and fringe benefits savings from net vacancies across non-represented and represented personnel (\$4.5 million).
- A decrease in Health and Welfare/OPEB Current Payment (\$0.4 million) primarily due to vacancies in both represented and non-represented personnel.
- Lower Pension expense (\$3.4 million) to incorporate the most recent estimate provided by the NYC Office of the Actuary.

Non-Labor

- Lower expenses in Maintenance and Other Operating Contracts (\$3.7 million) resulting primarily from the reclassification of several engineering projects from Major Maintenance to areas falling under Professional Service Contracts (\$4.4

million), lower E-ZPass cost re-estimates based on current tag inventory information and anticipated Customer Service Center expenses (\$2.1 million), downward re-estimates of several relatively small general maintenance contracts (\$1.9 million), partially offset by an additional \$4.9 million in Sandy-related expenses that were deferred from 2013 into 2014.

- Higher expenses for Professional Service Contracts (\$6.6 million) primarily due to the engineering project reclassifications cited above (\$4.4 million), higher bond issuance fees resulting from increased financing activities (\$1.9 million), higher re-estimates for procurement credit card purchases (\$0.9 million), partially offset by favorable re-estimates of consulting needs across legal, planning and technical areas (\$0.6 million).

Total Deductions from Income

Deductions are \$9.7 million less than the 2014 Adopted Budget and are comprised of the following:

- The GASB Reserve for future retiree health benefit costs has been reduced by \$1.6 million.
- B&T Debt Service has been decreased by \$8.1 million.

2015-2018: November Financial Plan vs. February Financial Plan

Revenues

Total revenues are being increased by \$18.6 million in 2015, \$18.3 million in 2016 and \$21.2 million in 2017.

- Toll revenue is higher by \$17.0 million in 2015, \$16.8 in 2016 and \$19.8 million in 2017, reflecting higher actual baseline traffic trends from 2014 and current projections for regional employment and inflation.
- Other Operating Revenue is \$1.5 million greater in both 2015 and 2016, and \$1.3 million higher in 2017 primarily due to favorable updated forecasts based on actual 2014 results in several non-toll revenue sources including receipts from the Battery Parking Garage, E-ZPass administrative fees, and others.

Expenses

Non-reimbursable expenses increase by \$11.4 million in 2015 and \$1.9 million in 2016, and then decline by \$0.5 million in 2017.

Labor

Expenses increase by \$7.3 million in 2015, \$6.2 million in 2016 and \$5.5 million in 2017 based on the following major changes:

- Higher Payroll, Overtime and Other Fringe Benefits totaling \$8.7 million in 2015, \$9.6 million in 2016 and \$9.9 million in 2017 for the previously cited plan-to-plan changes in actual and assumed union contract settlements and non-represented compensation.
- Total expense increases of \$1.1 million in 2015, \$1.2 million in 2016 and \$1.4 million in 2017 across Payroll and Fringe Benefits to cover the 9 additional positions in Engineering and Construction previously discussed.

- Additional expenses in Payroll and Fringe Benefits for the previously discussed 7 new positions dedicated to the Enterprise Asset Management (EAM) initiative. Hiring dates are expected to be around July 1, 2015. Total associated labor costs are \$0.5 million in 2015 and \$0.9 million each year thereafter.
- Revised inflationary assumptions and other adjustments to defined medical plans result in unfavorable Health and Welfare/OPEB variances of \$2.2 million in 2015, \$1.0 million in 2016 and \$0.6 million in 2017.
- Lower Pension expenses of \$5.4 million in 2015, \$6.8 million in 2016, and \$7.5 million in 2017 based on the most recent projections provided by the NYC Office of the Actuary.

Non-Labor

Non-Labor expenses increase by \$4.1 million in 2015 and decline by \$4.4 million in 2016 and \$6.0 million in 2017 based on the following major changes:

- Maintenance, Professional Service Contracts and Other Business Expenses for the EAM initiative in 2015 are estimated at a total of \$6.9 million.
- The expense plan for Insurance has been revised downward by \$3.2 million in 2015, \$4.5 million in 2016, and \$6.8 million in 2017.
- Energy re-estimates bring down projected net costs for electricity and fuel by \$0.9 million in 2015, \$0.6 million in 2016, and \$0.1 million in 2017.
- Net increases across all the other expense categories total \$1.3 million in 2015, \$0.7 million in 2016 and \$0.8 million in 2017 and are primarily driven by the following factors:
 - Higher bond issuance costs averaging \$3.0 million per year due to an expected continuation of increased financing activities.
 - Lower credit/debit card fees of approximately \$1.0 million annually based on current expense trends.
 - Lower E-ZPass tag expenses of approximately \$0.6 million per year based on the most recent projected inventory and replacement identification data available.

Total Deductions from Income

Deductions are lower by \$13.1 million in 2015, \$13.9 million in 2016 and \$22.7 million in 2017 based on the following:

- Reduced contributions to the GASB Reserve for future retiree health benefit costs of \$3.4 million in 2015, \$3.6 million in 2016, and \$3.8 million in 2017.
- B&T Debt Service is lower by \$9.7 million in 2015, \$10.3 million in 2016 and \$18.9 million in 2017.

Reimbursable

There are no changes from the February Financial Plan in reimbursable income and expenses for 2014 through 2017.

MTA BRIDGES AND TUNNELS
November Financial Plan 2015-2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2014	2015	2016	2017	2018
2014 July Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,145.249	\$1,138.295	\$1,134.602	\$1,125.496	\$1,114.469
Baseline Changes					
Revenue					
Vehicle Toll Revenue	\$17.628	\$14.883	\$14.024	\$15.333	\$15.860
Other Operating Revenue	1.508	0.586	0.549	0.549	0.549
Investment Income	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	\$19.135	\$15.469	\$14.573	\$15.882	\$16.409
Expenses					
<i>Labor:</i>					
Payroll	(\$3.093)	(\$2.980)	(\$3.848)	(\$3.917)	(\$4.003)
Overtime	(0.381)	(0.012)	(0.016)	(0.017)	(0.018)
Health and Welfare	0.663	(0.219)	(0.526)	(0.579)	(0.632)
OPEB Current Payment	0.032	0.034	(0.083)	(0.105)	(0.128)
Pensions	0.000	0.000	0.000	(0.202)	(0.221)
Other Fringe Benefits	(1.396)	(0.539)	(0.625)	(0.631)	(0.638)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	(\$4.175)	(\$3.716)	(\$5.098)	(\$5.451)	(\$5.640)
<i>Non-Labor:</i>					
Electric Power	\$0.048	(\$0.138)	(\$0.432)	(\$0.331)	(\$0.334)
Fuel	0.000	(0.056)	(0.100)	(0.134)	(0.140)
Insurance	(0.016)	0.644	0.173	0.215	0.275
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	3.343	(3.749)	0.421	0.013	0.096
Professional Service Contracts	0.617	(2.806)	0.376	0.862	0.903
Materials & Supplies	0.011	0.010	0.025	0.027	0.030
Other Business Expenses	(0.048)	(0.039)	(0.038)	(0.062)	(0.085)
Total Non-Labor Expense Changes	\$3.955	(\$6.133)	\$0.425	\$0.590	\$0.744
Total Expenses before Depreciation and GASB Adjs.	(\$0.220)	(\$9.849)	(\$4.673)	(\$4.862)	(\$4.896)
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	(\$8.913)
OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation and GASB Adjs.	(\$0.220)	(\$9.849)	(\$4.673)	(\$4.862)	(\$13.809)
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	(\$8.913)
OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	(\$0.220)	(\$9.849)	(\$4.673)	(\$4.862)	(\$4.896)
Total Net Surplus/(Deficit) Changes	\$18.916	\$5.620	\$9.901	\$11.021	\$11.513
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	0.016	0.000	0.000	0.000	(0.005)
Total Deductions from Income	\$0.016	\$0.000	\$0.000	\$0.000	(\$0.005)
Total Adjusted Net Surplus/(Deficit) Changes	\$18.932	\$5.620	\$9.901	\$11.021	\$11.508
2014 November Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,164.181	\$1,143.915	\$1,144.503	\$1,136.517	\$1,125.978

MTA BRIDGES AND TUNNELS
November Financial Plan 2015-2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2014	2015	2016	2017	2018
2014 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
OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation and GASB Adjs.	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	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 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
2014 November Financial Plan - Adjusted Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
November Financial Plan 2015-2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2014	2015	2016	2017	2018
2014 July Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,145.249	\$1,138.295	\$1,134.602	\$1,125.496	\$1,114.469
Baseline Changes					
Revenue					
Vehicle Toll Revenue	\$17.628	\$14.883	\$14.024	\$15.333	\$15.860
Other Operating Revenue	1.508	0.586	0.549	0.549	0.549
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	\$19.135	\$15.469	\$14.573	\$15.882	\$16.409
Expenses					
<i>Labor:</i>					
Payroll	(\$3.093)	(\$2.980)	(\$3.848)	(\$3.917)	(\$4.003)
Overtime	(0.381)	(0.012)	(0.016)	(0.017)	(0.018)
Health and Welfare	0.663	(0.219)	(0.526)	(0.579)	(0.632)
OPEB Current Payment	0.032	0.034	(0.083)	(0.105)	(0.128)
Pensions	0.000	0.000	0.000	(0.202)	(0.221)
Other Fringe Benefits	(1.396)	(0.539)	(0.625)	(0.631)	(0.638)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	(\$4.175)	(\$3.716)	(\$5.098)	(\$5.451)	(\$5.640)
<i>Non-Labor:</i>					
Electric Power	\$0.048	(\$0.138)	(\$0.432)	(\$0.331)	(\$0.334)
Fuel	0.000	(0.056)	(0.100)	(0.134)	(0.140)
Insurance	(0.016)	0.644	0.173	0.215	0.275
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	3.343	(3.749)	0.421	0.013	0.096
Professional Service Contracts	0.617	(2.806)	0.376	0.862	0.903
Materials & Supplies	0.011	0.010	0.025	0.027	0.030
Other Business Expenses	(0.048)	(0.039)	(0.038)	(0.062)	(0.085)
Total Non-Labor Expense Changes	\$3.955	(\$6.133)	\$0.425	\$0.590	\$0.744
Total Expenses before Depreciation and GASB Adjs.	(\$0.220)	(\$9.849)	(\$4.673)	(\$4.862)	(\$4.896)
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation and GASB Adjs.	(\$0.220)	(\$9.849)	(\$4.673)	(\$4.862)	(\$4.896)
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	(\$0.220)	(\$9.849)	(\$4.673)	(\$4.862)	(\$4.896)
Total Net Surplus/(Deficit) Changes	\$18.916	\$5.620	\$9.901	\$11.021	\$11.513
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	0.016	0.000	0.000	0.000	(0.005)
Total Deductions from Income	\$0.016	\$0.000	\$0.000	\$0.000	(\$0.005)
Total Adjusted Net Surplus/(Deficit) Changes	\$18.932	\$5.620	\$9.901	\$11.021	\$11.508
2014 November Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,164.181	\$1,143.915	\$1,144.503	\$1,136.517	\$1,125.978

MTA BRIDGES AND TUNNELS
November Financial Plan 2015-2018
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2014	2015	2016	2017	2018
2014 July Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,145.249	\$1,138.295	\$1,134.602	\$1,125.496	\$1,114.469
Non-Reimbursable Major Changes					
Revenue					
Higher Toll Revenue based on current traffic trends	\$17.628	\$14.883	\$14.024	\$15.333	\$15.860
Additional Other Operating Income primarily from E-ZPass Admin Fees	1.508	0.586	0.549	0.549	0.549
Sub-Total Non-Reimbursable Revenue Changes	\$19.135	\$15.469	\$14.573	\$15.882	\$16.409
Expenses					
Labor savings due to current year vacancies	\$4.090	\$0.000	\$0.000	\$0.000	\$0.000
Labor settlements	(8.313)	(2.198)	(2.756)	(2.815)	(2.891)
Enterprise Asset Management Initiative	0.000	(7.378)	(0.915)	(0.931)	(0.947)
Current E-ZPass Tag Inventory Assessment	1.786	0.000	0.000	0.000	0.000
Lower E-ZPass Customer Service Center costs	0.300	0.000	0.000	0.000	0.000
Lower Miscellaneous Consulting Contracts	0.492	0.000	0.000	0.000	0.000
Lower MTA Charge-backs and Outside Legal Fees	0.345	0.000	0.000	0.000	0.000
GASB Fund Adjustments	0.016	0.000	0.000	0.000	(0.005)
Net miscellaneous re-estimates across a variety of facility maintenance ar	0.785	(0.036)	(0.081)	(0.092)	(0.045)
Additional Engineering Staff for Increased Construction Project Activity	0.000	(1.141)	(1.165)	(1.379)	(1.410)
Inflationary Adjustments:					
Health & Welfare/OPEB Re-Estimates	0.032	0.075	(0.270)	(0.335)	(0.401)
Insurance	0.215	0.644	0.173	0.215	0.215
Electricity	0.048	(0.138)	(0.432)	(0.331)	(0.334)
Fuel/Natural Gas	0.000	(0.043)	(0.100)	(0.138)	(0.143)
Other Non-Labor	0.000	0.366	0.873	0.944	1.060
Sub-Total Non-Reimbursable Expense Changes	(\$0.204)	(\$9.849)	(\$4.673)	(\$4.862)	(\$4.901)
Total Non-Reimbursable Major Changes	\$18.932	\$5.620	\$9.901	\$11.021	\$11.508
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	\$18.932	\$5.620	\$9.901	\$11.021	\$11.508
Cash Adjustment Changes					
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Net Surplus/(Deficit) Changes	\$18.932	\$5.620	\$9.901	\$11.021	\$11.508
2014 November Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,164.181	\$1,143.915	\$1,144.503	\$1,136.517	\$1,125.978

MTA BRIDGES AND TUNNELS
2015 Final Proposed Budget
November Financial Plan 2015–2018
Traffic/Utilization

Year-to-Year

Paid traffic is forecast at 284.7 million vehicles in 2014 and increases to 285.8 million vehicles in 2015 based primarily on projected regional employment growth of 1.5%. The traffic forecast developed for 2016 through 2018 incorporates the most recent economic projections, which include regional employment growth of 1.5% in 2016, 1.3% in 2017 and 0.6% in 2018. In addition, an upward adjustment has been made for the extra day in the 2016 leap year. Paid traffic is forecast at 287.7 million vehicles in 2016, 289.3 million in 2017, and 291.1 million in 2018.

Plan-to-Plan

Paid traffic volume is projected to reach 284.7 million vehicles in 2014, which is 2.8 million vehicles above the July Financial Plan based on actual favorable results through September.

The November Plan forecast baselines the favorable 2014 trend and incorporates the assumptions for regional employment growth cited above, which are somewhat lower in 2015 and marginally higher from 2016 on, compared to the July Plan. Small plan-to-plan changes in the regional inflation forecast also have a slightly unfavorable impact in the near term and favorable impacts thereafter. The net economic impacts bring down plan-to-plan traffic growth to an average of 2.5 million vehicles per year from 2015 through 2018.

MTA BRIDGES AND TUNNELS
November Financial Plan 2015-2018
Traffic Volume (Utilization)

	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
<u>Traffic Volume</u>	284.528	284.686	285.791	287.663	289.256	291.144
<u>Toll Revenue</u>	\$ 1,645.193	\$ 1,668.844	\$ 1,669.941	\$ 1,678.688	\$ 1,685.778	\$ 1,694.266

MTA BRIDGES AND TUNNELS
2015 Final Proposed Budget
November Financial Plan 2015–2018
Positions

Position Assumptions

Year-to-Year

Total 2014 year-end headcount is budgeted at 1,750. Year-end headcount grows by 16 positions in 2015, to 1,766, and stays at that level through the rest of the November Plan. As discussed in the Financial Overview, the 2015 Final Proposed Budget calls for an additional 9 positions in Engineering and Construction to meet the increased project management and quality assurance demands of the expanding Core Capital, Sandy Restoration and Mitigation, and Major Maintenance Programs, and to advance various inspection and reporting functions with the primary goals of optimizing programmatic effectiveness and inter-organizational compliance. In addition, B&T is moving forward with the MTA-wide Enterprise Asset Management (EAM) initiative, the successful implementation of which requires 7 additional dedicated positions across engineering, maintenance and financial areas beginning in July 2015.

Total headcount includes 88 capital reimbursable positions in each year of the financial plan.

Plan-to-Plan

Total 2014 year-end headcount for the November Forecast is 1,750, including 88 capital reimbursable positions, which is 1 position less than the Mid-Year Forecast, reflecting B&T's participation in an MTA Procurement consolidation. From 2015 through 2018, total headcount is forecast at 1,766, including 88 reimbursable positions, which is a net 15 positions higher than the July Financial Plan. This plan-to-plan variance is the result of the 16 additional positions discussed above (9 positions in Engineering and Construction and 7 for the EAM initiative), and the reduction of 1 position for B&T's participation in an MTA Procurement consolidation.

MTA BRIDGES & TUNNELS					
November Financial Plan 2015-2018					
Favorable/(Unfavorable)					
Total Position Changes at a Glance					
	2014	2015	2016	2017	2018
2014 July Plan - Total Positions	1,751	1,751	1,751	1,751	1,751
Total Plan-to-Plan Changes	1	(15)	(15)	(15)	(15)
2014 November Plan - Total Positions	1,750	1,766	1,766	1,766	1,766
Total Year-to-Year Changes, November Plan		(16)	0	0	0
Total Plan-to-Plan Changes by Reporting Category:					
<i>Non-Reimbursable</i>	1	(15)	(15)	(15)	(15)
<i>Reimbursable</i>	0	0	0	0	0
Total	1	(15)	(15)	(15)	(15)
<i>Full-Time</i>	1	(15)	(15)	(15)	(15)
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	1	(15)	(15)	(15)	(15)
<i>By Function Category</i>					
- Administration	2	1	1	1	1
- Operations	10	10	10	10	10
- Maintenance	(10)	(12)	(12)	(12)	(12)
- Engineering/Capital	(1)	(13)	(13)	(13)	(13)
- Public Safety	0	(1)	(1)	(1)	(1)
Total	1	(15)	(15)	(15)	(15)
<i>By Occupational Group</i>					
- Managers/Supervisors	9	6	6	6	6
- Professional, Technical, Clerical	(8)	(21)	(21)	(21)	(21)
- Operational Hourlies	0	0	0	0	0
Total	1	(15)	(15)	(15)	(15)
Total Plan-to-Plan Changes by Major Category:					
2014 BRPs	0	0	0	0	0
New Needs	0	(16)	(16)	(16)	(16)
Change in Reimbursable Positions	0	0	0	0	0
Re-estimates & All Other ¹	1	1	1	1	1
Total	1	(15)	(15)	(15)	(15)

¹ Includes Full-time Equivalents

MTA BRIDGES AND TUNNELS
November Financial Plan 2015-2018
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents

FUNCTION/DEPARTMENT	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Administration						
Executive	2	2	2	2	2	2
Law	19	21	21	21	21	21
CFO ⁽¹⁾	20	29	30	30	30	30
Technology	50	54	54	54	54	54
Labor Relations	5	4	4	4	4	4
Staff Services ⁽²⁾	8	32	32	32	32	32
EEO	1	2	2	2	2	2
Total Administration	105	144	145	145	145	145
Operations						
Revenue Management	39	41	41	41	41	41
Operations (Non-Security)	609	716	716	716	716	716
Total Operations	648	757	757	757	757	757
Maintenance						
Maintenance	167	180	182	182	182	182
Operations - Maintainers	162	173	173	173	173	173
Internal Security - Tech Svcs	10	8	8	8	8	8
Total Maintenance	339	361	363	363	363	363
Engineering/Capital						
Engineering & Construction	160	169	181	181	181	181
Health & Safety	6	10	10	10	10	10
Law ⁽¹⁾	14	17	17	17	17	17
Planning & Budget Capital	14	23	23	23	23	23
Total Engineering/Capital	194	219	231	231	231	231
Public Safety						
Operations (Security)	232	232	232	232	232	232
Internal Security - Operations	36	37	38	38	38	38
Total Public Safety	268	269	270	270	270	270
Total Positions	1,554	1,750	1,766	1,766	1,766	1,766
<i>Non-Reimbursable</i>	1,466	1,662	1,678	1,678	1,678	1,678
<i>Reimbursable</i>	88	88	88	88	88	88
<i>Total Full-Time</i>	1,554	1,750	1,766	1,766	1,766	1,766
<i>Total Full-Time Equivalents</i>	0	0	0	0	0	0

(1) Includes Legal and Procurement staff.

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

(3) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
November Financial Plan 2015-2018
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2013	2014	2015	2016	2017	2018
	Actual	November Forecast	Final Proposed Budget			
Administration						
Managers/Supervisors	34	46	46	46	46	46
Professional, Technical, Clerical	71	98	99	99	99	99
Operational Hourlies	-	-	-	-	-	-
Total Administration	105	144	145	145	145	145
Operations						
Managers/Supervisors	165	195	195	195	195	195
Professional, Technical, Clerical	56	43	43	43	43	43
Operational Hourlies ⁽¹⁾	427	519	519	519	519	519
Total Operations	648	757	757	757	757	757
Maintenance						
Managers/Supervisors	14	13	14	14	14	14
Professional, Technical, Clerical	15	17	18	18	18	18
Operational Hourlies ⁽²⁾	310	331	331	331	331	331
Total Maintenance	339	361	363	363	363	363
Engineering/Capital						
Managers/Supervisors	40	45	47	47	47	47
Professional, Technical, Clerical	154	174	184	184	184	184
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	194	219	231	231	231	231
Public Safety						
Managers/Supervisors	42	43	43	43	43	43
Professional, Technical, Clerical	28	28	29	29	29	29
Operational Hourlies ⁽³⁾	198	198	198	198	198	198
Total Public Safety	268	269	270	270	270	270
Total Positions						
Managers/Supervisors	295	342	345	345	345	345
Professional, Technical, Clerical	324	360	373	373	373	373
Operational Hourlies	935	1,048	1,048	1,048	1,048	1,048
Total Positions	1,554	1,750	1,766	1,766	1,766	1,766

(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.

Capital Construction Company

MTA CAPITAL CONSTRUCTION COMPANY
2015 Final Proposed Budget
November Financial Plan 2015-2018

Overview

MTACC's core staff directly manages the design and construction of over \$17 billion in capital projects, utilizing dedicated resources to efficiently address the challenges related to the planning, design, construction, regulatory framework, and community participation requirements of large complex capital projects. Labor costs for administrative staff that support system expansion projects, as well as non-project specific costs are charged to the Administration component of the capital budget. Select administrative functions that are highly technical in nature and performed mainly by engineers as well as project-specific costs are funded directly from specific "mega" capital projects.

A shortlist of the "Mega" Projects and associated "direct" position requirements include:

- Second Avenue Subway – 22 positions
- East Side Access – 22 positions
- 7 Line Extension – 12 positions
- Fulton Center – 16 positions
- Security Program -10 positions

Annual staffing levels remain constant from the July Plan at 140 total positions and are comprised of 58 administrative positions and 82 "direct" project positions. Of the 58 positions, 40 are engineering/capital MTACC technical employees who will be directly charged to the mega projects, based on work assignments.

Since its creation, MTACC has developed and implemented strategies to recruit staff with the experience and technical skills required for MTA's complex construction projects on an as needed basis only. Matrixed employees (employees from other Agencies and under temporary management by MTACC are not included in MTACC's headcount—only their labor costs) and consultants support MTACC in lieu of hiring full-time staff. These expenses will be funded directly from specific capital program projects, including independent engineering and legal expenses that approximate \$14 million.

2014 November Forecast

MTACC's 2014 November Forecast is projected to be \$36.2 million, reflecting a \$0.7 million increase from the 2014 Mid-Year Forecast, and a year-end staffing level of 140. Labor costs are projected at \$26.1 million, an increase of 2.6% from the July Financial

Plan. The \$26.1 million Labor estimate includes 2013 and 2014 cost of living adjustments.

Non-Labor costs are projected at \$10.1 million, which are consistent with the July Financial Plan. These projection costs include payments for risk management software, new budget system implementation, engineering services, reimbursement of NYCT for administrative support staff and services, specialized consultants, and other office costs including computer equipment upgrades, supplies and occupancy expenses at 2 Broadway.

2015 Final Proposed Budget – Baseline

MTACC projects 2015 expenses to be \$36.8 million, an increase of 1.4% (\$0.5 million) from the July Plan, and a year-end headcount of 140. Staffing expenditures will be reimbursed by each of the “mega” projects for those employees directly working on projects.

2015 Labor expenses are projected at \$28.2 million. Costs will be higher than the July Plan by 2.0% (\$0.6 million) as a result of the fringe and escalation rates.

Non-Labor costs are forecasted at \$8.6 million, a slight decrease of 0.4% from the July Plan. This decrease of \$0.04 million is primarily due to the revised All-Agency Protective Liability (AAPL) insurance projection for MTACC. All other forecasted expenses included within the MTACC Administrative November Plan are on par with the July Plan. Additional projections include the reimbursement of NYCT for administrative support staff and services, temporary expert services (such as indefinite quantity consultants and firms to support project controls, change order and claims management), legal and engineering services, workforce development through employee training, and other office costs such as communications and computer equipment. MTACC’s contribution to the Small Businesses Mentoring Program (SBMP) and MTA Audit chargebacks also remain in the November Plan.

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

Financial Plan 2016 - 2018 Projections

MTACC expenses are projected to increase by approximately 1.4% annually, from 2016 to 2018, in comparison to the July Financial Plan. Labor expenses will increase by approximately 2% annually throughout the November Plan. Non-Labor expenses will decrease by 1.0%, 1.5% and 2.5% respectively, from 2016 to 2018, primarily due to the revised AAPL insurance forecast. Professional Services are anticipated to remain relatively constant as in the July Financial Plan. Through 2017, Professional Service expenses will remain steady at \$4.4 million and will drop to \$3.1 million in 2018 as a result of a decrease in engineering consulting services and the allocation of audit

expenses directly charged back to mega projects. Year-end staffing levels of 140 employees remain constant through 2018.

In comparison to the February Financial Plan, November Plan expenses increase by \$0.7 million annually in 2016 and 2017 and \$1.4 million in 2018. Labor expenses are expected to decrease by \$0.2 million, \$0.1 million, \$0.04 million respectively, from 2016 to 2018, as a result of revised payroll projections, benefits and escalation rates. Non-labor expenses will increase by \$0.9 million, \$0.8 million and \$1.4 million respectively, from 2016 to 2018, due to SBMP expenses.

The administrative contribution will be approximately 31.5% through 2018 (average of \$11.8 million). The remainder of the expenses will be reimbursed by each of the mega projects.

MTA CAPITAL CONSTRUCTION
November Financial Plan 2015-2018
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2013	2014	2015			
	Actual	November	Final Proposed	2016	2017	2018
		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	26.239	36.213	36.792	36.905	37.815	37.491
Total Revenue	\$26.239	\$36.213	\$36.792	\$36.905	\$37.815	\$37.491
Expenses						
<u>Labor:</u>						
Payroll	\$13.613	\$15.123	\$16.200	\$16.522	\$16.851	\$17.186
Overtime						
Health and Welfare	1.882	2.447	2.773	2.879	3.039	3.211
OPEB Current Payment						
Pensions	2.577	3.040	3.401	3.546	3.690	3.840
Other Fringe Benefits	4.018	5.464	5.860	6.000	6.147	6.286
Reimbursable Overhead						
Total Labor Expenses	\$22.090	\$26.073	\$28.234	\$28.946	\$29.727	\$30.523
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel						
Insurance	0.255	0.283	0.311	0.342	0.376	0.414
Claims						
Paratransit Service Contracts						
Maintenance and Other Operating Contracts						
Professional Service Contracts	3.407	4.276	5.044	4.406	4.392	3.108
Materials & Supplies	0.016	0.028	0.020	0.020	0.015	0.020
Other Business Expenses	0.472	5.553	3.183	3.191	3.304	3.426
Total Non-Labor Expenses	\$4.149	\$10.140	\$8.558	\$7.959	\$8.088	\$6.968
<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	\$26.239	\$36.213	\$36.792	\$36.905	\$37.815	\$37.491
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$26.239	\$36.213	\$36.792	\$36.905	\$37.815	\$37.491
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION
November Financial Plan 2015-2018
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
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	26.239	36.213	36.792	36.905	37.815	37.491
Total Receipts	\$26.239	\$36.213	\$36.792	\$36.905	\$37.815	\$37.491
Expenditures						
<u>Labor:</u>						
Payroll	\$13.613	\$15.123	\$16.200	\$16.522	\$16.851	\$17.186
Overtime						
Health and Welfare	1.882	2.447	2.773	2.879	3.039	3.211
OPEB Current Payment						
Pensions	2.577	3.040	3.401	3.546	3.690	3.840
Other Fringe Benefits	4.018	5.464	5.860	6.000	6.147	6.286
Reimbursable Overhead						
Total Labor Expenditures	\$22.090	\$26.073	\$28.234	\$28.946	\$29.727	\$30.523
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel						
Insurance	0.255	0.283	0.311	0.342	0.376	0.414
Claims						
Paratransit Service Contracts						
Maintenance and Other Operating Contracts						
Professional Service Contracts	3.407	4.276	5.044	4.406	4.392	3.108
Materials & Supplies	0.016	0.028	0.020	0.020	0.015	0.020
Other Business Expenses	0.472	5.553	3.183	3.191	3.304	3.426
Total Non-Labor Expenditures	\$4.149	\$10.140	\$8.558	\$7.959	\$8.088	\$6.968
<u>Other Expenditure Adjustments:</u>						
Other - Restricted Cash Adjustment	\$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	\$26.239	\$36.213	\$36.792	\$36.905	\$37.815	\$37.491
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION
November Financial Plan 2015-2018
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
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	-	-	-	-	-	-
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	\$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 Deprecia	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Depreciation Adjustment	\$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
2015 Final Proposed Budget
November Financial Plan 2015-2018
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) 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

Payroll:

- 2015 payroll costs reflect a full year staffing level of 140.
- Payroll expenditures will increase by 2.0% annually from 2016 to 2018. Annual staffing levels will continue to remain at 140 throughout the plan.

Other Fringe Benefits:

- In 2015, Health and Welfare, Pension and Other Fringe Benefits costs will increase by 13.3%, 11.9% and 7.3% respectively, due to different agency billing rates for MTACC employees residing on various payrolls.
- Overall benefit expenditures will increase in 2016 by 3.2%. From 2017 to 2018, expenses will increase by 3.6%, per year, as a result of projected escalation rates from multi-agency payrolls.

Insurance:

- Insurance costs are expected to increase by 10.0%, annually throughout the plan.

Professional Service Contracts:

- 2015 costs will increase by 18.0% due to the funding for the Small Businesses Mentoring Program.
- As MTACC mega projects approach the completion stage, fewer consultants and engineering support services will be required. Accordingly, Professional Services will decrease by 12.6%, 0.3% and 29.2% from 2016 to 2018, respectively.

Materials and Supplies:

- 2015 through 2018 expenses reflect the timing of capital project needs for field safety equipment and supplies.

Other Business Expenses:

- 2015 expenditures will decrease by \$2.4 million, 42.7%, primarily due to a single year payment of the 2015 occupancy expenses for 2 Broadway.
- Expenditures remain relatively constant from 2016 through 2018 due to the timing of agency-wide initiatives and the life-cycle of office equipment.

MTA CAPITAL CONSTRUCTION
November Financial Plan 2015-2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016 - 2017	2018	Change 2017 - 2018
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	36.213	36.792	0.578	36.905	0.113	37.815	0.910	37.491	(0.323)
Total Revenue	\$36.213	\$36.792	\$0.578	\$36.905	\$0.113	\$37.815	\$0.910	\$37.491	(\$0.323)
Expenses									
Labor:									
Payroll	\$15.123	\$16.200	(\$1.076)	\$16.522	(\$0.322)	\$16.851	(\$0.329)	\$17.186	(\$0.335)
Overtime									
Health and Welfare	2.447	2.773	(0.326)	2.879	(0.106)	3.039	(0.161)	3.211	(0.172)
OPEB Current Payment									
Pensions	3.040	3.401	(0.362)	3.546	(0.144)	3.690	(0.144)	3.840	(0.151)
Other Fringe Benefits	5.464	5.860	(0.396)	6.000	(0.140)	6.147	(0.147)	6.286	(0.139)
Reimbursable Overhead									
Total Labor Expenses	\$26.073	\$28.234	(\$2.160)	\$28.946	(\$0.712)	\$29.727	(\$0.781)	\$30.523	(\$0.797)
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel									
Insurance	0.283	0.311	(0.028)	0.342	(0.031)	0.376	(0.034)	0.414	(0.038)
Claims									
Paratransit Service Contracts									
Maintenance and Other Operating									
Professional Service Contracts	4.276	5.044	(0.768)	4.406	0.638	4.392	0.014	3.108	1.285
Materials & Supplies	0.028	0.020	0.008	0.020	0.000	0.015	0.004	0.020	(0.005)
Other Business Expenses	5.553	3.183	2.370	3.191	(0.008)	3.304	(0.113)	3.426	(0.122)
Total Non-Labor Expenses	\$10.140	\$8.558	\$1.582	\$7.959	\$0.599	\$8.088	(\$0.129)	\$6.968	\$1.120
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	\$36.213	\$36.792	(\$0.578)	\$36.905	(\$0.113)	\$37.815	(\$0.910)	\$37.491	\$0.323
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$36.213	\$36.792	(\$0.578)	\$36.905	(\$0.113)	\$37.815	(\$0.910)	\$37.491	\$0.323
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 2015-2018
Year-to-Year Changes by Category - Cash Basis
(\$ in millions)

CASH RECEIPTS & EXPENDITURES

	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016 - 2017	2018	Change 2017 - 2018
Receipts									
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	36.213	36.792	0.578	36.905	0.113	37.815	0.910	37.491	(0.323)
Total Receipts	\$36.213	\$36.792	\$0.578	\$36.905	\$0.113	\$37.815	\$0.910	\$37.491	(\$0.323)
Expenditures									
Labor:									
Payroll	\$15.123	\$16.200	(\$1.076)	\$16.522	(\$0.322)	\$16.851	(\$0.329)	\$17.186	(\$0.335)
Overtime									
Health and Welfare	2.447	2.773	(0.326)	2.879	(0.106)	3.039	(0.161)	3.211	(0.172)
OPEB Current Payment									
Pensions	3.040	3.401	(0.362)	3.546	(0.144)	3.690	(0.144)	3.840	(0.151)
Other Fringe Benefits	5.464	5.860	(0.396)	6.000	(0.140)	6.147	(0.147)	6.286	(0.139)
Reimbursable Overhead									
Total Labor Expenditures	\$26.073	\$28.234	(\$2.160)	\$28.946	(\$0.712)	\$29.727	(\$0.781)	\$30.523	(\$0.797)
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel									
Insurance	0.283	0.311	(0.028)	0.342	(0.031)	0.376	(0.034)	0.414	(0.038)
Claims									
Paratransit Service Contracts									
Maintenance and Other Operating									
Professional Service Contracts	4.276	5.044	(0.768)	4.406	0.638	4.392	0.014	3.108	1.285
Materials & Supplies	0.028	0.020	0.008	0.020	0.000	0.015	0.004	0.020	(0.005)
Other Business Expenses	5.553	3.183	2.370	3.191	(0.008)	3.304	(0.113)	3.426	(0.122)
Total Non-Labor Expenditures	\$10.140	\$8.558	\$1.582	\$7.959	\$0.599	\$8.088	(\$0.129)	\$6.968	\$1.120
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	\$36.213	\$36.792	(\$0.578)	\$36.905	(\$0.113)	\$37.815	(\$0.910)	\$37.491	\$0.323
Net Cash Deficit	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION COMPANY
2015 Final Proposed Budget
November Financial Plan 2015-2018
Summary of Major Plan-to-Plan Changes

2014: November Financial Plan vs. July Financial Plan

The November Financial Plan is \$0.7 million (1.8%) higher than the 2014 Mid-Year Forecast. As a result of the 2013 and 2014 cost of living adjustment payments, Labor expenses are approximately \$0.7 million higher than the July Plan. Non-Labor costs are projected at \$10.1 million, which remain consistent with the Mid-Year Forecast. Administrative costs captured within this Plan include specialized consultant services, SBMP, AAPL insurance, MTA Audit chargebacks, occupancy at 2 Broadway, telecommunications, and IT expenditures, such as risk management software and upgrades to existing equipment.

2015 - 2018: November Financial Plan vs. July Financial Plan

Expenses for 2015 increase by \$0.5 million from the July Financial Plan, primarily due to anticipated costs associated with the cost of living adjustment and benefits. Overall, expenses are expected to increase minimally – approximately by \$0.5 million annually (1.4%) from 2016 to 2018. Labor expenses increase by \$0.6 million in 2015 and 2016 and \$0.7 million in 2017 and 2018. Overall, non-labor expenditures are expected to remain relatively the same as in the July Financial Plan. The baseline includes estimates for SBMP, engineering, environmental, temporary expert services and AAPL insurance.

MTA CAPITAL CONSTRUCTION
November Financial Plan 2015-2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2014	2015	2016	2017	2018
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	0.656	0.521	0.522	0.536	0.550
Total Revenue Changes	\$0.656	\$0.521	\$0.522	\$0.536	\$0.550
Expenses					
<i>Labor:</i>					
Payroll	(\$0.589)	(\$0.310)	(\$0.334)	(\$0.365)	(\$0.405)
Health and Welfare	(0.016)	(0.055)	(0.060)	(0.068)	(0.078)
OPEB Current Payment					
Pensions	(0.017)	(0.067)	(0.074)	(0.082)	(0.093)
Other Fringe Benefits	(0.036)	(0.125)	(0.134)	(0.146)	(0.153)
Reimbursable Overhead					
Total Labor Expense Changes	(\$0.657)	(\$0.557)	(\$0.602)	(\$0.661)	(\$0.728)
<i>Non-Labor:</i>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel					
Insurance	0.003	0.032	0.069	0.117	0.177
Claims					
Paratransit Service Contracts					
Professional Service Contracts	0.000	0.005	0.011	0.008	0.000
Maintenance and Other Operating Contracts					
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	(0.002)	(0.000)	0.000	(0.000)	(0.000)
Total Non-Labor Expense Changes	\$0.001	\$0.037	\$0.080	\$0.124	\$0.177
Total Expense Changes	(\$0.656)	(\$0.521)	(\$0.522)	(\$0.536)	(\$0.550)
<i>Other Expense Adjustments/Gap Closing Actions</i>					
Other - Restricted Cash Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments 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
November Financial Plan 2015-2018
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

REIMBURSABLE

	2014	2015	2016	2017	2018
July Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Non-Reimbursable Major Changes</i>					
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
<i>Reimbursable Major Changes</i>					
Revenue					
Sub-Total Reimbursable Revenue Changes	\$0.656	\$0.521	\$0.522	\$0.536	\$0.550
Expenses					
Sub-Total Reimbursable Expense Changes	(\$0.656)	(\$0.521)	(\$0.522)	(\$0.536)	(\$0.550)
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
2015 Final Proposed Budget
November Financial Plan 2015-2018
Positions

Position Assumptions

All costs are reimbursable from the MTA Capital Program. The November Financial Plan projects 2014 year end staffing of 140 and remains constant at that level through 2018.

Staffing needs are also met with a mix of employees matrixed* to the company from other agencies or provided by third party consultants. The actual mix of MTACC employees, matrixed employees and consultant staff are dependent upon the particular needs of each project and the availability of the proper resources.

MTACC has carefully timed the hiring of employees to correspond with the needs of the projects and the mix of construction and design activities underway. As a result, November Plan's projected year end employee quota of 140 will remain consistent with the February and July Financial Plans.

The breakdown of the year-end staffing level of 140 is as follows: 18 MTACC administrative positions and 122 positions implementing East Side Access, Second Avenue Subway, Lower Manhattan, No. 7 Line and the system-wide security program.

*Employees of other agencies under temporary management by MTACC

MTA Capital Construction Company
November Financial Plan 2015-2018
 Favorable/(Unfavorable)

Total Position Changes at a Glance					
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
2014 July Plan - Total Baseline Positions	140	140	140	140	140
Total Plan-to-Plan Changes	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
2014 November Plan - Total Baseline Positions	140	140	140	140	140
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>	0	0	0	0	0
Total	0	0	0	0	0
<i>Full-Time</i>	0	0	0	0	0
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	0	0	0	0	0
<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	0	0	0	0	0
- Public Safety	0	0	0	0	0
Total	0	0	0	0	0
<i>By Occupational Group</i>					
- Managers/Supervisors	0	0	0	0	0
- Professional, Technical, Clerical	0	0	0	0	0
- Operational Hourlies	0	0	0	0	0
Total	0	0	0	0	0

Total Plan-to-Plan Changes by Major Category:					
<i>2014 BRPs</i>	0	0	0	0	0
<i>New Needs</i>	0	0	0	0	0
<i>Change in Reimbursable Positions</i>	0	0	0	0	0
<i>Re-estimates & All Other¹</i>	0	0	0	0	0
Total	0	0	0	0	0

¹Includes Full Time Equivalents

MTA CAPITAL CONSTRUCTION
November Financial Plan 2015-2018
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Administration						
MTACC	16	18	18	18	18	18
Engineering/Capital						
MTACC	37	40	40	40	40	40
East Side Access	18	22	22	22	22	26
Second Avenue Subway	17	22	22	22	22	29
Security Program	9	10	10	10	10	10
Lower Manhattan Projects	17	16	16	16	16	17
7 Line Extension	9	12	12	12	12	0
Total Engineering/Capital	107	122	122	122	122	122
Total Baseline Positions	123	140	140	140	140	140
<i>Non-Reimbursable</i>	-	-	-	-	-	-
<i>Reimbursable</i>	123	140	140	140	140	140
<i>Total Full-Time</i>	123	140	140	140	140	140
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

MTA CAPITAL CONSTRUCTION
November Financial Plan 2015-2018
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Administration						
Managers/Supervisors						
Professional, Technical, Clerical	16	18	18	18	18	18
Operational Hourlies						
Total Administration	16	18	18	18	18	18
Operations						
Managers/Supervisors						
Professional, Technical, Clerical						
Operational Hourlies						
Total Operations	-	-	-	-	-	-
Maintenance						
Managers/Supervisors						
Professional, Technical, Clerical						
Operational Hourlies						
Total Maintenance	-	-	-	-	-	-
Engineering/Capital						
Managers/Supervisors						
Professional, Technical, Clerical	107	122	122	122	122	122
Operational Hourlies						
Total Engineering/Capital	107	122	122	122	122	122
Public Safety						
Managers/Supervisors						
Professional, Technical, Clerical						
Operational Hourlies						
Total Public Safety	-	-	-	-	-	-
Total Baseline Positions						
Managers/Supervisors						
Professional, Technical, Clerical	123	140	140	140	140	140
Operational Hourlies						
Total Baseline Positions	123	140	140	140	140	140

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Long Island Rail Road

MTA LONG ISLAND RAIL ROAD
2015 Final Proposed Budget
November Financial Plan 2015 - 2018

FINANCIAL OVERVIEW

The November Financial Plan maintains the MTA Long Island Rail Road's (LIRR) commitment to delivering safe, secure, and reliable transportation while continuing to improve customer service. It contains the resources necessary for the LIRR to achieve its performance goals in train service, fleet performance and service reliability. In addition, the November Financial Plan provides dedicated resources for the LIRR to achieve its most important goal – the provision of safe transportation services to its customers, employees and members of the local community. These investments target several areas including track maintenance, rolling stock and training.

The November Financial Plan reflects the financial impact of the recent settlement with several LIRR labor unions, following the pattern established in the LIRR union coalition settlement, and the assumption that all unsigned unions will follow the same pattern.

Programmatic Investments:

While the LIRR's safety-first philosophy is longstanding, a series of rail safety incidents in 2013 both locally and nationally, renewed efforts in this area. The Long Island Rail Road's safety program is designed to engage every employee in promoting the value of safety and is a collaborative effort between the corporate Safety Department and all LIRR operating, support, and administrative departments.

The LIRR Safety Department develops and oversees the implementation of a comprehensive Safety Management Plan. Communication of safety as a core agency value starts at the top and is constantly reinforced. The LIRR Safety Management Plan has four essential components: a System Safety Program Plan, Labor Management Partnerships, Rail Incident and Accident Investigations, and Training. Establishing a high level of safety performance positively impacts employee availability, productivity, equipment reliability and customer satisfaction.

The LIRR's System Safety Program Plan is in compliance with Federal Transit Administration (FTA) requirements and will be revised in anticipation of the pending Federal Railroad Administration (FRA) Risk Reduction/System Safety Program Plan rule, scheduled to be in place later this year. Further, the LIRR voluntarily invites the American Public Transportation Association (APTA) to conduct an audit of our plan every three years.

In spite of the strength of its existing program, the LIRR acknowledges that there is always an opportunity for improvement. To this end, the LIRR recently launched or enhanced several safety related initiatives:

- *Chief Safety Officer* - Established a Chief Safety Officer with a direct line of report to the agency president and re-organized Corporate Safety and Training into two separate departments.
- *Quarterly Safety Stand-Downs* – Conducted safety sessions/discussions with staff across the LIRR on the same day to stress the importance of safety and to provide an opportunity for employees to share how they are experiencing safety at the LIRR.
- *Confidential Close Call Reporting System (C3RS)* – A collaborative effort between Management, Labor Organizations and the Federal Railroad Administration, C3RS will provide a mechanism for employees to confidentially report close calls that could have resulted in operating and safety incidents. These close calls are investigated by a peer review team consisting of management, participating labor organization representatives and the FRA with the goal of proactively instituting measures to prevent incidents from occurring.
- *Rail Resource Management Training (RRM)* – This training is designed to instruct management and represented employees on how to work effectively as teams to mitigate human factor accidents. RRM is designed to address two key areas of employee behavior:
 1. The ability of an employee, as member of a crew (team), to effectively use all available resources to achieve safe and efficient operations;
 2. The ability of an employee, as member of a crew (team), to choose appropriate behaviors not only during routine operations but also during times of crisis.

To supplement these existing efforts, the LIRR is proposing to launch several new initiatives as part of the November Financial Plan. These proposals were outlined in the July Financial Plan submission and stem from recent studies on track maintenance practices by an outside consultant group, recommendations from the MTA Blue Ribbon Panel on Track Safety, and the FRA's analysis and Deep Dive Report reviews.

Key elements include establishing a dedicated Accident Investigation Unit. This unit will be tasked with conducting investigations of major accidents and incidents in an objective manner, making recommendations for corrective action, ensuring corrective actions are implemented, providing accident/incident review presentations to senior staff, providing staff development in accident investigation techniques, and leading LIRR's support of major accidents.

The Rail Joint Bar Elimination Initiative will address an estimated 3,000 rail joints that exist in continuous welded rail portions of the LIRR. The goal is to eliminate the backlog of bolted joints requiring welding by 2019. After the existing bolted joints are eliminated, the goal will be to weld newly created bolted joints within 6 months of creation.

The LIRR will install a Wheel Impact Load Detection and Measurement system that will provide axle load, tonnage and defective wheel information to Engineering personnel and alert LIRR personnel in the event of excessive wheel force striking the rail.

Another key safety proposal will provide for the installation of cameras and recording devices on board rolling stock equipment (M7, C3 coaches, diesel locomotives). Cameras would be placed in the passenger compartments and locomotive engineer cab to record events to allow for future analysis and assist in investigations.

Technology Investments

The LIRR and Metro-North Railroad (MNR) are collaborating on the implementation of mobile ticketing. This initiative will provide customers with a new, convenient, and cost effective way to purchase tickets. Through the mobile ticketing program LIRR and MNR customers will be able to purchase a train ticket by using a smartphone, tablet, or other mobile device, and then display the ticket on screen for inspection by a conductor. Conductors would be able to either visually verify the digital ticket or use a handheld device to scan and validate tickets. This convenient new option will enable railroad customers to purchase a rail ticket anytime/anywhere.

Mobile ticketing capability will also be linked to the LIRR smart phone application, which was launched in December 2013. The application, called LIRR Train Time Mobile App, already has been downloaded by more than 180,000 customers.

Efficiency Initiatives

The LIRR continues to subject all areas of the budget to intensive review, specifically payroll-related operational costs, overtime, inventory and administration. For example, the Maintenance of Equipment Department continues to aggressively manage and adjust its maintenance activities to reflect component performance, while separate task force working groups continue to examine overtime, inventory, and employee availability.

The LIRR considers overtime management to be one of its highest priorities. Under certain conditions, overtime can be an efficient way to ensure sufficient levels of staff are deployed to complete required work, such as to staff activities that are temporary in nature (unscheduled maintenance and emergency response) or to backfill open jobs on an interim basis while new hires are brought in to the workforce. Nevertheless, it is critical for the LIRR to maintain tight control of overtime usage in order to ensure that it is used only when needed and that it is the most cost-effective approach.

The LIRR will continue with efforts to drill into targeted areas that have posed challenges in recent years. In 2014, the LIRR identified several strategic areas of focus, which included: developing an enhanced train crew staffing model to right size headcount and overtime while improving the oversight of overtime due to extra assignments; developing tighter controls on the assignment of extra jobs in Customer Service; filling open jobs in all craft positions; developing a zero based budget to be used as a more realistic projection for Engineering maintenance; and exploring opportunities to assign track work in such a way as to minimize overtime. These efforts will be expanded in 2015 to include a review of internal controls at the department/field level to ensure sufficient controls are in place to govern the overtime approval and verification processes, ensuring the procedures are in compliance with the corporate overtime strategy.

The LIRR will continue its review of third party contractual costs compared to budget. To date, this review yielded \$2.4 million in annual savings.

Transportation Services recently conducted a pilot deploying shuttle-style collector positions. These collector positions were strategically deployed to target trains known to have challenges with fare collection due to high passenger volumes between stations that are geographically close in proximity. Each collector and train assigned was analyzed in terms of the operational and financial impact of the collector position. The analysis explored various factors relevant to fare collection and validation for the specified time period and compared the results of the pilot to the corresponding period of the previous year. The results demonstrated a net positive, revenue gain. The November Financial Plan includes resources to sustain and build upon this initiative's success.

Ridership and Revenue

Through August 2014 ridership was 0.9% above the 2014 Mid-Year Forecast and 2.7% above 2013 levels (adjusted for the same number of work days). In fact, looking back even further, ridership has exceeded prior year levels in eleven out of twelve months with August 2014 marking the highest level of non-commutation ridership in any month in seven years.

The LIRR has posted favorable trends in both commutation and non-commutation ridership. A primary factor affecting ridership is the improving broader regional economy and employment levels. Also, pushing ridership above prior years is continued strong ridership to Brooklyn, where ridership has increased due in large part to the Barclay's Center big-draw entertainers and professional sporting events. Looking ahead, the Barclay's Center will be home to the professional hockey franchise, the New York Islanders, which is expected to draw large crowds from Long Island with the LIRR as the preferred method of transportation to the games.

Another major change contained in the proposed November Financial Plan is an adjustment to the funding allocation schedule associated with the ramp-up to the delayed East Side Access opening day. The LIRR's financial plan reflects the operating funding that is required initiate preparation for new East Side Access service. The ramp-up plan reflects the need to start hiring and training new personnel and as well as the procurement of material and support services prior to opening day. East Side Access operations will result in increased train service to the new terminal and the need to maintaining new rolling stock and right-of-way infrastructure elements.

2014 November Forecast

The LIRR's 2014 November Forecast is comprised of Non-Reimbursable revenue totaling \$705.7 million and Non-Reimbursable expenses including depreciation, other post-employment benefits and environmental remediation of \$1,919.9 million that generate an operating deficit of (\$1,214.1) million. The 2014 November Forecast Reimbursable revenue and expenses each total \$263.0 million.

Total Non-Reimbursable revenue is \$3.6 million higher than the 2014 Mid-Year Forecast. Farebox Revenue is \$4.1 million higher due to higher overall ridership. Other Operating Revenue is \$0.5 million lower due to lower rental revenue.

Total Non-Reimbursable expenses (excluding depreciation and Other Post-Employment Benefits (OPEB) are higher by \$44.6 million primarily as a result of the recently completed LIRR union agreements. This is partially offset by the timing of expenses being shifted to 2015.

The major cash adjustments from the 2014 Mid-Year Forecast include non-cash accounting adjustments related to the recently completed union agreement.

Full-time positions total 7,008 in the 2014 November Forecast, with 6,131 Non-Reimbursable positions and 877 Reimbursable positions.

2015 Final Proposed Budget - Baseline

The LIRR's Financial Plan is geared toward achieving several key operational goals in 2015, this includes: maintaining a high level of rolling stock reliability and continually improving on-time performance and a continuing commitment to improve both employee and customer safety and security. Other key assumptions incorporated in the baseline are discussed in a later section, along with the reconciliation to the July Financial Plan.

The 2015 Final Proposed Budget revenue total \$1,048.8 million, of which \$711.4 million is Non-Reimbursable revenue and \$337.3 million is Reimbursable revenue. The total expense budget is \$2,248.8 million, of which \$1,829.5 million is for operating expenses, and the balance is associated with non-cash items such as depreciation, other post-employment benefits and environmental remediation liability. Non-Reimbursable

operating expenses total \$1,492.2 million in the 2015 Final Proposed Budget, while reimbursable expenses are \$337.3 million.

The cash budget for the 2015 Final Proposed Budget incorporates \$1,020.7 million in cash receipts and \$1,820.6 million in cash disbursements. The baseline cash requirement of \$799.9 million is driven by operating expenses and revenues anticipated in the 2015 Final Proposed Budget and other adjustments to cash flow.

On an accrued basis, revenues and expenses are higher in the 2015 Final Proposed Budget than the 2014 November Forecast. Total revenues for 2015 are \$1,048.8 million, \$80.0 million higher than in the current 2014 November Forecast with Non-Reimbursable revenues increasing by \$5.7 million and Reimbursable revenues increasing by \$74.4 million. Ridership in the 2015 Final Proposed Budget increases over the 2014 November Forecast by 1.0 million rides, or 1.2%. Total operating expenses before depreciation and OPEB of \$1,829.5 million reflects an increase of \$55.4 million over the 2014 November Forecast. Non-Reimbursable expenses decrease by \$19.0 million and Reimbursable expenses increase by \$74.4 million. While the resulting total operating baseline deficit including non-cash items such as depreciation, OPEB, and environmental remediation decreases by \$14.1 million to \$1,200.0 million in the 2015 Final Proposed Budget, the projected baseline cash deficit (or subsidy requirement) of \$799.9 million in the 2015 Final Proposed Budget is lower by \$3.4 million.

Full-time positions total 7,172 in the 2015 Final Proposed Budget, with 6,225 Non-Reimbursable positions and 947 Reimbursable positions. Compared to the 2014 November Forecast, this reflects a total increase of 164 positions, an increase of 94 Non-Reimbursable positions and 70 Reimbursable positions. The major driver of the Non-Reimbursable headcount change is due to vacant positions in 2014 being filled in 2015 for the Equipment department as well as other Reliability Centered Maintenance activity. The major driver of the Reimbursable increase is capital project activity related to East Side Access Harold signal and track work, Superstorm Sandy related activity, second track between Farmingdale to Ronkonkoma and the annual track program. Compared with the July Financial Plan, there was a total position increase of 116 positions, primarily driven by changes in capital project activity mentioned above.

Financial Plan 2016-2018 Projections

The baseline projections for 2016 - 2018 reflect continuing initiatives launched in 2014. During this period, the LIRR has increased its investments in the Reliability Centered Maintenance program (RCM) as many components start to enter critical maintenance stages. In addition, in 2016 - 2018, the LIRR financial plan reflects ramp-up costs for East Side Access readiness efforts.

The baseline projections for 2016 - 2018 reflect these various impacts. Non-Reimbursable revenues grow by less than 1% each year thereafter, while Reimbursable revenues decrease by 14.7% in 2016, 6.1% in 2017 and increase by 0.4% in 2018.

The pace of expense growth is higher than the projected revenue growth, driven by rates that exceed inflation in “uncontrollable costs”, such as health insurance (active employees and retirees), electric power and pension costs. Non-Reimbursable expenses (before depreciation) grow by 0.4% from \$1,492.2 million in 2015 to \$1,498.4 million in 2016. They continue to rise by 3.8% in 2017 and 5.5% in 2018, reaching \$1,640.6 million. The higher rate of growth in the out-years is primarily due to East Side Access readiness efforts. Reimbursable expenses decrease by 14.7% in 2016, 6.1% in 2017 and increase by 0.4% in 2018.

On a year-to-year basis, baseline positions decrease by 117 positions in 2016 and 49 positions in 2017 and then increase by 196 positions in 2018. Non-Reimbursable positions increase by 55 positions in 2016, 9 in 2017 and 200 in 2018. The 2017 and 2018 increases are primarily related to East Side Access readiness efforts. For the period 2016 - 2018, Reimbursable positions decrease by 172 in 2016, 58 in 2017 and 4 in 2018, reflecting the anticipated level of capital activity and the completion of Superstorm Sandy reconstruction projects and Positive Train Control efforts.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2015-2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2013	2014	2015			
	<u>Actual</u>	<u>November Forecast</u>	<u>Final Proposed Budget</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Operating Revenue						
Farebox Revenue	\$632.089	\$654.949	\$662.533	\$667.468	\$671.381	\$673.667
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	60.624	50.797	48.902	48.157	47.970	48.672
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$692.713	\$705.746	\$711.435	\$715.625	\$719.351	\$722.339
Operating Expenses						
<u>Labor:</u>						
Payroll	\$429.086	\$564.278	\$517.549	\$525.926	\$535.888	\$570.944
Overtime	92.924	128.504	108.411	103.952	107.238	109.531
Health and Welfare	92.601	93.193	92.580	95.956	101.966	112.522
OPEB Current Payment	81.978	58.563	61.807	64.261	67.802	71.565
Pensions	178.457	180.416	178.307	180.610	182.017	184.855
Other Fringe Benefits	113.174	120.783	126.776	129.503	134.016	143.022
Reimbursable Overhead	(24.184)	(27.313)	(34.455)	(32.649)	(27.391)	(27.063)
Total Labor Expenses	\$964.036	\$1,118.424	\$1,050.975	\$1,067.559	\$1,101.536	\$1,165.376
<u>Non-Labor:</u>						
Electric Power	\$99.630	\$108.756	\$107.497	\$111.926	\$119.951	\$125.897
Fuel	28.610	29.252	28.507	27.820	28.413	29.234
Insurance	20.038	23.472	25.674	28.089	30.685	33.564
Claims	5.569	3.863	4.229	4.303	4.370	4.370
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	50.891	61.316	77.550	71.598	76.242	75.586
Professional Service Contracts	28.274	32.528	38.594	31.556	33.063	37.108
Materials & Supplies	96.339	121.300	143.195	139.007	144.666	146.977
Other Business Expenses	13.214	12.226	15.956	16.546	16.778	22.505
Total Non-Labor Expenses	\$342.566	\$392.713	\$441.202	\$430.845	\$454.168	\$475.241
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1,306.601	\$1,511.137	\$1,492.177	\$1,498.404	\$1,555.704	\$1,640.617
Depreciation	332.978	333.377	343.332	346.750	350.202	353.689
OPEB Obligation	44.804	71.780	73.933	76.152	76.152	77.675
Environmental Remediation	(13.524)	3.600	2.000	2.000	2.000	2.000
Total Expenses	\$1,670.859	\$1,919.894	\$1,911.442	\$1,923.306	\$1,984.058	\$2,073.981
Net Surplus/(Deficit)	(\$978.146)	(\$1,214.148)	(\$1,200.007)	(\$1,207.681)	(\$1,264.707)	(\$1,351.642)
<u>Cash Conversion Adjustments</u>						
Depreciation	\$332.978	\$333.377	\$343.332	\$346.750	\$350.202	\$353.689
Operating/Capital	(18.363)	(13.525)	(36.660)	(10.592)	(10.227)	(13.247)
Other Cash Adjustment	44.907	91.034	93.474	91.020	89.065	91.305
Total Cash Conversion Adjustments	\$359.522	\$410.886	\$400.146	\$427.178	\$429.040	\$431.747
Net Cash Surplus/(Deficit)	(\$618.624)	(\$803.262)	(\$799.861)	(\$780.503)	(\$835.667)	(\$919.895)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2015-2018
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2013	2014	2015			
	<u>Actual</u>	<u>November Forecast</u>	<u>Final Proposed Budget</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	226.717	262.957	337.317	287.870	270.391	271.525
Total Revenue	\$226.717	\$262.957	\$337.317	\$287.870	\$270.391	\$271.525
Expenses						
<u>Labor:</u>						
Payroll	\$66.903	\$84.192	\$107.871	\$103.021	\$98.954	\$99.111
Overtime	18.339	20.806	23.719	18.570	16.355	15.823
Health and Welfare	14.429	17.082	19.890	18.501	17.387	17.250
OPEB Current Payment	-	-	-	-	-	-
Pensions	21.752	27.184	28.493	26.990	25.495	25.368
Other Fringe Benefits	14.516	18.335	23.954	22.281	20.940	20.775
Reimbursable Overhead	24.184	27.313	34.455	32.649	27.391	27.063
Total Labor Expenses	\$160.123	\$194.912	\$238.382	\$222.012	\$206.522	\$205.390
<u>Non-Labor:</u>						
Electric Power	\$0.240	\$0.544	\$0.746	\$0.494	\$0.000	\$0.000
Fuel	-	-	-	-	-	-
Insurance	3.511	5.010	7.639	6.573	6.184	6.130
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	15.507	12.165	15.712	11.656	11.125	10.753
Professional Service Contracts	6.628	5.449	6.846	2.089	1.576	1.247
Materials & Supplies	40.135	44.215	67.685	44.928	44.873	47.895
Other Business Expenses	0.572	0.662	0.307	0.118	0.111	0.110
Total Non-Labor Expenses	\$66.594	\$68.045	\$98.935	\$65.858	\$63.869	\$66.135
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$226.717	\$262.957	\$337.317	\$287.870	\$270.391	\$271.525
Depreciation	-	-	-	-	-	-
Total Expenses	\$226.717	\$262.957	\$337.317	\$287.870	\$270.391	\$271.525
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2015-2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2013	2014	2015			
	<u>Actual</u>	<u>November Forecast</u>	<u>Final Proposed Budget</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Revenue						
Farebox Revenue	\$632.089	\$654.949	\$662.533	\$667.468	\$671.381	\$673.667
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	60.624	50.797	48.902	48.157	47.970	48.672
Capital and Other Reimbursements	226.717	262.957	337.317	287.870	270.391	271.525
Total Revenue	\$919.430	\$968.703	\$1,048.752	\$1,003.495	\$989.742	\$993.864
Expenses						
<u>Labor:</u>						
Payroll	\$495.989	\$648.470	\$625.420	\$628.947	\$634.842	\$670.055
Overtime	111.263	149.310	132.130	122.522	123.593	125.354
Health and Welfare	107.030	110.275	112.470	114.457	119.353	129.772
OPEB Current Payment	81.978	58.563	61.807	64.261	67.802	71.565
Pensions	200.208	207.600	206.800	207.600	207.512	210.223
Other Fringe Benefits	127.690	139.118	150.730	151.784	154.956	163.797
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$1,124.158	\$1,313.336	\$1,289.357	\$1,289.571	\$1,308.058	\$1,370.766
<u>Non-Labor:</u>						
Electric Power	\$99.871	\$109.300	\$108.243	\$112.420	\$119.951	\$125.897
Fuel	28.610	29.252	28.507	27.820	28.413	29.234
Insurance	23.549	28.482	33.313	34.662	36.869	39.694
Claims	5.569	3.863	4.229	4.303	4.370	4.370
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	66.398	73.481	93.262	83.254	87.367	86.339
Professional Service Contracts	34.903	37.977	45.440	33.645	34.639	38.355
Materials & Supplies	136.474	165.515	210.880	183.935	189.539	194.872
Other Business Expenses	13.786	12.888	16.263	16.664	16.889	22.615
Total Non-Labor Expenses	\$409.160	\$460.758	\$540.137	\$496.703	\$518.037	\$541.376
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1,533.318	\$1,774.094	\$1,829.494	\$1,786.274	\$1,826.095	\$1,912.142
Depreciation	\$332.978	\$333.377	\$343.332	\$346.750	\$350.202	\$353.689
OPEB Obligation	44.804	71.780	73.933	76.152	76.152	77.675
Environmental Remediation	(13.524)	3.600	2.000	2.000	2.000	2.000
Total Expenses	\$1,897.575	\$2,182.851	\$2,248.759	\$2,211.176	\$2,254.449	\$2,345.506
Net Surplus/(Deficit)	(\$978.145)	(\$1,214.148)	(\$1,200.007)	(\$1,207.681)	(\$1,264.707)	(\$1,351.642)
<u>Cash Conversion Adjustments</u>						
Depreciation	\$332.978	\$333.377	\$343.332	\$346.750	\$350.202	\$353.689
Operating/Capital	(18.363)	(13.525)	(36.660)	(10.592)	(10.227)	(13.247)
Other Cash Adjustment	44.907	91.034	93.474	91.020	89.065	91.305
Total Cash Conversion Adjustments	\$359.522	\$410.886	\$400.146	\$427.178	\$429.040	\$431.747
Net Cash Surplus/(Deficit)	(\$618.623)	(\$803.262)	(\$799.861)	(\$780.503)	(\$835.667)	(\$919.895)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2015-2018
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
Receipts						
Farebox Revenue	\$653.417	\$679.402	\$685.033	\$689.968	\$693.881	\$696.167
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	81.051	45.534	41.527	40.069	39.600	40.064
Capital and Other Reimbursements	183.429	264.173	294.148	270.368	253.143	251.088
Total Receipts	\$917.897	\$989.109	\$1,020.708	\$1,000.405	\$986.624	\$987.319
Expenditures						
<u>Labor:</u>						
Payroll	\$487.527	\$647.615	\$611.667	\$614.888	\$620.783	\$655.684
Overtime	109.737	149.310	132.130	122.522	123.593	125.354
Health and Welfare	106.481	110.824	112.470	114.457	119.353	129.772
OPEB Current Payment	56.831	58.710	61.807	64.261	67.802	71.565
Pensions	215.052	194.006	206.800	207.600	207.512	210.223
Other Fringe Benefits	117.619	141.580	149.730	150.784	153.956	162.797
GASB Account	12.593	5.733	-	-	-	0.753
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$1,105.839	\$1,307.778	\$1,274.604	\$1,274.512	\$1,292.999	\$1,356.148
<u>Non-Labor:</u>						
Electric Power	\$114.363	\$114.902	\$108.243	\$112.420	\$119.951	\$125.897
Fuel	27.639	30.428	28.507	27.820	28.413	29.234
Insurance	20.973	30.031	33.067	34.357	37.520	39.357
Claims	3.676	2.313	2.625	2.666	2.702	2.702
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	57.712	88.192	93.262	83.254	87.367	86.339
Professional Service Contracts	31.842	37.880	41.057	29.053	29.827	33.313
Materials & Supplies	138.408	145.375	201.557	178.779	185.240	190.213
Other Business Expenses	12.949	13.722	15.147	15.547	15.772	21.511
Total Non-Labor Expenditures	\$407.560	\$462.843	\$523.465	\$483.896	\$506.792	\$528.566
<u>Other Expenditure Adjustments:</u>						
Other	23.190	21.750	22.500	22.500	22.500	22.500
Total Other Expenditure Adjustments	\$23.190	\$21.750	\$22.500	\$22.500	\$22.500	\$22.500
Total Expenditures	\$1,536.590	\$1,792.371	\$1,820.569	\$1,780.908	\$1,822.291	\$1,907.214
Cash Timing and Availability Adjustment	0.069	-	-	-	-	-
Net Cash Surplus/(Deficit)	(\$618.624)	(\$803.262)	(\$799.861)	(\$780.503)	(\$835.667)	(\$919.895)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2015-2018
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
Receipts						
Farebox Revenue	\$21.328	\$24.453	\$22.500	\$22.500	\$22.500	\$22.500
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	20.427	(5.263)	(7.375)	(8.088)	(8.370)	(8.608)
Capital and Other Reimbursements	(43.288)	1.216	(43.169)	(17.502)	(17.248)	(20.437)
Total Receipts	(\$1.533)	\$20.406	(\$28.044)	(\$3.090)	(\$3.118)	(\$6.545)
Expenditures						
<u>Labor:</u>						
Payroll	\$8.462	\$0.855	\$13.753	\$14.059	\$14.059	\$14.371
Overtime	1.526	-	-	-	-	-
Health and Welfare	0.549	(0.549)	-	-	-	-
OPEB Current Payment	25.147	(0.147)	-	-	-	-
Pensions	(14.844)	13.594	-	-	-	-
Other Fringe Benefits	10.071	(2.462)	1.000	1.000	1.000	1.000
GASB Account	(12.593)	(5.733)	-	-	-	(0.753)
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$18.319	\$5.558	\$14.753	\$15.059	\$15.059	\$14.618
<u>Non-Labor:</u>						
Electric Power	(\$14.492)	(\$5.602)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.971	(1.176)	-	-	-	-
Insurance	2.576	(1.549)	0.246	0.305	(0.651)	0.337
Claims	1.893	1.550	1.604	1.637	1.668	1.668
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	8.687	(14.711)	-	-	-	-
Professional Service Contracts	3.062	0.097	4.383	4.592	4.812	5.042
Materials & Supplies	(1.934)	20.140	9.323	5.156	4.299	4.659
Other Business Expenditures	0.836	(0.834)	1.116	1.117	1.117	1.104
Total Non-Labor Expenditures	\$1.599	(\$2.085)	\$16.672	\$12.807	\$11.245	\$12.810
<u>Other Expenditures Adjustments:</u>						
Other	(23.190)	(21.750)	(22.500)	(22.500)	(22.500)	(22.500)
Total Other Expenditures Adjustments	(\$23.190)	(\$21.750)	(\$22.500)	(\$22.500)	(\$22.500)	(\$22.500)
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$4.805)	\$2.129	(\$19.119)	\$2.276	\$0.686	(\$1.617)
Depreciation Adjustment	\$332.978	\$333.377	\$343.332	\$346.750	\$350.202	\$353.689
OPEB Obligation	44.804	71.780	73.933	76.152	76.152	77.675
Environmental Remediation	(13.524)	3.600	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	0.069	-	-	-	-	-
Total Cash Conversion Adjustments	\$359.522	\$410.886	\$400.146	\$427.178	\$429.040	\$431.747

MTA Long Island Rail Road
2014 November Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
<u>Scheduled Service</u>	384,699	\$20.127	15.7%
<u>Unscheduled Service</u>	138,797	8.475	6.6%
<u>Programmatic/Routine Maintenance</u>	608,566	29.011	22.6%
<u>Unscheduled Maintenance</u>	9,137	0.420	0.3%
<u>Vacancy/Absentee Coverage</u>	629,500	30.925	24.1%
<u>Weather Emergencies</u>	215,713	11.728	9.1%
<u>Safety/Security/Law Enforcement</u>	0	0.000	0.0%
<u>Other</u>	22,344	27.818	21.6%
Subtotal	2,008,755	\$128.504	100.0%
REIMBURSABLE OVERTIME	380,287	\$20.806	
TOTAL OVERTIME	2,389,043	\$149.310	

MTA LONG ISLAND RAIL ROAD
2015 Final Proposed Budget
November Financial Plan 2015 – 2018
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 increasing by 1.2% in 2015 over 2014 primarily due to the anticipated ridership growth.
- Farebox revenue is increasing by 0.7% in 2016 over 2015 primarily due to anticipated ridership growth.
- Passenger revenue forecasts in the outer years 2017 - 2018 reveal modest annual growth due to increases in projected ridership.

Other Operating Revenue

- Other revenues are lower in 2015 from the 2014 Mid-Year Forecast due to Federal Transportation Administration (FTA) reimbursements for Hurricane Irene and Winter Storm Nemo in 2014, partially offset by one time real estate sales in 2015.
- Other Revenues decline further in 2016 as a result of a one-time real estate sale in 2015.
- Other Operating Revenue is projected to change each year primarily through contractual and inflationary increases.

Capital and Other Reimbursements

- Reflects the 2010 - 2014 Capital Program and other project activity including overbuilds, Sandy related work, East Side Access and second track between Farmingdale and Ronkonkoma.

Expenses

Projections include additional Payroll, Overtime, Pension, Health & Welfare, Other Fringe Benefits, Other Business Expense and Reimbursable Overhead expenses related to the recently completed agreement with the majority of LIRR unions and budget timing adjustments for non-represented employees.

Payroll

- Salaries for non-represented employees include a 4% retroactive increase effective January 1, 2013, 2% increase effective December 1, 2014, 2% increase effective July 1, 2015 and 2% increases effective January 1, 2016 and each January 1st thereafter.
- 2014 includes retroactive salary increases for represented employees for the period December 2010 through December 2013. Based on the recent settlement with the majority of LIRR unions, increases are assumed to be 2.0% on December 16, 2010,

1.5% increases effective June 16 and December 16 of each year from 2011 through 2015.

- 2016 - 2018 includes CPI-based increases for represented employees of 2% upon expiration of the pattern each year on December 16.
- Almost all the headcount increases from 2017 – 2018 are related to East Side Access readiness efforts.

Overtime

- 2014 - 2015 overtime decreased by \$17.2 million or 11.5% is primarily associated with the 2014 anticipated one time retroactive wage payments based on the recently completed LIRR agreement, updated weather related overtime to reflect a 5-year average (excluding Superstorm Sandy) in 2015 as well as lower vacant position coverage. This is partially offset by adjusting the budget in 2015 for higher Engineering maintenance costs based on a 3 year average as well as adjusting absentee coverage based on the latest availability rates.
- 2016 - 2018 changes primarily reflect normal wage growth.

Health & Welfare

- 2014 - 2018 reflects an annual NYSHIP rate increase of approximately 1.3% (2014), 4.6% (2015), 2.9% (2016), 4.1% (2017) and 4.1% (2018), for individual coverage and 2.0% (2014), 5.0% (2015), 3.3% (2016), 5.1% (2017) and 5.1% (2018) for family coverage.
- Reflects impact of headcount changes each year, including ramp-up costs for East Side Access beginning in 2016.

Pensions

- Reflects the latest actuarial valuation and estimated impact of the LIRR union agreement.

Other Fringe Benefits

- Railroad Retirement Tax maximum limits are based on the projected maximum earnings base from the Railroad Retirement Board and annual 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 in each year.
- Federal Employers Liability Act (FELA) Indemnity payments increase by CPI.

Electric Power

- 2014 is based on actuals through July and reflects the latest LIRR consumption estimates and inflationary increases.
- 2015 - 2018 reflects the latest LIRR consumption estimates and inflationary increases.

Fuel

- 2014 is based on actuals through July and reflects the latest LIRR consumption estimates and inflationary increases.
- 2015 - 2018 reflects the latest inflationary increases.

Insurance

- 2014 - 2018 reflects the latest inflationary increases and Force Account Insurance estimates based on project activity. Generally, premium rates are assumed to increase by 10-12% per year during 2015-2018.

Claims

- 2014 reflects actual experience through July and the anticipated settlement and payout of claims for the balance of the year.
- 2015 - 2018 reflects inflationary increases.

Maintenance and Other Operating Contracts

- 2014 - 2015 increase due to timing of completion of the elevator maintenance major overhaul program, various security initiatives, construction services and general maintenance initiatives, partially offset by lower equipment rental with the completion of the concrete tie replacement program, lower non-revenue vehicle repairs/replacement and lower vegetation management.
- 2015 - 2016 decrease due to completion of the elevator maintenance major overhaul program, various security initiatives and rebuild of cafeterias and office space modifications.
- 2016 - 2018 contractual and normal inflationary increases.

Professional Service Contracts

- 2014 - 2015 increase reflects timing of IT system initiatives and timing of various other professional services contracts.
- 2015 - 2016 decreases due to timing of IT system initiatives partially offset by normal inflationary increases.
- 2016 - 2018 increase due to timing of IT system initiatives and normal inflationary increases.

Material and Supplies

- The increase in materials from 2014 – 2015 is primarily due to East Side Access construction material and other capital program activity, Reliability Centered Maintenance (RCM) activity and Operating Funded Capital projects including the timing of non-revenue vehicle purchases.
- 2015 - 2016 decrease primarily due to East Side Access construction material and other capital program activity and timing of non-revenue vehicle purchases in 2015, partially offset by increases including the change out of M7 Obsolete materials.
- 2016 - 2017 includes normal inflationary increases as well as beginning of the 15/20 year Truck RCM program and various operating budget impacts of Hudson Yards East.

Other Business Expenses

- 2014 includes a one-time prior period accrual reversal for Superstorm Sandy.
- 2014 - 2017 reflects normal inflationary increases.
- 2018 includes M3 decommissioning costs.

Depreciation

- Reflects depreciation of current assets as well as estimates for capital projects based on their beneficial use.

Cash Adjustments

Expense

- Insurance— adjustment to reflect projected payments versus accrued expenses for potential liabilities.
- Deferred GASB contribution payments.
- Depreciation and other non-cash adjustments for each year 2014 - 2018.
- Timing of Operating Funded Capital project costs between 2014 and 2015.
- Material drawdown due to lower material purchases than projected usage.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2015-2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016- 2017	2018	Change 2017 - 2018
Revenue									
Farebox Revenue	\$654.949	\$662.533	\$7.584	\$667.468	\$4.935	\$671.381	\$3.913	\$673.667	\$2.286
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	50.797	48.902	(1.895)	48.157	(0.745)	47.970	(0.187)	48.672	0.702
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$705.746	\$711.435	\$5.689	\$715.625	\$4.190	\$719.351	\$3.726	\$722.339	\$2.988
Expenses									
Labor:									
Payroll	\$564.278	\$517.549	46.729	\$525.926	(\$8.377)	\$535.888	(\$9.962)	\$570.944	(\$35.056)
Overtime	128.504	108.411	20.093	103.952	4.459	107.238	(3.286)	109.531	(2.293)
Health and Welfare	93.193	92.580	0.613	95.956	(3.376)	101.966	(6.010)	112.522	(10.556)
OPEB Current Payment	58.563	61.807	(3.244)	64.261	(2.454)	67.802	(3.541)	71.565	(3.763)
Pensions	180.416	178.307	2.109	180.610	(2.303)	182.017	(1.407)	184.855	(2.838)
Other Fringe Benefits	120.783	126.776	(5.993)	129.503	(2.727)	134.016	(4.513)	143.022	(9.006)
Reimbursable Overhead	(27.313)	(34.455)	7.142	(32.649)	(1.806)	(27.391)	(5.258)	(27.063)	(0.328)
Total Labor Expenses	\$1,118.424	\$1,050.975	\$67.449	\$1,067.559	(\$16.584)	\$1,101.536	(\$33.977)	\$1,165.376	(\$63.840)
Non-Labor:									
Electric Power	\$108.756	\$107.497	\$1.259	\$111.926	(\$4.429)	\$119.951	(\$8.025)	\$125.897	(\$5.946)
Fuel	29.252	28.507	0.745	27.820	0.687	28.413	(0.593)	29.234	(0.821)
Insurance	23.472	25.674	(2.202)	28.089	(2.415)	30.685	(2.596)	33.564	(2.879)
Claims	3.863	4.229	(0.366)	4.303	(0.074)	4.370	(0.067)	4.370	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	61.316	77.550	(16.234)	71.598	5.952	76.242	(4.644)	75.586	0.656
Professional Service Contracts	32.528	38.594	(6.066)	31.556	7.038	33.063	(1.507)	37.108	(4.045)
Materials & Supplies	121.300	143.195	(21.895)	139.007	4.188	144.666	(5.659)	146.977	(2.311)
Other Business Expenses	12.226	15.956	(3.730)	16.546	(0.590)	16.778	(0.232)	22.505	(5.727)
Total Non-Labor Expenses	\$392.713	\$441.202	(\$48.489)	\$430.845	\$10.357	\$454.168	(\$23.323)	\$475.241	(\$21.073)
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 and GASB Adjs.	\$1,511.137	\$1,492.177	\$18.960	\$1,498.404	(\$6.227)	\$1,555.704	(\$57.300)	\$1,640.617	(\$84.913)
Depreciation	\$333.377	\$343.332	(\$9.955)	\$346.750	(\$3.418)	\$350.202	(\$3.452)	\$353.689	(\$3.487)
OPEB Obligation	71.780	73.933	(2.153)	76.152	(2.219)	76.152	0.000	77.675	(1.523)
Environmental Remediation	3.600	2.000	1.600	2.000	0.000	2.000	0.000	2.000	0.000
Total Expenses	\$1,919.894	\$1,911.442	\$8.452	\$1,923.306	(\$11.864)	\$1,984.058	(\$60.752)	\$2,073.981	(\$88.400)
Net Surplus/(Deficit)	(\$1,214.148)	(\$1,200.007)	\$14.141	(\$1,207.681)	(\$7.674)	(\$1,264.707)	(\$57.026)	(\$1,351.642)	(\$85.412)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2015-2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016- 2017	2018	Change 2017 - 2018
Revenue									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle 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
Capital and Other Reimbursements	262.957	337.317	74.360	287.870	(49.447)	270.391	(17.479)	271.525	1.134
Total Revenue	\$262.957	\$337.317	\$74.360	\$287.870	(\$49.447)	\$270.391	(\$17.479)	\$271.525	\$1.134
Expenses									
Labor:									
Payroll	\$84.192	\$107.871	(\$23.679)	\$103.021	\$4.850	\$98.954	\$4.067	\$99.111	(\$0.157)
Overtime	20.806	23.719	(2.913)	18.570	5.149	16.355	2.215	15.823	0.532
Health and Welfare	17.082	19.890	(2.808)	18.501	1.389	17.387	1.114	17.250	0.137
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	27.184	28.493	(1.309)	26.990	1.503	25.495	1.495	25.368	0.127
Other Fringe Benefits	18.335	23.954	(5.619)	22.281	1.673	20.940	1.341	20.775	0.165
Reimbursable Overhead	27.313	34.455	(7.142)	32.649	1.806	27.391	5.258	27.063	0.328
Total Labor Expenses	\$194.912	\$238.382	(\$43.470)	\$222.012	\$16.370	\$206.522	\$15.490	\$205.390	\$1.132
Non-Labor:									
Electric Power	\$0.544	\$0.746	(\$0.202)	\$0.494	\$0.252	\$0.000	\$0.494	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	5.010	7.639	(2.629)	6.573	1.066	6.184	0.389	6.130	0.054
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	12.165	15.712	(3.547)	11.656	4.056	11.125	0.531	10.753	0.372
Professional Service Contracts	5.449	6.846	(1.397)	2.089	4.757	1.576	0.513	1.247	0.329
Materials & Supplies	44.215	67.685	(23.470)	44.928	22.757	44.873	0.055	47.895	(3.022)
Other Business Expenses	0.662	0.307	0.355	0.118	0.189	0.111	0.007	0.110	0.001
Total Non-Labor Expenses	\$68.045	\$98.935	(\$30.890)	\$65.858	\$33.077	\$63.869	\$1.989	\$66.135	(\$2.266)
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	\$262.957	\$337.317	(\$74.360)	\$287.870	\$49.447	\$270.391	\$17.479	\$271.525	(\$1.134)
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$262.957	\$337.317	(\$74.360)	\$287.870	\$49.447	\$270.391	\$17.479	\$271.525	(\$1.134)
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 2015-2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE

	Favorable/(Unfavorable)								
	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016- 2017	2018	Change 2017 - 2018
Revenue									
Farebox Revenue	\$654.949	\$662.533	\$7.584	\$667.468	\$4.935	\$671.381	\$3.913	\$673.667	\$2.286
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	50.797	48.902	(1.895)	48.157	(0.745)	47.970	(0.187)	48.672	0.702
Capital and Other Reimbursements	262.957	337.317	74.360	287.870	(49.447)	270.391	(17.479)	271.525	1.134
Total Revenue	\$968.703	\$1,048.752	\$80.049	\$1,003.495	(\$45.257)	\$989.742	(\$13.753)	\$993.864	\$4.122
Expenses									
Labor:									
Payroll	\$648.470	\$625.420	\$23.050	\$628.947	(\$3.527)	\$634.842	(\$5.895)	\$670.055	(\$35.213)
Overtime	149.310	132.130	17.180	122.522	9.608	123.593	(1.071)	125.354	(1.761)
Health and Welfare	110.275	112.470	(2.195)	114.457	(1.987)	119.353	(4.896)	129.772	(10.419)
OPEB Current Payment	58.563	61.807	(3.244)	64.261	(2.454)	67.802	(3.541)	71.565	(3.763)
Pensions	207.600	206.800	0.800	207.600	(0.800)	207.512	0.088	210.223	(2.711)
Other Fringe Benefits	139.118	150.730	(11.612)	151.784	(1.054)	154.956	(3.172)	163.797	(8.841)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$1,313.336	\$1,289.357	\$23.979	\$1,289.571	(\$0.214)	\$1,308.058	(\$18.487)	\$1,370.766	(\$62.708)
Non-Labor:									
Electric Power	\$109.300	\$108.243	\$1.057	\$112.420	(\$4.177)	\$119.951	(\$7.531)	\$125.897	(\$5.946)
Fuel	29.252	28.507	0.745	27.820	0.687	28.413	(0.593)	29.234	(0.821)
Insurance	28.482	33.313	(4.831)	34.662	(1.349)	36.869	(2.207)	39.694	(2.825)
Claims	3.863	4.229	(0.366)	4.303	(0.074)	4.370	(0.067)	4.370	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	73.481	93.262	(19.781)	83.254	10.008	87.367	(4.113)	86.339	1.028
Professional Service Contracts	37.977	45.440	(7.463)	33.645	11.795	34.639	(0.994)	38.355	(3.716)
Materials & Supplies	165.515	210.880	(45.365)	183.935	26.945	189.539	(5.604)	194.872	(5.333)
Other Business Expenses	12.888	16.263	(3.375)	16.664	(0.401)	16.889	(0.225)	22.615	(5.726)
Total Non-Labor Expenses	\$460.758	\$540.137	(\$79.379)	\$496.703	\$43.434	\$518.037	(\$21.334)	\$541.376	(\$23.339)
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 and GASB Adjs.	\$1,774.094	\$1,829.494	(\$55.400)	\$1,786.274	\$43.220	\$1,826.095	(\$39.821)	\$1,912.142	(\$86.047)
Depreciation	\$333.377	\$343.332	(\$9.955)	\$346.750	(\$3.418)	\$350.202	(\$3.452)	\$353.689	(\$3.487)
OPEB Obligation	71.780	73.933	(2.153)	76.152	(2.219)	76.152	0.000	77.675	(1.523)
Environmental Remediation	3.600	2.000	1.600	2.000	0.000	2.000	0.000	2.000	0.000
Total Expenses	\$2,182.851	\$2,248.759	(\$65.908)	\$2,211.176	\$37.583	\$2,254.449	(\$43.273)	\$2,345.506	(\$89.534)
Net Surplus/(Deficit)	(\$1,214.148)	(\$1,200.007)	\$14.141	(\$1,207.681)	(\$7.674)	(\$1,264.707)	(\$57.026)	(\$1,351.642)	(\$85.412)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2015-2018
Year-to-Year Changes by Category - Cash Basis
(\$ in millions)

CASH RECEIPTS & EXPENDITURES

	Favorable/(Unfavorable)								
	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016 - 2017	2018	Change 2017 - 2018
Receipts									
Farebox Revenue	\$679.402	\$685.033	\$5.631	\$689.968	\$4.935	\$693.881	\$3.913	\$696.167	\$2.286
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	45.534	41.527	(4.007)	40.069	(1.458)	39.600	(0.469)	40.064	0.464
Capital and Other Reimbursements	264.173	294.148	29.975	270.368	(23.780)	253.143	(17.225)	251.088	(2.055)
Total Receipts	\$989.109	\$1,020.708	\$31.599	\$1,000.405	(\$20.303)	\$986.624	(\$13.781)	\$987.319	\$0.695
Expenditures									
Labor:									
Payroll	\$647.615	\$611.667	\$35.948	\$614.888	(\$3.221)	\$620.783	(\$5.895)	\$655.684	(\$34.901)
Overtime	149.310	132.130	17.180	122.522	9.608	123.593	(1.071)	125.354	(1.761)
Health and Welfare	110.824	112.470	(1.646)	114.457	(1.987)	119.353	(4.896)	129.772	(10.419)
OPEB Current Payment	58.710	61.807	(3.097)	64.261	(2.454)	67.802	(3.541)	71.565	(3.763)
Pensions	194.006	206.800	(12.794)	207.600	(0.800)	207.512	0.088	210.223	(2.711)
Other Fringe Benefits	141.580	149.730	(8.150)	150.784	(1.054)	153.956	(3.172)	162.797	(8.841)
GASB Account	5.733	0.000	5.733	0.000	0.000	0.000	0.000	0.753	(0.753)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,307.778	\$1,274.604	\$33.174	\$1,274.512	\$0.092	\$1,292.999	(\$18.487)	\$1,356.148	(\$63.149)
Non-Labor:									
Electric Power	\$114.902	\$108.243	\$6.659	\$112.420	(\$4.177)	\$119.951	(\$7.531)	\$125.897	(\$5.946)
Fuel	30.428	28.507	1.921	27.820	0.687	28.413	(0.593)	29.234	(0.821)
Insurance	30.031	33.067	(3.036)	34.357	(1.290)	37.520	(3.163)	39.357	(1.837)
Claims	2.313	2.625	(0.312)	2.666	(0.041)	2.702	(0.036)	2.702	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	88.192	93.262	(5.070)	83.254	10.008	87.367	(4.113)	86.339	1.028
Professional Service Contracts	37.880	41.057	(3.177)	29.053	12.004	29.827	(0.774)	33.313	(3.486)
Materials & Supplies	145.375	201.557	(56.182)	178.779	22.778	185.240	(6.461)	190.213	(4.973)
Other Business Expenses	13.722	15.147	(1.425)	15.547	(0.400)	15.772	(0.225)	21.511	(5.739)
Total Non-Labor Expenditures	\$462.843	\$523.465	(\$60.622)	\$483.896	\$39.569	\$506.792	(\$22.896)	\$528.566	(\$21.774)
Other Expenditure Adjustments:									
Other	21.750	22.500	(0.750)	22.500	0.000	22.500	0.000	22.500	0.000
Total Other Expenditure Adjustments	\$21.750	\$22.500	(\$0.750)	\$22.500	\$0.000	\$22.500	\$0.000	\$22.500	\$0.000
Total Expenditures	\$1,792.371	\$1,820.569	(\$28.198)	\$1,780.908	\$39.661	\$1,822.291	(\$41.383)	\$1,907.214	(\$84.923)
Cash Timing and Availability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Net Cash Surplus/(Deficit)	(\$803.262)	(\$799.861)	\$3.401	(\$780.503)	\$19.358	(\$835.667)	(\$55.164)	(\$919.895)	(\$84.228)

MTA LONG ISLAND RAIL ROAD
2015 Final Proposed Budget
November Financial Plan 2015 - 2018
Plan-To-Plan Changes by Generic Category - Baseline

2014: November Forecast vs. Mid-Year Forecast

2014 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 to plan primarily due to overall higher ridership.
- Other Operating Revenue is unfavorable due to lower rental and freight revenue.
- Capital and Other Reimbursements are higher primarily resulting from changes in capital project activity and impact due to the salary & wage update for the new LIRR agreement.

Expense

Projections include additional Payroll, Overtime, Pension, Health & Welfare, Other Fringe Benefits, Other Business Expense and Reimbursable Overhead expenses related to the recently completed agreement with the majority of LIRR unions and budget timing adjustments for non-represented employees.

- Payroll – Increased due to the new wage pattern established as a result of the recently completed LIRR represented labor agreement and respective retroactive wage payments.
- Other Fringe, including Railroad Retirement Taxes decreased due to vacant positions.
- Overtime – increased as a result of the salary and wage update as a result of the new LIRR represented labor agreement and respective retroactive wage payments as well as higher Engineering maintenance and Transportation and Equipment vacancy/absentee coverage.
- Health and Welfare costs are lower due to the average number of vacant positions and the new LIRR represented labor agreement requiring represented employees to contribute 2% of their straight time pay up to 40 hours as a contribution to Health & Welfare costs (effective November 2014).
- Higher Electric Power is due to higher inflationary growth assumptions and higher consumption.
- Lower Diesel Power is due to lower inflationary growth assumptions and lower consumption.
- Lower Maintenance and Other Operating Contracts due to timing of elevator overhaul program, security initiatives and various other maintenance and other operating contracts.
- Lower Professional Services primarily due to timing of various IT hardware, software and maintenance.

- Lower Material due to the timing of East Side Access construction material and other capital program activity, Reliability Centered Maintenance (RCM) activity and Operating Funded Capital projects including timing of non-revenue vehicle purchases.
- Other Business Expense is lower due to a one-time prior period accrual reversal for Superstorm Sandy expenses.

2015 - 2018: November Financial Plan vs. July Financial Plan

Revenue

- Passenger Revenue is favorable to plan primarily due to overall higher ridership.
- Other Operating Revenue is unfavorable in 2015 – 2018 due to lower freight revenue.
- Capital and Other Reimbursements are higher primarily resulting from higher project activity including Sandy related activities, East Side Access activity and annual track program increases and the impact of the salary and wage update as a result of the new LIRR labor agreement.

Expense

Projections include additional Payroll, Overtime, Pension, Health & Welfare, Other Fringe Benefits, Other Business Expense and Reimbursable Overhead expenses related to the recently completed agreement with the majority of LIRR unions and budget timing adjustments for non-represented employees.

- Payroll - increases from the July Financial Plan primarily due to the salary and wage update as a result of the new LIRR agreement, as well as re-estimates and new needs. This is partially offset by the impact of a revised East Side Access opening day schedule.
- Overtime - increases primarily driven by the salary and wage update as a result of the new LIRR agreement as well as rebaselining higher Engineering maintenance and Transportation and Equipment vacancy/absentee coverage. This is partially offset by an overtime reduction target of \$2.0 million in 2016 – 2018.
- Health and Welfare costs decrease due to the new LIRR represented labor agreement requiring represented employees to contribute 2% of their straight time pay up to 40 hours as a contribution to Health & Welfare costs and the revised East Side Access opening day schedule. This is partially offset in 2016 – 2018 due to higher projected NYSHIP rates.
- OPEB Current Payment costs remain unchanged in 2015 and increase in 2016 – 2018 due to higher rates.
- Pension increased based on latest actuarial estimates as a result of the new LIRR labor agreement.
- Electric Power increases, reflecting higher rates.
- Fuel increases, reflecting higher rates.

- Changes in Maintenance and Other Operating Contracts are due to timing and re-estimates of various maintenance and other operating contracts in 2015 and 2016. 2018 is adjusted for the updated East Side Access opening day schedule.
- Professional Services has fluctuations each year due to timing of various IT hardware, software and maintenance.
- Material & Supplies increase in 2015 due to timing of activities not completed in 2014 including various operating funded capital activities such as non-revenue vehicle purchases, timing of RCM activities, constructing a high level platform at Belmont and other capital project activity. 2017 and 2018 increases due to the beginning of M7 15/20 year truck RCM program, partially offset by updated East Side Access opening day schedule in 2018.
- Other Business Expense is higher due to mobility tax as a result of the recently completed agreement with the majority of LIRR unions and a change in accounting methodology related to concrete tie reimbursement (now captured as a cash adjustment only).

2014 - 2017: November Financial Plan vs. February Financial Plan

Revenue

- Passenger Revenue is favorable to plan primarily due to overall higher ridership.
- Other Operating Revenue in 2014 is unfavorable due to the timing of a real estate sale. Other Operating Revenue is favorable in 2015 due to the timing of a real estate sale and 2016-2017 is higher due to higher projected rental and parking revenue including opening of the new Wyandanch Parking Facility.
- Capital and Other Reimbursements are higher primarily resulting from higher project activity including Sandy related activities, East Side Access activity and annual track program increases and the impact of the salary and wage update as a result of the new LIRR labor agreement.

Expenses

- Payroll, Overtime, Pension, Other Fringe Benefits, Other Business Expense and Reimbursable Overhead expense increases are related to the recently completed agreement with the majority of LIRR unions and budget timing adjustments for non-represented employees. These expenses were partially offset in 2015 – 2017 due to the revised East Side Access opening day.
- Health and Welfare is lower due to lower rates and the recently completed LIRR Agreement requiring represented employees to contribute 2% of their straight time pay for health benefits. OPEB Current Payment is lower due to lower rates and fewer retiree/beneficiaries.
- Electric Power increased due to higher rates and greater consumption
- Fuel decreased due to lower rates.
- Changes in Maintenance and Other Operating Contracts are due to timing and re-estimates of various maintenance and other operating contracts in 2015 and 2016. 2017 is lower due to the revised East Side Access opening day schedule.
- Professional Services fluctuations each year are due to the timing of various IT-related hardware, software and maintenance purchases.

- Material & Supplies increase in 2015 due to timing of activities not completed in 2014 including operating funded capital activities such as non-revenue vehicle purchases, timing of RCM activities, constructing a high level platform at Belmont in 2015, additional costs throughout the plan due to extended M3 retirement (through first quarter 2017), replacement of drop sash windows and change-out of obsolete parts on the M7 and capital project activity. Additional increases in 2017 are due to the beginning of M7 15/20 year truck RCM program. These expenses are offset in 2017 by the revised East Side Access opening day schedule.
- Other Business Expense is lower in 2014 due to higher restitution of property damage and prior period accrual reversal for Superstorm Sandy expenses.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2015-2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2014	2015	2016	2017	2018
July Financial Plan - Cash Surplus/(Deficit)	(\$789.247)	(\$720.058)	(\$741.407)	(\$811.480)	(\$890.014)
Baseline Changes					
Revenue					
Farebox Revenue	\$4.069	\$5.215	\$5.253	\$5.283	\$5.299
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	(0.504)	(0.577)	(0.596)	(0.733)	(0.608)
Capital and Other Reimbursement	-	-	-	-	-
Total Revenue Changes	\$3.565	\$4.638	\$4.657	\$4.550	\$4.691
Expenses					
<i>Labor:</i>					
Payroll	(\$59.859)	(\$39.547)	(\$39.373)	(\$25.852)	(\$32.452)
Overtime	(12.792)	(7.502)	(5.368)	(6.437)	(6.405)
Health and Welfare	3.216	10.300	8.937	11.612	10.954
OPEB Current Payment	-	-	(0.515)	(0.596)	(0.689)
Pensions	(5.592)	(8.345)	(10.610)	(9.653)	(9.832)
Other Fringe Benefits	6.577	(4.112)	(4.103)	(1.847)	(3.534)
Reimbursable Overhead	(1.523)	9.177	5.009	5.049	5.186
Total Labor Expense Changes	(\$69.973)	(\$40.029)	(\$46.023)	(\$27.724)	(\$36.772)
<i>Non-Labor:</i>					
Electric Power	(\$2.364)	(\$5.859)	(\$7.587)	(\$7.229)	(\$7.500)
Fuel	0.466	(0.378)	(0.831)	(0.804)	(0.878)
Insurance	0.102	0.680	1.258	1.996	2.930
Claims	0.003	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	10.189	(11.713)	(3.340)	(3.334)	(0.443)
Professional Service Contracts	5.738	(7.969)	(1.626)	(2.130)	(3.989)
Materials & Supplies	9.049	(13.045)	(2.148)	(6.114)	(4.924)
Other Business Expenses	2.174	(0.675)	(0.767)	(0.724)	(0.568)
Total Non-Labor Expense Changes	\$25.357	(\$38.959)	(\$15.041)	(\$18.339)	(\$15.372)
Total Expense Changes before Depreciation and GASB Adjs.	(\$44.616)	(\$78.988)	(\$61.064)	(\$46.063)	(\$52.144)
Depreciation	-	-	-	-	-
OPEB Obligation	(0.382)	(0.393)	(0.406)	(0.406)	(0.414)
Environmental Remediation	-	-	-	-	-
Total Expense Changes	(\$44.998)	(\$79.381)	(\$61.470)	(\$46.469)	(\$52.558)
Cash Adjustment Changes					
Inventory/Material Management	-	\$5.000	\$4.500	\$4.500	\$4.500
Insurance	(0.455)	(0.091)	(0.117)	(0.148)	(0.186)
Sandy Recovery	(2.511)	-	-	-	-
Sandy Expense	1.185	-	-	-	-
GASB	0.093	-	-	-	(0.019)
Bad Debt	0.310	-	-	-	0.000
ROCLA	0.513	0.513	0.513	0.513	0.513
LIRR Labor Agreement - non-cash accounting adjustment	11.000	11.245	11.496	11.496	11.752
Depreciation/OPEB/Environ	0.382	0.393	0.406	0.406	0.414
Other Miscellaneous	(1.510)	0.875	0.919	0.965	1.013
Total Cash Adjustment Changes	\$9.007	\$17.935	\$17.717	\$17.732	\$17.987
Total Baseline Changes	(\$32.427)	(\$56.808)	(\$39.097)	(\$24.188)	(\$29.881)
November Financial Plan - Cash Surplus/(Deficit)	(\$821.674)	(\$776.867)	(\$780.504)	(\$835.668)	(\$919.895)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2015-2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2014	2015	2016	2017	2018
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	(18.051)	71.560	16.412	16.040	16.399
Total Revenue Changes	(\$18.051)	\$71.560	\$16.412	\$16.040	\$16.399
Expenses					
<i>Labor:</i>					
Payroll	\$3.549	(\$12.037)	(\$5.062)	(\$5.222)	(\$5.559)
Overtime	(2.876)	(7.781)	(1.127)	(1.007)	(0.978)
Health and Welfare	(0.775)	(2.996)	(0.959)	(0.963)	(1.026)
OPEB Current Payment	-	-	-	-	-
Pensions	(2.816)	(3.792)	(1.425)	(1.447)	(1.526)
Other Fringe Benefits	0.542	(3.607)	(1.155)	(1.160)	(1.236)
Reimbursable Overhead	1.523	(9.177)	(5.009)	(5.049)	(5.186)
Total Labor Expense Changes	(\$0.853)	(\$39.390)	(\$14.737)	(\$14.848)	(\$15.511)
<i>Non-Labor:</i>					
Electric Power	\$0.037	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.360	(1.684)	(0.338)	(0.331)	(0.350)
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	1.449	(5.269)	(0.991)	(0.654)	(0.316)
Professional Service Contracts	(1.271)	(1.988)	(0.173)	(0.033)	(0.036)
Materials & Supplies	18.561	(23.030)	(0.167)	(0.168)	(0.180)
Other Business Expenses	(0.232)	(0.199)	(0.006)	(0.006)	(0.006)
Total Non-Labor Expense Changes	\$18.904	(\$32.170)	(\$1.675)	(\$1.192)	(\$0.888)
Total Expense Changes	\$18.051	(\$71.560)	(\$16.412)	(\$16.040)	(\$16.399)
Cash Adjustment Changes					
Operating Funded Capital	18.411	(22.995)	-	-	0.000
Total Cash Adjustment Changes	\$18.411	(\$22.995)	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$18.411	(\$22.995)	(\$0.000)	(\$0.000)	(\$0.000)
November Financial Plan - Cash Surplus/(Deficit)	\$18.411	(\$22.995)	(\$0.000)	(\$0.000)	(\$0.000)

MTA LONG ISLAND RAILROAD
November Financial Plan 2015-2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE

	2014	2015	2016	2017	2018
July Financial Plan - Cash Surplus/(Deficit)	(\$789.247)	(\$720.058)	(\$741.407)	(\$811.480)	(\$890.014)
Baseline Changes					
Revenue					
Farebox Revenue	\$4.069	\$5.215	\$5.253	\$5.283	\$5.299
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(0.504)	(0.577)	(0.596)	(0.733)	(0.608)
Capital and Other Reimbursement	(18.051)	71.560	16.412	16.040	16.399
Total Revenue Changes	(\$14.486)	\$76.198	\$21.069	\$20.590	\$21.090
Expenses					
<i>Labor:</i>					
Payroll	(\$56.310)	(\$51.584)	(\$44.435)	(\$31.074)	(\$38.011)
Overtime	(15.668)	(15.283)	(6.495)	(7.444)	(7.383)
Health and Welfare	2.441	7.304	7.978	10.649	9.928
OPEB Current Payment	0.000	0.000	(0.515)	(0.596)	(0.689)
Pensions	(8.408)	(12.137)	(12.035)	(11.100)	(11.358)
Other Fringe Benefits	7.119	(7.719)	(5.258)	(3.007)	(4.770)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	(\$70.826)	(\$79.419)	(\$60.760)	(\$42.572)	(\$52.283)
<i>Non-Labor:</i>					
Electric Power	(\$2.327)	(\$5.859)	(\$7.587)	(\$7.229)	(\$7.500)
Fuel	0.466	(0.378)	(0.831)	(0.804)	(0.878)
Insurance	0.462	(1.004)	0.920	1.665	2.580
Claims	0.003	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	11.638	(16.982)	(4.331)	(3.988)	(0.759)
Professional Service Contracts	4.467	(9.957)	(1.799)	(2.163)	(4.025)
Materials & Supplies	27.610	(36.075)	(2.315)	(6.282)	(5.104)
Other Business Expenses	1.942	(0.874)	(0.773)	(0.730)	(0.574)
Total Non-Labor Expense Changes	\$44.261	(\$71.129)	(\$16.716)	(\$19.531)	(\$16.260)
Total Expense Changes before Depreciation and GASB Adjs.	(\$26.565)	(\$150.548)	(\$77.476)	(\$62.103)	(\$68.543)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	(0.382)	(0.393)	(0.406)	(0.406)	(0.414)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	(\$26.947)	(\$150.941)	(\$77.882)	(\$62.509)	(\$68.957)
Cash Adjustment Changes					
Inventory/Material Management	\$0.000	\$5.000	\$4.500	\$4.500	\$4.500
Operating Funded Capital	18.411	(22.995)	0.000	0.000	0.000
Insurance	(0.455)	(0.091)	(0.117)	(0.148)	(0.186)
Sandy Recovery	(2.511)	0.000	0.000	0.000	0.000
Sandy Expense	1.185	0.000	0.000	0.000	0.000
GASB	0.093	0.000	0.000	0.000	(0.019)
Bad Debt	0.310	0.000	0.000	0.000	0.000
ROCLA	0.513	0.513	0.513	0.513	0.513
LIRR Labor Agreement - non-cash accounting adjustment	11.000	11.245	11.496	11.496	11.752
Depreciation/OPEB/Environ	0.382	0.393	0.406	0.406	0.414
Other Miscellaneous	(1.510)	0.875	0.919	0.965	1.013
Total Cash Adjustment Changes	\$27.418	(\$5.061)	\$17.717	\$17.732	\$17.987
Total Baseline Changes	(\$14.016)	(\$79.803)	(\$39.097)	(\$24.188)	(\$29.881)
November Financial Plan - Cash Surplus/(Deficit)	(\$803.263)	(\$799.862)	(\$780.504)	(\$835.668)	(\$919.895)

MTA LONG ISLAND RAIL ROAD
2015 Final Proposed Budget
November Financial Plan 2015 - 2018
Summary of Major Plan-To-Plan Changes

Revenue

- Passenger Revenue is favorable to plan primarily due to overall higher ridership initiatives in 2014 - 2018.

Expenses

- Projections include additional Payroll, Overtime, Pension, Health & Welfare, Other Fringe Benefits, Other Business Expense and Reimbursable Overhead expenses based on the recently completed LIRR labor agreement.
- Health and Welfare rates are higher in 2016 – 2018 based on the most recent revisions for Empire Plan cost assumptions provided by the NYS Department of Civil Service.
- Higher Utility rate assumptions for Traction Power and Fuel in 2014 - 2018.
- Timing adjustments of various non-labor related expenses between 2014 and 2015.
- Additional joint facility expenses with Amtrak associated with maintaining East River Tunnels (i.e. Vent Plant maintenance contract).
- Re-baseline overtime for Engineering maintenance based on a three year average and Transportation Staffing costs using current availability trends.
- Support the further development and implementation of Enterprise Asset Management at the LIRR, focusing on Right of Way and Rolling Stock assets.
- Update RCM funding to reflect 15/20 year M7 Truck overhaul work, work activity schedule for Diesel Electric Control System (ICE/FIRE change-out) and RCM work activity for M7 Propulsion and Traction Motor “dipping”.
- Updated East Side Access opening day schedule.
- Additional capital project activity in 2015 including East Side Access Harold signal and track work, Superstorm Sandy Related activity, second track between Farmingdale to Ronkonkoma and the annual track program.

Cash

- Savings associated with the LIRR’s continuing efforts to tighten controls on material procurement and inventory planning.
- Timing adjustments of various Operating Funded Capital projects between 2014 and 2015.
- Adjusting for non-cash accounting reserves related to the LIRR union coalition settlement.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2015-2018
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2014	2015	2016	2017	2018
July Financial Plan - Cash Surplus/(Deficit)	(\$789.247)	(\$720.058)	(\$741.407)	(\$811.480)	(\$890.014)
Non-Reimbursable Major Changes					
Revenue					
Passenger Revenue	\$4.069	\$5.215	\$5.253	\$5.283	\$5.299
Freight Revenue	(0.091)	(0.500)	(0.589)	(0.629)	(0.619)
All Other	(0.413)	(0.077)	(0.007)	(0.104)	0.011
Sub-Total Non-Reimbursable Revenue Changes	\$3.565	\$4.638	\$4.657	\$4.550	\$4.691
Expenses					
LIRR Represented labor agreement (Excluding Reserve Adjustments)	(69.915)	(31.704)	(31.801)	(32.918)	(33.361)
LIRR Represented labor agreement (Reserve Adjustments)	(11.000)	(11.245)	(11.496)	(11.496)	(11.752)
LIRR Non Represented Rate Changes	(0.127)	(0.027)	(0.123)	(0.264)	(0.464)
Health & Welfare Rate Changes (OPEB Current and Active)	-	-	(1.494)	(1.738)	(2.021)
Traction and Fuel Rate changes	(0.927)	(5.641)	(7.930)	(7.348)	(7.697)
Payroll Rates, Open Positions, and other Payroll Adjustments	13.900	(0.623)	(0.646)	0.286	(0.305)
Timing Adjustments	27.427	(23.288)	-	-	-
Amtrak Joint Facility Agreement	-	(1.567)	(1.400)	(1.400)	(1.400)
Baseline Overtime Adjustments	(2.044)	(3.750)	(1.791)	(1.847)	(1.994)
Enterprise Asset Management	-	(1.075)	(1.489)	(3.290)	(5.848)
Rolling Stock Maintenance Schedule and Work Plan Updates	1.451	(3.400)	(1.800)	(8.900)	(8.900)
Misc non-payroll adjustments	1.689	2.866	0.259	(0.360)	0.004
Updated East Side Access opening day schedule	-	-	2.197	24.062	22.490
Depreciation/Environmental Remediation/OPEB	(0.382)	(0.393)	(0.406)	(0.406)	(0.414)
All Other	(5.070)	0.466	(3.550)	(0.851)	(0.896)
Sub-Total Non-Reimbursable Expense Changes	(\$44.998)	(\$79.381)	(\$61.470)	(\$46.469)	(\$52.558)
Total Non-Reimbursable Major Changes	(\$41.433)	(\$74.743)	(\$56.813)	(\$41.919)	(\$47.867)
Reimbursable Major Changes					
Revenue					
Capital Reimbursements	(\$18.051)	\$71.560	\$16.412	\$16.040	\$16.399
Sub-Total Reimbursable Revenue Changes	(\$18.051)	\$71.560	\$16.412	\$16.040	\$16.399
Expenses					
LIRR Represented labor agreement	(\$4.195)	(\$9.864)	(\$9.761)	(\$8.935)	(\$8.776)
Other	22.246	(61.696)	(6.651)	(7.105)	(7.623)
Sub-Total Reimbursable Expense Changes	\$18.051	(\$71.560)	(\$16.412)	(\$16.040)	(\$16.399)
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	(\$41.433)	(\$74.743)	(\$56.813)	(\$41.919)	(\$47.867)
Cash Adjustment Changes					
Inventory/Material Management	\$0.000	\$5.000	\$4.500	\$4.500	\$4.500
Operating Funded Capital	18.411	(22.995)	0.000	0.000	0.000
Insurance	(0.455)	(0.091)	(0.117)	(0.148)	(0.186)
Sandy Recovery	(2.511)	0.000	0.000	0.000	0.000
Sandy Expense	1.185	0.000	0.000	0.000	0.000
GASB	0.093	0.000	0.000	0.000	(0.019)
Bad Debt	0.310	0.000	0.000	0.000	0.000
ROCLA	0.513	0.513	0.513	0.513	0.513
LIRR Labor Agreement - non-cash accounting adjustment	11.000	11.245	11.496	11.496	11.752
Depreciation/OPEB/Environ	0.382	0.393	0.406	0.406	0.414
Other Miscellaneous	(1.510)	0.875	0.919	0.965	1.013
Total Cash Adjustment Changes	\$27.418	(\$5.061)	\$17.717	\$17.732	\$17.987
Total Baseline Changes	(\$14.016)	(\$79.803)	(\$39.097)	(\$24.188)	(\$29.881)
November Financial Plan - Cash Surplus/(Deficit)	(\$803.263)	(\$799.862)	(\$780.504)	(\$835.668)	(\$919.895)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2015-2018
2014 Budget Reduction Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2014	Pos.	2015	Pos.	2016	Pos.	2017	Pos.	2018
<u>Administration</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Administration</i>	-	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
<i>Subtotal Customer Convenience/Amenities</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Maintenance</i>	-	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
<i>Subtotal Revenue Enhancement</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Safety</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Security</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Service</i>	-	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
<i>Subtotal Service Support</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
Inventory/Material Management (Nov Plan)	-	0.000	-	5.000	-	4.500	-	4.500	-	4.500
<i>Subtotal Other</i>	-	0.000	-	5.000	-	4.500	-	4.500	-	4.500
Agency Submission	-	\$0.000	-	\$5.000	-	\$4.500	-	\$4.500	-	\$4.500

**MTA LONG ISLAND RAIL ROAD
November Financial Plan 2015-2018
2014 Budget Reduction Plan Worksheet**

Category by Function: Other

Program: Inventory/Material Management (Nov Plan)

Background Details:	The LIRR's continuing efforts to tighten controls on material procurement and inventory planning coupled with the successful approach to rolling stock maintenance through the implementation of a Reliability Centered Maintenance program, which has yielded high MDBF levels and reduced unplanned repairs, has resulted in savings from inventory draw down and lower material usage.
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Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2015	When will savings begin?:	1/1/2015
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$5.000	\$4.500	\$4.500	\$4.500
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA LONG ISLAND RAIL ROAD
2015 Final Proposed Budget
November Financial Plan 2015 – 2018
Ridership/(Utilization)**

RIDERSHIP/UTILIZATION PROJECTIONS

Growth in the regional economy and employment are the primary drivers of passenger ridership and revenue. Ridership through August was 0.9% above the Mid-Year Forecast and above the 2013 levels by 2.7% (adjusted for the same number of work days). The 2014 November Forecast projects 2014 ridership to be 85.1 million, which is a 0.6% increase over the 2014 Mid-Year Forecast. Ridership projections for the outer years 2015-2018 reveal modest annual growth of 1.2% in 2015, 0.7% in 2016, 0.4% in 2017, and 0.5% in 2018.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2015-2018
Ridership/(Utilization)
(\$ in millions)

	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
<u>RIDERSHIP</u>						
Monthly	46.197	46.902	47.373	47.728	47.829	48.127
Weekly	1.892	1.984	1.999	2.013	2.025	2.031
Total Commutation	48.089	48.886	49.372	49.741	49.853	50.158
One-Way Full Fare	8.027	8.197	8.281	8.341	8.390	8.415
One-Way Off Peak	17.461	17.834	18.125	18.256	18.363	18.417
All Other	9.807	10.149	10.302	10.397	10.456	10.532
Total Commutation	35.295	36.179	36.708	36.995	37.209	37.363
Total Ridership	83.384	85.065	86.080	86.735	87.062	87.521
<u>FAREBOX REVENUE</u>						
Baseline Total Farebox Revenue	\$632.089	\$654.949	\$662.533	\$667.468	\$671.381	\$673.667

MTA LONG ISLAND RAIL ROAD
2015 Final Proposed Budget
November Financial Plan 2015 – 2018
Positions
Plan-to-Plan 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 seasonal as well as other fluctuations in staffing requirements for capital projects.

2014 Changes

Total Positions of 7,008 in the 2014 November Forecast represents an increase of 7 positions from the 2014 Mid-Year Forecast. Year-end Reimbursable positions decreased by 2 and Non-Reimbursable positions increased by 9.

2015 Changes

The 2015 Final Proposed Budget totals 7,172 positions, an increase of 116 positions from the July Financial Plan. The net increase of 158 Reimbursable positions is driven primarily by capital project activity including Sandy related work, second track between Farmingdale and Ronkonkoma, East Side Access activity, Positive Train Control, Speonk to Montauk signalization and the annual track program. The net decrease of 42 Non-Reimbursable positions results primarily from the timing of capital program activity resulting in a shift of Engineering positions from Reimbursable to Non-Reimbursable as of December 31.

2016 – 2018 Changes

The November Financial Plan in the years 2016 – 2018 reflects an increase of 32 positions in 2016 and a decrease of 119 and 51 positions, respectively in 2017 and 2018. Non-Reimbursable positions increase by 11 positions in 2016, and decreases of 143 positions in 2017 and 79 in 2018. 2016 includes additional train crews to address availability, Train Engineer trainees and Enterprise Asset Management positions. 2017 and 2018 includes additional staffing for the M7 15/20 year truck RCM program, TC Green replacement and additional resources for Enterprise Asset Management. In 2016 – 2018, these additional positions are offset by updated East Side Access opening day schedule. Reimbursable positions increase by 21 in 2016, 24 in 2017 and 28 in 2018 due to project activity.

MTA LONG ISLAND RAIL ROAD
2015 Final Proposed Budget
November Financial Plan 2015 – 2018
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.

2014 - 2015 Changes

The 2015 Final Proposed Budget totals 7,172 positions, an increase of 164 positions from the 2014 November Forecast. This includes an increase of 94 Non-Reimbursable positions and an increase of 70 Reimbursable positions. Non-Reimbursable position increases reflect new needs and programmatic re-estimates, including Reliability Centered Maintenance (RCM) activity. The major driver of the Reimbursable increase is capital project activity related to East Side Access Harold signal and track work, Superstorm Sandy related activity, second track between Farmingdale to Ronkonkoma and the Annual Track Program.

2016 – 2018 Changes

Annual staffing levels decrease by 117 positions in 2016, 49 in 2017 and then increase by 196 positions in 2018. Non-Reimbursable positions increase by 55 in 2016, 9 in 2017 and 200 in 2018. These increases are primarily related to East Side Access readiness efforts (increases of 19 in 2017 and 184 positions in 2018). Reimbursable positions decreased by 172 in 2016, 58 in 2017, and 4 in 2017 due to changes in project activity including those mentioned above and completion of Maintenance of Equipment Positive Train Control initiative.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2015-2018
Favorable/(Unfavorable)

Total Position Changes at a Glance

	2014	2015	2016	2017	2018
2014 July Plan - Total Baseline Positions	7,001	7,056	7,023	7,125	7,253
Total Plan-to-Plan Changes	<u>(7)</u>	<u>(116)</u>	<u>(32)</u>	<u>119</u>	<u>51</u>
2014 November Plan - Total Baseline Positions	7,008	7,172	7,055	7,006	7,202
Total Year-to-Year Changes, November Plan		(164)	117	49	(196)

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	(9)	42	(11)	143	79
<i>Reimbursable</i>	2	(158)	(21)	(24)	(28)
Total	(7)	(116)	(32)	119	51
<i>Full-Time</i>	(7)	(116)	(32)	119	51
<i>Full-Time Equivalents</i>					
Total	(7)	(116)	(32)	119	51
<i>By Function Category</i>					
- Administration	1	(4)	(4)	4	6
- Operations	(34)	(32)	(43)	128	63
- Maintenance	26	(80)	15	(13)	(18)
- Engineering/Capital	0	0	0	0	0
- Public Safety					
Total	(7)	(116)	(32)	119	51
<i>By Occupational Group</i>					
- Managers/Supervisors	35	(10)	28	29	32
- Professional, Technical, Clerical	(30)	(40)	(40)	(37)	(36)
- Operational Hourlies	(12)	(66)	(20)	127	55
Total	(7)	(116)	(32)	119	51

Total Plan-to-Plan Changes by Major Category:

<i>2014 BRPs</i>					
New Needs	(34)	(23)	(31)	(24)	(24)
Change in Reimbursable Positions	2	(158)	(21)	(24)	(28)
Re-estimates & All Other ¹	25	65	20	167	103
Total	(7)	(116)	(32)	119	51

¹ Includes Full-time Equivalents

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2015-2018
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Administration						
Executive VP	6	5	5	5	5	5
Labor Relations	17	18	18	18	18	18
Procurement & Logistics (excl. Stores)	85	82	83	83	80	80
Human Resources	35	32	32	32	32	38
Sr VP Administration	2	2	2	2	2	2
Strategic Investments	26	32	34	34	34	34
President	4	4	4	4	4	4
VP & CFO	3	5	5	5	5	5
Information Technology	146	164	165	165	165	165
Controller	41	46	46	46	46	46
Management and Budget	17	19	21	21	21	21
Process Re-Engineering	7	7	7	7	7	7
VP - East Side Access & Special Projects	29	28	28	28	28	28
Market Dev. & Public Affairs	61	70	70	70	70	70
Gen. Counsel & Secretary	30	31	31	31	31	31
Diversity Management	2	2	2	2	2	2
Security	5	12	13	13	13	13
System Safety	18	22	24	24	24	24
Training	53	52	49	49	49	49
Sr VP Operations/ Serv. Planning	21	24	25	25	25	27
Total Administration	608	657	664	664	661	669
Operations						
Train Operations	1,972	2,077	2,074	2,068	2,049	2,203
Customer Service	296	298	298	296	295	295
Total Operations	2,268	2,375	2,372	2,364	2,344	2,498
Maintenance						
Engineering	1,642	1,715	1,810	1,697	1,721	1,755
Equipment	2,008	2,015	2,081	2,085	2,035	2,035
Procurement (Stores)	91	93	93	93	93	93
Total Maintenance	3,741	3,823	3,984	3,875	3,849	3,883
Engineering/Capital						
Department of Project Management	110	153	153	153	153	153
Total Engineering/Capital	110	153	153	153	153	153
Total Baseline Positions	6,727	7,008	7,172	7,055	7,006	7,202
<i>Non-Reimbursable</i>	6,136	6,131	6,225	6,280	6,289	6,489
<i>Reimbursable</i>	591	877	947	775	717	713
<i>Total Full-Time</i>	6,727	7,008	7,172	7,055	7,006	7,202
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2015-2018
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Administration						
Managers/Supervisors	301	330	337	337	336	344
Professional, Technical, Clerical	307	327	327	327	325	325
Operational Hourlies	-	-	-	-	-	-
Total Administration	608	657	664	664	661	669
Operations						
Managers/Supervisors	317	305	307	307	305	304
Professional, Technical, Clerical	166	183	184	182	181	178
Operational Hourlies	1,785	1,887	1,881	1,875	1,858	2,016
Total Operations	2,268	2,375	2,372	2,364	2,344	2,498
Maintenance						
Managers/Supervisors	693	758	774	740	743	754
Professional, Technical, Clerical	257	291	286	286	286	289
Operational Hourlies	2,791	2,774	2,924	2,849	2,820	2,840
Total Maintenance	3,741	3,823	3,984	3,875	3,849	3,883
Engineering/Capital						
Managers/Supervisors	85	116	114	114	114	114
Professional, Technical, Clerical	25	37	39	39	39	39
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	110	153	153	153	153	153
Public Safety						
Managers/Supervisors	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-
Total Baseline Positions						
Managers/Supervisors	1,396	1,509	1,532	1,498	1,498	1,516
Professional, Technical, Clerical	755	838	836	834	831	831
Operational Hourlies	4,576	4,661	4,805	4,724	4,678	4,856
Total Baseline Positions	6,727	7,008	7,172	7,055	7,006	7,202

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Metro-North Railroad

MTA METRO-NORTH RAILROAD
2015 Final Proposed Budget
November Financial Plan 2015 - 2018

FINANCIAL OVERVIEW

The 2015-2018 November Financial Plan reflects the financial impacts of Metro-North's continued focus on strategic investments that promote safe, secure and reliable transportation service for our customers, and a safe and secure working environment for our employees.

In 2014, Metro-North has taken important steps toward re-establishing safe and reliable service. As part of its interim and long-term strategy to meet this goal, Metro-North initiated a "100-Day Action Plan" earlier this year. The foundation of this plan was to assess and improve the safety and reliability of the railroad's operations and infrastructure. The 100-Day Plan includes recommendations from the Federal Railroad Administration's (FRA) recently completed "Operation Deep Dive" review, findings and recommendations from Transportation Technology Center Inc. (TTCI), as well as feedback from customers, employees, business partners, elected officials and other stakeholders. Most recently, the MTA Blue Ribbon Panel completed its Final Report and Metro-North is in the process of evaluating and implementing a number of improvements in response to the Panel's findings and recommendations. Similarly, Metro-North will welcome new recommendations or initiatives for inclusion into its ongoing work plans as the National Transportation Safety Board (NTSB) completes its examination of the railroad's infrastructure, maintenance and safety practices.

Initiatives and work plans developed as a result of these efforts have been categorized in the 100-Day Action Plan under four main areas of focus:

- *Promoting a Culture of Safety* in which safety is embedded in all decisions, actions, and initiatives;
- *Adopting Concrete Safety Enhancements* that guarantee safe operations and safe work practices;
- *Restoring Reliable Service* that provides train service that is not only safe but reliable and of high quality; and
- *Improving Communications* of the railroad's goals, operations and policies so customers can make informed choices regarding the use of our service and employees can provide the best customer service possible.

These actions have enabled a series of reforms touching virtually every aspect of Metro-North's operations. Key items include a comprehensive outreach to ensure that all employees understand that safety is the foundation of the railroad and undisputed first priority. Toward this end, Metro-North has reorganized and expanded the Safety

Department, centralized oversight of all training functions, and established work plans that address each directed action identified in the FRA review.

Proposed Safety Investments

An integral part of Metro-North's commitment to strengthen safety and service reliability is a series of strategic safety investments that are crucial to the achievement of short and long-term operating plans. Accordingly, the November Financial Plan not only includes safety investments previously defined in the July Financial Plan update, but also adds several new initiatives to address regulatory requirements or recommended actions by the FRA, NTSB, railroad industry experts and Metro-North management. Consistent with how safety investments were captured in the July Plan, all costs related to safety - including additional November Plan updates that are identified below - have been excluded from Metro-North's baseline financial plan and are included on a consolidated basis as part of an agency-wide MTA Safety initiative.

Safety investments that are new for the November Financial Plan:

- ***Two specialized gangs have been established in accordance with TTCI recommendations:***

- ***Tie Gang*** will be established for a targeted program to replace ties in areas in and around interlockings and stations which are problematic for large production gangs to address. This is in response to a TTCI finding that Metro-North would benefit from establishing smaller specialized gangs that can focus on medium size tasks that are too big or complex for regular maintenance forces, and too small to efficiently utilize larger production tie gangs. The strategy focuses on smaller numbers of hard to install ties in critical locations where track conditions and therefore ride quality are degraded, as opposed to large productions on long stretches of track.

The 25 employee Tie Gang will be structured to install wooden ties in and around interlockings and areas skipped by large production gangs. The gang will bring materials to the site, install ties and remove tie stubs daily. Work hours will be structured for weekend and night work and will require a cooperative effort by labor and management to establish work schedules that allow for maximum track time, since much of this interlocking work requires track outages in both directions.

- ***Drainage Gang*** includes the creation of a new 12 employee gang to specifically address drainage issues on a programmatic basis. This TTCI recommended strategy, leverages the expertise of the Senior Drainage Engineer to improve drainage and reduce the amount of infrastructure degradation that occurs when poor drainage conditions exists.

Improved drainage will reduce flooding that erodes ballast and the underlying track bed, which in turn can compromise track alignment, signal equipment, and cables interfering with safe and reliable service.

- ***Maintenance of Way (MofW) Department Reorganization 2015/2016 Phase II*** implements the next step to meet the recommendations of TTCI by providing a more efficient and productive management structure, while complying with industry standards and best practices. The MofW Department will add 19 positions (16 in 2015 and 3 in 2016) to more effectively monitor and process inspection data and implement follow-up actions and programs. This will bolster the management processes used to oversee and maintain right-of-way assets, and will further add to the steps being taken to ensure the safety of our customers and employees, as well as minimize wear and tear on rolling stock.
- ***Security Department Reorganization*** will further develop an effectively staffed and fully capable Security Department that is able to meet Metro-North's significant strategic and operational security needs. This program requires four additional positions which will provide:
 - Oversight of all security field operations and the security command center.
 - Supervision and coordination of all security operations at the New Haven rail yard facility.
 - Management of chemical, biological, and radiation detection programs.
 - Analysis of threat assessments and advisories, track incident trends, and maintenance of critical security plans and documents.
- ***Sleep Apnea Assessment Pilot Study*** is an all-agency initiative that is being piloted at Metro-North to assess sleep disorders in employees whose job responsibilities have a heightened level of risk. The study includes retaining a contractor/consultant to perform medical evaluations to assess employee risk for obstructive sleep apnea or other sleep disorders that could affect safety and job performance.
- ***Software Upgrades to Centralized Traffic Control (CTC) System***
Metro-North's CTC system is comprised of extremely complex software subsystems which are critical for the safe and reliable control and monitoring of the signal system throughout the railroad's territories. As part of the FRA Deep Dive safety recommendations, software upgrades will be pursued to strengthen compliance with safety and regulatory requirements; including a new training simulator to improve employee testing, and training and improvements to security and the Enhanced Employee Protection System (E.E.P.S.).

Safety Investments carried forward from the July Financial Plan:

- ***Safety Department reorganization*** will add staff to promote changes to Metro-North's safety culture and provide concrete safety enhancements. The safety and security function which was housed under one department have

been separated to ensure dedicated attention to each of these important functions. In addition to enhancing the staff and skills, a review and overhaul of the System Safety Program Plan has been performed, employee safety training and testing programs will be undertaken, and a new Data Analysis and Incident Investigation Unit is being created.

- **Training Department Reorganization** will significantly expand the Department's scope of responsibility. Additional staffing will provide the necessary resources for the Department to:
 - Provide oversight and coordination of all training functions across MNR.
 - Undertake a comprehensive review, evaluation, and improvement of all existing training programs.
 - Develop and deliver new training programs.
 - Assume responsibility for all training recordkeeping and reporting, including auditing.
 - Permanent Conductor Training positions will be added to replace temporary, "Special Duty" train service employees to ensure continuity in this critical training function. (This initiative is a new addition to the November Financial Plan).

- **Operations Staff Additions** will improve oversight of train crew compliance with required procedures and rules, mitigate risks associated with employee fatigue, and expand employee testing.

- **Positive Train Control (PTC)** results in a significant increase in the volume of signal equipment and electronic systems that will require additional operations maintenance staff to ensure compliance with mandated inspection and repairs.

- **Video/Audio Recording Equipment on Passenger Equipment and Locomotives** to aid post-accident/incident investigations and form training programs that will promote safe operating practices.

- **GCT Trainshed Bridge Inspection** requires professional engineering services for FRA mandated inspections to ensure that the GCT Trainshed's upper and lower level structures meet bridge safety standards.

- **Infrastructure Improvements** require the following additional resources:
 - Employ advanced inspection technology to increase the effectiveness of track inspections.
 - Add on-call Track Engineering staff to supplement the existing workforce.
 - Procure track and power system geometry equipment to improve the accuracy and efficiency of infrastructure testing and maintenance.
 - Upgrade GCT Fire Life Safety systems.

Additional (non-Safety) New Needs included in the November Financial Plan:

Enterprise Asset Management – As highlighted in the July Financial Plan, efficient tracking and managing of Metro-North’s assets is essential to ensuring they are adequately maintained or replaced on a timely basis. To this end, additional resources have been included in the November Financial Plan to support the development and maintenance of an asset management system that will formalize and automate the supply of information necessary to ensure Metro-North’s assets are maintained in a state of good repair.

New Fare Payment System – Metro-North, in conjunction with the LIRR, will engage a consultant study to develop a long-term ticket sales and fare payment strategy that will define fare collection beyond the 2018-2020 time-frame when current ticket selling equipment, including the MTA MetroCard, becomes obsolete. The study will evaluate current operations, conduct industry and other property reviews, assess emerging fare payment methods, and recommend a comprehensive strategy addressing the operations, financial, labor, customer service, and conversion impacts for both Railroads. This study is critical in gaining a complete evaluation of the current fare payment system which has a complex collection structure that includes combining MetroCards with several ticket types and utilizes manual inspection/punch & lift on board trains. The new strategy is intended to streamline the ticket selling and fare collection process, as well as ensure interoperability between MTA Agencies.

Key On-Going Programs supported in the November Financial Plan

Infrastructure Improvement Program

In 2013, \$20.3 million was invested to correct areas of poor drainage under track beds and to weld rail joints in order to improve safety & reliability as well as signal system continuity. This program will continue in 2014 with a forecast of \$24.1 million for the labor, material and equipment to support this critical work. An integral part of this program is continued consulting services provided by TTCI, who will continue to evaluate our right-of-way and provide critical data and recommendations. Financial resources are provided in the November Financial Plan to continue the work necessary to correct acute issues with work at current levels expected to continue through 2016. After the current identified areas are addressed and stabilized, the resources will be redirected toward programmed, cyclical maintenance.

Equipment Reliability – Metro-North commits significant resources to the maintenance and revitalization of its rolling stock fleet, purchasing new equipment and remanufacturing select cars, coaches and locomotives. The July Financial Plan includes funding for the following equipment maintenance programs:

- Installation of “alerter” devices will be completed on the M-3 and coach fleets by the 4th quarter of 2014.
- M-8 Cars: in partnership with CDOT, Metro-North continues to phase-in the replacement of the entire New Haven Line electric car fleet with all new cars expected to be in service by the end of 2014.

- M-7 Cars: this car fleet is beginning a 10-year life cycle maintenance program starting in 2014.
- Locomotive Overhaul Programs will continue as funding is provided to continue the Genesis overhaul program and begin the overhaul of the BL-20 and GP35 locomotives.

Customer service

- Efforts continue for the installation of new customer information monitors and the replacement of outdated electronic platform signs at New York State (NYS) outlying stations to improve the quality of information communicated to customers. For Connecticut stations a plan has been recently developed for the installation of station monitors which is under review for implementation.
- Improvements to the Customer Call-in System (Interactive Voice Response (IVR) system) include the addition of new advanced call routing to increase customer convenience and allow for a seamless navigation through the interactive voice response system.
- In a joint effort with the LIRR, work has begun to develop a Mobile Ticketing Application which will allow customers to purchase tickets using smartphones and other mobile devices. To date, a contract has been awarded for the development of the application with a planned rollout during the latter part of 2015.
- The Station Enhancement Program will continue in 2015 that incorporates painting, lighting, signage, “scratchitti” replacement, recycling container rehabilitation, seat replacement and many other elements to enhance the station environment.
- To improve convenience and reliability the overhaul of all GCT escalators was completed this past May and plans are under development to eventually replace this equipment with new and heavier duty escalators.
- To minimize customer inconvenience, bussing support will be coordinated, communicated and provided for planned track outages required for right-of-way maintenance and capital construction projects.

Ridership

- 84.9 million East and West of Hudson riders, an increase of 1.8% over 2013.
- In 2015-2018 ridership is projected to grow approximately 1.9% annually with growth occurring across all commuter lines.
- Financial plan projections assume no fare increases in New York State and annual 1.0% fare increases in Connecticut through 2018.
- Efforts to promote ridership growth continue with increases in parking and promotional advertising, and a projected continuation of regional employment growth.

Overtime

Metro-North’s budget for overtime has been increased to better reflect current experience and trends. A recent analysis of overtime expenditure patterns suggests

that certain events, previously treated as anomalies (and excluded from the baseline budget), are recurring with more regularity and, therefore, should be incorporated into the operating budget base. These events include:

- Weather emergencies
- The implementation of safety enhancements
- Safety responses to operational disruptions
- The continuation of the infrastructure improvement program
- The impact of rigorous on-going system wide track maintenance
- High staff attrition in many critical “must-fill” jobs

Overtime caused by weather events is now factored into the budget based on the use of over four years of historical spending patterns, with the goal of future forecasts including the full five years consistent with the new MTA-wide policy. This data was segmented by storm intensity levels and the costs associated with each level. A cost by type of storm and number of weather events was then developed to estimate the budget for weather related overtime.

The continuation of higher levels of infrastructure improvement work in accordance with recommendations by TTCI will increase safety, reduce operating risks and improve service reliability. This intense effort requires higher overtime requirements. Since most of this right-of-way work requires track outages, scheduling work during off-peak hours (including nights and weekends) will likely continue to be the most efficient and productive way to balance essential maintenance with dependable on-time service. Metro-North will continue to work with its labor unions to develop the most efficient and cost effective use of railroad forces.

The railroad has experienced accelerated attrition rates coinciding with Metro-North’s 30th Anniversary. As a result, increased overtime expenditures continue to be required to cover “must-fill” positions that are essential to safe train operations or required by regulatory mandates.

Wage Settlement Estimate

The November Plan reflects the financial impact of the recent settlement with several MNR unions, following the pattern established in the LIRR Union Coalition settlement, and the assumption that all unsigned unions will follow the same pattern.

In addition, the November Financial Plan sustains the savings achieved from previous cost reduction measures and maintains the budget reductions captured in the July Plan that reduced operating subsidies by \$4.5 million annually, starting in 2014. Within these constraints, appropriate resources are provided to support critical improvements and repairs to the infrastructure, along with normal periodic maintenance and upgrades of stations, facilities, and equipment.

2014 NOVEMBER FORECAST

The Non-Reimbursable 2014 November Forecast reflects revenue projections totaling \$714.0 million and expenses, including non-cash liability adjustments, of \$1,555.9 million that result in an operating deficit of \$842.0 million. Operating revenue includes passenger revenues of \$653.9 million that are \$4.1 million favorable versus the 2014 Mid-Year Forecast due to higher than anticipated non-commutation ridership growth. Non-passenger revenues of \$60.1 million are \$2.2 million lower than the July Financial Plan due to the anticipated re-scheduling of reimbursements for Tropical Storm Sandy damage claims from 2014 to 2015. Excluding this change, non-passenger revenues are \$1.2 million higher, primarily driven by higher net GCT retail revenue. Non-Reimbursable operating expenses of \$1,555.9 million are \$65.8 million higher than the 2014 Mid-Year Forecast. This is primarily driven by an increase in labor costs due to the impact of wage settlements (eight unions to date), and assumptions which mirror the LIRR Union Coalition pattern estimated at (\$58.3 million). Other adjustments include higher overtime requirements partly offset by vacancies and lower electric propulsion and service contract expenses.

The Reimbursable 2014 November Forecast of expenditures (and receipts) is \$203.9 million, which is \$12.2 million lower than the Mid-Year Forecast. This is due primarily to decreases in Professional Services Contracts and Materials & Supplies partly offset by increased expenditures in all labor expense categories. In addition to the wage settlement costs, project activity at the Moodna/Woodbury Viaducts, Devon Bridge, and the West of Hudson Signal Improvement projects result in increased payroll expenditures for 2014. Partly offsetting these increases were timing changes for PTC as well as lower estimates for the East of the Hudson Overhead Bridge Program.

2015 FINAL PROPOSED BUDGET

The Non-Reimbursable 2015 Final Proposed Budget reflects revenue projections totaling \$730.8 million and expenses, including non-cash liability adjustments, of \$1,494.1 million that generate an operating deficit of \$763.3 million. Farebox revenue of \$672.2 million is \$3.7 million higher than the 2015 Preliminary Budget reflecting slightly higher non-commutation ridership and a 1% State of Connecticut fare increase effective January 1st, 2015. Non-passenger revenue of \$58.6 million is projected to be \$3.9 million higher than the 2015 Preliminary Budget reflecting the addition of a one-time recovery of Tropical Storm Sandy damages that was rescheduled to 2015 from 2014 as well as higher GCT retail revenues. Operating expenses of \$1,494.1 million reflect costs associated with the represented employee wage settlement estimate. Labor costs also reflect rising healthcare costs, and an adjustment to increase overtime to reflect current experience and trends for service and inclement weather coverage, and the increased level of system-wide track maintenance and infrastructure improvements.

The Proposed 2015 Reimbursable Budget for expenditures (and receipts) is \$211.5 million, a decrease of \$42.0 million from the 2015 Preliminary Budget of \$253.5 million. This decrease is largely due to a retiming of expenditures for the PTC project, which

resulted in lower non-labor expenses, primarily in Professional Service Contracts and Materials & Supplies. Lower forecasted non-labor expenses related to the M-8 car acquisitions and the Metro-North office technology relocation from Madison Avenue also contributed to the overall expenditure reduction. These lower non-labor expenses were partly offset by increased labor costs for track program work and the C1-C2 Catenary Project in Connecticut.

2016-2018 PROJECTIONS

The 2016-2018 Projections reflect revenue growth that is driven by average annual ridership increases of 1.9% as well as an annual 1.0% State of Connecticut fare increase. Expense projections reflect labor cost increases for represented employees patterned after the recent settlement of several Metro-North labor unions. These projected resource levels enable Metro-North to continue initiatives that maintain or enhance train service levels, continue safety and service reliability programs that maintain rolling stock and the right-of-way, and incorporate projected cost changes in labor, energy, employee benefits, insurance and material. Major assumptions reflected in the 2016-2018 November Financial Plan are furnished later in this document. Details for the Year-to-Year changes and reconciliations of the November Plan to the July Plan and the November Plan to the February Plan are discussed in their respective Summary of Changes sections as well as the assumptions guiding ridership and headcount.

MTA Metro-North Railroad
November Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2013	2014	2015			
	Actual	November	Final Proposed	2016	2017	2018
		Forecast	Budget			
Operating Revenue						
Farebox Revenue	\$618.812	\$653.883	\$672.236	\$686.878	\$703.272	\$715.313
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	62.094	60.111	58.605	55.768	57.162	57.606
MNR - MTA	0.000	0.000	0.000	0.000	0.000	0.000
MNR - CDOT	0.000	0.000	0.000	0.000	0.000	0.000
MNR - Other	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
Total Revenue	\$680.906	\$713.994	\$730.841	\$742.646	\$760.434	\$772.920
Operating Expenses						
Labor:						
Payroll	\$412.077	\$512.627	\$477.386	\$492.352	\$508.374	\$517.135
Overtime	68.741	100.672	93.864	94.357	97.047	99.070
Health and Welfare	90.742	100.776	98.793	103.736	109.629	114.788
OPEB Current Payment	21.692	24.000	25.186	26.021	27.301	28.656
Pensions	77.182	95.314	85.511	86.518	86.869	87.308
Other Fringe Benefits	110.474	111.946	107.597	107.937	109.764	110.560
Reimbursable Overhead	(36.298)	(55.020)	(53.255)	(53.823)	(54.839)	(55.869)
Total Labor	\$744.610	\$890.315	\$835.083	\$857.097	\$884.146	\$901.648
Non-Labor:						
Electric Power	\$74.416	\$83.361	\$80.735	\$85.790	\$95.395	\$102.352
Fuel	29.637	29.070	27.390	26.800	27.068	27.860
Insurance	14.386	17.755	19.925	22.063	24.142	26.428
Claims	39.328	7.613	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	95.298	102.140	108.683	113.287	116.617	117.703
Professional Service Contracts	23.309	28.505	30.023	32.266	32.157	32.297
Materials & Supplies	65.081	74.876	74.371	78.696	77.566	75.628
Other Business Expenses	31.457	25.523	13.953	19.055	19.965	21.144
Total Non-Labor	\$372.912	\$368.843	\$356.080	\$378.957	\$393.910	\$404.412
Other Expenses 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 Expenses before Depreciation and GASB Adjs.	\$1,117.522	\$1,259.158	\$1,191.163	\$1,236.054	\$1,278.055	\$1,306.060
Depreciation	\$230.045	\$228.525	\$231.476	\$227.237	\$229.237	\$231.237
OPEB Obligation	57.724	65.098	68.316	69.982	73.366	76.940
Environmental Remediation	1.927	3.169	3.172	3.172	3.172	3.172
Total Expenses	\$1,407.219	\$1,555.949	\$1,494.127	\$1,536.446	\$1,583.831	\$1,617.409
Net Surplus/(Deficit)	(\$726.313)	(\$841.955)	(\$763.286)	(\$793.800)	(\$823.397)	(\$844.489)
Cash Conversion Adjustments:						
Depreciation	\$230.045	\$228.525	\$231.476	\$227.237	\$229.237	\$231.237
Operating/Capital	(24.512)	(26.382)	(38.524)	(31.489)	(22.726)	(27.312)
Other Cash Adjustments	121.538	119.961	(20.420)	87.138	77.677	76.247
Total Cash Conversion Adjustments	\$327.071	\$322.104	\$172.532	\$282.887	\$284.188	\$280.173
Net Cash Surplus/(Deficit)	(\$399.242)	(\$519.851)	(\$590.754)	(\$510.913)	(\$539.208)	(\$564.316)

MTA Metro-North Railroad
November Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	2014		2015			
	2013	November	Final Proposed			
	Actual	Forecast	Budget	2016	2017	2018
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
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
MNR - MTA	81.571	114.748	131.311	142.183	142.023	144.978
MNR - CDOT	58.111	74.207	59.062	74.725	94.426	114.487
MNR - Other	11.688	14.940	21.111	19.803	20.171	20.559
Capital and Other Reimbursements	151.370	203.895	211.483	236.711	256.620	280.024
Total Revenue	\$151.370	\$203.895	\$211.483	\$236.711	\$256.620	\$280.024
Expenses						
Labor:						
Payroll	\$36.561	\$47.083	\$53.625	\$54.631	\$55.664	\$56.716
Overtime	15.822	25.877	17.756	18.088	18.430	18.778
Health and Welfare	12.040	13.583	15.562	15.899	16.606	17.433
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	7.274	10.643	8.690	8.808	8.772	8.865
Other Fringe Benefits	9.259	11.075	12.624	12.944	13.286	13.587
Reimbursable Overhead	33.940	52.756	51.844	52.813	53.811	54.821
Total Labor	\$114.896	\$161.018	\$160.100	\$163.183	\$166.569	\$170.200
Non-Labor:						
Electric Power	\$0.215	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.001	0.000	0.000	0.000	0.000	0.000
Insurance	2.891	3.691	4.309	4.408	4.491	4.576
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	14.605	8.778	11.533	18.826	26.260	33.802
Professional Service Contracts	5.412	8.908	4.771	9.920	15.123	20.450
Materials & Supplies	11.626	18.904	30.204	39.800	43.594	50.402
Other Business Expenses	1.724	2.597	0.565	0.574	0.583	0.593
Total Non-Labor	\$36.475	\$42.878	\$51.383	\$73.528	\$90.051	\$109.824
Other Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$151.370	\$203.895	\$211.483	\$236.711	\$256.620	\$280.024
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$151.370	\$203.895	\$211.483	\$236.711	\$256.620	\$280.024
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Conversion Adjustments:						
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Operating/Capital	0.000	0.000	0.000	0.000	0.000	0.000
Other Cash Adjustments	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
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA Metro-North Railroad
November Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	2014		2015			
	2013	November	Final Proposed			
	Actual	Forecast	Budget	2016	2017	2018
Revenue						
Farebox Revenue	\$618.812	\$653.883	\$672.236	\$686.878	\$703.272	\$715.313
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	62.094	60.111	58.605	55.768	57.162	57.606
MNR - MTA	81.571	114.748	131.311	142.183	142.023	144.978
MNR - CDOT	58.111	74.207	59.062	74.725	94.426	114.487
MNR - Other	11.688	14.940	21.111	19.803	20.171	20.559
Capital and Other Reimbursements	151.370	203.895	211.483	236.711	256.620	280.024
Total Revenue	\$832.276	\$917.889	\$942.325	\$979.357	\$1,017.054	\$1,052.944
Expenses						
Labor:						
Payroll	\$448.638	\$559.710	\$531.010	\$546.983	\$564.038	\$573.851
Overtime	84.563	126.549	111.620	112.445	115.477	117.848
Health and Welfare	102.782	114.359	114.355	119.634	126.235	132.221
OPEB Current Payment	21.692	24.000	25.186	26.021	27.301	28.656
Pensions	84.456	105.958	94.201	95.326	95.641	96.173
Other Fringe Benefits	119.733	123.021	120.221	120.881	123.050	124.147
Reimbursable Overhead	(2.358)	(2.265)	(1.410)	(1.010)	(1.028)	(1.048)
Total Labor	\$859.506	\$1,051.332	\$995.183	\$1,020.280	\$1,050.715	\$1,071.848
Non-Labor:						
Electric Power	\$74.630	\$83.361	\$80.735	\$85.790	\$95.395	\$102.352
Fuel	29.638	29.070	27.390	26.800	27.068	27.860
Insurance	17.278	21.446	24.234	26.471	28.633	31.004
Claims	39.328	7.613	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	109.904	110.918	120.217	132.113	142.877	151.505
Professional Service Contracts	28.721	37.413	34.794	42.186	47.279	52.747
Materials & Supplies	76.707	93.780	104.576	118.496	121.160	126.030
Other Business Expenses	33.180	28.119	14.518	19.629	20.548	21.737
Total Non-Labor	\$409.386	\$411.720	\$407.463	\$452.485	\$483.961	\$514.236
Other Adjustments:						
Other	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$1,268.892	\$1,463.053	\$1,402.646	\$1,472.765	\$1,534.676	\$1,586.084
Depreciation	\$230.045	\$228.525	\$231.476	\$227.237	\$229.237	\$231.237
OPEB Obligation	57.724	65.098	68.316	69.982	73.366	76.940
Environmental Remediation	1.927	3.169	3.172	3.172	3.172	3.172
Total Expenses	\$1,558.589	\$1,759.844	\$1,705.610	\$1,773.157	\$1,840.451	\$1,897.433
Net Surplus/(Deficit)	(\$726.313)	(\$841.955)	(\$763.286)	(\$793.800)	(\$823.397)	(\$844.489)
Cash Conversion Adjustments:						
Depreciation	\$230.045	\$228.525	\$231.476	\$227.237	\$229.237	\$231.237
Operating/Capital	(24.512)	(26.382)	(38.524)	(31.489)	(22.726)	(27.312)
Other Cash Adjustments	121.538	119.961	(20.420)	87.138	77.677	76.247
Total Cash Conversion Adjustments	\$327.071	\$322.104	\$172.532	\$282.887	\$284.188	\$280.173
Net Cash Surplus/(Deficit)	(\$399.242)	(\$519.851)	(\$590.754)	(\$510.913)	(\$539.208)	(\$564.316)

MTA Metro-North Railroad
November Financial Plan 2015 - 2018
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
Receipts						
Farebox Revenue	\$627.680	\$659.527	\$678.065	\$692.872	\$709.501	\$721.846
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	76.869	90.834	77.250	66.721	70.284	69.403
MNR - MTA	76.808	94.602	140.864	139.332	141.242	144.095
MNR - CDOT	59.747	64.842	69.650	74.703	93.836	113.671
MNR - Other	24.616	13.272	21.766	20.106	20.083	20.467
Capital and Other Reimbursements	161.171	172.715	232.280	234.141	255.162	278.232
Total Receipts	\$865.720	\$923.076	\$987.596	\$993.734	\$1,034.947	\$1,069.482
Expenditures						
Labor:						
Payroll	\$443.133	\$498.946	\$608.413	\$544.201	\$563.414	\$570.882
Overtime	84.693	110.056	127.938	110.121	113.724	115.517
Health and Welfare	104.543	118.345	118.218	123.275	129.892	135.661
OPEB Current Payment	20.966	24.000	25.186	26.021	27.301	28.656
Pensions	80.958	78.212	110.995	94.715	94.777	95.015
Other Fringe Benefits	102.764	115.823	126.330	119.082	121.844	122.355
GASB Account	0.000	4.450	0.000	0.000	0.000	0.207
Reimbursable Overhead	0.000	0.000	(0.000)	0.000	(0.000)	0.000
Total Labor	\$837.057	\$949.831	\$1,117.080	\$1,017.415	\$1,050.951	\$1,068.293
Non-Labor:						
Electric Power	\$75.677	\$84.833	\$87.127	\$87.379	\$97.032	\$104.038
Fuel	24.074	27.518	26.535	25.920	26.162	26.926
Insurance	15.895	22.516	23.905	25.941	29.105	30.468
Claims	1.423	33.882	9.419	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	123.780	127.378	115.316	128.473	145.468	162.059
Professional Service Contracts	33.120	41.200	45.230	51.492	53.797	60.615
Materials & Supplies	100.961	103.622	108.653	122.104	124.807	132.096
Other Business Expenses	52.975	52.148	45.083	44.777	45.689	48.158
Total Non-Labor	\$427.905	\$493.095	\$461.268	\$487.232	\$523.205	\$565.506
Other Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing and Availability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$1,264.962	\$1,442.927	\$1,578.349	\$1,504.647	\$1,574.156	\$1,633.799
Net Cash Deficit	(\$399.242)	(\$519.851)	(\$590.753)	(\$510.913)	(\$539.209)	(\$564.317)
Subsidies						
MTA	\$333.789	\$424.829	\$449.083	\$414.842	\$440.475	\$462.492
CDOT	70.838	95.021	141.671	96.072	98.733	101.824
Total Subsidies	\$404.627	\$519.851	\$590.754	\$510.914	\$539.208	\$564.316

MTA Metro-North Railroad
November Financial Plan 2015 - 2018
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
Receipts						
Farebox Revenue	\$8.868	(\$5.644)	(\$5.830)	(\$5.995)	(\$6.229)	(\$6.533)
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	14.775	(30.723)	(18.645)	(10.953)	(13.122)	(11.797)
MNR - MTA	(4.763)	20.146	(9.554)	2.851	0.781	0.883
MNR - CDOT	1.636	9.366	(10.588)	0.023	0.589	0.816
MNR - Other	12.928	1.668	(0.655)	(0.303)	0.088	0.093
Capital and Other Reimbursements	9.801	(31.180)	20.797	(2.570)	(1.459)	(1.792)
Total Receipts	\$33.444	(\$67.547)	(\$3.678)	(\$19.518)	(\$20.810)	(\$20.121)
Expenditures						
Labor:						
Payroll	\$5.505	\$60.764	(\$77.402)	\$2.782	\$0.625	\$2.968
Overtime	(0.130)	16.493	(16.319)	2.323	1.753	2.331
Health and Welfare	(1.761)	(3.986)	(3.863)	(3.641)	(3.656)	(3.440)
OPEB Current Payment	0.726	0.000	0.000	0.000	0.000	0.000
Pensions	3.498	27.746	(16.794)	0.611	0.864	1.158
Other Fringe Benefits	16.969	7.198	(6.109)	1.799	1.206	1.791
GASB Account	0.000	(4.450)	0.000	0.000	0.000	(0.207)
Reimbursable Overhead	(2.358)	(2.265)	(1.410)	(1.010)	(1.028)	(1.048)
Total Labor	\$22.449	\$101.501	(\$121.897)	\$2.865	(\$0.237)	\$3.555
Non-Labor:						
Electric Power	(\$1.046)	(\$1.472)	(\$6.393)	(\$1.589)	(\$1.637)	(\$1.686)
Fuel	5.564	1.552	0.855	0.880	0.907	0.934
Insurance	1.383	(1.070)	0.330	0.530	(0.472)	0.536
Claims	37.905	(26.268)	(8.419)	(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	(13.876)	(16.460)	4.901	3.640	(2.591)	(10.554)
Professional Service Contracts	(4.399)	(3.787)	(10.436)	(9.306)	(6.517)	(7.868)
Materials & Supplies	(24.254)	(9.842)	(4.078)	(3.608)	(3.647)	(6.066)
Other Business Expenditures	(19.795)	(24.029)	(30.565)	(25.148)	(25.141)	(26.421)
Total Non-Labor	(\$18.518)	(\$81.375)	(\$53.805)	(\$34.747)	(\$39.244)	(\$51.270)
Other Adjustments:						
Other	\$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 Cash Conversion Adjustments before Depreciation and GASB Adjs.						
	\$37.375	(\$47.421)	(\$179.380)	(\$51.400)	(\$60.290)	(\$67.837)
Depreciation Adjustment	\$230.045	\$228.525	\$231.476	\$227.237	\$229.237	\$231.237
OPEB Obligation	57.724	65.098	68.316	69.982	73.366	76.940
Environmental Remediation	1.927	3.169	3.172	3.172	3.172	3.172
Net Total Cash Conversion Adjustments	\$327.071	\$249.371	\$123.584	\$248.992	\$245.485	\$243.513

MTA METRO-NORTH RAILROAD
2014 November Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
<u>Scheduled Service</u>	538,452	\$29.884	29.7%
<u>Unscheduled Service</u>	0	0.000	0.0%
<u>Programmatic/Routine Maintenance</u>	583,518	26.258	26.1%
<u>Unscheduled Maintenance</u>	34,022	1.531	1.5%
<u>Vacancy/Absentee Coverage</u>	315,141	14.181	14.1%
<u>Weather Emergencies</u>	141,461	6.366	6.3%
<u>Safety/Security/Law Enforcement</u>	0	0.000	0.0%
<u>Other</u>	20,538	22.452	22.3%
Subtotal	1,633,132	\$100.672	100.0%
REIMBURSABLE OVERTIME	316,500	\$25.877	
TOTAL OVERTIME	1,949,632	\$126.550	

¹ Other & reimbursable budget includes PTE \$'s only. Does not include hours.

MTA METRO-NORTH RAILROAD
2015 Final Proposed Budget
November Financial Plan 2015 - 2018
Year-to-Year Changes by Category - Baseline

REVENUE

FAREBOX REVENUE

Non -Reimbursable

- The \$18.4 million or 2.7% increase in 2015 Farebox Revenue reflects the following impacts:
 - In 2015, the 2.2% increase in ridership is higher than estimated in the 2014 November Forecast and reflects modest employment growth.
 - 1.0% annual fare increase in the State of Connecticut.
 - No New York State Fare increase
 - Implementation of service improvements in November 2014 that will increase service frequency on the upper Harlem and outer New Haven lines and provide half-hourly weekend service on the New Haven.
- 2016-2018 reflects:
 - 1.0% annual fare increase in the State of Connecticut.
 - No NYS fare increases.
 - Modest employment and economic growth resulting in ridership increases projected at 1.9% in 2016, 2.1% in 2017 and 1.4% 2018.

Reimbursable

- Not applicable

Cash

- 2014-2018 cash adjustments include receipts from the sale of Metro Cards, Westchester County bus fares and special event promotions partially offset by credit card fees associated with the purchase of passenger tickets.

OTHER OPERATING REVENUE

Non-Reimbursable

- The \$1.5 million decrease in 2015 reflects lower net storm reimbursements of \$2.9 million (net effect of Tropical Storm Sandy versus Tropical Storm Irene) partly offset by higher GCT net retail revenue of \$1.3 million.
- 2016 is lower by \$2.8 million due to the prior year Tropical Storm Sandy reimbursements partially offset by higher GCT retail revenues.
- 2017-2018 baseline revenue increases by \$1.4 million and \$0.4 million, respectively, reflecting continued improvement in GCT retail revenues.

Reimbursable

- Not applicable

Cash

- 2014-2018 adjustments include the normal reclassifications of Amtrak and other railroad reimbursements, revenue offsets for GCT revenue funded

projects, reimbursements from CDOT, reimbursements for settlements, scrap material sales and other miscellaneous items.

- 2014 includes a reimbursement from the MTA of \$14.1 million for the Spuyten Duyvil derailment which represents the portion of claims expense that exceeds the \$10 million Metro-North insurance deductible.

CAPITAL AND OTHER REIMBURSEMENTS

Capital project cost reimbursements in each year of the financial plan are based on recovering 100% of accrued project expenditures.

- 2015 accrued expenditures (and receipts) total \$211.5 million and are based upon the latest projections of capital project activity. Lower reimbursements of \$4.5 million in 2015 are primarily attributable to the following projects: West of Hudson Signal Improvement project as 2 of 5 segments in scope are already substantially complete with an additional two segments nearing this milestone. Similarly, for the New Haven Line Stations Phase II project, final punch list items are being prepared as contractual work at all six stations is at or near completion. Also contributing to the overall expense decline is the progress of the MNR technology project, a key part of Metro North's move out of 347 Madison Avenue.
- 2016-2018 increases in accrued reimbursable receipts are higher based upon the latest projections of capital project activity and include increased activity for the Positive Train Control (PTC) project in addition to select project revisions and the impact of inflationary growth.

Cash

- 2014-2015 includes cash adjustments to reflect the timing of the anticipated settlement of the remaining unions accrued in 2014 but paid in 2015 in the amount of \$19.1 million.
- 2014-2018 includes adjustments for receipt timing differences.

EXPENSES

Projections include additional Payroll, Overtime, Pension, Other Fringe Benefits, and Reimbursable Overhead expenses for those employees who participated in union wage settlements in 2014.

PAYROLL

Non-Reimbursable

Management Labor

- Salaries for non-represented employees assume a retroactive wage increase of 4.0% effective January 1, 2013 and a 2.0% increase December 1, 2014. The retroactive payment for the 2013 increase will be paid in December. Salaries include provisions for annual increases in July 2015 and January of each year thereafter.

- 2015 increase of \$2.3 million is primarily driven by the full year impact of 2014 hiring and wage adjustment impacts partially offset by the 2014 one-time retroactive wage increase.
- 2016-2018 increases of \$4.8 million, \$4.8 million and \$2.0 million, respectively, are primarily due to the impact of filling vacant positions and annual increases.

Agreement Labor

- Agreement salaries follow the recently approved wage agreement settlements with several Metro-North labor unions of 2.0% on January 16, 2011 and 1.5% every six months thereafter through 2016 as well as projected annual 2.0% increases thereafter. As a result, the 2014 November Forecast includes a retroactive wage adjustment of \$93.1 million associated with the wage settlement for years from 2011 through 2014.
- 2015 decrease of \$37.5 million is mainly due to the non-recurring 2014 retroactive wage adjustment described above partially offset by the full year impact of 2014 hiring and the 2015 wage increases.
- 2016-2018 cost increases of \$10.1 million, \$11.2 million and \$6.7 million, respectively, are driven primarily by the projected wage increases.

Reimbursable

- Annual cost of living increases and wage contract increases for agreement employees follow the same rate assumptions as the non-reimbursable costs noted above.
- 2015 costs are higher reflecting the wage settlement increases as well as higher forecast activity for the Positive Train Control project, the C30 track program, the Catenary C1-C2 project and cyclical track programs.

Cash

- 2014-2018 cash adjustments include timing differences in accrued vs. paid days, an Agreement employee allowance (for uniforms, tools and shoes), as well as employee contributions to healthcare coverage.
- 2014-2015 includes cash adjustments to reflect the timing of 2014 estimated wage settlement accruals expected to be paid in 2015.

OVERTIME

Non-Reimbursable

- 2015 is lower by \$6.8 million as a result of the non-recurring retroactive wage adjustment paid in 2014. (Also included is a cash adjustment that further reduces overtime expense by \$2.0 million annually through 2018).
- 2016–2018 expense changes reflect the wage pattern described in the Payroll Agreement Labor section.

Reimbursable

- Annual wage increases for Agreement employees follow the same rate assumptions as the non-reimbursable costs noted above.

Cash

- 2014-2015 includes cash adjustments to reflect the timing of 2014 estimated wage settlement accruals expected to be paid in 2015.

HEALTH AND WELFARE

Non-Reimbursable and Reimbursable

- 2015-2018 include estimated annual rate increases of 4.9% in 2015, 3.31% in 2016, 4.92% in 2017 and 4.96% in 2018. Starting in 2015, represented employees are expected to contribute 2 percent of their payroll compensation to their Health and Welfare premiums. This expense reduction is reflected in the Health and Welfare expense line. The employee contribution is based on the recent Metro-North Railroad patterned represented labor wage settlement.

Cash

- 2014-2015 includes cash adjustments to reflect the timing of 2014 estimated wage settlement accruals expected to be paid in 2015.

OPEB CURRENT PAYMENT (GASB 45)

Non-Reimbursable

- Other Post Employment Benefit (OPEB) current payments reflect Metro-North's estimated annual cost of health care for current retirees. The 2014 provision increases by \$2.3 million reflecting a growing pool of eligible retirees. The estimated annual costs are \$25.1 million in 2015, \$26.0 million in 2016, \$27.3 million in 2017 and \$28.7 million in 2018. The annual amounts reflect growth in annual health care premiums and a modest increase in the number of covered retirees.

PENSIONS

Non-Reimbursable and Reimbursable

- The 2015-2018 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 draft projections prepared by actuarial consultants.
- 2015-2018 includes the impact of the higher wage increase assumptions for Agreement labor.

Cash

- 2014 cash requirements are decreased by \$13.7 million to reflect an advance payment of 2014 costs made in 2013.
- 2014-2015 include cash adjustments relative to pension costs to reflect the timing of the anticipated settlement of the remaining unions accrued in 2014 but paid in 2015.

OTHER FRINGE BENEFITS

Non-Reimbursable

- Railroad Retirement tax rates for Tier I and II remain constant for 2015-2018 at 7.65% and 12.1%, respectively.
- Maximum earnings level for Tier I is estimated at \$116,400 in 2014, \$119,700 in 2015, \$123,900 in 2016 \$128,100 in 2017 and \$134,100 in 2018.
- Maximum earnings level for Tier II is estimated at \$86,400 in 2014, \$88,800 in 2015, \$92,100 in 2016 and \$95,100 in 2017 and \$99,600 in 2018.
- 2015-2018 includes the impact of the higher wage increase assumptions for Agreement labor and changes in staffing levels.
- Non-reimbursable costs include estimates for employee personal injury claims of \$10.7 million for 2015, \$10.5 million in 2016, \$10.7 million in 2017 and \$10.9 million in 2018.

Cash

- 2014-2018 adjustments include differences between expense accruals and cash disbursements.

GASB ACCOUNT

Cash

- Reflects cash expenditures to fund a contribution to a special GASB 45 (Government Accounting Standards Board) reserve for Post-Retirement liabilities for "Other than Pension Employee Benefits" (healthcare costs). 2014 cash deposit was prepaid in 2013. 2014-2018 cash contributions have been adjusted to reflect latest labor settlement funding assumptions.

REIMBURSABLE OVERHEAD

Non-Reimbursable

- Changes in overhead cost recoveries reflect revisions in Reimbursable project cost estimates.

Reimbursable

- Overhead costs for 2015 are based on a percentage share of direct labor costs charged to reimbursable projects and, as direct labor costs increase, Reimbursable Overhead increases as well. Accordingly, projects responsible for the increase in 2015 include the C30 track program, Catenary C1-C2 and the 2014 cyclical track programs. 2016-2018 overhead costs are based on the continuation of 2015 forecast levels adjusted for inflationary increases in labor costs.
- Material handling and equipment recovery increases are based on CPI-based inflation rates.

ELECTRIC POWER

Traction Power – Revenue

Non-Reimbursable

- 2015 decreases by \$1.4 million due primarily to reduced rates. This is offset by a cash adjustment of \$4.9 million for anticipated CL&P rate increases in the first half of 2015.
- 2016-2018 increases of \$4.5 million, \$7.7 million and \$6.0 million, respectively, are due to higher inflation rates and yearly Service Plan implementations.

Non-Traction Power – Non-Revenue

Non-Reimbursable

- 2015–2018 is adjusted for inflation factors.

FUEL

Revenue Vehicle Fuel

Non-Reimbursable

- 2015-2016 decreases of \$1.6 million in 2015 and \$0.4 million in 2016 are due to lower diesel fuel rates.
- 2017-2018 increases of \$0.4 million in 2017 and \$0.7 million in 2018 are due to higher diesel fuel rates.

Cash

- 2014-2018 include a credit (reduction to cash disbursements) for accrued fuel costs at New Haven which are paid directly by CDOT.

Non-Revenue Fuel

Non-Reimbursable

- 2015 – lower expense by \$0.1 million reflects lower fuel rates.
- 2016-2018 fuel prices are projected to decrease by \$0.2 million in 2016, \$0.1 million in 2017 and increase by \$0.1 million in 2018.

INSURANCE

Non-Reimbursable and Reimbursable

- 2015-2017 higher costs of \$2.1 million for each of the three years and in 2018 an increase of \$2.3 million, all of which reflects revised insurance premium estimates.

Cash

- 2014-2018 reflects increase in force account payments, All-Agency insurance costs and the difference between expense accruals and cash payments.

CLAIMS

Non-Reimbursable

- 2015-2018 reflect current claims trends for passenger injuries and miscellaneous claims.

Cash

- 2014 and 2015 include potential cash payout estimates relative to identified claims for the Spuyten Duyvil and Bridgeport derailments.

- The Spuyten Duyvil derailment has a cash payout estimate of \$24.1 million in 2014 of which \$14.1 million is recoverable from FMTAC. The Bridgeport derailment has a cash payout estimate of \$2.0 million in 2014 and \$8.3 million in 2015.
- 2014 includes West of Hudson claims settlements of \$5.4 million.

The Remaining Non-Reimbursable Cost Categories were inflated by Regional CPI Increases in 2015-2018 of 1.45%, 1.52%, 1.68%, and 1.63%, respectively.

MAINTENANCE AND OTHER OPERATING CONTRACTS

Non-Reimbursable

- 2015 increase of \$6.5 million reflects the full year cost of reduced maintenance contract expenses in 2014 (\$2.5 million), BL20 locomotive overhauls (\$2.2 million), higher contractual expenses primarily for the public address system (\$1.6 million), MTA police services (\$0.6 million), customer enhancement projects in GCT (\$0.5 million), power substation refurbishments (\$0.5 million), and inflationary increases of \$0.9 million. These increases were partially offset by a \$1.3 million reduction in emergency bus service for the Danbury Branch and the partial completion of the Genesis Locomotive Overhaul program (\$1.4 million).
- 2016 increase of \$4.6 million is primarily due to BL20 locomotive overhauls of \$5.8 million and increases for the continuation of the Infrastructure Improvement Program of \$1.4 million. These are partially offset by the completion of the Genesis Locomotive Overhaul program (\$1.4 million) and lower maintenance contract costs (\$1.0 million).
- 2017 increase of \$3.3 million reflects office space lease escalations of \$2.7 million and inflationary increases.
- 2018 increase of \$1.1 million reflects office space lease escalations of \$0.5 million and inflationary increases of \$0.9 million partially offset by the completion of power substation refurbishments (\$0.5 million).

Reimbursable

- 2015 increase of \$2.8 million to \$11.5 million is largely due to the GCT leaks remediation project and the East of Hudson Overhead Bridge project.
- 2016-2018 estimates reflect the re-timing of the Positive Train Control (PTC) project as well as a continuation of 2015 project workflows on other budgeted projects with levels adjusted for inflation.

Cash

- 2014-2018 cash adjustments include the elimination of non-cash GASB 49 environmental accruals and payment timing differences. 2014-2018 also includes reclassifications of revenue offsets for GCT revenue funded projects and payments on behalf of CDOT for station facilities and the MTA for utilities.

PROFESSIONAL SERVICES CONTRACTS

Non-Reimbursable

- 2015 increase of \$1.5 million is primarily due to Training expense for outside consultants for talent management and MofW training of \$0.8 million, higher recruiting advertising and background verification expense of \$0.7 million, consulting costs for MNR Enterprise Asset Management System (EAM) of \$0.6 million, Mobile ticketing of \$0.6 million, outside counsel expense in Legal of \$0.5 million, and the impact of inflation partially offset by 2014's Hyperion expense of \$1.7 million.
- 2016 increase of \$2.2 million primarily reflects the biannual market share study of \$0.6 million, higher consulting costs for MNR Enterprise Asset Management System (EAM) of \$0.3 million and inflationary growth assumptions.
- 2017-2018 expenditures are essentially unchanged.

Reimbursable

- 2015 decrease of \$4.1 million to \$4.8 million is due to revised scheduling for the Positive Train Control project as well as the MNR Technology move and lowered estimates for the New Haven Line Signal System projects covering Greenwich to New Haven.
- 2016 increases to \$9.9 million as a result of the rescheduled workflows for the Positive Train Control project.
- 2017-2018 expenses reflect an uptrend in work flow activity related to PTC as well as inflationary growth assumptions

MATERIAL AND SUPPLIES

Non-Reimbursable

- 2015-2018 costs were inflated based on the Regional CPI (1.45% in 2015, 1.52% in 2016, 1.68% in 2017 and 1.63% in 2018).
- 2015 decrease of \$0.5 million primarily reflects the impact of the Equipment Replacement Plan.
- 2016 increase of \$4.3 million includes inflationary increases (\$2.3 million), Harlem & Hudson (H&H) 3rd rail sectioning switches (\$0.7 million), the Equipment Replacement Plan (\$0.5 million), the New Haven signal Motor Operated Disconnect (MOD) change-out (\$0.4 million), and the Power Reliability expense initiative (\$0.3 million).
- 2017 decreases by \$1.1 million reflecting the completion of the following projects - New Haven derailment repairs of \$1.3 million, the New Haven signal MOD change-out of \$0.4 million, the power reliability expense initiative of \$0.3 million and the Kronos Clock Replacement program of \$0.2 million. These changes are partially offset by inflationary increases \$1.2 million.
- 2018 decrease of \$1.9 million reflects primarily the completion of the M7 Seat Change-Out program \$2.5 million and the H&H 3rd rail sectioning switches project of \$0.7 million partially offset by inflationary increases of \$1.3 million.

Reimbursable

- 2015 increase of \$11.3 million to \$30.2 million reflects expenses associated with new track replacement and improvement projects as well as turnout and switch replacement initiatives.
- In 2016, the forecast of \$39.8 million reflects expenses associated with the Positive Train Control (PTC) project including the revised timetable for this project.
- 2017-2018 levels assume a continuation of material requirements adjusted for the impact of inflation and the ongoing Positive Train Control (PTC) implementation.

Cash

- Cash adjustments reflect differences between expense accruals and cash requirements:
- 2014-2018 includes increased cash requirements for M-8 spare part inventory build-up of \$2.0 million in 2014, \$2.3 million in 2015, \$1.2 million in 2016, no cash requirements in 2017 and \$1.4 million in 2018.
- 2014-2018 includes adjustment for obsolete material reserves of \$2.7 million in 2014, \$0.6 million in 2015, and \$0.5 million for 2016-2018.

OTHER BUSINESS EXPENSES

Non-Reimbursable

- 2015 decreases by \$11.6 million reflects the anticipated reimbursement for losses related to the Con Edison power outage on the New Haven Line of \$9.0 million and a partial year of Passenger Rail Investment and Improvement Act (PRIIA) recovery of \$2.3 million.
- 2016 increase of \$5.1 million reflects the elimination of the reimbursement for losses related to the Con Edison power outage and the impact of inflationary growth for West of Hudson subsidy requirements as well as service enhancements (\$2.4 million). These increases were partially offset by an additional \$6.8 million to reflect the full year impact of Passenger Rail Investment and Improvement Act (PRIIA) recovery.
- 2017-2018 includes the impact of inflationary growth for West of Hudson subsidy requirements.

Reimbursable

- In 2015, the \$0.6 million budget is mostly due to costs associated with the M9 Specifications Development project.
- 2016-2018 levels are based upon a continuation of current requirements adjusted for the impact of inflation.

Cash

- 2014-2018 cash adjustments include payments for receipt of Metro Cards, Westchester County bus fares and special promotions, partially offset by the reclassification of credit card fees as an offset to Farebox Revenue. 2014-2018 also includes the reclassification of Amtrak and other railroad reimbursements to the Other Operating Revenue category.

DEPRECIATION

Non-Reimbursable

- 2015-2018 includes provisions for changes in Metro-North's capital assets.

OPEB OBLIGATION (GASB 45)

Non-Reimbursable

- 2015-2018 costs reflect the liability for Post-Retirement Benefits (healthcare costs) for future retirees based on an updated actuarial estimate.

ENVIRONMENTAL REMEDIATION (GASB 49)

Non-Reimbursable

- 2015–2018 costs reflect the estimated liability for environmental remediation costs associated with capital projects.

MTA METRO-NORTH RAILROAD
November Financial Plan 2015 - 2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016 - 2017	2018	Change 2017 - 2018
Revenue									
Farebox Revenue	\$653.883	\$672.236	\$18.353	\$686.878	\$14.642	\$703.272	\$16.395	\$715.313	\$12.041
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	60.111	58.605	(1.506)	55.768	(2.837)	57.162	1.394	57.606	0.445
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$713.994	\$730.841	\$16.847	\$742.646	\$11.804	\$760.434	\$17.788	\$772.920	\$12.486
Expenses									
Labor:									
Payroll	\$512.627	\$477.386	\$35.242	\$492.352	(\$14.966)	\$508.374	(\$16.023)	\$517.135	(\$8.761)
Overtime	100.672	93.864	6.808	94.357	(0.493)	97.047	(2.690)	99.070	(2.023)
Health and Welfare	100.776	98.793	1.982	103.736	(4.942)	109.629	(5.894)	114.788	(5.158)
OPEB Current Payment	24.000	25.186	(1.186)	26.021	(0.835)	27.301	(1.280)	28.656	(1.355)
Pensions	95.314	85.511	9.803	86.518	(1.006)	86.869	(0.351)	87.308	(0.439)
Other Fringe Benefits	111.946	107.597	4.350	107.937	(0.341)	109.764	(1.827)	110.560	(0.796)
Reimbursable Overhead	(55.020)	(53.255)	(1.766)	(53.823)	0.568	(54.839)	1.016	(55.869)	1.030
Total Labor Expenses	\$890.315	\$835.083	\$55.232	\$857.097	(\$22.014)	\$884.146	(\$27.049)	\$901.648	(\$17.502)
Non-Labor:									
Electric Power	\$83.361	\$80.735	\$2.626	\$85.790	(\$5.055)	\$95.395	(\$9.605)	\$102.352	(\$6.957)
Fuel	29.070	27.390	1.680	26.800	0.590	27.068	(0.268)	27.860	(0.792)
Insurance	17.755	19.925	(2.170)	22.063	(2.138)	24.142	(2.079)	26.428	(2.286)
Claims	7.613	1.000	6.613	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	102.140	108.683	(6.543)	113.287	(4.604)	116.617	(3.330)	117.703	(1.086)
Professional Service Contracts	28.505	30.023	(1.519)	32.266	(2.243)	32.157	0.109	32.297	(0.140)
Materials & Supplies	74.876	74.371	0.505	78.696	(4.325)	77.566	1.130	75.628	1.938
Other Business Expenses	25.523	13.953	11.570	19.055	(5.102)	19.965	(0.910)	21.144	(1.179)
Total Non-Labor Expenses	\$368.843	\$356.080	\$12.763	\$378.957	(\$22.877)	\$393.910	(\$14.953)	\$404.412	(\$10.502)
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 and GASB Adjs.	\$1,259.158	\$1,191.163	\$67.995	\$1,236.054	(\$44.891)	\$1,278.055	(\$42.002)	\$1,306.060	(\$28.004)
Depreciation	\$228.525	\$231.476	(\$2.951)	\$227.237	\$4.239	\$229.237	(\$2.000)	\$231.237	(\$2.000)
OPEB Obligation	65.098	68.316	(3.218)	69.982	(1.666)	73.366	(3.383)	76.940	(3.574)
Environmental Remediation	3.169	3.172	(0.003)	3.172	0.000	3.172	0.000	3.172	0.000
Total Expenses	\$1,555.949	\$1,494.127	\$61.822	\$1,536.446	(\$42.319)	\$1,583.831	(\$47.385)	\$1,617.409	(\$33.578)
Net Surplus/(Deficit)	(\$841.955)	(\$763.286)	\$78.669	(\$793.800)	(\$30.514)	(\$823.397)	(\$29.596)	(\$844.489)	(\$21.093)

MTA METRO-NORTH RAILROAD
November Financial Plan 2015 - 2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016 - 2017	2018	Change 2017 - 2018
Revenue									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle 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
Capital and Other Reimbursements	203.895	211.483	7.588	236.711	25.228	256.620	19.909	280.024	23.404
Total Revenue	\$203.895	\$211.483	\$7.588	\$236.711	\$25.228	\$256.620	\$19.909	\$280.024	\$23.404
Expenses									
Labor:									
Payroll	\$47.083	\$53.625	(\$6.541)	\$54.631	(\$1.007)	\$55.664	(\$1.033)	\$56.716	(\$1.052)
Overtime	25.877	17.756	8.121	18.088	(0.332)	18.430	(0.342)	18.778	(0.348)
Health and Welfare	13.583	15.562	(1.978)	15.899	(0.337)	16.606	(0.707)	17.433	(0.827)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	10.643	8.690	1.954	8.808	(0.119)	8.772	0.036	8.865	(0.093)
Other Fringe Benefits	11.075	12.624	(1.550)	12.944	(0.319)	13.286	(0.342)	13.587	(0.301)
Reimbursable Overhead	52.756	51.844	0.912	52.813	(0.969)	53.811	(0.998)	54.821	(1.010)
Total Labor Expenses	\$161.018	\$160.100	\$0.917	\$163.183	(\$3.082)	\$166.569	(\$3.386)	\$170.200	(\$3.631)
Non-Labor:									
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	3.691	4.309	(0.618)	4.408	(0.099)	4.491	(0.083)	4.576	(0.085)
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	8.778	11.533	(2.755)	18.826	(7.293)	26.260	(7.434)	33.802	(7.542)
Professional Service Contracts	8.908	4.771	4.137	9.920	(5.149)	15.123	(5.203)	20.450	(5.328)
Materials & Supplies	18.904	30.204	(11.301)	39.800	(9.596)	43.594	(3.794)	50.402	(6.808)
Other Business Expenses	2.597	0.565	2.032	0.574	(0.009)	0.583	(0.010)	0.593	(0.009)
Total Non-Labor Expenses	\$42.878	\$51.383	(\$8.505)	\$73.528	(\$22.145)	\$90.051	(\$16.523)	\$109.824	(\$19.773)
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	\$203.895	\$211.483	(\$7.588)	\$236.711	(\$25.228)	\$256.620	(\$19.909)	\$280.024	(\$23.404)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$203.895	\$211.483	(\$7.588)	\$236.711	(\$25.228)	\$256.620	(\$19.909)	\$280.024	(\$23.404)
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 2015 - 2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	Favorable/(Unfavorable)								
	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016 - 2017	2018	Change 2017 - 2018
Revenue									
Farebox Revenue	\$653.883	\$672.236	\$18.353	\$686.878	\$14.642	\$703.272	\$16.395	\$715.313	\$12.041
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	60.111	58.605	(1.506)	55.768	(2.837)	57.162	1.394	57.606	0.445
Capital and Other Reimbursements	203.895	211.483	7.588	236.711	25.228	256.620	19.909	280.024	23.404
Total Revenue	\$917.889	\$942.325	\$24.435	\$979.357	\$37.032	\$1,017.054	\$37.698	\$1,052.944	\$35.890
Expenses									
Labor:									
Payroll	\$559.710	\$531.010	\$28.700	\$546.983	(\$15.973)	\$564.038	(\$17.055)	\$573.851	(\$9.813)
Overtime	126.549	111.620	14.929	112.445	(0.825)	115.477	(3.032)	117.848	(2.371)
Health and Welfare	114.359	114.355	0.004	119.634	(5.279)	126.235	(6.601)	132.221	(5.985)
OPEB Current Payment	24.000	25.186	(1.186)	26.021	(0.835)	27.301	(1.280)	28.656	(1.355)
Pensions	105.958	94.201	11.757	95.326	(1.125)	95.641	(0.315)	96.173	(0.532)
Other Fringe Benefits	123.021	120.221	2.800	120.881	(0.660)	123.050	(2.169)	124.147	(1.096)
Reimbursable Overhead	(2.265)	(1.410)	(0.854)	(1.010)	(0.400)	(1.028)	0.018	(1.048)	0.020
Total Labor Expenses	\$1,051.332	\$995.183	\$56.149	\$1,020.280	(\$25.097)	\$1,050.715	(\$30.435)	\$1,071.848	(\$21.133)
Non-Labor:									
Electric Power	\$83.361	\$80.735	\$2.626	\$85.790	(\$5.055)	\$95.395	(\$9.605)	\$102.352	(\$6.957)
Fuel	29.070	27.390	1.680	26.800	0.590	27.068	(0.268)	27.860	(0.792)
Insurance	21.446	24.234	(2.788)	26.471	(2.237)	28.633	(2.162)	31.004	(2.371)
Claims	7.613	1.000	6.613	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	110.918	120.217	(9.299)	132.113	(11.897)	142.877	(10.764)	151.505	(8.628)
Professional Service Contracts	37.413	34.794	2.618	42.186	(7.391)	47.279	(5.094)	52.747	(5.468)
Materials & Supplies	93.780	104.576	(10.796)	118.496	(13.921)	121.160	(2.664)	126.030	(4.870)
Other Business Expenses	28.119	14.518	13.601	19.629	(5.111)	20.548	(0.919)	21.737	(1.189)
Total Non-Labor Expenses	\$411.720	\$407.463	\$4.257	\$452.485	(\$45.022)	\$483.961	(\$31.476)	\$514.236	(\$30.275)
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	\$1,463.053	\$1,402.646	\$60.406	\$1,472.765	(\$70.119)	\$1,534.676	(\$61.911)	\$1,586.084	(\$51.408)
Depreciation	\$228.525	\$231.476	(\$2.951)	\$227.237	\$4.239	\$229.237	(\$2.000)	\$231.237	(\$2.000)
OPEB Obligation	65.098	68.316	(3.218)	69.982	(1.666)	73.366	(3.383)	76.940	(3.574)
Environmental Remediation	3.169	3.172	(0.003)	3.172	0.000	3.172	0.000	3.172	0.000
Total Expenses	\$1,759.844	\$1,705.610	\$54.234	\$1,773.157	(\$67.546)	\$1,840.451	(\$67.294)	\$1,897.433	(\$56.982)
Net Surplus/(Deficit)	\$841.955	\$763.286	\$78.669	\$793.800	(\$30.514)	\$823.397	(\$29.596)	\$844.489	(\$21.093)

MTA METRO-NORTH RAILROAD
November Financial Plan 2015 - 2018
Year-to-Year Changes by Category - Cash Basis
(\$ in millions)

CASH RECEIPTS & EXPENDITURES

	Favorable/(Unfavorable)								
	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016 - 2017	2018	Change 2017 - 2018
Receipts									
Farebox Revenue	\$659.527	\$678.065	\$18.539	\$692.872	\$14.807	\$709.501	\$16.629	\$721.846	\$12.345
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	90.834	77.250	(13.584)	66.721	(10.530)	70.284	3.563	69.403	(0.881)
Capital and Other Reimbursements	172.715	232.280	59.565	234.141	1.861	255.162	21.021	278.232	23.071
Total Receipts	\$923.076	\$987.596	\$64.520	\$993.734	\$6.138	\$1,034.947	\$41.213	\$1,069.482	\$34.535
Expenditures									
Labor:									
Payroll	\$498.946	\$608.413	(\$109.467)	\$544.201	\$64.211	\$563.414	(\$19.212)	\$570.882	(\$7.469)
Overtime	110.056	127.938	(17.883)	110.121	17.817	113.724	(3.603)	115.517	(1.793)
Health and Welfare	118.345	118.218	0.127	123.275	(5.057)	129.892	(6.617)	135.661	(5.769)
OPEB Current Payment	24.000	25.186	(1.186)	26.021	(0.835)	27.301	(1.280)	28.656	(1.355)
Pensions	78.212	110.995	(32.783)	94.715	16.281	94.777	(0.062)	95.015	(0.238)
Other Fringe Benefits	115.823	126.330	(10.507)	119.082	7.247	121.844	(2.761)	122.355	(0.511)
GASB Account	4.450	0.000	4.450	0.000	0.000	0.000	0.000	0.207	(0.207)
Reimbursable Overhead	0.000	(0.000)	0.001	0.000	(0.000)	(0.000)	0.000	0.000	(0.000)
Total Labor Expenditures	\$949.831	\$1,117.080	(\$167.249)	\$1,017.415	\$99.665	\$1,050.951	(\$33.536)	\$1,068.293	(\$17.342)
Non-Labor:									
Electric Power	\$84.833	\$87.127	(\$2.295)	\$87.379	(\$0.251)	\$97.032	(\$9.653)	\$104.038	(\$7.006)
Fuel	27.518	26.535	0.983	25.920	0.615	26.162	(0.242)	26.926	(0.765)
Insurance	22.516	23.905	(1.389)	25.941	(2.036)	29.105	(3.164)	30.468	(1.363)
Claims	33.882	9.419	24.463	1.146	8.273	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	127.378	115.316	12.062	128.473	(13.157)	145.468	(16.995)	162.059	(16.591)
Professional Service Contracts	41.200	45.230	(4.031)	51.492	(6.262)	53.797	(2.305)	60.615	(6.818)
Materials & Supplies	103.622	108.653	(5.031)	122.104	(13.451)	124.807	(2.703)	132.096	(7.289)
Other Business Expenses	52.148	45.083	7.065	44.777	0.306	45.689	(0.913)	48.158	(2.468)
Total Non-Labor Expenditures	\$493.095	\$461.268	\$31.827	\$487.232	(\$25.963)	\$523.205	(\$35.973)	\$565.506	(\$42.301)
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	\$1,442.927	\$1,578.349	(\$135.422)	\$1,504.647	\$73.702	\$1,574.156	(\$69.509)	\$1,633.799	(\$59.643)
Net Cash Deficit	(\$519.851)	(\$590.753)	(\$70.902)	(\$510.913)	\$79.840	(\$539.209)	(\$28.296)	(\$564.317)	(\$25.108)
Subsidies									
MTA	\$424.829	\$449.083	(\$24.254)	\$414.842	\$34.241	\$440.475	(\$25.633)	\$462.492	(\$22.018)
CDOT	95.021	141.671	(46.650)	96.072	45.599	98.733	(2.662)	101.824	(3.091)
Total Subsidies	\$519.851	\$590.754	(\$70.903)	\$510.914	\$79.840	\$539.208	(\$28.294)	\$564.316	(\$25.109)

MTA METRO-NORTH RAILROAD
2015 Final Proposed Budget
November Financial Plan 2015 - 2018
Summary of Plan-to-Plan Changes by Generic Category

2014: November Financial Plan vs. July Financial Plan

REVENUE

FAREBOX REVENUE

Non-Reimbursable

- 2014–2018 reflects higher ridership growth and results in higher revenue of \$4.1 million in 2014, \$3.7 million in 2015, \$4.7 million in 2016, \$6.6 million in 2017 and \$8.1 million in 2018.

Reimbursable

- Not applicable

Cash

- 2015-2018 cash adjustments include receipts from the sale of MetroCards, Westchester County bus fares and special event promotions partially offset by credit card fees associated with the purchase of passenger tickets.

OTHER OPERATING REVENUE

Non-Reimbursable

- 2014 decrease of \$2.2 million from the July Financial Plan reflects the rescheduled Tropical Storm Sandy reimbursement of \$3.4 million from 2014 into 2015 partially offset by higher net GCT retail and other revenues of \$1.2 million.
- 2015 increase of \$3.9 million reflects the revised timing of the Tropical Storm Sandy reimbursement of \$3.4 million from 2014 into 2015 as well as slightly increased GCT retail and other revenues.
- 2016 – 2017 is essentially flat to prior plan.
- 2018 is lower by \$0.9 million due to lower parking revenue related to the Biltmore Restroom project \$0.6 million as well as vacancies in the outlying stations concessions stands \$0.2 million.

Reimbursable

- Not applicable

CAPITAL AND OTHER REIMBURSEMENTS

Reimbursable

- Lower overall reimbursements in 2014 of \$12.2 million are primarily attributable to forecasted reductions in the non-labor expense categories of Materials & Supplies and Professional Service Contracts that were partially offset by increased payroll and labor costs.

- 2015-2018 reimbursable project costs (and receipts) reflect the impact of the Positive Train Control (PTC) project as well as a continuation of baseline project levels from 2014.

Cash

- 2014-2015 include cash adjustments to reflect the timing of the anticipated settlement of the remaining unions accrued in 2014 but paid in 2015 in the amount of \$19.1 million.

EXPENSES

PAYROLL

Reflecting the recent labor settlement with Metro-North Railroad, the November Financial Plan assumes the same pattern settlement for employees represented by unions without contract agreements. This assumption projects costs that are in excess of the July Financial Plan provision and a portion of this additional cost will be funded by the suspension of contributions to the GASB Account.

Management Labor

- Salaries for non-represented employees assume wage increases of 4.0% effective January 1, 2013 and 2.0% effective December 1, 2014 with a retro-active wage adjustment payment for the 2013 increase in December 2014. Salaries include provisions for annual increases in July of 2015 and each January thereafter.
- In 2014 the higher non-agreement salary expense of \$2.9 million is driven by the retro-active wage adjustment described above and vacation buyback payments.
- 2015 is essentially flat with salary increases being offset by projected vacancies.
- 2016–2018 salary expense increases of \$3.4 million, \$6.4 million and \$6.6 million respectively, are primarily due to the projected wage increases and additional positions for the enterprise asset management program.

Agreement Labor

- Agreement salaries follow the MNR patterned settlement of 2.0% on January 16, 2011 and 1.5% every six months thereafter through 2017 as well as projected annual 2.0% increases thereafter.
- 2014 November Forecast increase of \$43.4 million compared to the 2014 Mid-Year Forecast primarily reflects the change in wage increases (\$34.2 million) and a swing from Capital to operating positions.
- 2015–2018 increases of \$24.2 million, \$26.8 million, \$30.8 million and \$29.8 million, respectively, are due primarily to the change in wage increase assumptions.

Reimbursable

- November forecast 2014 labor expenses are higher overall by \$2.7 million at \$47.6 million, reflecting the wage increase settlements as well as changes and refinements to select project requirements.
- 2015-2018 reimbursable project costs reflect a continuation of baseline project levels from 2014

Cash

- 2014-2015 include cash adjustments to reflect the timing of the anticipated settlement of the remaining unions accrued in 2014 but paid in 2015 in the amount of \$74.3 million.

OVERTIME

Non-Reimbursable

- The 2014 November Plan is \$17.5 million higher than the 2014 July Financial Plan. Of this total, \$12.5 million is the result of the MNR patterned wage settlement for represented employees including the related retroactive wage adjustment for 2011-2014. The remaining increase of \$5.0 million relates to 2014 baseline increases associated with: programmatic and routine maintenance, weather emergencies, vacancy coverage, train service coverage, unscheduled maintenance and station enhancements.
- 2015–2018 increases of \$17.0 million, \$19.1 million, \$20.3 million, and \$20.7 million, respectively are primarily due to the MNR patterned wage settlement for represented employees estimate and continuation of 2014 baseline increases associated with: programmatic and routine maintenance, weather emergencies, vacancy coverage, train service coverage, unscheduled maintenance and station enhancements.

Reimbursable

- 2014 November Forecast increases of \$7.5 million are driven by revised workflows for several projects including the Harlem River Lift Bridge and the Moodna/Woodbury viaducts projects as well as for repairs at Devon Bridge.
- 2015–2018 November Forecast increases are a reflection of inflationary factors applied to the baseline of 2014.

Cash

- 2014-2015 includes cash adjustments to reflect the timing of the anticipated settlement of the remaining unions accrued in 2014 but paid in 2015 in the amount of \$18.6 million. Additionally, we have included a \$2.0 million cash adjustment which reduces annual baseline overtime expense through 2018.

HEALTH AND WELFARE

Non-Reimbursable and Reimbursable

- 2014 November Forecast changes reflect nominally higher premium growth rates compared to 2014 July Financial Plan.
- 2015-2018 represented employees are expected to contribute two percent of their payroll compensation to their Health and Welfare premiums. This expense reduction is reflected in the Health and Welfare expense line. The employee

contribution is based on the recent Metro-North Railroad patterned represented labor wage settlement. This reduction is partially offset by increased premium rates.

OPEB CURRENT PAYMENT (GASB 45)

Non-Reimbursable

- 2014-2018 cash contributions have been adjusted to reflect the latest funding assumption criteria for retirees and premiums.

PENSIONS

Non-Reimbursable and Reimbursable

- The 2014-2018 change in pension costs represents updated actuarial estimates for the Defined Benefit Plan and the impact of the revised wage settlement estimate.

Cash

- 2014-2015 includes cash adjustments relative to pension costs to reflect the timing of the anticipated settlement of the remaining unions accrued in 2014 but paid in 2015 in the amount of \$15.9 million.

OTHER FRINGE BENEFITS

Non-Reimbursable and Reimbursable

- 2014–2018 reflect changes in Railroad Retirement taxes, adjustments to employee claims and the revised wage settlement estimate.

REIMBURSABLE OVERHEAD

Reimbursable

- The 2014 November Forecast for Reimbursable Overhead expense, as a function of underlying labor costs, increased \$11.4 million versus the Mid-Year Forecast reflecting the addition of the wage settlement increase.
- 2015-2018 levels are based upon ongoing project activity levels adjusted for the impact of inflation.

ELECTRIC POWER

Traction Power - Revenue

Non-Reimbursable

- 2014-2018 incorporates the impact of revised inflation factors. This is offset by a cash adjustment of \$4.9 million for anticipated CL&P rate increases in the first half of 2015.

Non-Traction Power – Non-Revenue

Non-Reimbursable

- 2014 savings of \$0.5 million is related to lower consumption resulting from a mild summer.
- 2015-2018 incorporates the impact of revised inflation factors.

FUEL

Revenue Vehicle Fuel

Non-Reimbursable

- 2014 increase of \$0.8 million is due to higher diesel fuel rates.
- 2015-2018 incorporates the impact of revised inflation assumptions.

Cash

- 2014-2018 includes a credit (reduction to cash disbursements) for accrued fuel costs at New Haven which are paid directly by CDOT.

Non-Revenue Fuel

Non-Reimbursable

- 2014 increase of \$0.3 million reflects increased fuel costs.
- 2015-2018 incorporates the impact of revised inflation assumptions.

INSURANCE

Non-Reimbursable and Reimbursable

- 2014-2018 incorporates the impact of revised premiums.

Cash

- 2014-2018 includes an adjustment for the difference between expense accruals and cash payments.

CLAIMS

Non-Reimbursable

- 2014–2018 reflects current passenger claim trends.

Cash

- 2014 and 2015 include potential cash payout estimates relative to identified claims for the Spuyten Duyvil and Bridgeport derailments as well as a West of Hudson incident.
- The Spuyten Duyvil derailment has a cash payout estimate of \$24.1 million in 2014 of which \$14.1 million is assumed to be reimbursed by the MTA FMTAC in the same year. The Bridgeport derailment has a cash payout estimate of \$2.0 million in 2014 and \$8.3 million in 2015.
- A settlement has already been paid in 2014 for the West of Hudson incident in the amount of \$5.4 million.

MAINTENANCE AND OTHER OPERATING CONTRACTS

Non-Reimbursable

- 2014 decrease of \$2.7 million reflects reduced maintenance contract expenses (\$2.5 million) and lower net office space expense (\$0.5 million) partially offset by an increase for Danbury Branch emergency bus service (\$0.4 million).
- 2015-2018 higher plan-to-plan costs of \$0.9 million, \$1.6 million, \$1.4 million and \$1.6 million, respectively, reflect higher public address system contractual costs (\$0.5 million), the reclassification of expenses for the station enhancement program from Other Business Expenses (\$0.3 million), increases for non-revenue vehicle repairs (\$0.2 million) and the continuation of the

Infrastructure Improvement program (\$2.0 million annually starting in 2016). These increases were partially offset by lower net office space expense of \$0.8 million in 2015, \$1.6 million in 2016, \$1.5 million in 2017 and \$1.6 million in 2018.

Reimbursable

- November Forecast 2014 expenses of \$8.8 million versus the July Plan of \$16.7 million reflects a decrease of \$7.9 million largely due to revised project requirements for the East of Hudson Overhead Bridge Program and the West of Hudson Signal Improvements project.
- 2015-2018 levels are based upon ongoing project activity levels adjusted for the impact of inflation.

Cash

- 2014-2018 cash adjustments include timing differences and reallocations to accrued expenses.

PROFESSIONAL SERVICES CONTRACTS

Non-Reimbursable

- 2014 November Forecast is lower by \$2.7 million vs. Mid-Year Forecast due to favorable re-estimates of miscellaneous service contracts and a shift of \$0.3 million to Operating Capital for the New Fare Payment system.
- 2015 higher plan-to-plan costs of \$0.5 million reflect the consulting costs for the MNR Enterprise Asset Management System (EAM) \$0.6 million, higher investigative services \$0.5 million and increases for Mobile Ticketing credit card fees \$0.4 million. These increases were largely offset by lower data center expenses as a result of the IT consolidation \$1.0 million.
- 2016-2018 higher plan-to-plan costs of \$1.8 million, \$1.9 million and \$1.6 million, respectively, reflect the inclusion of consulting costs for the MNR Enterprise Asset Management System (EAM) \$0.9 million, higher investigative services \$0.5 million, increases for Mobile Ticketing credit card fees \$0.4 million, reclassification of Meadowlands Services from Maintenance Contracts \$0.3 million and higher executive recruiting fees \$0.2 million. These increases were partially offset by lower data center expenses as a result of the IT consolidation \$1.0 million.

Reimbursable

- In 2014, November Forecast expenditures are reduced by \$ 11.6 million due to a shift in workflows for the Positive Train Control Project.
- 2015-2018 levels are based upon ongoing project activity levels adjusted for the impact of inflation plus the rescheduled impact of the Positive Train Control Project.

MATERIAL AND SUPPLIES

Non-Reimbursable

- 2014 decrease of \$1.1 million primarily reflects lower car-body maintenance requirements \$1.5 million partially offset by higher costs for the Station Enhancements program \$0.3 million.
- 2015 is \$1.2 million lower reflecting revised timing of the M7 Seat Change-Out Program to 2016 \$1.0 million.
- 2016 increase of \$4.1 million is primarily due to revised Infrastructure Improvement Program requirements \$3.1 million and changes to the M7 Seat Change-Out Plan \$1.0 million.
- 2017 increase of \$2.9 million is primarily due to revised Infrastructure Improvement Program requirements.
- 2018 increase of \$0.3 million is primarily due to revised Infrastructure Improvement Program requirements \$3.2 million partially offset by revisions to the M7 Seat Change-Out Plan \$3.1 million.

Reimbursable

- In 2014, November Forecast expenses are reduced by \$18.2 million due to reforecast project requirements predominately for Tropical Storm Sandy projects as well as timing related issues for the MNR technology move project.
- 2015-2018 plan-to-plan costs reflect project requirements due primarily to the revised timing for the MNR technology project as well as inflationary factors applied to baseline for other projects.

Cash

- 2014-2018 reflects cash adjustments for the difference between expense accruals and cash payments.

OTHER BUSINESS EXPENSES

Non-Reimbursable

- 2014 November Financial Plan is higher by \$0.3 million versus the Mid-Year Forecast due to an increase in the Payroll Mobility Tax, higher bad-debt write-offs and lower Amtrak recoveries.
- 2015 costs are lower by \$2.9 million primarily due to a partial year of Passenger Rail Investment and Improvement Act (PRIIA) recovery \$2.3 million.
- 2016-2018 lower plan-to-plan costs of \$8.4 million each year reflects the full year of Passenger Rail Investment and Improvement Act (PRIIA) recovery \$9.0 million partially offset by higher subsidy payments to NJT for West of Hudson Operations.

DEPRECIATION

Non-Reimbursable

2014-2018 includes provisions for changes in Metro-North's capital assets.

OPEB OBLIGATION (GASB 45)

Non-Reimbursable

- 2014-2018 costs reflect the liability for Post-Retirement Benefits (healthcare costs) for future retirees based on an updated actuarial estimate.

ENVIRONMENTAL REMEDIATION (GASB 49)

Non-Reimbursable

- 2014-2018 costs reflect the estimated liability for environmental remediation costs associated with capital projects.

2014: November Financial Plan vs. February Financial Plan

REVENUE

FAREBOX REVENUE

Non-Reimbursable

- 2014–2015 reflects lower ridership growth from the February Financial Plan and results in lower revenue of \$6.2 million in 2014 and \$1.7 million in 2015.
- 2016-2017 experiences a resumption of ridership growth resulting in increases of \$1.4 million in 2016 and \$7.0 million in 2017 over the February Financial Plan.

Cash

- 2014-2017 cash adjustments include receipts from the sale of MetroCards, Westchester county bus fares and special promotions partially offset by credit card fees associated with the purchase of passenger tickets.

OTHER OPERATING REVENUE

Non-Reimbursable

- 2014 increase of \$3.7 million from the 2014 Adopted Budget reflects the inclusion of Tropical Storm Irene reimbursements in the November Forecast as well as slightly higher net GCT retail and other revenues partially offset by the rescheduled Tropical Storm Sandy reimbursement from 2014 into 2015.
- 2015 increase of \$4.4 million reflects the revised timing of the Tropical Storm Sandy reimbursement from 2014 into 2015 and slightly higher GCT retail and other revenues.
- 2016–2017 is essentially unchanged vs. the February Financial Plan.

Cash

- 2014-2017 adjustments include the normal reclassifications of Amtrak and other railroad reimbursements, revenue offsets for GCT revenue funded projects, reimbursements from CDOT, reimbursements for settlements, scrap material sales and other miscellaneous items.
- 2014 includes a reimbursement from the MTA FMTAC of \$14.1 million for the Spuyten Duyvil derailment which represents the portion of claims expense that exceeds the \$10 million Metro-North insurance deductible.
- 2015-2017 includes an entry to re-class Amtrak cost recovery reimbursements from Other Business Expense to Other Operating Revenue.

CAPITAL AND OTHER REIMBURSEMENTS

Reimbursable

- Lower overall reimbursements in 2014 of \$1.9 million from the February Financial Plan are primarily attributable to forecasted timing differences in various projects.
- 2015-2017 reimbursable project costs (and receipts) reflect the impact of the Positive Train Control (PTC) project as well as a continuation of baseline project levels from 2014 adjusted for inflationary factors.

Cash

- 2014-2015 includes cash adjustments to reflect the timing of the anticipated settlement of the remaining unions accrued in 2014 but paid in 2015.
- 2014-2017 includes adjustments for receipt timing differences.

EXPENSES

PAYROLL

The November Plan reflects the financial impact of the recent settlement with several MNR unions, following the pattern established in the LIRR union Coalition settlement, and the assumption that all unsigned unions will follow the same pattern.

Management Labor

- Salaries for non-represented employees assume wage increases of 4.0% effective January 1, 2013 and 2.0% effective December 1, 2014 with a retro-active wage adjustment payment for the 2013 increase in December 2014. Salaries include provisions for annual increases in July of 2015 and each January thereafter.
- 2014 non-agreement salary expense is \$2.7 million lower due to vacant positions partially offset by the retro-active wage adjustment described above and vacation buyback payments.
- 2015 is essentially unchanged vs. the February Financial Plan.
- 2016–2017 salary expense increases of \$1.4 million and \$4.4 million, respectively, are primarily due to the projected wage increases and additional positions for the enterprise asset management program.

Agreement Labor

- Agreement salaries follow the MNR patterned settlement of 2.0% on January 16, 2011 and 1.5% every six months thereafter through 2017 as well as projected annual 2.0% increases thereafter.
- 2014-2017 reflects wage settlement estimates.

Reimbursable

- 2014-2017 labor expenses reflect the wage increase settlements as well as changes and refinements to select project requirements.

Cash

- 2014-2017 cash adjustments include timing changes for differences in accrued versus paid days, an Agreement employee allowance (for uniforms, tools and shoes), and employee contributions to healthcare coverage.
- 2014-2015 includes cash adjustments to reflect the timing of 2014 estimated wage settlement accruals expected to be paid in 2015.

OVERTIME

Non-Reimbursable

- The 2014 November Forecast is \$40.3 million higher than the 2014 Adopted Budget. Of this total, \$19.3 million is the result of the MNR patterned wage settlement for represented employees including the related retroactive wage adjustment for 2011-2014 while the remaining increase relates to 2014 baseline increases associated with: programmatic and routine maintenance, weather emergencies, vacancy coverage, train service coverage, unscheduled maintenance and station enhancements.
- 2015–2017 increases of \$34.9 million, \$38.3 million, and \$39.9 million, respectively, are due to the MNR patterned wage settlement for represented employees and continuation of 2014 baseline increases.

Reimbursable

- 2014 November Forecast increases of \$10 million are driven by revised workflows for several projects, including the Harlem River Lift Bridge and the Moodna/Woodbury viaducts projects as well as for repairs at Devon Bridge.
- 2015–2017 increases reflect wage settlement increases.

Cash

- 2014-2015 includes cash adjustments to reflect the timing of 2014 estimated wage settlement accruals expected to be paid in 2015.

HEALTH AND WELFARE

Non-Reimbursable and Reimbursable

- 2014 November Forecast reflects changes in premium rates compared to the 2014 Adopted Budget.
- 2015-2017 includes health insurance contributions by represented employees in accordance with the recent wage settlement agreement with several MNR unions. This reduction is partially offset by increased premium rates.

Cash

- 2014-2015 includes cash adjustments to reflect the timing of 2014 estimated wage settlement accruals expected to be paid in 2015.

OPEB CURRENT PAYMENT (GASB 45)

Non-Reimbursable

- 2014-2017 cash contributions have been adjusted to reflect the latest funding assumption criteria for retirees and premiums.

PENSIONS

Non-Reimbursable and Reimbursable

- The 2014-2017 change in pension costs represents updated actuarial estimates for the Defined Benefit Plan and the impact of the revised wage settlement estimate.

Cash

- 2014 cash requirements are decreased by \$13.7 million to reflect an advance payment of 2014 costs made in 2013.
- 2014-2015 includes cash adjustments to reflect the timing of the anticipated settlement of the remaining unions accrued in 2014 but paid in 2015.

OTHER FRINGE BENEFITS

Non-Reimbursable and Reimbursable

- 2014–2017 reflect changes in Railroad Retirement taxes, adjustments to employee claims and the revised wage settlement estimate.

Cash

- 2014-2017 adjustments include differences between expense accruals and cash disbursements.

REIMBURSABLE OVERHEAD

Reimbursable

- The 2014 November Forecast for Reimbursable Overhead increased \$14.5 million versus the 2014 Adopted Budget due to a projected wage settlement increase.
- 2015-2017 levels are based upon ongoing project activity levels adjusted for the impact of inflation.

ELECTRIC POWER

Traction Power - Revenue

Non-Reimbursable

- 2014-2017 incorporates the impact of revised inflation factors and service plan adjustments.

Non-Traction Power – Non-Revenue

Non-Reimbursable

- 2014-2017 primarily reflects the impact of revised inflation factors.

FUEL

Revenue Vehicle Fuel

Non-Reimbursable

- 2014 increase of \$1.6 million is due to changes in consumption and diesel fuel rates.
- 2015-2017 primarily reflects the impact of revised inflation factors.

Cash

- 2014-2017 includes a credit (reduction to cash disbursements) for accrued fuel costs at New Haven which are paid directly by CDOT.

Non-Revenue Fuel

Non-Reimbursable

- 2015-2017 incorporates the impact of revised inflation assumptions.

INSURANCE

Non-Reimbursable and Reimbursable

- 2014-2017 incorporates the impact of revised premiums.

Cash

- 2014-2017 includes an adjustment for the difference between expense accruals and cash payments.

CLAIMS

Non-Reimbursable

- 2014–2017 reflects current passenger claim trends.

Cash

- 2014 and 2015 include estimated cash payouts for identified claims for the Spuyten Duyvil and Bridgeport derailments as well as payment for the West of Hudson claim settlement.

MAINTENANCE AND OTHER OPERATING CONTRACTS

Non-Reimbursable

- 2014 decrease of \$5.2 million reflects reduced maintenance contract expenses and lower net office space expense.
- 2015 decrease of \$1.6 million primarily reflects revised office space lease expenses partially offset by the timing of the Genesis locomotive overhaul project.
- 2016-2017 higher costs of \$5.2 million and \$7.5 million, respectively, reflect the continuation of the Infrastructure Improvement program, NHL car disposal costs and higher public address system costs partially offset by lower net office space expense and the timing for locomotive overhauls.

Reimbursable

- November Forecast 2014 expenses declined \$3.2 million versus the 2014 Adopted Budget largely due to revised scheduling for the East of Hudson Overhead Bridge Program and the GCT Leaks Remediation Project.
- 2015-2017 levels are based upon ongoing project activity levels adjusted for the impact of inflation.

Cash

- 2014-2017 cash adjustments include the elimination of non-cash GASB 49 environmental accruals and payment timing differences. 2014-2017 also includes reclassifications of revenue offsets for GCT revenue funded projects and payments on behalf of CDOT for station facilities and the MTA for utilities.

PROFESSIONAL SERVICES CONTRACTS

Non-Reimbursable

- 2014 November Forecast expenditures reflect a reduction of \$0.4 million due to favorable re-estimates of miscellaneous service contracts and a shift to Operating

Capital for the New Fare Payment system partially offset by costs associated with the implementation of the Hyperion Budget and Planning System.

- 2015-2017 cost increases reflect consulting expense associated with the Infrastructure Improvement Program, the MNR Enterprise Asset Management System (EAM), higher investigative services, increases for Mobile Ticketing credit card fees and maintenance costs associated with the new Hyperion Budget and Planning System partially offset by lower data center expenses as a result of the IT consolidation.

Reimbursable

- 2014 November Forecast expenditures are reduced by \$11.7 million largely due to a shift in workflows for the Positive Train Control project.
- 2015-2017 levels are based upon ongoing project activity levels adjusted for the impact of inflation.

MATERIAL AND SUPPLIES

Non-Reimbursable

- 2014 increase of \$2.2 million vs. the 2014 Adopted Budget reflects the write down of obsolete inventory, Spuyten Duyvil derailment repairs and higher Infrastructure Improvement Program requirements, partially offset by the rescheduling of the M-7 Seat Change-out Program and a change in the timing for New Haven Line derailment damaged car repairs.
- 2015 is \$2.2 million higher due primarily to New Haven Line derailment damaged car repairs and the M-7 Seat Change-out Program.
- 2016 increase of \$4.8 million is primarily due to revised Infrastructure Improvement Program requirements and changes to the M-7 Seat Change-out Program.
- 2017 increase of \$3.5 million is primarily due to revised Infrastructure Improvement Program requirements and inflationary growth.

Reimbursable

- In 2014, November Forecast expenses are reduced by \$16.9 million due to revised timing of project requirements predominately for Tropical Storm Sandy projects, the MNR technology move project and the Bronx Stations Capacity project as well as scheduling related issues for PTC.
- 2015-2017 reflects increased project requirements due primarily to the revised timing for PTC as well as inflationary factors applied to the baseline forecast for other projects.

Cash

- 2014-2017 reflects cash adjustments for the difference between expense accruals and cash payments.

OTHER BUSINESS EXPENSES

Non-Reimbursable

- 2014 November Financial Plan is higher by \$10.0 million versus the 2014 Adopted Budget due to the movement of the anticipated recovery for losses related to the Con Edison power outage on the New Haven Line from 2014 to 2015.

- 2015-2017 costs are lower due increased Amtrak recoveries in accordance with the Passenger Rail Investment and Improvement Act (PRIIA).

Cash

- 2014-2017 cash adjustments include payments for receipt of Metro Cards, Westchester County bus fares and special promotions partially offset by the reclassification of credit card fees as an offset to Farebox Revenue. Also included are reclassifications of Amtrak and other railroad reimbursements to the Other Operating Revenue category.

DEPRECIATION

Non-Reimbursable

- 2014-2017 includes provisions for changes in Metro-North's capital assets.

OPEB OBLIGATION (GASB 45)

Non-Reimbursable

- 2014-2017 costs reflect the liability for Post-Retirement Benefits (healthcare costs) for future retirees based on an updated actuarial estimate.

ENVIRONMENTAL REMEDIATION (GASB 49)

Non-Reimbursable

- 2014-2017 costs reflect the estimated liability for environmental remediation costs associated with capital projects.

MTA METRO-NORTH RAILROAD
November Financial Plan 2015 - 2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2014	2015	2016	2017	2018
2014 July Financial Plan Baseline - Net Operating Cash Surplus/(Deficit)	(\$536.000)	(\$460.580)	(\$468.777)	(\$497.773)	(\$526.456)
Baseline Changes					
Revenue					
Farebox Revenue	\$4,114	\$3,749	\$4,671	\$6,561	\$8,059
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(2,227)	3,889	0.127	0.103	(0.924)
Capital and Other Reimbursement	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	\$1.887	\$7.637	\$4.798	\$6.664	\$7.135
Expenses					
Labor:					
Payroll	(\$46.331)	(\$24.213)	(\$30.199)	(\$37.180)	(\$36.487)
Overtime	(17.500)	(16.960)	(19.130)	(20.259)	(20.687)
Health and Welfare	(1,208)	3,229	3,356	3,650	4,031
OPEB Current Payment	(0.333)	(0.350)	(0.579)	(0.629)	(0.685)
Pensions	(11.083)	(5.907)	(8.771)	(8.060)	(7.404)
Other Fringe Benefits	(6.455)	(4.604)	(2.111)	(0.390)	1.239
Reimbursable Overhead	11.940	10.998	10.762	10.978	11.189
Total Labor Expense Changes	(\$70.970)	(\$37.806)	(\$46.671)	(\$51.889)	(\$48.803)
Non-Labor:					
Electric Power	\$5,969	\$3,935	\$2,200	\$4,710	\$6,251
Fuel	(1,112)	(0.263)	(0.609)	(0.658)	(0.682)
Insurance	0.173	(0.187)	0.012	0.225	0.479
Claims	(5,613)	(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	2,710	(0.888)	(1,570)	(1,450)	(1,599)
Professional Service Contracts	2,674	(0,525)	(1,792)	(1,863)	(1,573)
Materials & Supplies	1,089	1,186	(4,080)	(2,924)	(0,317)
Other Business Expenses	(0,302)	2,903	8,440	8,426	8,425
Total Non-Labor Expense Changes	\$5.587	\$6.160	\$2.601	\$6.466	\$10.984
Total Expenses before Depreciation and GASB Adjustments	(\$65.384)	(\$31.646)	(\$44.069)	(\$45.423)	(\$37.819)
Depreciation	(\$1,288)	(\$4,239)	(\$0.000)	(\$0.000)	(\$0.000)
OPEB Obligation	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.833	0.628	0.628	0.628	0.628
Total Expense Changes	(\$65.839)	(\$35.257)	(\$43.442)	(\$44.795)	(\$37.191)
Cash Conversion Adjustment Changes					
Depreciation	\$1,288	\$4,239	\$0.000	\$0.000	\$0.000
Operating/Capital	9,497	(3,721)	(3,779)	(1,584)	(8,621)
Other Cash Adjustments	69,315	(103,072)	0,284	(1,721)	0,817
Total Cash Conversion Adjustments	\$80.101	(\$102.555)	(\$3.494)	(\$3.304)	(\$7.804)
Net Surplus/(Deficit) Changes	\$16.149	(\$130.174)	(\$42.138)	(\$41.436)	(\$37.861)
2014 November Financial Plan - Net Operating Cash Surplus/(Deficit)	(\$519.851)	(\$590.754)	(\$510.915)	(\$539.208)	(\$564.316)

MTA METRO-NORTH RAILROAD
November Financial Plan 2015 - 2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2014	2015	2016	2017	2018
2014 July Financial Plan Baseline - Net Operating 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
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	(12.189)	(42.048)	2.506	47.998	66.968
Total Revenue Changes	(\$12.189)	(\$42.048)	\$2.506	\$47.998	\$66.968
Expenses					
Labor:					
Payroll	(\$3.176)	(\$11.289)	(\$11.468)	(\$11.656)	(\$11.917)
Overtime	(7.487)	(0.249)	(0.231)	(0.216)	(0.248)
Health and Welfare	(0.303)	(2.363)	(2.454)	(2.856)	(3.328)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	(1.552)	(1.063)	(1.428)	(1.653)	(1.976)
Other Fringe Benefits	(0.938)	(2.468)	(2.457)	(2.513)	(2.581)
Reimbursable Overhead	(11.440)	(13.069)	(13.299)	(13.561)	(13.820)
Total Labor Expense Changes	(\$24.896)	(\$30.502)	(\$31.337)	(\$32.456)	(\$33.870)
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	(0.096)	(0.622)	(0.652)	(0.664)	(0.677)
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	7.902	5.422	(1.576)	(8.739)	(15.996)
Professional Service Contracts	11.635	47.929	23.768	(5.344)	(10.512)
Materials & Supplies	18.153	18.264	5.706	(2.405)	(7.549)
Other Business Expenses	(0.509)	1.557	1.585	1.609	1.636
Total Non-Labor Expense Changes	\$37.085	\$72.550	\$28.831	(\$15.542)	(\$33.098)
Total Expense Changes	\$12.189	\$42.048	(\$2.506)	(\$47.998)	(\$66.968)
2014 November Financial Plan - Net Operating Cash Surplus/(Deficit)	\$0.000	\$0.000	(\$0.000)	\$0.000	\$0.000

MTA METRO-NORTH RAILROAD
November Financial Plan 2015 - 2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2014	2015	2016	2017	2018
2014 July Financial Plan Baseline - Net Operating Cash Surplus/(Deficit)					
Baseline Changes					
Revenue					
Farebox Revenue	\$4,114	\$3,749	\$4,671	\$6,561	\$8,059
Vehicle Toll Revenue	0,000	0,000	0,000	0,000	0,000
Other Operating Revenue	(2,227)	3,889	0,127	0,103	(0,924)
Capital and Other Reimbursement	(12,189)	(42,048)	2,506	47,998	66,968
Total Revenue Changes	(\$10,302)	(\$34,411)	\$7,305	\$54,662	\$74,103
Expenses					
<i>Labor:</i>					
Payroll	(\$49,507)	(\$35,502)	(\$41,666)	(\$48,836)	(\$48,404)
Overtime	(24,987)	(17,209)	(19,361)	(20,475)	(20,935)
Health and Welfare	(1,512)	0,866	0,902	0,794	0,703
OPEB Current Payment	(0,333)	(0,350)	(0,579)	(0,629)	(0,685)
Pensions	(12,635)	(6,970)	(10,199)	(9,713)	(9,380)
Other Fringe Benefits	(7,393)	(7,072)	(4,568)	(2,903)	(1,342)
Reimbursable Overhead	0,501	(2,071)	(2,537)	(2,584)	(2,631)
Total Labor Expense Changes	(\$95,866)	(\$68,307)	(\$78,008)	(\$84,345)	(\$82,673)
<i>Non-Labor:</i>					
Electric Power	\$5,969	\$3,935	\$2,200	\$4,710	\$6,251
Fuel	(1,112)	(0,263)	(0,609)	(0,658)	(0,682)
Insurance	0,077	(0,809)	(0,640)	(0,439)	(0,198)
Claims	(5,613)	(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	10,612	4,534	(3,146)	(10,189)	(17,595)
Professional Service Contracts	14,309	47,404	21,976	(7,207)	(12,085)
Materials & Supplies	19,242	19,450	1,626	(5,329)	(7,866)
Other Business Expenses	(0,811)	4,460	10,026	10,036	10,061
Total Non-Labor Expense Changes	\$42,671	\$78,710	\$31,432	(\$9,076)	(\$22,113)
Total Expenses before Non-Cash Liability Adjs.	(\$53,195)	\$10,403	(\$46,576)	(\$93,421)	(\$104,787)
Depreciation	(\$1,288)	(\$4,239)	(\$0,000)	(\$0,000)	(\$0,000)
OPEB Obligation	0,000	0,000	0,000	0,000	0,000
Environmental Remediation	0,833	0,628	0,628	0,628	0,628
Total Expense Changes	(\$53,650)	\$6,792	(\$45,948)	(\$92,794)	(\$104,159)
Baseline Net Surplus/(Deficit) Changes	(\$63,952)	(\$27,619)	(\$38,644)	(\$38,131)	(\$30,056)
Cash Conversion Adjustment Changes					
Depreciation	\$1,288	\$4,239	\$0,000	\$0,000	\$0,000
Operating/Capital	9,497	(3,721)	(3,779)	(1,584)	(8,621)
Other Cash Adjustments	69,315	(103,072)	0,284	(1,721)	0,817
Total Cash Conversion Adjustments	\$80,101	(\$102,555)	(\$3,494)	(\$3,304)	(\$7,804)
Net Surplus/(Deficit) Changes	\$16,149	(\$130,174)	(\$42,138)	(\$41,436)	(\$37,861)
2014 November Financial Plan - Net Operating Cash Surplus/(Deficit)	\$16,149	(\$130,174)	(\$42,138)	(\$41,436)	(\$37,861)

MTA METRO-NORTH RAILROAD
2015 Final Proposed Budget
November Financial Plan 2015 - 2018
Summary of Major Plan-to-Plan Changes

Revisions to Metro-North's Financial Plan for years 2014-2018 reflects the effect of evolving economic conditions, new needs, changes in timing of cost assumptions and resource allocations, as well as the impact of recently implemented cost reduction plans.

Projections include additional Payroll, Overtime, Pension, Other Fringe Benefits, and Reimbursable Overhead expenses for those union employees who recently settled as well as a provision for unions still without a contract agreement that are expected to settle next year.

2014: NOVEMBER FINANCIAL PLAN vs. JULY FINANCIAL PLAN

The 2014 November Financial Plan cash subsidy requirement of \$519.9 million for Non-Reimbursable operations is \$16.1 million lower than the 2014 July Financial Plan. This is a result of \$3.5 million in higher total revenue in addition to a forecasted decrease of \$14.2 million in cash expenses. Operating revenues of \$714.0 million reflect passenger revenues of \$653.9 million that are \$4.1 million favorable versus the 2014 July Financial Plan resulting from higher than anticipated ridership growth. Non-passenger revenues of \$60.1 million are \$2.2 million lower than the 2014 July Financial Plan resulting from the rescheduled reimbursement of Tropical Storm Sandy damages from 2014 to 2015 partially offset by better than estimated GCT retail revenues. Non-Reimbursable operating expenses of \$1,555.9 million reflect an increase of \$65.8 million, \$58.3 million of which is attributable to the union wage settlement for represented employees without contracts.

The Reimbursable 2014 November Forecast revenue and expense projections total \$203.9 million, which is \$12.2 million lower than the 2014 July Financial Plan. This is largely due to decreases in Professional Services Contracts and Materials & Supplies as revised timetable projections for PTC and lower estimates for the East of the Hudson Overhead Bridge Program resulted in lower forecast non-labor expenses in 2014. These decreases were offset slightly by increased labor costs, notably at Devon Bridge as the replacement of timbers and steel repairs expanded to include track 4, and at the West of Hudson Signal Improvements Project, where work is accelerating through the remainder of 2014 to complete the fifth and final segment.

2015: NOVEMBER FINANCIAL PLAN vs. JULY FINANCIAL PLAN

The 2015 Final Proposed Budget cash subsidy requirement of \$590.8 million is \$130.2 million higher than the 2014 July Financial Plan. This reflects a cash forecast of \$99.6

million to account for the remaining unions to be settled in 2015 as well as the MNR patterned wage settlement valued at \$23.8 million. The remainder of the difference is primarily due to new hires in both late 2014 and 2015.

Proposed Reimbursable expenditures (and receipts) for 2015 are projected at \$211.5 million which is \$42 million lower than the July Financial Plan of \$253.5 million. This overall reduction is due to decreases in all non-labor requirements that more than offset increased labor expenses due to the wage settlement increases and select project revisions. In the labor category, Non-agreement and Other than Train & Engine (OTE) cost increases were offset slightly by decreased Train & Engine (T&E) labor projections while a reduction in Professional Service Contracts due to the rescheduling of the PTC project was the main driver in the non-labor expense reduction.

2016 - 2018: NOVEMBER FINANCIAL PLAN vs. JULY FINANCIAL PLAN

The 2016-2018 November Financial Plan subsidy requirements are higher by \$42.1 million in 2016, \$41.4 million in 2017 and \$37.9 million in 2018 as compared to the July Financial Plan. In general, the increased subsidy expense is driven by higher payroll expenses largely due to the impact of the union wage settlements, the filling of vacant positions and rightsizing the overtime expense.

The Reimbursable 2016-2018 November Financial Plan subsidy requirements are higher by \$2.5 million in 2016 at \$236.7 million, higher by \$48.0 million in 2017 at \$256.6 million, and higher by \$67.0 million in 2018 at \$280.0 million as compared to the July Financial Plan, largely due to the impact of Positive Train Control.

MTA Metro-North Railroad
November Financial Plan 2015 - 2018
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2014	2015	2016	2017	2018
2014 July Financial Plan Baseline - Net Operating Cash Surplus/(Deficit)	(\$536.000)	(\$460.580)	(\$468.777)	(\$497.773)	(\$526.456)
Non-Reimbursable Major Changes					
Revenue					
Farebox Revenue - Increased Ridership Growth	\$4.114	\$3.749	\$4.671	\$6.561	\$8.059
Non-Passenger Revenue	1.180	0.482	0.127	0.103	(0.924)
Superstorm Sandy Recovery	(3.407)	3.407	0.000	0.000	0.000
Sub-Total Non-Reimbursable Revenue Changes	\$1.887	\$7.637	\$4.798	\$6.664	\$7.135
Expenses					
Wage Adjustment - Payroll	(\$35.776)	(\$18.008)	(\$24.118)	(\$27.221)	(\$26.349)
Wage Adjustment - Overtime	(12.501)	(8.560)	(8.730)	(9.859)	(10.287)
Wage Adjustment - Pensions	(8.309)	(3.862)	(4.929)	(5.681)	(5.731)
Wage Adjustment - Retirement Taxes	(3.717)	(2.067)	(2.638)	(3.051)	(3.126)
Labor - Exclude Wage Adjustments	(10.529)	(4.087)	(3.150)	(6.534)	(6.074)
Overtime - Revised Baseline	(4.999)	(8.400)	(10.400)	(10.400)	(10.400)
Health & Welfare - Employee Contribution Offsetting Premium Increases	(1.542)	2.879	2.777	3.021	3.347
Pensions	(2.774)	(2.045)	(3.842)	(2.379)	(1.673)
Retirement Taxes	(2.738)	(2.537)	0.527	2.662	4.365
Power Rates	5.969	3.935	2.200	4.710	6.251
Claims Payments	(5.613)	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.710	(0.888)	(1.570)	(1.450)	(1.599)
Professional Services	2.674	0.075	(0.892)	(0.963)	(0.973)
Materials and Supplies	1.089	1.186	(4.080)	(2.924)	(0.317)
PRIIA Recovery	0.000	2.250	9.000	9.000	9.000
Other Net Line Item Changes	9.674	12.889	5.629	5.663	1.236
Sub-Total Non-Reimbursable Expense Changes	(\$66.383)	(\$27.240)	(\$44.215)	(\$45.407)	(\$42.330)
Total Non-Reimbursable Major Changes	(\$64.496)	(\$19.603)	(\$39.417)	(\$38.742)	(\$35.195)
Reimbursable Major Changes					
Revenue					
Projections for 2014-2018 assume capital project activity levels similar to 2014 MYF adjusted for the winding down / completion / addition of projects, mainly addition of PTC; also reflects reimbursement of Union Labor Settlement RWA	(\$12.189)	(\$42.048)	\$2.506	\$47.998	\$66.968
Sub-Total Reimbursable Revenue Changes	(\$12.189)	(\$42.048)	\$2.506	\$47.998	\$66.968
Expenses					
Projections for 2014-2018 assume capital project activity levels similar to 2014 MYF adjusted for the winding down / completion / addition of projects, mainly addition of PTC; also includes Union Labor Settlement RWA	\$12.189	\$42.048	(\$2.506)	(\$47.998)	(\$66.968)
Sub-Total Reimbursable Expense Changes	\$12.189	\$42.048	(\$2.506)	(\$47.998)	(\$66.968)
Total Reimbursable Major Changes	\$0.000	\$0.000	(\$0.000)	\$0.000	\$0.000
Total Accrual Changes	(\$64.496)	(\$19.603)	(\$39.417)	(\$38.742)	(\$35.195)
Cash Adjustment Changes					
Wage Adjustment Cash Needs - Timing	\$100.760	(\$99.553)	\$0.000	\$0.000	\$0.000
Wage Adjustment Force Account Timing	0.000	0.000	0.000	0.000	0.000
Claims - Cash Settlement Needs	(14.022)	(8.273)	0.000	0.000	0.000
Materials Inventory - Rail Purchase	(4.045)	0.000	0.000	0.000	0.000
Amtrak Fueling of Locomotives	(2.048)	(2.745)	(2.720)	(2.693)	(2.666)
Other Cash Adjustments	0.000	0.000	0.000	0.000	0.000
Total Cash Adjustment Changes	\$80.645	(\$110.571)	(\$2.720)	(\$2.693)	(\$2.666)
Net Surplus/(Deficit) Changes	\$16.149	(\$130.174)	(\$42.137)	(\$41.436)	(\$37.861)
2014 November Financial Plan - Net Operating Cash Surplus/(Deficit)	(\$519.851)	(\$590.754)	(\$510.913)	(\$539.208)	(\$564.316)

MTA METRO-NORTH RAILROAD
2015 Final Proposed Budget
November Financial Plan 2015 - 2018
Ridership / (Utilization)

Ridership projections are developed primarily by the application of the line segment ridership forecasting models that incorporate current trends (excluding anomalies), the impact of economic and demographic factors, MTA supplied CPI, employment and population forecasts, and government supported mass transit initiatives. In addition, Metro-North initiatives that enhance service, customer awareness and access to the Railroad are also incorporated into ridership forecasts.

Total 2014 East of Hudson ridership is projected at 83.2 million in the November Plan, which is 1.7% higher than 2013. Compared to the July Financial Plan, 2014 ridership is 0.6% higher reflecting improved growth in non-commutation riders. In 2015 through 2018, ridership is projected to grow 2.2%, 1.9%, 2.1%, and 1.4%, respectively, with growth occurring across all three commuter lines. By service line, the 2015 Final Proposed Budget includes a 2.4% increase in the Harlem line, a 2.0% increase in the Hudson line and a 2.1% increase in the New Haven line.

West of Hudson utilization reflects 2014 customer levels that are unchanged from the Mid-Year Forecast, and continue to show a recovery from the 2012 ridership losses on the Port Jervis Line caused by the extended service outage from Tropical Storm Irene. In 2015-2018, West of Hudson ridership is projected to grow 3.2%, 2.4%, 3.0% and 3.4%, respectively. Growth rates during this period reflect improvement in the economic climate and a resumption of customer growth in peak periods.

Factors affecting ridership growth include continued adjustments in programmed service, increased parking and promotional advertising, as well as a modest continuation of regional employment growth. Projections over this period assume no fare increases in New York State and annual fare increases in Connecticut of 1.0% in 2015 through 2018.

Passenger revenue in the 2014 November Forecast totals \$653.9 million reflecting an East of Hudson increase of 5.7% over 2013 (several extraordinary service disruptions in 2013 negatively impacted revenue and ridership levels). The proposed 2015 passenger revenue budget of \$672.2 million is \$18.3 million or 2.8% higher than the 2014 November Forecast, reflecting a 1.0% State of Connecticut fare increase effective January 2015 and a 2.2% increase in ridership. Service improvements include additional New Haven Line half-hourly weekend service to be added in November 2014. The 2016-2018 passenger revenue forecast includes a 1.0% State of Connecticut fare increase effective January each year. Ridership during this period is projected to grow by 1.9%, 2.1% and 1.4%, respectively. No fare increases are assumed in New York State through 2018.

MTA Metro-North Railroad
November Financial Plan 2015 - 2018
Ridership (Utilization)
(in millions)

	2014		2015	2016	2017	2018
	2013 Actual	November Forecast	Final Proposed Budget			
<u>Ridership*</u>						
Harlem Line	26.950	27.216	27.863	28.514	29.186	29.635
Hudson Line	15.878	16.278	16.608	16.964	17.364	17.632
New Haven Line	38.975	39.706	40.555	41.131	41.847	42.354
Total Ridership	81.802	83.200	85.027	86.609	88.397	89.621
<u>Farebox Revenue</u>						
Harlem Line	\$188.512	\$193.132	\$198.062	\$202.869	\$207.797	\$211.057
Hudson Line	136.007	141.324	144.307	147.483	151.055	153.437
New Haven Line	293.841	319.011	329.437	336.084	343.964	350.346
West of Hudson Mail & Ride	0.462	0.416	0.429	0.441	0.455	0.474
Total Farebox Revenue	\$618.822	\$653.883	\$672.236	\$686.878	\$703.272	\$715.313

* Reflects East of Hudson Service

MTA Metro-North Railroad
Novemer Financial Plan 2015 - 2018
2014 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2014	Pos.	2015	Pos.	2016	Pos.	2017	Pos.	2018
Administration										
Non-Agreement Position Vacancies (July Plan)	-	\$1,000	-	\$0,000	-	\$0,000	-	\$0,000	-	\$0,000
<i>Subtotal Administration</i>	-	1,000	-	0,000	-	0,000	-	0,000	-	0,000
Customer Convenience/Amenities										
None	-	0,000	-	0,000	-	0,000	-	0,000	-	0,000
<i>Subtotal Customer Convenience/Amenities</i>	-	0,000	-	0,000	-	0,000	-	0,000	-	0,000
Maintenance										
Timing in Locomotive Overhaul Programs (July Plan)		1,441		0,000		0,000		0,000		0,000
Changes to Genesis and BL20 Locomotive Overhaul Cycles (July Plan)		0,000		1,000		1,000		1,000		1,000
Reduction in Provisions for Contracted Shop Equipment and Communication Equipment Maintenance (July Plan)		0,200		0,700		0,400		0,400		0,400
Lower Material Requirements for NHL New Car Fleet and Communications Equipment (July Plan)		0,300		0,800		0,800		0,800		0,800
Reduce Provision for M7 Car Seat Replacement Material (July Plan)		0,000		0,500		0,500		0,500		0,500
<i>Subtotal Maintenance</i>	-	1,941	-	3,000	-	2,700	-	2,700	-	2,700
Revenue Enhancement										
Increase in GCT Retail and NWP Parking Spaces (July Plan)		0,500		0,500		0,500		0,500		0,500
<i>Subtotal Other</i>	-	0,500	-	0,500	-	0,500	-	0,500	-	0,500
Safety/Security										
None	-	0,000	-	0,000	-	0,000	-	0,000	-	0,000
<i>Subtotal Safety</i>	-	0,000	-	0,000	-	0,000	-	0,000	-	0,000
Service										
Delay Start of 2014 Service Change to November (July Plan)		1,000		0,000		0,000		0,000		0,000
Eliminate 2015 Service Plan Provisional (July Plan)	-	0,000	11	1,000	11	1,300	11	1,300	11	1,300
<i>Subtotal Service</i>	-	1,000	11	1,000	11	1,300	11	1,300	11	1,300
Service Support										
None	-	0,000	-	0,000	-	0,000	-	0,000	-	0,000
<i>Subtotal Service Support</i>	-	0,000	-	0,000	-	0,000	-	0,000	-	0,000
Other										
None	-	0,000	-	0,000	-	0,000	-	0,000	-	0,000
<i>Subtotal Other</i>	-	0,000	-	0,000	-	0,000	-	0,000	-	0,000
Agency Submission	-	\$4,441	11	\$4,500	11	\$4,500	11	\$4,500	11	\$4,500

**MTA Metro-North Railroad
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Worksheet**

Category by Function: Administration

Program: Non-Agreement Position Vacancies

Background Details: The 2014 Budget Reduction Plan as communicated by the MTA contains a specified target reduction for Metro-North Railroad of \$4.5 million per year. Metro-North Railroad has identified several areas which will allow it to meet the budget reduction target. Some of the identified reductions are one-time events in single year, others are recurring expense reductions or revenue increases through-out the five year forecast from 2014 through 2018.

Program Description/Implementation Plan: One-Time Events:
2014 - \$1.0 million, Management Position Vacancies - Metro-North reached its 30 year anniversary in 2013 and a significant number of senior management retirements have taken place over the past 18 months. These positions have been difficult to fill given the unique skills required for many of the operations positions and limited Human Resources staff to handle the higher volume of vacant jobs.

Program Implementation Date: Apr-14 **When will savings begin?:** Apr-14
Are these savings recurring?: No

Other Issues:

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$1.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>					

**MTA Metro-North Railroad
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Worksheet**

Category by Function: Maintenance

Program: Timing in Locomotive Overhaul Programs

Background Details:	The 2014 Budget Reduction Plan as communicated by the MTA contains a specified target reduction for Metro-North Railroad of \$4.5 million per year. Metro-North Railroad has identified several areas which will allow it to meet the budget reduction target. Some of the identified reductions are one-time events in single year, others are recurring expense reductions or revenue increases through-out the five year forecast from 2014 through 2018.
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Program Description/ Implementation Plan:	One-Time Events: 2014 - \$1.4 million, reschedule one Genesis Locomotive overhaul from 2014 to 2015, there are two units remaining from the cycle started in 2006.
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Program Implementation Date:	Apr-14	When will savings begin?:	Apr-14
Other Issues:	Are these savings recurring?: No		

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$1.441	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>					

**MTA Metro-North Railroad
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Worksheet**

Category by Function: Maintenance

Program: Changes to Genesis and BL20 Locomotive Overhaul Cycles

Background Details:	The 2014 Budget Reduction Plan as communicated by the MTA contains a specified target reduction for Metro-North Railroad of \$4.5 million per year. Metro-North Railroad has identified several areas which will allow it to meet the budget reduction target. Some of the identified reductions are one-time events in single year, others are recurring expense reductions or revenue increases through-out the five year forecast from 2014 through 2018.
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Program Description/ Implementation Plan:	Recurring Reductions: 2015-18 - \$1.0 million, expected savings on new Genesis and BL20 Locomotive overhaul cycles due to scheduling changes in the start-up and ongoing implementation of the overhaul program.
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Program Implementation Date:	Jan-15	When will savings begin?:	Jan-15
Are these savings recurring?:		Yes	
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.000	\$1.000	\$1.000	\$1.000
<i>Total Positions Required:</i>					

**MTA Metro-North Railroad
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Worksheet**

Category by Function: Maintenance

Program: Reduction in Provisions for Contracted Shop Equipment and Communication Equipment Maintenance

Background Details:	The 2014 Budget Reduction Plan as communicated by the MTA contains a specified target reduction for Metro-North Railroad of \$4.5 million per year. Metro-North Railroad has identified several areas which will allow it to meet the budget reduction target. Some of the identified reductions are one-time events in single year, others are recurring expense reductions or revenue increases through-out the five year forecast from 2014 through 2018.
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Program Description/ Implementation Plan:	Recurring Reductions: 2014-18 - \$0.2 million in 2014 then \$0.7 million in 2015 and then \$0.4 million thereafter for reduced maintenance contracts for contracted shop equipment and communications equipment maintenance. This reflects the time and material nature of the maintenance contracts, recent trends indicate that the current budgeted amounts are rarely totally consumed.
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Program Implementation Date:	Jul-14 When will savings begin?:	Jul-14
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.200	\$0.700	\$0.400	\$0.400	\$0.400
<i>Total Positions Required:</i>					

**MTA Metro-North Railroad
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Worksheet**

Category by Function: Maintenance

Program: Lower Material Requirements for NHL New Car Fleet and Communications Equipment

Background Details:	The 2014 Budget Reduction Plan as communicated by the MTA contains a specified target reduction for Metro-North Railroad of \$4.5 million per year. Metro-North Railroad has identified several areas which will allow it to meet the budget reduction target. Some of the identified reductions are one-time events in single year, others are recurring expense reductions or revenue increases through-out the five year forecast from 2014 through 2018.
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Program Description/ Implementation Plan:	Recurring Reductions: 2014-18 - \$0.3 million in 2014 and then \$0.8 million thereafter reduced material usage for M8 cars under warranty, M2s, M4s and M6s no longer in service and reduced Communications equipment. This reduction does not include materials required to maintain Positive Train Control systems.
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Program Implementation Date:	Jul-14 When will savings begin?:	Jul-14
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.300	\$0.800	\$0.800	\$0.800	\$0.800
<i>Total Positions Required:</i>					

**MTA Metro-North Railroad
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Worksheet**

Category by Function: Maintenance

Program: Reduce Provision for M7 Car Seat Replacement Material

Background Details:	The 2014 Budget Reduction Plan as communicated by the MTA contains a specified target reduction for Metro-North Railroad of \$4.5 million per year. Metro-North Railroad has identified several areas which will allow it to meet the budget reduction target. Some of the identified reductions are one-time events in single year, others are recurring expense reductions or revenue increases through-out the five year forecast from 2014 through 2018.
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Program Description/ Implementation Plan:	Recurring Reductions: 2015-18 - \$0.5 million per year reduced materials spend for M7 car seat replacements. The plan provision reflects costs to do approximately 30 kits annually (one seat kit covers one married pair of cars). Capacity constraints among staff and material deliveries from vendors indicate that 20-25 kits per year may be more realistic estimate.
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Program Implementation Date:	Jan-15	When will savings begin?:	Jan-15
	Are these savings recurring?:		Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</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>					

**MTA Metro-North Railroad
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Worksheet**

Category by Function: Revenue Enhancement

Program: Increase in GCT Retail and NWP Parking Spaces

Background Details:	The 2014 Budget Reduction Plan as communicated by the MTA contains a specified target reduction for Metro-North Railroad of \$4.5 million per year. Metro-North Railroad has identified several areas which will allow it to meet the budget reduction target. Some of the identified reductions are one-time events in single year, others are recurring expense reductions or revenue increases through-out the five year forecast from 2014 through 2018.
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Program Description/ Implementation Plan:	Recurring Reductions: 2014-18 - \$0.5 million per year increases to Other Operating Revenue from two sources. The first is additional GCT retail revenues from several revised tenant leases. The second increase is result of expanded parking space at North White Plains station parking facility.
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Program Implementation Date:	Jan-14	When will savings begin?:	Jan-14
Other Issues:	Are these savings recurring?: Yes		

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</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 Metro-North Railroad
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Worksheet**

Category by Function: Service

Program: Delay Start of 2014 Service Change to November

Background Details:	The 2014 Budget Reduction Plan as communicated by the MTA contains a specified target reduction for Metro-North Railroad of \$4.5 million per year. Metro-North Railroad has identified several areas which will allow it to meet the budget reduction target. Some of the identified reductions are one-time events in single year, others are recurring expense reductions or revenue increases through-out the five year forecast from 2014 through 2018.
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Program Description/ Implementation Plan:	One-Time Events: 2014 - \$1.0 million, delay in start of 2014 Service Plan from July to November, no change to planned service.
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Program Implementation Date:	Jul-14	When will savings begin?:	Jul-14
		Are these savings recurring?:	No

Other Issues:

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$1.000	\$0.000	\$0.000	\$0.000	\$0.000

Total Positions Required:

**MTA Metro-North Railroad
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Worksheet**

Category by Function: Service

Program: Eliminate 2015 Service Plan Provisional

Background Details:	The 2014 Budget Reduction Plan as communicated by the MTA contains a specified target reduction for Metro-North Railroad of \$4.5 million per year. Metro-North Railroad has identified several areas which will allow it to meet the budget reduction target. Some of the identified reductions are one-time events in single year, others are recurring expense reductions or revenue increases through-out the five year forecast from 2014 through 2018.
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Program Description/ Implementation Plan:	Recurring Reductions: 2015-18 - \$1.0 million in 2015 and then \$1.3 million thereafter, reflecting elimination of 2015 provisional but not approved service changes, reducing crew needs and power/fuel expenses. A provision for ridership growth remains in the forecast.
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Program Implementation Date:	Apr-15 When will savings begin?:	Apr-15
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.000	\$1.300	\$1.300	\$1.300
<hr style="border: 1px solid black;"/>					
<i>Total Positions Required:</i>					
<i>(List Title of Positions)</i>					
Engineers		3	3	3	3
Conductors		8	8	8	8

MTA METRO-NORTH RAILROAD
2015 Final Proposed Budget
November Financial Plan 2015 - 2018
Position Year-to-Year Changes

POSITION ASSUMPTIONS

Positions are stated as of December 31 of each year and reflect authorized staffing levels.

YEAR-TO-YEAR CHANGES

2014 - 2015

The 2015 Final Proposed Budget includes a net increase of 61 positions versus 2014. There is a net decrease of 23 Non-Reimbursable positions versus 2014 which includes a year-end reallocation of 52 non-reimbursable positions to work on reimbursable programs. There is also programmatic additions of 29 Non-Reimbursable positions reflecting 16 management positions for the Enterprise Asset Management program, three management positions for the reorganized Operating/Capital Project and Budget Control department, three T&E positions in support of ridership growth, two management positions to support the reorganization of train and crew scheduling functions, two administrative support positions for Human Resources and the President's office, two management positions to oversee expanded security functions and one management position to perform corporate compliance analysis.

There is an increase of 84 Reimbursable positions which includes 28 positions for Positive Train Control, four positions for Tropical Storm Sandy damage repair projects and a reallocation of 52 non-reimbursable positions at year-end to work on reimbursable programs.

2015 - 2016

2016 decreases by six positions, all of which are Non-Reimbursable positions, resulting from the reduction of 20 Maintenance of Way positions due to the completion of the Infrastructure Improvement Plan partially offset by an increase of eight positions for the Enterprise Asset Management program, three T&E positions to support ridership growth and three positions to support new geometry car equipment in Maintenance of Way.

2016 - 2017

2017 includes a decrease of 25 positions. There is an increase of six Non-Reimbursable position reflecting an increase of eight positions for the Enterprise Asset Management program and three additional T&E positions to support ridership growth partially offset by a decrease of five MofW positions due to the ramping down of the Right-of-Way clean-up efforts. There is also a decrease of 31 Reimbursable positions as a result of the

completion of the Positive Train Control and Tropical Storm Sandy damage repair projects.

2017 - 2018

2018 includes an increase of three positions which are Non-Reimbursable T&E positions to support ridership growth.

MTA METRO-NORTH RAILROAD
2015 Final Proposed Budget
November Financial Plan 2015 - 2018
Position Plan-to-Plan Changes

PLAN TO PLAN CHANGES

2014

The 2014 November Forecast reflects an increase of two positions versus the 2014 Mid-Year Forecast both of which are Non-Reimbursable positions and include one position to support environmental compliance and one position to support Family Medical Leave Act (FMLA) requirements.

2015

The 2015 Final Proposed Budget shows a net increase of 56 positions over the 2015 Preliminary Budget. There is a net decrease of 28 Non-Reimbursable positions over the 2015 Preliminary Budget Plan which includes a reallocation of 52 non-reimbursable positions at year-end to work on reimbursable projects. There are also programmatic additions of 24 positions. The addition of two positions noted above from 2014 carry forward to 2015. Additionally, there is an increase of 13 management positions for the Enterprise Asset Management program, three management positions for the reorganized Operating/Capital Project and Budget Control department, two management positions to support the reorganization of train and crew scheduling functions, two administrative support positions for Human Resources and the President's office, two management positions to oversee expanded security functions and one management position to perform corporate compliance analysis.

There is an increase of 84 Reimbursable positions which include 28 positions for Positive Train Control and four positions for Tropical Storm Sandy damage repair projects. There is also a reallocation of 52 non-reimbursable positions at year-end to work on reimbursable programs.

2016

The November Financial Plan for 2016 shows a net increase of 54 positions over the July Financial Plan. There is a net decrease of 20 Non-Reimbursable positions over the July Financial Plan. The position changes from 2015 noted above carry forward to 2016 (28 positions). There is also an addition of eight management positions for the Enterprise Asset Management program. The November Financial Plan for 2016 also shows a net increase of 74 Reimbursable positions over the July Financial Plan. The position changes from 2015 noted above carry forward to 2016 (84 positions). There is also a reduction of 10 positions scheduled for Positive Train Control.

2017

The November Financial Plan for 2017 shows a net increase of 31 positions over the July Financial Plan. There is a net decrease of 12 non-reimbursable positions over the July Financial Plan. The position changes from 2016 noted above carry forward to 2017 (20 positions). There is also an addition of eight management positions for the Enterprise Asset Management program. The November Forecast for 2017 also shows a net increase of 43 Reimbursable positions over the July Plan. The position changes from 2016 noted above carry forward to 2017 (74 positions). There is also a reduction of 31 positions as a result of the completion of the Positive Train Control and Tropical Storm Sandy damage repair projects.

2018

The November Financial Plan for 2018 shows a net increase of 31 positions over the July Financial Plan. There is a net decrease of 12 non-reimbursable positions over the July Financial Plan, which carry forward from the 2017 changes noted above. The November Forecast for 2018 also shows a net increase of 43 Reimbursable positions over the July Financial Plan. All of these positions carry forward from the 2017 changes noted above.

MTA METRO-NORTH RAILROAD					
November Financial Plan 2015 - 2018					
Favorable/(Unfavorable)					
Total Position Changes at a Glance					
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
2014 July Plan - Total Positions	6,585	6,592	6,588	6,586	6,589
Total Plan-to-Plan Changes	(2)	(56)	(54)	(31)	(31)
2014 November Plan - Total Positions	6,587	6,648	6,642	6,617	6,620
Total Year-to-Year Changes, November Plan		(61)	6	25	(3)
Total Plan-to-Plan Changes by Reporting Category:					
<i>Non-Reimbursable</i> ²	(2)	28	20	12	12
<i>Reimbursable</i> ²	0	(84)	(74)	(43)	(43)
Total	(2)	(56)	(54)	(31)	(31)
<i>Full-Time</i>	(2)	(56)	(54)	(31)	(31)
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	(2)	(56)	(54)	(31)	(31)
By Function Category					
- Administration	(4)	(12)	(12)	(12)	(12)
- Operations	1	2	2	2	2
- Maintenance	1	(46)	(44)	(21)	(21)
- Engineering/Capital	0	0	0	0	0
- Public Safety	0	0	0	0	0
Total	(2)	(56)	(54)	(31)	(31)
By Occupational Group					
- Managers/Supervisors	0	(1)	(1)	(1)	(1)
- Professional, Technical, Clerical	(4)	(29)	(37)	(42)	(42)
- Operational Hourlies	2	(26)	(16)	12	12
Total	(2)	(56)	(54)	(31)	(31)
Total Plan-to-Plan Changes by Major Category:					
2014 BRPs	0	0	0	0	0
New Needs	(1)	(19)	(27)	(35)	(35)
Change in Reimbursable Positions ²	0	(84)	(74)	(43)	(43)
Re-estimates & All Other ^{1&2}	(1)	47	47	47	47
Total	(2)	(56)	(54)	(31)	(31)

¹ Includes Full-time Equivalents

² Includes the temporary reallocation of 52 non-reimbursable positions at year-end to work on reimbursable projects.

MTA METRO-NORTH RAILROAD
November Financial Plan 2015 - 2018
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2013	2014	2015	2016	2017	2018
	Actual	November Forecast	Final Proposed Budget			
Administration						
President	3	3	4	4	4	4
Labor Relations	7	10	10	10	10	10
Safety ⁽¹⁾	18	44	46	46	46	46
COS/ Corporate & Public Affairs ⁽²⁾	15	17	18	18	18	18
Customer Service ⁽²⁾	44	52	52	52	52	52
Legal	18	18	18	18	18	18
Claims	13	14	14	14	14	14
Environmental Compliance & Svce	7	8	8	8	8	8
VP Administration	3	2	2	2	2	2
VP Human Resources	3	7	7	7	7	7
Human Resources & Diversity	28	31	32	32	32	32
Training	48	58	58	58	58	58
Employee Relations & Diversity	5	5	5	5	5	5
VP Planning	2	2	2	2	2	2
Operations Planning & Analysis	15	19	20	20	20	20
Capital Planning & Programming	13	16	16	16	16	16
Business Development Facilities & Mktg ⁽²⁾	26	0	0	0	0	0
GCT & Corporate Development ⁽²⁾	0	31	31	31	31	31
Long Range Planning	8	8	8	8	8	8
VP Finance & Info Systems	1	3	6	6	6	6
Controller	78	81	81	81	81	81
Information Technology & Project Mgmt	99	125	125	125	125	125
Budget	17	18	18	18	18	18
Procurement & Material Management	30	43	43	43	43	43
Corporate	0	0	0	0	0	0
Total Administration	500	615	624	624	624	624
Operations						
Operations Administration	49	61	62	62	62	62
Operations Services ⁽⁴⁾	1,749	1,457	1,448	1,451	1,454	1,457
Customer Service	228	238	238	238	238	238
Business Development Facilities & Mktg ⁽²⁾	36	0	0	0	0	0
GCT & Corporate Development ⁽²⁾	0	38	38	38	38	38
Metro-North West	37	33	46	46	46	46
Total Operations	2,100	1,827	1,832	1,835	1,838	1,841
Maintenance						
GCT ⁽¹⁾	370	0	0	0	0	0
GCT & Corporate Development ⁽²⁾	0	171	171	171	171	171
Maintenance of Equipment ⁽⁴⁾	1,249	1,735	1,748	1,748	1,735	1,735
Maintenance of Way ⁽²⁾	1,667	2,002	2,036	2,027	2,012	2,012
Procurement & Material Management ⁽³⁾	120	124	124	124	124	124
Total Maintenance	3,406	4,032	4,079	4,070	4,042	4,042
Engineering/Capital						
Construction Management	38	43	43	43	43	43
Engineering & Design	57	70	70	70	70	70
Total Engineering/Capital	94	113	113	113	113	113
Total Positions	6,099	6,587	6,648	6,642	6,617	6,620
<i>Non-Reimbursable</i>	5,842	5,969	5,946	5,940	5,946	5,949
<i>Reimbursable</i>	257	618	702	702	671	671
<i>Total Full-Time</i>	6,098	6,586	6,647	6,641	6,616	6,619
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1	1

⁽¹⁾Reflects the combination of the Safety and newly formed Security department.

⁽²⁾Reflects the January 2014 reorganization of the GCT and Business Development departments which combines the two depts to create GCT & Corporate Development and transfers a portion of the combined dept. to the Maintenance of Way, Safety, Customer Service, Corporate and Public Affairs departments.

⁽³⁾Reflects the following transfer of positions between departments or functional groups:
- 2 positions transferred from the Budget Department to the VP Finance Department.
- 4 Procurement Specialists were reclassified from Administrative to Maintenance functions.

⁽⁴⁾Reflects the January 2014 transfer of the Car Appearance Unit (363 in Operational Hourly positions & 7 in Managers/Supervisors) from Operations (Operation Services Dept.) to Maintenance (Maintenance of Equipment Dept.).

MTA METRO-NORTH RAILROAD
November Financial Plan 2015 - 2018
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2013	2014	2015	2016	2017	2018
	Actual	November Forecast	Final Proposed Budget			
Administration						
Managers/Supervisors	168	194	194	194	194	194
Professional, Technical, Clerical	332	420	429	429	429	429
Operational Hourlies	-	-	-	-	-	-
Total Administration	500	615	624	624	624	624
Operations						
Managers/Supervisors	143	149	149	149	149	149
Professional, Technical, Clerical	222	237	238	238	238	238
Operational Hourlies	1,735	1,442	1,446	1,449	1,452	1,455
Total Operations	2,100	1,827	1,832	1,835	1,838	1,841
Maintenance						
Managers/Supervisors	482	549	550	550	550	550
Professional, Technical, Clerical	488	507	526	534	539	539
Operational Hourlies	2,436	2,977	3,004	2,987	2,954	2,954
Total Maintenance	3,406	4,032	4,079	4,070	4,042	4,042
Engineering/Capital						
Managers/Supervisors	39	51	51	51	51	51
Professional, Technical, Clerical	55	62	62	62	62	62
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	94	113	113	113	113	113
Public Safety						
Managers/Supervisors	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-
Total Positions						
Managers/Supervisors	831	943	944	944	944	944
Professional, Technical, Clerical	1,098	1,226	1,255	1,263	1,268	1,268
Operational Hourlies	4,171	4,418	4,449	4,435	4,405	4,408
Total Positions	6,099	6,587	6,648	6,642	6,617	6,620

MTA Headquarters

MTA HEADQUARTERS
2015 Final Proposed Budget
November Financial Plan 2015 – 2018

FINANCIAL OVERVIEW

MTA Headquarters' operations include four distinct components: Policy and Oversight; Consolidated Functions (those departments that perform services on behalf of MTA agencies); the Business Service Center (BSC); and MTA Security, which includes the MTA Police Department (MTA PD). The MTA Headquarters' November Financial Plan demonstrates the organization's commitment to streamlining operations and maximizing efficiencies and revenue opportunities within the organization and across the MTA. At the same time, it also remains committed to maintaining an organization dedicated to communicating effectively and promoting customer satisfaction, as well as enhancing safety and security throughout the MTA system.

Policy, Oversight and Consolidated Functions

MTA Headquarters' November Financial Plan contains self-funded programs and funding for MTA-wide initiatives considered to be the highest priority by executive management. MTA Headquarters conducted a review of operations that identified recurring savings of almost \$1.3 million. These savings are captured in the Plan, and are discussed further in the Budget Reductions Program (BRPs) section.

The MTA Headquarters' November Financial Plan continues to provide funding for a number of high priority initiatives. The creation of a new senior management safety position is underway to ensure that safety is a top priority throughout all MTA operations. The consolidation/relocation of the Administration offices from Madison Avenue to Two Broadway continues with most Headquarters departments scheduled to relocate by the end of 2014. Reimbursement of this funding will come from the eventual disposition of the Madison Avenue properties. The net proceeds will go to the MTA Capital Program. The November Financial Plan supports the Enterprise Asset Management goal of ensuring that the MTA makes informed decisions that balance operating and capital investments, asset performance, and the operational risk inherent in asset management. Funding is also provided for Transportation Reinvention Commission studies to examine the MTA's challenges and goals for the next century to prepare a mass transit network that is prepared for extreme weather and provides a better experience for riders. Additional funding is also provided for Military Veteran Recruitment to seek out qualified returning military personnel and to assist them in finding employment in civilian life.

Currently underway are efforts that will consolidate both the Information Technology and Treasury functions across the agencies. Funding is also included for projects and planning-related expenses, specifically, for oversight of the West Side Yards Development project, which has no net cost impact since all funding is reimbursable by the project developer.

MTA Security

As the transportation system expands, MTA is taking steps to ensure appropriate protection is provided for our customers, employees and facilities. The 2014 Adopted Budget previously included funding in 2014 for the hiring of nine MTA Police positions, enabling the MTA PD to increase its presence on the Metro North New Haven Line, which is MNR's most heavily traveled corridor. Included in the Financial Plan baseline for 2015 is funding for the hiring of five MTA PD positions for patrolling the Moynihan Project - an expansion of the west end concourse at Penn Station.

Business Service Center (BSC)

In order to transform the way the MTA conducts business, it established the BSC, which began operations on January 1, 2011. Under the BSC, select administrative functions for all MTA agencies are combined and a single Enterprise Resource Planning (ERP), Financial and Human Resources/Payroll system along with other technologies is utilized to process administrative and back-office transactions as part of continued efforts to increase efficiencies and generate cost savings. A second phase began in 2012, incorporating NYCT, MTA Bus and B&T Human Resources functions into the BSC. Since its inception, the BSC has progressed to a steady state and is performing the basic functions it was set up to complete.

The BSC continues cost savings projects in such areas as automating the Accounts Payable voucher creation process. To further consolidate the Pension function, funding is provided for the next phase of the Pension project, bringing the MaBSTOA pension information into the BSC environment. To enhance security, funding is provided to upgrade primary software housing sensitive medical information for NYCT employees. Also, due to the build out of the Finance and Human Resources upgrade environment, expected to begin in the second half of 2014 and conclude in early 2016, funding is provided to upgrade the current backup structure which does not have the capacity to accommodate the additional workload the upgrade project requires. Consolidation of the procurement function and identifying ways to streamline procurement practices is a priority. Pending the completion of a review of the Procure-to-Pay (P2P) process, funding is also provided to implement the results of the review.

2014 November Forecast

The MTA Headquarters Baseline Deficit of \$441.7 million in the November Plan includes total Non-Reimbursable Operating Revenues of \$67.6 million and total expenses before depreciation and other post-employment benefits of \$388.3 million, consisting of \$211.9 million in labor expenses and \$176.3 million in non-labor expenses. Total capital and other reimbursements are projected to be \$94.6 million. Total reimbursable labor expenses are \$78.0 million and non-labor expenses are \$16.7 million. Cash adjustments prior to depreciation and OPEB obligation are unfavorable by \$1.4 million.

The Baseline Cash Deficit is projected to be \$322.1 million, a \$5.4 million unfavorable variance from the July Plan of \$316.7 million.

Major operating cash changes include:

Unfavorable

- Assumed reimbursement of Long Island Bus (LI Bus) current and prior year expenses is shifted to 2015 resulting in a shortfall of \$24.8 Million.
- Revised recovery assumptions of Enterprise Asset Management costs from Agencies of \$4.3 million.
- Revised MTA Defined Benefits accrued contributions of \$4.2 million.
- Shift of Super Storm Sandy recovery of expenses of \$2.3 million to 2015.
- Higher LIRR strike preparation costs of \$0.8 million.
- The impact of the MTA PD Command Officers Association (COA) arbitration award of \$0.7 million.

Favorable

- Revised operating capital of \$19.7 million due to timing of spending.
- Favorable all other cash adjustments of \$6.3 million mainly due to the timing of Two Broadway relocation expenditures.
- Higher Two Broadway rent and other income of \$3.4 million reflects payment of prior year's rents by the Capital Construction Company.
- Revised Professional Services and Other Business Expenses of \$3.1 million reflect lower spending on hardware at the BSC, lower usage of outside services, government lobbying, and public hearing expenses.
- Revised IT Maintenance and Repair Services of \$0.9 million.

Reimbursable expenses are projected to decrease by \$0.6 million in 2014.

2015 Final Proposed Budget - Baseline

The MTA Headquarters Baseline Deficit of \$502.3 million in the November Plan includes total Non-Reimbursable Operating Revenues of \$59.1 million and total expenses before depreciation and other post-employment benefits of \$420.2 million, consisting of \$226.3 million in labor expenses and \$193.9 million in non-labor expenses. Total capital and other reimbursements are projected to be \$91.0 million. Total reimbursable labor expenses are \$70.4 million and non-labor expenses are \$20.6 million. Cash adjustments prior to depreciation and OPEB obligation are favorable by \$104.0 million primarily reflecting advertising revenue receipts reassigned to MTA Headquarters from NYCT and the Commuter Railroads.

The Baseline Cash Deficit is projected to be \$257.1 million, a \$6.5 million unfavorable variance from the July Plan of \$250.6 million.

Major operating cash changes include:

Unfavorable

- Revised operating capital of \$17.3 million, due to timing of spending.
- Increased New Needs of \$13.9 million including \$3.8 million for IT Transformation needs; \$3.8 million for IT support for the Enterprise Asset Management initiative; \$3.2 million for NYS Executive Order 88 for energy audits and meters for state buildings; and \$1.5 million for implementation of the Procure-to-Pay review findings.
- Favorable all other cash adjustments of \$9.7 million mainly due to revised Two Broadway relocation costs.
- Higher pension expenses of \$3.0 million mainly due to increased MTA Defined Benefits accrued contributions of \$4.4 million partly offset by reduced NYSLERS contributions of \$1.9 million.
- Adjusted IT Transformation cost recovery charges of \$1.3 million.
- Revised recoverable expenses of \$0.6 million mainly due to higher recovery of expenses from benefiting Agencies.
- The \$0.6 million impact of the transfer of employees from other agencies for IT Transformation support.
- Increased Cross Bay Bridge Toll support of \$0.5 million.

Favorable

- LI Bus recovery of \$39.1 million, a timing adjustment from 2014.
- Shift of Super Storm Sandy recovery of expenses of \$2.3 million from 2014.

Reimbursable expenses are projected to increase by \$2.0 million in 2015 mainly as a result of higher recoverable expenses from the benefiting agencies as well as recovery from FMTAC for insurance related consultants.

2016-2018 Projections

Operating cash deficits are projected to increase by \$17.4 million in 2016, \$13.2 million in 2017, and \$9.2 million in 2018 relative to the July Plan.

Major operating cash changes include:

Unfavorable

- Increased New Needs of \$10.3 million in 2016 include \$6.6 million for IT support for the Enterprise Asset Management initiative; and \$2.0 million for NYS Executive Order 88 for energy audits and meters for state buildings. New Needs of \$8.7 million in 2017 include \$6.8 million for IT support for the Enterprise Asset Management initiative and \$0.7 million for IT Transformation needs. New Needs of \$7.3 million in 2018 include \$5.5 million for IT support for the Enterprise Asset Management initiative and \$0.5 million for IT Transformation needs.
- Higher pension expenses of \$2.6 million, \$2.8 million, and \$2.7 million in 2016, 2017, and 2018, respectively, mainly due to revised increased MTA Defined Benefits accrued contributions of \$4.6 million, \$4.9 million and \$4.8 million in

2016, 2017, and 2018, respectively. Revised favorable NYSLERS contributions of \$2.6 million in 2016 and 2017, and \$2.7 million in 2018 are offsets.

- The \$0.6 million impact in 2016 and 2017, and \$0.7 million in 2018 due to the transfer of employees from other agencies for IT Transformation support.
- Revised recoverable expenses of \$0.6 million in 2016 mainly due to higher recovery of expenses from the benefiting agencies.
- Increased Cross Bay Bridge Toll support of \$0.5 million in 2016, 2017, and 2018.
- Adjusted Electricity (NYPA) rates of \$0.5 million in 2016, \$0.6 million in 2017, and \$0.6 million in 2018.

Favorable

- Reduction of expenses of \$3.2 million in 2018 primarily due to revised MTA PD hiring plans caused by changes in the opening of East Side Access.

Reimbursable expenses are projected to increase by \$1.5 million in 2016, \$1.7 million in 2017, and \$1.9 million in 2018 mainly as a result of higher recoverable expenses from the benefiting agencies.

Budget Reduction Program (BRPs)

The November Plan maintains BRPs of \$1.3 million in 2015, \$0.7 million of which is due to administrative reductions. MTAHQ savings are recurring through the reduction of the use of financial services consultants, advertising, legal services and other outside vendors, consultants, and services. MTA PD savings of \$0.5 million results mainly from reduced contracts with outside vendors for maintenance and repair services, office supplies, office equipment and janitorial and custodial services at MTA PD facilities.

BRP savings of \$1.4 million in each year 2016-2018 are inflated at the CPI-Urban rates of 1.52%, and 1.68%, and 1.63%, respectively.

MTA HEADQUARTERS
November Financial Plan 2015-2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2013	2014	2015			
	<u>Actuals</u>	<u>November Forecast</u>	<u>Final Proposed Budget</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Operating Revenue						
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
<u>Other Operating Revenue</u>						
Rental Income	51.434	60.258	46.853	48.616	50.456	52.364
Advertising	0.000	0.000	0.000	0.000	0.000	0.000
Other	<u>10.348</u>	<u>7.293</u>	<u>12.244</u>	<u>9.933</u>	<u>9.982</u>	<u>10.031</u>
Total Other Operating Revenue	61.782	67.551	59.097	58.549	60.438	62.395
Capital and Other Reimbursements						
Total Revenue	\$61.782	\$67.551	\$59.097	\$58.549	\$60.438	\$62.395
Operating Expenses						
<u>Labor:</u>						
Payroll	\$151.691	\$173.803	\$178.232	\$182.197	\$184.341	\$188.329
Overtime	10.467	7.068	6.794	6.525	6.421	6.532
Health and Welfare	24.242	25.531	28.666	30.345	31.752	33.264
OPEB Current Payment	7.974	9.900	10.395	10.738	11.286	11.861
Pensions	44.182	45.519	45.518	45.675	46.252	47.192
Other Fringe Benefits	14.284	15.000	15.760	15.980	16.353	16.898
Reimbursable Overhead	<u>(45.428)</u>	<u>(64.889)</u>	<u>(59.033)</u>	<u>(61.368)</u>	<u>(62.399)</u>	<u>(63.416)</u>
Total Labor Expenses	\$207.412	\$211.932	\$226.332	\$230.092	\$234.006	\$240.660
<u>Non-Labor:</u>						
Electric Power	\$8.253	\$5.292	\$6.667	\$6.843	\$7.928	\$8.498
Fuel	2.238	1.589	1.955	1.902	1.870	1.919
Insurance	2.868	3.591	2.899	2.062	2.293	2.437
Claims	1.024	1.319	1.330	1.463	1.609	1.770
Paratransit Service Contracts	-					
Maintenance and Other Operating Contracts	61.430	72.714	69.469	70.026	70.947	72.103
Professional Service Contracts	46.845	71.543	87.045	74.436	72.182	71.953
Materials & Supplies						
<u>Other Business Expenses</u>						
MTA Internal Subsidy	4.200	14.700	19.100	19.100	19.100	19.100
Other	<u>9.291</u>	<u>5.572</u>	<u>5.422</u>	<u>5.513</u>	<u>5.614</u>	<u>5.709</u>
Total Other Business Expenses	13.491	20.272	24.522	24.613	24.714	24.809
Total Non-Labor Expenses	\$136.149	\$176.320	\$193.887	\$181.345	\$181.543	\$183.489
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$343.561	\$388.252	\$420.219	\$411.437	\$415.549	\$424.149
Depreciation	41.922	31.043	36.180	40.345	40.629	32.743
OPEB Obligation	85.351	90.000	105.000	117.253	130.046	142.569
Environmental Remediation	-	-	-	-	-	-
Total Expenses	\$470.834	\$509.295	\$561.399	\$569.035	\$586.224	\$599.461
Net Surplus/(Deficit)	(\$409.052)	(\$441.744)	(\$502.302)	(\$510.486)	(\$525.786)	(\$537.066)

MTA HEADQUARTERS
November Financial Plan 2015-2018
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2013	2014	2015			
	<u>Actuals</u>	<u>November Forecast</u>	<u>Final Proposed Budget</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Revenue						
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	68.620	94.622	91.003	98.544	99.835	97.004
Total Revenue	\$68.620	\$94.622	\$91.003	\$98.544	\$99.835	\$97.004
Expenses						
<u>Labor:</u>						
Payroll	\$3.538	\$4.059	\$4.537	\$4.671	\$4.764	\$4.860
Overtime	8.717	7.299	5.000	5.000	5.000	5.000
Health and Welfare	0.592	0.646	0.755	0.958	1.006	1.058
OPEB Current Payment	-	-	-	-	-	-
Pensions	0.729	0.685	0.687	0.678	0.695	0.715
Other Fringe Benefits	0.503	0.389	0.423	0.444	0.459	0.476
Reimbursable Overhead	45.428	\$64.889	\$59.033	\$61.368	\$62.399	\$63.416
Total Labor Expenses	\$59.507	\$77.967	\$70.435	\$73.119	\$74.323	\$75.525
<u>Non-Labor:</u>						
Electric Power	-	-	-	-	-	-
Fuel	-	-	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	0.016	0.020	0.020	0.020	0.021
Professional Service Contracts	9.067	16.535	20.434	25.289	25.374	21.338
Materials & Supplies	-	-	-	-	-	-
<u>Other Business Expenses</u>						
MTA Internal Subsidy	-	-	-	-	-	-
Other	0.046	0.104	0.114	0.116	0.118	0.120
Total Other Business Expenses	0.046	0.104	0.114	0.116	0.118	0.120
Total Non-Labor Expenses	\$9.113	\$16.655	\$20.568	\$25.425	\$25.512	\$21.479
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$68.620	\$94.622	\$91.003	\$98.544	\$99.835	\$97.004
Depreciation	-	-	-	-	-	-
Total Expenses	\$68.620	\$94.622	\$91.003	\$98.544	\$99.835	\$97.004
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA HEADQUARTERS
November Financial Plan 2015-2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2013	2014	2015			
	Actuals	November Forecast	Final Proposed Budget	2016	2017	2018
Revenue						
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
<u>Other Operating Revenue</u>						
Rental Income	51.434	60.258	46.853	48.616	50.456	52.364
Other	10.348	7.293	12.244	9.933	9.982	10.031
Total Other Operating Revenue	61.782	67.551	59.097	58.549	60.438	62.395
Capital and Other Reimbursements	68.620	94.622	91.003	98.544	99.835	97.004
Total Revenue	\$130.402	\$162.173	\$150.100	\$157.093	\$160.273	\$159.399
Expenses						
<u>Labor:</u>						
Payroll	\$155,229	\$177,862	\$182,769	\$186,868	\$189,105	\$193,189
Overtime	19,184	14,367	11,794	11,525	11,421	11,532
Health and Welfare	24,834	26,177	29,421	31,303	32,758	34,322
OPEB Current Payment	7,974	9,900	10,395	10,738	11,286	11,861
Pensions	44,911	46,204	46,205	46,353	46,947	47,907
Other Fringe Benefits	14,787	15,389	16,183	16,424	16,812	17,374
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$266.919	\$289.899	\$296.767	\$303.211	\$308.329	\$316.185
<u>Non-Labor:</u>						
Electric Power	\$8,253	\$5,292	\$6,667	\$6,843	\$7,928	\$8,498
Fuel	2,238	1,589	1,955	1,902	1,870	1,919
Insurance	2,868	3,591	2,899	2,062	2,293	2,437
Claims	1,024	1,319	1,330	1,463	1,609	1,770
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	61,430	72,730	69,489	70,046	70,967	72,124
Professional Service Contracts	55,912	88,078	107,479	99,725	97,556	93,291
Materials & Supplies	-	-	-	-	-	-
<u>Other Business Expenses</u>						
MTA Internal Subsidy	4,200	14,700	19,100	19,100	19,100	19,100
Other Business Expenses	9,337	5,676	5,536	5,629	5,732	5,829
Total Other Business Expenses	13,537	20,376	24,636	24,729	24,832	24,929
Total Non-Labor Expenses	\$145.262	\$192.975	\$214.455	\$206.770	\$207.055	\$204.968
<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 and GASB Adjs.	\$412.181	\$482.874	\$511.222	\$509.981	\$515.384	\$521.153
Depreciation	41,922	31,043	36,180	40,345	40,629	32,743
OPEB Obligation	85,351	90,000	105,000	117,253	130,046	142,569
Environmental Remediation	-	-	-	-	-	-
Total Expenses	\$539.454	\$603.917	\$652.402	\$667.579	\$686.059	\$696.465
Net Surplus/(Deficit)	(\$409.052)	(\$441.744)	(\$502.302)	(\$510.486)	(\$525.786)	(\$537.066)

MTA HEADQUARTERS
November Financial Plan 2015-2018
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2013	2014	2015			
	Actuals	November	Final Proposed	2016	2017	2018
		Forecast	Budget			
Receipts						
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
<u>Other Operating Revenue</u>						
Rental Income	51.197	59.859	46.853	48.616	50.456	52.364
Advertising	115.025	118.946	122.782	126.420	130.168	134.028
Other	<u>9.481</u>	3.502	26.231	88.287	10.086	10.137
Total Other Operating Revenue	175.703	182.307	195.866	263.323	190.710	196.529
Capital and Other Reimbursements	65.820	98.490	91.003	98.544	99.835	97.004
Total Receipts	\$241.523	\$280.797	\$286.869	\$361.867	\$290.545	\$293.533
Expenditures						
<u>Labor:</u>						
Payroll	\$157.322	177.219	176.123	180.163	182.343	186.358
Overtime	19.184	14.368	11.794	11.525	11.421	11.532
Health and Welfare	23.325	25.002	28.303	30.163	31.593	33.132
OPEB Current Payment	7.974	9.899	10.395	10.738	11.286	11.861
Pensions	49.211	41.752	44.165	44.841	45.446	46.396
Other Fringe Benefits	14.843	15.327	16.118	16.359	16.747	17.309
GASB Account	1.451	0.990	0.000	0.000	0.000	0.115
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$273.310	\$284.557	\$286.898	\$293.789	\$298.836	\$306.703
<u>Non-Labor:</u>						
Electric Power	\$4.291	\$6.235	\$6.667	\$6.843	\$7.928	\$8.498
Fuel	1.110	1.883	1.955	1.902	1.870	1.919
Insurance	1.905	3.475	2.870	2.041	2.270	2.413
Claims	1.721	1.319	1.330	1.463	1.609	1.770
Paratransit Service Contracts	-	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	51.871	72.969	66.640	67.174	68.057	69.167
Professional Service Contracts	44.228	91.812	100.713	93.263	91.114	87.000
Materials & Supplies	-	0.000	0.000	0.000	0.000	0.000
<u>Other Business Expenses</u>						
MTA Internal Subsidy	4.200	14.700	19.100	19.100	19.100	19.100
Other Business Expenses	<u>9.659</u>	82.379	(0.089)	5.088	5.177	5.263
Total Other Business Expenses	13.859	97.079	19.011	24.188	24.277	24.363
Total Non-Labor Expenditures	\$118.985	\$274.772	\$199.186	\$196.874	\$197.125	\$195.130
<u>Other Expenditure Adjustments:</u>						
Capital	11.740	43.555	57.896	31.591	18.316	58.316
Unallocated Service Enhancement Policy Action	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$11.740	\$43.555	\$57.896	\$31.591	\$18.316	\$58.316
Total Expenditures	\$404.035	\$602.88	\$543.980	\$522.254	\$514.277	\$560.149
Net Cash Surplus/(Deficit)	(\$162.512)	(\$322.087)	(\$257.111)	(\$160.387)	(\$223.732)	(\$266.616)

MTA HEADQUARTERS
November Financial Plan 2015-2018
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2013	2014	2015			
	Actuals	November	Final Proposed	2016	2017	2018
		Forecast	Budget			
Receipts						
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Rental Income	(0.237)	(0.399)	-	-	-	-
Advertising Revenue	115.025	118.946	122.782	126.420	130.168	134.028
Other Operating Revenue	(0.867)	(3.791)	13.987	78.354	0.104	0.106
Capital and Other Reimbursements	(2.800)	3.868	-	-	-	-
Total Receipts	\$111.121	\$118.624	\$136.769	\$204.774	\$130.272	\$134.134
Expenditures						
<u>Labor:</u>						
Payroll	(\$2.093)	\$0.643	\$6.646	\$6.705	\$6.762	\$6.831
Overtime		(0.001)				
Health and Welfare	1.509	1.175	1.118	1.140	1.165	1.190
OPEB Current Payment	0.000	0.001	0.000	0.000	0.000	0.000
Pensions	(4.300)	4.452	2.040	1.512	1.501	1.511
Other Fringe Benefits	(0.056)	0.062	0.065	0.065	0.065	0.065
GASB Account	(1.451)	(0.990)	0.000	0.000	0.000	(0.115)
Reimbursable Overhead	-	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$6.391)	\$5.342	\$9.869	\$9.422	\$9.493	\$9.482
<u>Non-Labor:</u>						
Electric Power	\$3.962	(\$0.943)	-	-	-	-
Fuel	1.128	(0.294)	-	-	-	-
Insurance	0.963	0.116	0.029	0.021	0.023	0.024
Claims	(0.697)	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	9.559	(0.239)	2.849	2.872	2.910	2.957
Professional Service Contracts	11.684	(3.734)	6.766	6.462	6.442	6.291
Materials & Supplies			0.000	0.000	0.000	0.000
<u>Other Business Expenses:</u>						
MTA Internal Subsidy	-	-	-	-	-	-
Other Business Expenses	(0.322)	(76.703)	5.625	0.541	0.555	0.566
Total Other Business Expenses	(0.322)	(76.703)	5.625	0.541	0.555	0.566
Total Non-Labor Expenditures	\$26.277	(\$81.797)	\$15.269	\$9.896	\$9.930	\$9.838
<u>Other Expenditure Adjustments:</u>						
Capital	(\$11.740)	(\$43.555)	(\$57.896)	(\$31.591)	(\$18.316)	(\$58.316)
Total Other Expenditure Adjustments	(\$11.740)	(\$43.555)	(\$57.896)	(\$31.591)	(\$18.316)	(\$58.316)
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$119.267	(\$1.386)	\$104.011	\$192.501	\$131.379	\$95.138
Depreciation Adjustment	41.922	31.043	36.180	40.345	40.629	32.743
OPEB Obligation	85.351	90.000	105.000	117.253	130.046	142.569
Environmental Remediation	-	-	-	-	-	-
Total Cash Conversion Adjustments	\$246.540	\$119.657	\$245.191	\$350.099	\$302.054	\$270.450

MTA Headquarters
2014 November Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
<u>Scheduled Service</u>	0	\$0.000	0%
<u>Unscheduled Service</u>	0	0.000	0%
<u>Programmatic/Routine Maintenance</u>	0	0.000	0%
<u>Unscheduled Maintenance</u>	0	0.000	0%
<u>Vacancy/Absentee Coverage</u>	59,026	2.828	40%
<u>Weather Emergencies</u>	0	0.000	0%
<u>Safety/Security/Law Enforcement</u>	86,155	3.794	54%
<u>Other</u>	11,571	0.446	6%
Subtotal	156,752	\$7.068	100%
REIMBURSABLE OVERTIME	157,216	\$7.299	
TOTAL OVERTIME	313,969	\$14.367	

¹ Other & reimbursable budget includes PTE \$'s only. Does not include hours.

MTA HEADQUARTERS
2015 Final Proposed Budget
November Financial Plan 2015-2018
Year-to-Year Changes by Category - Baseline

Revenues:

Rental and Other Income and Reimbursements

- In 2015 decreased total revenue reflects re-estimated charge-backs to Agencies for work performed by MTA Headquarters, and expected lost rental revenues as a result of the Madison Avenue buildings' disposition, partly offset by New York State support of the Verrazano-Narrows Bridge toll rebate program, reimbursement of consolidation/relocation expenses, and higher advertising revenues.
- Cash revenues in 2016 are higher mainly due to the reimbursement of consolidation/relocation expenses from the disposition of the Madison Avenue buildings.
- Revenues in 2017 and 2018 are inflated by the CPI-Urban rate of 1.68% and 1.63%, respectively.

Expenses:

Payroll

- Payroll changes in the November Financial Plan in 2015 primarily reflect the effect of the MTA PD COA arbitration award, non-represented employee wage adjustment and new and transferred positions supporting MTA-wide initiatives.
- Expenses in 2016 reflect full-year compensation of New Needs positions, mainly IT Enterprise Asset Management support.
- Expenses in 2016, 2017, and 2018 reflect MTA Headquarters and MTA Police civilian salaries inflated by wage growth assumptions of 2% per year.
- MTA Police represented salaries are inflated in accordance to the terms agreed through the collective bargaining process and also reflect the increase in patrol force necessary to provide greater coverage on the Moynihan project in 2015.

Overtime

- Overtime expenses throughout the November Financial Plan are primarily related to MTA Police operations.
- In 2015, overtime expenses are reduced from 2014 mainly due to efficiencies agreed to in the ratified Patrolmen's Benevolent Association (PBA) Contract. The full-year impact of the overtime efficiencies is reflected in 2015.
- Expenses in 2016, 2017, and 2018 are inflated by prevailing inflator assumptions.

Health and Welfare

Based on revised Empire Plan cost assumptions provided by the NYS Department of Civil Service, Health and Welfare medical insurance family coverage rates in 2015 are projected to increase at a rate of 5.0%, 3.3% in 2016,

and 5.1% in 2017 and each year thereafter. Individual coverage rates in 2015 are projected to increase at a rate of 4.6%, 2.9% in 2016, and 4.1% in 2017 and each year thereafter.

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

- Increased pension costs in 2014 are primarily based on revised accruals for the MTA Defined Benefits Plan and NYSLERS requirements.
- Forecasted NYSLERS rates are used for 2015 and 2016
- NYSLERS rates are inflated by CPI 3+1 in 2017 and 2018. Pension costs are also included for additional headcount.
- MTA Defined Benefits contributions estimates are based on actuarial growth assumptions through 2018.

Other Fringe Benefits

- Projections are consistent with payroll rate increase assumptions.

Insurance and Claims

- The core of excess liability policies is inflated at approximately 23% annually. Other insurance premiums and claims expenses are inflated at approximately 10% annually.

Maintenance and Other Operating Contracts

- Lower maintenance expenses in 2015 primarily reflect the impact of the disposition of the Madison Avenue buildings.
- Expenses in 2016, 2017, and 2018 are inflated by the CPI-Urban rates of 1.52%, 1.68%, and 1.63%, respectively.

Professional Service Contracts

- Professional services are increased in 2015 and include New Needs of \$9.9 million, mainly for Executive Order 88 compliance (\$3.2 million) mandating energy audits and meters in all NYS buildings, \$1.6 million for Enterprise Asset Management, \$1.5 million to implement P2P process review findings, and \$3.6 million mainly for IT-related initiatives. All but the Enterprise Asset Management initiative expenses will cease by 2017. Re-estimates of \$4.9 million are primarily for IT-Cloud and website hosting-related expenses.
- Professional Services are reduced in 2016 mainly due to the elimination of \$6.7 million of the 2015 New Needs, as well as BSC IT hardware and hosting cost decreases and consulting cost reductions.
- In 2016, 2017, and 2018 the majority of expenses are inflated by the CPI-Urban rates of 1.52%, 1.68%, and 1.63%, respectively, with adjustments corresponding to the needs of the West Side Yards development as well as the completion of other HQ initiatives and New Needs.

MTA Internal Subsidy

- In 2015 and beyond, the MTA Internal Subsidy includes annual support requirements for the Rockaway Resident Discount Program of \$5.1 million and \$14.0 million for the Verrazano Narrows Bridge toll rebate program. Reimbursement for New York State's share of the Verrazano-Narrows Bridge toll rebate program is reflected in MTAHQ's Other Revenues.

Other Business Expenses

- Expenses are reduced on a cash-basis in 2015 related to the move from Madison Avenue and consolidation/relocation of administrative offices to Two Broadway.
- Also on a cash-basis, 2015 reflects an adjustment for the timing of reimbursement for prior year LI Bus expenditures.
- In 2016, 2017 and 2018 expenses are normalized and are inflated by the CPI-Urban rates of 1.52%, 1.68%, and 1.63%, respectively.

Other Expense Adjustments:

Capital Expenditures

- Capital spending in 2014 has been reduced due to timing delays and added to 2015 and 2016 spending.
- Capital expenditures in 2017 are \$18.3 million reflecting normal spending, and \$58.3 million in 2018 reflecting further BSC Finance and Human Resources upgrades.

MTA HEADQUARTERS
November Financial Plan 2015-2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2014	2015	Change 2015 - 2014	2016	Change 2016 - 2015	2017	Change 2017 - 2016	2018	Change 2018 - 2017
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	-	-	-	-	-	-	-	-	-
Rental Income	60.258	46.853	(13.405)	48.616	1.763	50.456	1.840	52.364	1.908
Other	7.293	12.244	4.951	9.933	(2.311)	9.982	0.049	10.031	0.049
Capital and Other Reimbursements									
Total Revenue	\$67.551	\$59.097	(\$8.454)	\$58.549	(\$0.548)	\$60.438	\$1.889	\$62.395	\$1.957
Expenses									
Labor:									
Payroll	\$173.803	\$178.232	(\$4.429)	\$182.197	(\$3.965)	\$184.341	(\$2.144)	\$188.329	(\$3.988)
Overtime	7.068	6.794	0.274	6.525	0.269	6.421	0.104	6.532	(0.111)
Health and Welfare	25.531	28.666	(3.135)	30.345	(1.679)	31.752	(1.407)	33.264	(1.512)
OPEB Current Payment	9.900	10.395	(0.495)	10.738	(0.343)	11.286	(0.548)	11.861	(0.575)
Pensions	45.519	45.518	0.001	45.675	(0.157)	46.252	(0.577)	47.192	(0.940)
Other Fringe Benefits	15.000	15.760	(0.760)	15.980	(0.220)	16.353	(0.373)	16.898	(0.545)
Reimbursable Overhead	(64.889)	(59.033)	(5.856)	(61.368)	2.335	(62.399)	1.031	(63.416)	1.017
Total Labor Expenses	\$211.932	\$226.332	(\$14.400)	\$230.092	(\$3.760)	\$234.006	(\$3.914)	\$240.660	(\$6.654)
Non-Labor:									
Electric Power	\$5.292	\$6.667	(\$1.375)	\$6.843	(\$0.176)	\$7.928	(\$1.085)	\$8.498	(\$0.570)
Fuel	1.589	1.955	(0.366)	1.902	0.053	1.870	0.032	1.919	(0.049)
Insurance	3.591	2.899	0.692	2.062	0.837	2.293	(0.231)	2.437	(0.144)
Claims	1.319	1.330	(0.011)	1.463	(0.133)	1.609	(0.146)	1.770	(0.161)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating									
Contracts	72.714	69.469	3.245	70.026	(0.557)	70.947	(0.921)	72.103	(1.156)
Professional Service Contracts	71.543	87.045	(15.502)	74.436	12.609	72.182	2.254	71.953	0.229
Materials & Supplies	-	-	-	-	-	-	-	-	-
MTA Internal Subsidy	14.700	19.100	(4.400)	19.100	-	19.100	-	19.100	-
Other Business Expenses	5.572	5.422	0.150	5.513	(0.091)	5.614	(0.101)	5.709	(0.095)
Total Non-Labor Expenses	\$176.320	\$193.887	(\$17.567)	\$181.345	\$12.542	\$181.543	(\$0.198)	\$183.489	(\$1.946)
Other Expenses Adjustments:									
Other	-	-	-	-	-	-	-	-	-
Total Other Expense	\$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.	\$388.252	\$420.219	(\$31.967)	\$411.437	\$8.782	\$415.549	(\$4.112)	\$424.149	(\$8.600)
Depreciation	31.043	36.180	(5.137)	40.345	(4.165)	40.629	(0.284)	32.743	7.886
OPEB Obligation	90.000	105.000	(15.000)	117.253	(12.253)	130.046	(12.793)	142.569	(12.523)
Environmental Remediation	-	-	-	-	-	-	-	-	-
Total Expenses	\$509.295	\$561.399	(\$52.104)	\$569.035	(\$7.636)	\$586.224	(\$17.189)	\$599.461	(\$13.237)
Net Surplus/(Deficit)	(\$441.744)	(\$502.302)	(\$60.558)	(\$510.486)	(\$8.184)	(\$525.786)	(\$15.300)	(\$537.066)	(\$11.280)

MTA HEADQUARTERS
November Financial Plan 2015-2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2014	2015	Change 2015 - 2014	2016	Change 2016 - 2015	2017	Change 2017 - 2016	2018	Change 2018 - 2017
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	-	-	-	-	-	-	-	-	-
Rental Income	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	94.622	91.003	(3.619)	98.544	7.541	99.835	1.291	97.004	(2.831)
Total Revenue	\$94.622	\$91.003	(\$3.619)	\$98.544	\$7.541	\$99.835	\$1.291	\$97.004	(\$2.831)
Expenses									
Labor:									
Payroll	\$4.059	\$4.537	(\$0.478)	\$4.671	(\$0.134)	\$4.764	(\$0.093)	\$4.860	(\$0.096)
Overtime	7.299	5.000	2.299	5.000	-	5.000	-	5.000	-
Health and Welfare	0.646	0.755	(0.109)	0.958	(0.203)	1.006	(0.048)	1.058	(0.052)
OPEB Current Payment	-	-	-	-	-	-	-	-	-
Pensions	0.685	0.687	(0.002)	0.678	0.009	0.695	(0.017)	0.715	(0.020)
Other Fringe Benefits	0.389	0.423	(0.034)	0.444	(0.021)	0.459	(0.015)	0.476	(0.017)
Reimbursable Overhead	64.889	59.033	5.856	61.368	(2.335)	62.399	(1.031)	63.416	(1.017)
Total Labor Expenses	\$77.967	\$70.435	\$7.532	\$73.119	(\$2.684)	\$74.323	(\$1.204)	\$75.525	(\$1.202)
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating	-	-	-	-	-	-	-	-	-
Contracts	0.016	0.020	(0.004)	0.020	-	0.020	-	0.021	(0.001)
Professional Service Contracts	16.535	20.434	(3.899)	25.289	(4.855)	25.374	(0.085)	21.338	4.036
Materials & Supplies	-	-	-	-	-	-	-	-	-
MTA Internal Subsidy	-	-	-	-	-	-	-	-	-
Other	0.104	0.114	(0.010)	0.116	(0.002)	0.118	(0.002)	0.120	(0.002)
Total Non-Labor Expenses	\$16.655	\$20.568	(\$3.913)	\$25.425	(\$4.857)	\$25.512	(\$0.087)	\$21.479	\$4.033
Other Expenses Adjustments:									
Other	-	-	-	-	-	-	-	-	-
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	\$94.622	\$91.003	\$3.619	\$98.544	(\$7.541)	\$99.835	(\$1.291)	\$97.004	\$2.831
Depreciation	-	-	-	-	-	-	-	-	-
Total Expenses	\$94.622	\$91.003	\$3.619	\$98.544	(\$7.541)	\$99.835	(\$1.291)	\$97.004	\$2.831
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 2015-2018
Year-to-Year Changes by Category - Cash Basis
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES

	Favorable/(Unfavorable)								
	2014	2015	Change 2015 - 2014	2016	Change 2016 - 2015	2017	Change 2017 - 2016	2018	Change 2018 - 2017
Receipts									
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	-	-	-	-	-	-	-	-	-
Rental Income	59.859	46.853	(13.006)	48.616	1.763	50.456	1.840	52.364	1.908
Advertising	118.946	122.782	3.836	126.420	3.638	130.168	3.748	134.028	3.860
Other	3.502	26.231	22.729	88.287	62.056	10.086	(78.201)	10.137	0.051
Capital and Other Reimbursements	98.490	91.003	(7.487)	98.544	7.541	99.835	1.291	97.004	(2.831)
Total Revenue	\$280.797	\$286.869	\$6.072	\$361.867	\$74.998	\$290.545	(\$71.322)	\$293.533	\$2.988
Expenditures									
Labor:									
Payroll	\$177.219	\$176.123	\$1.096	\$180.163	(\$4.040)	\$182.343	(\$2.180)	\$186.358	(\$4.015)
Overtime	14.368	11.794	2.574	11.525	0.269	11.421	0.104	11.532	(0.111)
Health and Welfare	25.002	28.303	(3.301)	30.163	(1.860)	31.593	(1.430)	33.132	(1.539)
OPEB Current Payment	9.899	10.395	(0.496)	10.738	(0.343)	11.286	(0.548)	11.861	(0.575)
Pensions	41.752	44.165	(2.413)	44.841	(0.676)	45.446	(0.605)	46.396	(0.950)
Other Fringe Benefits	15.327	16.118	(0.791)	16.359	(0.241)	16.747	(0.388)	17.309	(0.562)
GASB Account	0.990	-	0.990	-	-	-	-	0.115	(0.115)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$284.557	\$286.898	(\$2.341)	\$293.789	(\$6.891)	\$298.836	(\$5.047)	\$306.703	(\$7.867)
Non-Labor:									
Electric Power	\$6.235	\$6.667	(\$0.432)	\$6.843	(\$0.176)	\$7.928	(\$1.085)	\$8.498	(\$0.570)
Fuel	1.883	1.955	(0.072)	1.902	0.053	1.870	0.032	1.919	(0.049)
Insurance	3.475	2.870	0.605	2.041	0.829	2.270	(0.229)	2.413	(0.143)
Claims	1.319	1.330	(0.011)	1.463	(0.133)	1.609	(0.146)	1.770	(0.161)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating	-	-	-	-	-	-	-	-	-
Contracts	72.969	66.640	6.329	67.174	(0.534)	68.057	(0.883)	69.167	(1.110)
Professional Service Contracts	91.812	100.713	(8.901)	93.263	7.450	91.114	2.149	87.000	4.114
Materials & Supplies	-	-	-	-	-	-	-	-	-
MTA Internal Subsidy	14.700	19.100	(4.400)	19.100	-	19.100	-	19.100	-
Other Business Expenses	82.379	(0.089)	82.468	5.088	(5.177)	5.177	(0.089)	5.263	(0.086)
Total Non-Labor Expenditures	\$274.772	\$199.186	\$75.586	\$196.874	\$2.312	\$197.125	(\$0.251)	\$195.130	\$1.995
Other Expenditure Adjustments:									
Capital	43.555	57.896	(14.341)	31.591	26.305	18.316	13.275	58.316	(40.000)
Total Other Expenditure Adjustment	\$43.555	\$57.896	(\$14.341)	\$31.591	\$26.305	\$18.316	\$13.275	\$58.316	(\$40.000)
Total Expenditures	\$602.884	\$543.980	\$58.904	\$522.254	\$21.726	\$514.277	\$7.977	\$560.149	(\$45.872)
Net Cash Surplus/(Deficit)	(\$322.087)	(\$257.111)	\$64.976	(\$160.387)	\$96.724	(\$223.732)	(\$63.345)	(\$266.616)	(\$42.884)

MTA HEADQUARTERS
2015 Final Proposed Budget
November Financial Plan 2015-2018
Summary of Plan-to-Plan Changes by Generic Category

2014: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Other Operating Revenue is projected to increase from the July Plan by \$1.1 million.

Major generic category changes include:

- Rental Income increase of \$3.0 million is mainly due to payment of prior year's rent at Two Broadway by Capital Construction Company.
- Other revenues are projected to decrease by \$2.0 million reflecting a shift of Super Storm Sandy recovery of \$2.3 million into the following year offset, in part, by nearly \$0.4 million in higher revenues at the Transit Museum.

Operating Expense Changes

Excluding depreciation and post-employment benefits adjustments, operating expenses increased by \$7.6 million.

Major generic category changes include:

- Revised Pension mainly due to MTA Defined Benefits accrued contributions of \$4.2 million.
- Payroll increases of \$2.0 million primarily reflect the MTA PD COA arbitration award and non-represented employee wage adjustment.
- Higher Reimbursable Overhead of \$2.0 million results from increased levels of MTA Patrols funded by grants.
- Unfavorable Insurance expense adjustment of \$1.8 million for consultants. This increase is completely recovered.
- Higher MTA Internal Subsidy of \$0.7 million is mainly due to higher Cross Bay Bridge Toll support.
- Revised Professional Services of \$2.6 million reflect lower spending on hardware at the BSC and lower usage of outside services across departments.
- Lower Other Business Expenses of \$0.5 million mainly due to lower public hearing and government lobbying expenses.

2015: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Other Operating Revenues reflect the favorable timing shift of Super Storm Sandy recovery of \$2.3 million.

Operating Expense Changes

Excluding depreciation and post-employment benefits adjustments, operating expenses increased by \$20.9 million.

Major generic category changes include:

- Higher Professional Services of \$12.3 million mainly result from New Needs including IT Transformation needs; IT support for the Enterprise Asset Management initiative; the NYS Executive Order 88 for energy audits and meters for state buildings; and implementation of the Procure-to-Pay review findings.
- Payroll increases of \$4.0 million primarily reflect the MTA PD COA arbitration award, non-represented employee wage adjustment, and increased headcount supporting MTA-wide initiatives.
- Higher Pensions of \$3.0 million mainly due to higher revised MTA Defined Benefits accrued contributions of \$4.4 million, partly offset by lower revised NYSLERS contributions of \$1.9 million.
- Higher MTA Internal Subsidy is due to higher Cross Bay Bridge Toll support of \$0.5 million.
- Unfavorable Insurance expense adjustment of \$1.0 million is for consultants performing work on behalf of the MTA. This increase has an offsetting recovery.
- Higher Reimbursable Overhead of \$1.2 million results primarily from recovery of the consultants performing insurance work on behalf of the MTA.

2016, 2017, and 2018: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Other Operating Revenue is virtually unchanged from the July Plan, reflecting the change in out-year inflation rates.

Operating Expense Changes

Excluding depreciation and post-employment benefits adjustments, operating expenses increased by \$17.7 million in 2016, \$15.7 million in 2017, and \$11.6 million in 2018.

Major generic category changes include:

- Higher Professional Services of \$8.8 million in 2016, \$6.8 million in 2017, and \$4.5 million in 2018 mainly result from New Needs including IT Transformation needs and IT support for the Enterprise Asset Management initiative;

- Payroll increases of \$5.5 million in 2016, \$5.2 million in 2017, and \$4.3 million in 2018 primarily reflect the effects of the MTA PD COA arbitration award, non-represented employee wage adjustment and increased headcount of 37 positions due to New Needs and transfers from other agencies.
- Higher Pensions of \$2.7 million, \$2.9 million, and \$2.8 million in 2016, 2017, and 2018, respectively, are mainly due to revised MTA Defined Benefits accrued contributions of \$4.6 million in 2016, \$4.9 million in 2017, and \$4.8 million in 2018. Lower revised NYSLERS contributions of \$2.6 million in 2016 and 2017, and \$2.7 million in 2018 are partial offsets.
- Higher MTA Internal Subsidy is due to higher Cross Bay Bridge Toll support of \$0.5 million in all years.
- Higher Health and Welfare costs of \$0.6 million in 2016, and \$0.6 in 2017 are mainly due to increased headcount from New Needs and transfers of 43 positions, as well as the effect of higher rates.
- Higher Reimbursable Overhead of \$1.1 million in 2016, \$1.3 million in 2017, and \$1.4 million in 2018 primarily results from higher compensation rates.

2014: November Financial Plan vs. February Financial Plan

Operating Revenue Changes

Other Operating Revenue is projected to increase from the February Adopted Budget by \$10.4 million.

Major generic category changes include:

- Rental Income increase of \$8.3 million is mainly due to increased Two Broadway rentals, and payment of prior year's rent at Two Broadway by Capital Construction Company.
- Other revenues are projected to increase by \$2.1 million reflecting the reversal to revenue of an expense accrued in 2013 and higher revenues at the Transit Museum partly offset by a shift of Super Storm Sandy recovery of \$2.1 million into the following year.

Operating Expense Changes

Excluding depreciation and post-employment benefits adjustments, operating expenses increased by \$19.3 million.

Major generic category changes include:

- Payroll increases of \$13.3 million primarily reflect re-estimated departmental costs, revised MTA PD labor costs, including retroactive wages resulting from the PBA Collective Bargaining agreement and the MTA PD COA arbitration award, non-represented employee wage adjustment and the increase of 25 positions, primarily through New Needs and transfers.
- Higher MTA Internal Subsidy of \$11.2 million is due to increased annual support requirements for toll support rebate program.
- Higher Maintenance and Other Operating Contracts of \$6.4 million is mainly due to higher Two Broadway real estate rentals due to the increase of the ground lease and IT New Needs.
- Higher Pensions of \$3.7 million mainly due to revised MTA Defined Benefits accrued contributions.
- Revised Professional Services of \$3.1 million primarily reflect higher New Needs particularly related to the Enterprise Asset Management initiative.
- Unfavorable Insurance of \$1.7 million reflects the impact of procured service, which is offset.
- Higher Other Fringe Benefits of \$1.0 million mainly reflects revised MTA PD labor adjustments and increased headcount.
- Higher Reimbursable Overhead of \$14.3 million mainly reflects prior year expense recoveries, and higher MTA PD recovery.
- Revised OPEB Current Payment of \$3.2 million.
- Lower Overtime expenses of \$2.3 million are mainly due to efficiencies agreed to in the ratified PBA contract.
- Lower Electric Power of \$1.5 million is mainly due to revised Two Broadway needs.
- Lower Health and Welfare of \$0.5 million reflects revised Empire Plan cost assumptions provided by the NYS Department of Civil Service.

2015: November Financial Plan vs. February Financial Plan

Operating Revenue Changes

Other Operating Revenue is projected to increase from the February Adopted Budget by \$10.8 million.

Major generic category changes include:

- Rental Income increase of \$1.5 million is mainly due to increased Two Broadway rentals.
- Other revenues are projected to increase by \$9.3 million mainly reflecting New York State support for the Verrazano-Narrows Bridge Toll Rebate Program and a shift of Super Storm Sandy recovery of \$2.1 million from 2014.

Operating Expense Changes

Excluding depreciation and post-employment benefits adjustments, operating expenses increased by \$53.0 million.

Major generic category changes include:

- Higher Professional Services of \$22.8 million mainly result from New Needs including IT Transformation needs; Enterprise Asset Management initiative and its IT support; the NYS Executive Order 88 for energy audits and meters for state buildings; and implementation of the Procure-to-Pay review findings.
- Payroll increases of \$15.9 million primarily reflect revised MTA PD labor costs, including retroactive wages resulting from the PBA Collective Bargaining agreement and the MTA PD COA arbitration award, non-represented employee wage adjustment and the increase of 114 positions, primarily through New Needs and transfers.
- Higher MTA Internal Subsidy of \$14.5 million reflects full year impact of the Verrazano-Narrows Bridge Toll Rebate support of \$14.0 million, and higher Cross Bay Toll support of \$0.5 million.
- Higher Maintenance and Other Operating Contracts of \$6.6 million is mainly due to higher Two Broadway real estate rentals due to the increase of the ground lease and IT New Needs.
- Higher Pension expenses of \$2.8 million mainly due to revised MTA Defined Benefits accrued contributions.
- Higher Health and Welfare costs of \$1.2 million and other fringe benefits of \$1.2 million result mainly from higher headcount.
- Unfavorable Insurance expense adjustment of \$0.9 million is for consultants performing work on behalf of the MTA. This increase has an offsetting recovery.
- Higher Fuel costs of \$0.8 million are mainly due to higher rates and a reallocation of costs at Two Broadway.
- Higher Reimbursable Overhead of \$7.7 million mainly reflects higher expenses recoverable from the benefiting agencies and the recovery of consultant costs performing insurance work on behalf of the MTA.
- Revised OPEB current payment of \$4.2 million.
- Lower Overtime expense of \$2.3 million is due to efficiencies agreed to in the ratified PBA Contract.

2016 and 2017: November Financial Plan vs. February Financial Plan

Operating Revenue Changes

Other Operating Revenue is higher than the February Adopted Budget by \$8.6 million and \$8.7 million in 2016 and 2017, respectively, mainly due to New York State support for the Verrazano-Narrows Bridge Toll Rebate Program, and higher Two Broadway rental revenues.

Operating Expense Changes

Excluding depreciation and post-employment benefits adjustments, operating expenses increased by \$37.5 million in 2016, \$28.0 million in 2017.

Major generic category changes include:

- Payroll increases of \$16.4 million in 2016 and \$13.2 million in 2017 primarily reflect revised MTA PD labor costs, including retroactive wages resulting from the PBA Collective Bargaining agreement and the MTA PD COA arbitration award, non-represented employee wage adjustment, and the increase of 83 positions in 2016 and 39 positions in 2017, primarily through New Needs and transfers.
- Higher MTA Internal Subsidy of \$14.5 million reflects full year impact of the Verrazano-Narrows Bridge Toll Rebate support of \$14.0 million, and higher Cross Bay Toll support of \$0.5 million.
- Higher Professional Services of \$13.0 million in 2016 and \$10.3 million in 2017, mainly result from New Needs mainly for IT Transformation and IT support for the Enterprise Asset Management initiative, and IT re-estimates.
- Higher Maintenance and Other Operating Contracts of \$6.4 million in 2016 and 2017 is mainly due to higher Two Broadway real estate rentals due to the increase of the ground lease, and IT New Needs.
- Higher Pensions of \$1.5 million in 2016 mainly due to revised MTA Defined Benefits accrued contributions.
- Increased Other Fringe Benefits costs of \$0.9 million and \$0.6 million in 2016 and 2017, respectively, result from increased headcount.
- Higher Fuel costs of \$0.8 million in 2016 and \$0.7 million in 2017 is mainly due to higher rates and a reallocation of costs at Two Broadway.
- Higher Reimbursable Overhead of \$9.1 million in 2016 and \$9.4 million in 2017, mainly reflects higher expenses recoverable from the benefiting agencies.
- Revised OPEB Current Payments are \$5.5 million in 2016 and \$6.5 million in 2017.
- Lower Overtime expenses of \$2.6 million in 2016 and \$2.9 million in 2017, respectively, are due to efficiencies agreed to in the ratified PBA Contract.

MTA HEADQUARTERS
November Financial Plan 2015-2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2014	2015	2016	2017	2018
July Financial Plan - Cash Surplus/(Deficit)	(\$316.665)	(\$250.633)	(\$142.998)	(\$210.550)	(\$257.410)
Baseline Changes					
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Rental Income	\$3.016	(\$0.000)	(\$0.010)	(\$0.005)	(\$0.006)
Advertising Revenue	-	-	-	-	-
Other	(1.960)	2.319	(0.006)	(0.003)	(0.003)
Capital and Other Reimbursement	-	-	-	-	-
Total Revenue Changes	\$1.056	\$2.319	(\$0.016)	(\$0.008)	(\$0.009)
Expenses					
<i>Labor:</i>					
Payroll	(\$2.044)	(\$4.007)	(\$5.533)	(\$5.234)	(\$4.256)
Overtime	(0.062)	(0.222)	(0.003)	0.072	0.075
Health and Welfare	0.429	(0.258)	(0.561)	(0.624)	(0.188)
OPEB Current Payment	-	-	(0.073)	(0.087)	(0.103)
Pensions	(4.239)	(2.995)	(2.667)	(2.871)	(2.759)
Other Fringe Benefits	(0.277)	(0.270)	(0.029)	(0.024)	0.048
<u>Reimbursable Overhead</u>	<u>(2.044)</u>	<u>1.249</u>	<u>1.106</u>	<u>1.283</u>	<u>1.399</u>
Total Labor Expense Changes	(8.237)	(6.503)	(7.760)	(7.485)	(5.784)
<i>Non-Labor:</i>					
Electric Power	-	(0.247)	(0.531)	(0.595)	(0.610)
Fuel	-	(0.333)	(0.355)	(0.414)	(0.425)
Insurance	(1.804)	(0.997)	0.022	0.049	0.082
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.002	0.015	0.201	0.120	0.117
Professional Service Contracts	2.595	(12.287)	(8.788)	(6.817)	(4.476)
Materials & Supplies	-	-	-	-	-
MTA Internal Subsidy	(0.700)	(0.500)	(0.500)	(0.500)	(0.500)
<u>Other Business Expenses</u>	<u>0.502</u>	<u>(0.054)</u>	<u>(0.062)</u>	<u>(0.079)</u>	<u>0.003</u>
Total Non-Labor Expense Changes	\$0.595	(\$14.403)	(\$10.013)	(\$8.236)	(\$5.809)
Gap Closing Expenses :					
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.					
Depreciation	-	-	0.080	0.040	0.041
OPEB Obligation	-	-	-	-	-
Total Expense Changes	(\$7.642)	(\$20.906)	(\$17.693)	(\$15.681)	(\$11.552)
Cash Adjustment Changes					
Revenue Adjustments	1.135	-	-	-	-
Expense Adjustments	0.030	12.109	0.320	2.507	2.355
Total Cash Adjustment Changes	\$1.165	\$12.109	\$0.320	\$2.507	\$2.355
Total Baseline Changes	(\$5.421)	(\$6.478)	(\$17.389)	(\$13.182)	(\$9.206)
November Financial Plan - Cash Surplus/(Deficit)	(\$322.087)	(\$257.111)	(\$160.387)	(\$223.732)	(\$266.616)

MTA HEADQUARTERS
November Financial Plan 2015-2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE	2014	2015	2016	2017	2018
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>(0.602)</u>	<u>1.952</u>	<u>1.532</u>	<u>1.739</u>	<u>1.882</u>
Total Revenue Changes	(\$0.602)	\$1.952	\$1.532	\$1.739	\$1.882
Expenses					
<i>Labor:</i>					
Payroll	(\$0.221)	(\$0.393)	(\$0.455)	(\$0.482)	(\$0.508)
Overtime	(0.946)	-	-	-	-
Health and Welfare	0.021	(0.030)	(0.001)	-	0.001
OPEB Current Payment	-	-	-	-	-
Pensions	0.017	0.035	0.064	0.068	0.070
Other Fringe Benefits	0.001	(0.034)	(0.044)	(0.046)	(0.049)
<u>Reimbursable Overhead</u>	<u>2.044</u>	<u>(1.249)</u>	<u>(1.106)</u>	<u>(1.283)</u>	<u>(1.399)</u>
Total Labor Expense Changes	\$0.916	(\$1.671)	(\$1.542)	(\$1.743)	(\$1.885)
<i>Non-Labor:</i>					
Electric Power	-	-	-	-	-
Fuel	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.004	-	-	-	-
Professional Services	(0.330)	(0.280)	0.011	0.006	0.005
Materials & Supplies	-	-	-	-	-
MTA Internal Subsidy	-	-	-	-	-
<u>Other Business Expenses</u>	<u>0.012</u>	<u>(0.001)</u>	<u>(0.001)</u>	<u>(0.002)</u>	<u>(0.002)</u>
Total Non-Labor Expense Changes	(\$0.314)	(\$.281)	\$0.010	\$0.004	\$0.003
Gap Closing Expenses :					
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.602	(\$1.952)	(\$1.532)	(\$1.739)	(\$1.882)
Depreciation					
Total Expense Changes	\$0.602	(\$1.952)	(\$1.532)	(\$1.739)	(\$1.882)
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 - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA HEADQUARTERS
November Financial Plan 2015-2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON REIMBURSABLE/REIMBURSABLE

	2014	2015	2016	2017	2018
July Financial Plan - Cash Surplus/(Deficit)	(\$316.665)	(\$250.633)	(\$142.998)	(\$210.550)	(\$257.410)
Baseline Changes					
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Rental Income	\$3.016	(\$0.000)	(\$0.010)	(\$0.005)	(\$0.006)
Advertising Revenue	-	-	-	-	-
Other	(1.960)	2.319	(0.006)	(0.003)	(0.003)
<u>Capital and Other Reimbursement</u>	<u>(0.602)</u>	<u>1.952</u>	<u>1.532</u>	<u>1.739</u>	<u>1.882</u>
Total Revenue Changes	\$0.454	\$4.271	\$1.516	\$1.731	\$1.873
Expenses					
<i>Labor:</i>					
Payroll	(\$2.265)	(\$4.400)	(\$5.988)	(\$5.716)	(\$4.764)
Overtime	(1.008)	(0.222)	(0.003)	0.072	0.075
Health and Welfare	0.450	(0.288)	(0.562)	(0.624)	(0.187)
OPEB Current Payment	-	-	(0.073)	(0.087)	(0.103)
Pensions	(4.222)	(2.960)	(2.603)	(2.803)	(2.689)
Other Fringe Benefits	(0.276)	(0.304)	(0.073)	(0.070)	(0.001)
<u>Reimbursable Overhead</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Labor Expense Changes	(\$7.321)	(\$8.174)	(\$9.302)	(\$9.228)	(\$7.669)
<i>Non-Labor:</i>					
Electric Power	-	(0.247)	(0.531)	(0.595)	(0.610)
Fuel	-	(0.333)	(0.355)	(0.414)	(0.425)
Insurance	(1.804)	(0.997)	0.022	0.049	0.082
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.006	0.015	0.201	0.120	0.117
Professional Services	2.265	(12.567)	(8.777)	(6.811)	(4.471)
Materials & Supplies	-	-	-	-	-
MTA Internal Subsidy	(0.700)	(0.500)	(0.500)	(0.500)	(0.500)
<u>Other Business Expenses</u>	<u>0.514</u>	<u>(0.055)</u>	<u>(0.063)</u>	<u>(0.081)</u>	<u>0.001</u>
Total Non-Labor Expense Changes	\$0.281	(\$14.684)	(\$10.003)	(\$8.232)	(\$5.806)
Gap Closing Expenses :					
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	(\$7.040)	(\$22.858)	(\$19.305)	(\$17.460)	(\$13.475)
Depreciation	-	-	0.080	0.040	0.041
OPEB Obligation	-	-	-	-	-
Total Expense Changes	(\$7.040)	(\$22.858)	(\$19.224)	(17.421)	(13.434)
Cash Adjustment Changes					
Revenue Adjustments	1.135	-	-	-	-
Expense Adjustments	0.030	12.109	0.320	2.507	2.355
Total Cash Adjustment Changes	\$1.165	\$12.109	\$0.320	\$2.507	\$2.355
Total Baseline Changes	(\$5.421)	(\$6.478)	(\$17.388)	(\$13.183)	(\$9.205)
November Financial Plan - Cash Surplus/(Deficit)	(\$322.087)	(\$257.111)	(\$160.387)	(\$223.732)	(\$266.615)

MTA HEADQUARTERS
2015 Final Proposed Budget
November Financial Plan 2015-2018
Summary of Major Plan-to-Plan Changes

2014: November Financial Plan vs. July Financial Plan

Revenue Changes

Total revenue is projected to increase from the July Plan by \$0.5 million.

Major changes include:

- Rental Income increase of \$3.4 million is mainly due to payment of prior year's rent at Two Broadway by Capital Construction Company.
- Other revenues are projected to decrease by \$2.3 million reflecting a shift of Super Storm Sandy recovery of \$2.3 million into the following year.
- Lower Reimbursable Overhead of \$0.6 million mainly reflects lower expenses recoverable from the benefiting agencies.

Expense Changes

Total expenses increased by \$7.0 million in 2014.

Major changes include:

Unfavorable

- Revised assumptions of Enterprise Asset Management recovery of costs from the participating agencies of \$4.3 million.
- Revised Pension mainly due to increased MTA Defined Benefits accrued contributions of \$4.2 million.
- Higher LIRR strike preparation costs of \$0.8 million.
- The impact of the MTA PD COA arbitration award of \$0.7 million.

Favorable

- Revised Professional Services and Other Business Expenses of \$3.1 million reflect lower spending on hardware at the BSC, lower usage of outside services, government lobbying and public hearings expenses.
- Revised IT maintenance and repair services of \$0.9 million.

Cash Adjustments

- Cash adjustments are favorable by \$1.2 million mainly due to revised operating capital of \$19.7 million due to timing of spending and favorable all other cash adjustments of \$6.3 million mainly due to revised Two Broadway relocation costs, partly offset by an unfavorable adjustment for LI Bus current and prior year expenses and recovery of \$24.8 million.

2015: November Financial Plan vs. July Financial Plan

Revenue Changes

Revenues are projected to increase from the July Plan by \$4.3 million.

Major changes include:

- Higher reimbursable revenue of \$2.0 million mainly reflects higher expenses recoverable from the benefiting agencies.
- Other Operating Revenues reflect the favorable timing shift of Super Storm Sandy recovery of \$2.3 million.

Expense Changes

Total expenses are projected to increase by \$22.9 million.

Major changes include:

Unfavorable

- Increased New Needs of \$13.9 million including \$3.8 million for IT Transformation needs; \$3.8 million for IT support for the Enterprise Asset Management initiative; \$3.2 million for NYS Executive Order 88 for energy audits and meters for state buildings; and \$1.5 million for implementation of the Procure-to-Pay review findings.
- Higher revised MTA Defined Benefits accrued contributions of \$4.4 million.
- Adjusted IT Transformation cost recovery charges of \$1.3 million.
- The \$0.6 million impact of the transfer of employees from other agencies for IT Transformation support.
- Increased Cross Bay Bridge Toll support of \$0.5 million.

Favorable

- Revised NYSLERS accrued contributions of \$1.9 million.

Cash Adjustments

Cash adjustments are projected to be favorable by \$12.1 million primarily due to adjusted LI Bus recovery of \$39.1 million partly offset by unfavorable operating capital timing adjustments of \$17.3 million, and other unfavorable cash adjustments of \$9.7 million primarily related to the Two Broadway relocation.

2016-2018 : November Financial Plan vs. July Financial Plan

Revenue Changes

Other operating revenues are projected to increase from the July Plan by \$1.5 million in 2016 and \$1.7 million in 2017, and \$1.9 million in 2018.

Major changes include:

- Higher reimbursable revenue of \$1.5 million in 2016, \$1.7 million in 2017, and \$1.9 million in 2018 mainly reflects higher expenses recoverable from the benefiting agencies.

Expense Changes

Expenses increase by \$19.2 million in 2016, \$17.4 million in 2017, and \$13.4 million in 2018.

Major changes include:

- Increased New Needs of \$10.3 million in 2016 include \$6.6 million for IT support for the Enterprise Asset Management initiative; and \$2.0 million for NYS Executive Order 88 for energy audits and meters for state buildings. New Needs of \$8.7 million in 2017 include \$6.8 million for IT support for the Enterprise Asset Management initiative and \$0.7 million for IT Transformation needs. New Needs of \$7.3 million in 2018 include \$5.5 million for IT support for the Enterprise Asset Management initiative and \$0.5 million for IT Transformation needs.
- Higher revised MTA Defined Benefits accrued contributions of \$4.6 million in 2016, \$4.9 million in 2017, and \$4.8 million in 2018.
- The \$0.6 million impact in 2016 and 2017, and \$0.7 million in 2018 due to the transfer of employees from other agencies for IT Transformation support.
- Revised recoverable expenses of \$0.6 million in 2016 mainly due to higher recovery of expenses from the benefiting agencies.
- Increased Cross Bay Bridge Toll support of \$0.5 million in 2016, 2017, and 2018.
- Adjusted Electricity (NYPA) rates of \$0.5 million in 2016, \$0.6 million in 2017, and \$0.6 million in 2018.

Favorable

- Revised NYSLERS contributions of \$2.6 million in 2016, \$2.6 million in 2017, and \$2.7 million in 2018.
- Reduction of MTA PD hiring and expenses of \$3.2 million in 2018 due to revised MTA PD hiring plans for East Side Access due to its delayed projected opening from 2021 to the end of 2022.

Cash Adjustments

Cash adjustments are projected to be favorable by \$0.3 million in 2016 mainly due to Benefits cash adjustments partly offset by higher operating capital. Cash adjustments are \$2.5 million favorable in 2017 and \$2.4 million in 2018 mainly due to benefits cash adjustments.

MTA HEADQUARTERS
November Financial Plan 2015-2018
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2014	2015	2016	2017	2018
July Financial Plan - Cash Surplus/(Deficit)	(\$316.665)	(\$250.633)	(\$142.998)	(\$210.550)	(\$257.410)
Non-Reimbursable Major Changes					
Revenue					
Higher 2 Broadway Rent & Other Revenue	3.375	-	-	-	-
Shift in Super Storm Sandy Recovery	(2,319)	2,319	-	-	-
Effect of inflation changes on out-year revenue projections	-	-	(0.016)	(0.008)	(0.009)
Sub-Total Non-Reimbursable Revenue Changes	\$1.056	\$2.319	(\$0.016)	(\$0.008)	(\$0.009)
Expenses					
MTA IT New Needs	\$0.000	(\$3.832)	(\$0.484)	(\$0.679)	(\$0.504)
IT Support for EAM	-	(3.775)	(6.551)	(6.825)	(5.503)
EAM Administrative Assistant	-	(0.059)	(0.060)	(0.062)	(0.064)
Executive Order 88	-	(3.170)	(1.970)	-	-
Procure-to-Pay Transition	-	(1.500)	-	-	-
Veteran Recruitment	(0.008)	(0.025)	(0.025)	(0.025)	(0.025)
General Counsel Positions	(0.095)	(0.296)	(0.264)	(0.204)	(0.209)
Manager, Emergency Operations	(0.040)	(0.116)	(0.119)	(0.122)	(0.125)
PCAC Professional Services and Contingent Extension	-	(0.096)	(0.035)	(0.035)	(0.036)
HR Compensation Support	-	(0.286)	(0.291)	(0.298)	(0.306)
New Headquarters' positions	-	(0.334)	(0.340)	(0.349)	(0.359)
MTA Police Positions	-	(0.457)	(0.168)	(0.097)	(0.124)
Non-Represented Employee Wages - Technical Adjustment	(1.085)	(0.900)	(1.743)	(1.342)	(1.324)
Effect of MTAPD COA Arbitration Award	(0.745)	(0.328)	(0.415)	(0.492)	(0.524)
Transfer of Employees from other Agencies	-	(0.613)	(0.620)	(0.637)	(0.654)
IT Maintenance and Repair Services	-	(0.339)	(0.485)	(0.217)	-
Adjustment to IT cost recovery	-	(1.251)	(0.352)	(0.358)	(0.364)
Adjustment to EAM cost recovery	(4.262)	-	-	-	-
Revised Non-Programmatic Cost Recovery	-	(0.600)	(0.640)	(0.460)	(0.340)
Increased Toll Support	(0.700)	(0.500)	(0.500)	(0.500)	(0.500)
Higher LIRR Strike preparation costs	(0.831)	-	-	-	-
Casedy Turely Settlement	(0.360)	-	-	-	-
Revised Health and Welfare rates	-	-	(0.115)	(0.108)	(0.104)
Revised MTAHQ All-Agency Excess Liability Premiums	(0.004)	-	-	-	-
Revised Electricity (NYP&A) Rates	-	(0.247)	(0.531)	(0.595)	(0.610)
Revised Gasoline & Heating Fuel Rates	-	(0.333)	(0.355)	(0.414)	(0.425)
Change in OPEB Current Contributions	-	-	(0.073)	(0.087)	(0.103)
Change in GASB	-	-	-	-	(0.003)
Real Estate Outside Professional Services	-	(0.100)	-	-	-
Re-estimate of MTA Pool Vehicle Parking Fees	-	(0.015)	(0.060)	(0.061)	(0.062)
IT Maintenance and Repair Services	0.884	-	-	-	0.261
Revised NYSLERS Accrued contribution amounts	-	1.891	2.565	2.632	2.698
Revised MTADB Accrued contribution amounts	(4.202)	(4.411)	(4.633)	(4.907)	(4.844)
Revised MTAHQ All-Agency Excess Liability Premiums	-	0.002	0.022	0.049	0.082
Adjustment to EAM program costs at MTAHQ	-	0.178	0.178	0.178	0.178
Revised MTAPD ESA Hiring and Expenses	-	-	-	-	3.179
Revised 2014 Professional & Other Business Expenses	3.105	-	-	-	-
Effect of Revised Other Fringe Rates	0.085	0.225	0.255	0.280	0.297
Effect of inflation changes on out-year expense projections	-	-	0.269	0.132	0.134
Change in Depreciation	-	-	0.080	0.040	0.041
All Other	0.613	0.381	(0.233)	(0.118)	(1.311)
Sub-Total Non-Reimbursable Expense Changes	(\$7.642)	(\$20.906)	(\$17.693)	(\$15.681)	(\$11.553)
Total Non-Reimbursable Major Changes	(\$6.586)	(\$18.587)	(\$17.709)	(\$15.689)	(\$11.562)
Reimbursable Major Changes					
Revised Reimbursable Revenue	(\$0.602)	\$1.952	\$1.532	\$1.739	\$1.882
Sub-Total Reimbursable Revenue Changes	(\$0.602)	\$1.952	\$1.532	\$1.739	\$1.882
Expenses					
Higher Recoverable Expenses	\$2.044	(\$1.249)	(\$1.106)	(\$1.283)	(\$1.399)
All Other	(1.443)	(0.702)	(0.425)	(0.457)	(0.483)
Sub-Total Reimbursable Expense Changes	\$0.602	(\$1.951)	(\$1.531)	(\$1.740)	(\$1.882)
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	(\$6.586)	(\$18.587)	(\$17.709)	(\$15.689)	(\$11.562)
Cash Adjustment Changes					
Depreciation Adjustment	\$0.000	\$0.000	(\$0.080)	(\$0.040)	(\$0.041)
OPEB Obligation	-	-	-	-	-
Operating Capital adjustments	19.713	(17.290)	(1.875)	-	-
Adj for LIBus current & prior yr expenses and recovery	(24.840)	39.059	-	-	-
All Other Cash Adjustments	6.292	(9.660)	2.275	2.547	2.396
Total Cash Adjustment Changes	\$1.165	\$12.109	\$0.320	\$2.507	\$2.355
Total Baseline Changes	(\$5.421)	(\$6.478)	(\$17.389)	(\$13.182)	(\$9.206)
November Financial Plan - Cash Surplus/(Deficit)	(\$322.087)	(\$257.111)	(\$160.387)	(\$223.732)	(\$266.616)

MTA HEADQUARTERS
November Financial Plan 2015-2018
2014 Budget Reduction Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2014	Pos.	2015	Pos.	2016	Pos.	2017	Pos.	2018
<u>Administration</u>										
MTA PD Reductions (July Plan)	-	\$0.000	-	\$0.500	-	\$0.508	-	\$0.517	-	\$0.525
Professional Services Reductions (July Plan)	-	0.000	-	0.744	-	0.756	-	0.769	-	0.782
<i>Subtotal Administration</i>	-	0.000	-	1.244	-	1.265	-	1.287	-	1.307
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Customer Convenience/Amenities</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Maintenance</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Revenue Enhancement</u>										
Transit Museum Rentals (July Plan)	-	0.000	-	0.100	-	0.100	-	0.100	-	0.100
<i>Subtotal Revenue Enhancement</i>	-	0.000	-	0.100	-	0.100	-	0.100	-	0.100
<u>Safety</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Safety</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Security</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Service</i>	-	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
<i>Subtotal Service Support</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Other</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Total	-	\$0.000	-	\$1.344	-	\$1.365	-	\$1.387	-	\$1.407

MTA HEADQUARTERS
November Financial Plan 2015-2018
2014 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: MTA PD Reductions

Background Details: MTAPD has reduced other business expenses such as maintenance and repair costs at facilities and contracts for outside vendors such as for janitorial services.

Program Description/ Implementation Plan:

Program Implementation Date: 1/1/2015 **When will savings begin?:** 1/1/2015

Are these savings recurring?: yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>	\$0.000	\$0.500	\$0.508	\$0.517	\$0.525
Net Cash Savings (in millions)	\$0.000	\$0.500	\$0.508	\$0.517	\$0.525

Total Positions Required:

MTA HEADQUARTERS
November Financial Plan 2015-2018
2014 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: Professional Service Reductions

Background Details:	MTAHQ has reduced leases and rentals, and reduced the use of financial services consultants, advertising, legal services, and other outside vendors, consultants, and services.
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Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2015	When will savings begin?:	1/1/2015
		Are these savings recurring?:	yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>	\$0.000	\$0.744	\$0.756	\$0.769	\$0.782
Net Cash Savings (in millions)	\$0.000	\$0.744	\$0.756	\$0.769	\$0.782

Total Positions Required:

**MTA HEADQUARTERS
November Financial Plan 2015-2018
2014 Budget Reduction Plan Worksheet**

Category by Function: Revenue Enhancement

Program: Transit Museum Rentals

Background Details:	The Museum's projected facility rental revenue in 2013 and continuing into 2014 exceeded projections due to an unexpected surge in interest. It seems clear that the surge was not an anomaly and as such the Museum projects revenue for this income stream to be at least \$100 K higher than previous budget projections.
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Program Description/ Implementation Plan:			
Program Implementation Date: 2015	When will savings begin?:	2015	
	Are these savings recurring?:	yes	
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</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
2015 Final Proposed Budget
November Financial Plan 2015-2018
Positions**

POSITION ASSUMPTIONS

2014: November Plan vs. July Plan

Total baseline positions are projected to increase by 10 positions, due to the following:

New Needs (total increase of three Non-Reimbursable positions) include:

- Two General Counsel positions include a Compliance Counsel and a State mandated Excelsior Service Fellow hired for a two-year term.
- One Manager of Emergency Operations position.

Change in Reimbursable Positions (total increase of one position):

- One Pension Counsel, reimbursable from the Pension Trust, to handle the many legal issues of the Pension and Deferred Compensation Plans.

Change in Re-estimates and All Other (total increase of six positions):

- Five positions transferred from the agencies (three positions from NYCT, and one each from LIRR and MNR) for IT Transformation support for Human Resources (three positions), Labor Relations (one position), and Budget (one position).
- One Procurement Contract Analyst transferred from B&T.

The increase of 10 positions by function was all Administration positions.

Position changes by occupational group are: Managers/Supervisors increase by five positions, and Professional, Technical, Clerical positions also increase by five positions.

2015: November Financial Plan vs. July Financial Plan

Total baseline positions are projected to increase by 44 positions as follows:

New Needs (total increase of 37 Non-Reimbursable positions) include:

- 22 IT positions for the Enterprise Asset Management initiative support.
- Two General Counsel positions include a Compliance Counsel and a State mandated Excelsior Service Fellow hired for a two-year term.
- Two Human Resource positions needed for Compensation support in anticipation of the IT Transformation and other consolidations.
- Two IT positions for the Enterprise Asset Management (EAM) project manager's office to act as interface between the agencies for future program software solutions.
- Two MTA PD officers needed for Two Broadway Executive security coverage.
- One Manager of Emergency Operations position.

- One Junior Network Analyst for field support to administer and maintain the business network routers, switches, and wireless systems.
- One EAM position to handle all administrative work handled by the department in coordinating activities between the agencies.
- Four positions needed in the Plan years but which require further Executive review.

Change in Reimbursable Positions (total increase of one position):

- One Pension Counsel, reimbursable from the Pension Trust, to handle the many legal issues of the Pension and Deferred Compensation Plans.

Change in Re-estimates and All Other (total increase of six positions):

- Five positions transferred from the agencies (three positions from NYCT, and one each from LIRR and MNR) for IT Transformation support for Human Resources (three positions), Labor Relations (one position), and Budget (one position).
- One Procurement Contract Analyst transferred from B&T.

The increase of 44 positions by function included 42 in Administration and two in Public Safety.

Position changes by occupational group are: Managers/Supervisors increase by six positions, Professional, Technical, Clerical positions increase by 36 positions, and Operational Hourlies by 2 positions.

2016, 2017: November Financial Plan vs. July Financial Plan

Total baseline positions are projected to increase by 43 positions in 2016 and 2017 of the November Plan, as follows:

New Needs (total increase of 36 Non-Reimbursable positions) include:

- 22 IT positions for the Enterprise Asset Management initiative support.
- Two Human Resource positions needed for Compensation support in anticipation of the IT Transformation and other consolidations.
- Two IT positions for the EAM project manager's office to act as interface between the agencies for future program software solutions.
- Two MTA PD officers needed for Two Broadway Executive security coverage.
- One Compliance Counsel position for General Counsel.
- One Manager of Emergency Operations position.
- One Junior Network Analyst for field support to administer and maintain the business network routers, switches, and wireless systems.
- One EAM position to handle all administrative work handled by the department in coordinating activities between the agencies.
- Four positions needed in the Plan years but which require further Executive review.

Change in Reimbursable Positions (total increase of one position):

- One Pension Counsel, reimbursable from the Pension Trust, to handle the many legal issues of the Pension and Deferred Compensation Plans.

Change in Re-estimates and All Other (total increase of six positions):

- Five positions transferred from the agencies (three positions from NYCT, and one each from LIRR and MNR) for IT Transformation support for Human Resources (three positions), Labor Relations (one position), and Budget (one position).
- One Procurement Contract Analyst transferred from B&T.

The increase of 43 positions by function included 41 in Administration, and two in Public Safety.

Position changes by occupational group are: Managers/Supervisors increase by six positions, Professional, Technical, Clerical positions increase by 35 positions, and Operational Hourlies by two positions.

2018: November Financial Plan vs. July Financial Plan

Baseline November Plan positions for 2018 compared to July Plan increase by 13 positions. This reflects the increase of the previously described 43 positions offset by a shift in the hiring of 30 MTA Police Officers in support of East Side Access originally planned for 2018.

Year over Year

2015 over 2014

Total headcount increases by 99 non-reimbursable positions to 1,889 positions mainly due to increases of 61 positions as part of the MTA IT Transformation initiative to provide desktop support for PCs and laptops at all the agencies by in-house staff rather than an off-site/off-shore vendor, and 22 non-reimbursable IT positions for the Enterprise Asset Management initiative support. Non-reimbursable positions are 1,825 in 2015, and reimbursable positions are 64. Occupational group increases include 42 positions for Managers/Supervisors to 668 positions, 50 Professional, Technical, Clerical positions to 649, and 7 Operational Hourly positions to 572.

2016 over 2015

Total headcount decreases by one position to 1,888 positions due to the elimination of the General Counsel's Excelsior Fellow position.

2017 over 2016, 2018 over 2017

Headcount is unchanged at 1,888 positions in 2017 and 2018.

MTA HEADQUARTERS
November Financial Plan 2015-2018
Favorable/(Unfavorable)

Total Position Changes at a Glance

	2014	2015	2016	2017	2018
2014 July Plan - Total Baseline Positions	1,780	1,845	1,845	1,845	1,875
Total Plan-to-Plan Changes	(10)	(44)	(43)	(43)	(13)
2014 November Plan - Total Baseline Positions	1,790	1,889	1,888	1,888	1,888
Total Year-to-Year Changes, November Plan		(99)	1	0	0

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	(9)	(43)	(42)	(42)	(12)
<i>Reimbursable</i>	(1)	(1)	(1)	(1)	(1)
Total	(10)	(44)	(43)	(43)	(13)
<i>Full-Time</i>	(10)	(44)	(43)	(43)	(13)
<i>Full-Time Equivalents</i>	-	-	-	-	-
Total	(10)	(44)	(43)	(43)	(13)
<i>By Function Category</i>					
- Administration	(10)	(42)	(41)	(41)	(41)
- Operations	-	-	-	-	-
- Maintenance	-	-	-	-	-
- Engineering/Capital	-	-	-	-	-
- Public Safety	0	(2)	(2)	(2)	28
Total	(10)	(44)	(43)	(43)	(13)
<i>By Occupational Group</i>					
- Managers/Supervisors	(5)	(6)	(6)	(6)	(6)
- Professional, Technical, Clerical	(5)	(36)	(35)	(35)	(35)
- Operational Hourlies	0	(2)	(2)	(2)	28
Total	(10)	(44)	(43)	(43)	(13)

Total Plan-to-Plan Changes by Major Category:

<i>2014 BRPs</i>					
<i>New Needs</i>	(3)	(37)	(36)	(36)	(36)
<i>Change in Reimbursable Positions</i>	(1)	(1)	(1)	(1)	(1)
<i>Re-estimates & All Other (xfer from agencies)</i>	(6)	(6)	(6)	(6)	24
Total	(10)	(44)	(43)	(43)	(13)

¹ Includes Full-time Equivalents

MTA HEADQUARTERS
November Financial Plan 2015-2018
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Administration						
Office of Chairman	4	5	5	5	5	5
Office of Counselor to the Chairman	2	2	2	2	2	2
Office of Chief of Staff	6	7	7	7	7	7
General Counsel	53	39	39	38	38	38
Office of Diversity	25	29	29	29	29	29
Labor Relations	5	6	7	7	7	7
External Communication	11	13	13	13	13	13
PCAC	4	4	4	4	4	4
Audit	82	85	85	85	85	85
Chief Financial Officer	64	85	86	86	86	86
Real Estate	59	63	63	63	63	63
Chief Operating Officer	1	2	2	2	2	2
Federal Affairs	0	1	1	1	1	1
Environmental, Sustain. & Compliance	5	0	0	0	0	0
Spec. Project Develop/Planning	6	8	8	8	8	8
Corporate Account	0	4	8	8	8	8
Intergovernmental Relations	4	5	5	5	5	5
Information Technology	56	69	152	152	152	152
Corporate and Internal Communications	34	40	40	40	40	40
Human Resources	12	16	19	19	19	19
Pensions	19	58	58	58	58	58
Capital Programs	26	43	43	43	43	43
Business Service Center	371	407	407	407	407	407
Total Administration	849	991	1,083	1,082	1,082	1,082
Public Safety	754	799	806	806	806	806
Baseline Total Positions	1,603	1,790	1,889	1,888	1,888	1,888
<i>Non-Reimbursable</i>	1,563	1,726	1,825	1,824	1,824	1,824
<i>Reimbursable</i>	40	64	64	64	64	64
<i>Full-Time</i>	1,603	1,790	1,889	1,888	1,888	1,888
<i>Full-Time Equivalents</i>	-	-	-	-	-	-

MTA HEADQUARTERS
November Financial Plan 2015-2018
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Administration						
Managers/Supervisors	388	465	507	507	507	507
Professional, Technical, Clerical	461	526	576	575	575	575
Operational Hourlies						
Total Administration	849	991	1,083	1,082	1,082	1,082
Operations						
Managers/Supervisors	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-
Total Operations	-	-	-	-	-	-
Maintenance						
Managers/Supervisors	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-
Total Maintenance	-	-	-	-	-	-
Engineering/Capital						
Managers/Supervisors	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	-	-	-	-	-	-
Public Safety						
Managers/Supervisors	11	161	161	161	161	161
Professional, Technical, Clerical	64	73	73	73	73	73
Operational Hourlies (Uniformed)	679	565	572	572	572	572
Total Public Safety	754	799	806	806	806	806
Total Positions						
Managers/Supervisors	399	626	668	668	668	668
Professional, Technical, Clerical	525	599	649	648	648	648
Operational Hourlies	679	565	572	572	572	572
Total Baseline Positions	1,603	1,790	1,889	1,888	1,888	1,888

MTA Headquarters

MTA Headquarters includes four distinct components: Policy & Oversight, MTA Consolidated Functions, 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. 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 MTA Police 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 personnel Budgets by these categories.

MTA HEADQUARTERS
November Financial Plan 2015 - 2018
Accrual Statement of Operations by Major Function
(\$ in millions)

NON-REIMBURSABLE	2014	2015	2016	2017	2018
<u>MTA Consolidated Functions</u>					
Operating Revenue	\$15.650	\$4.833	\$4.906	\$4.989	\$5.070
Labor Expenses	\$11.774	\$13.644	\$14.569	\$15.126	\$15.726
Non-Labor Expenses	21.338	10.018	9.472	9.422	9.599
Depreciation / OPEB Obligation	1.096	1.330	1.350	1.373	1.395
Total Expenses	\$34.208	\$24.992	\$25.392	\$25.921	\$26.720
Baseline Deficit	(\$18.558)	(\$20.159)	(\$20.485)	(\$20.932)	(\$21.650)
<u>MTA HQ, Policy & Oversight</u>					
Operating Revenue	\$51.901	\$54.264	\$53.643	\$55.449	\$57.325
Labor Expenses	\$41.810	\$50.944	\$52.369	\$53.236	\$54.971
Non-Labor Expenses	126.373	152.176	145.814	145.755	146.990
Depreciation / OPEB Obligation	113.013	132.917	149.209	162.145	166.643
Total Expenses	\$281.196	\$336.036	\$347.392	\$361.136	\$368.604
Baseline Deficit	(\$229.295)	(\$281.772)	(\$293.749)	(\$305.687)	(\$311.279)
<u>Business Service Center</u>					
Operating Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Labor Expenses	\$39.535	\$39.915	\$41.148	\$42.258	\$43.418
Non-Labor Expenses	19.475	22.132	16.466	16.550	16.843
Depreciation / OPEB Obligation	-	-	-	-	-
Total Expenses	\$59.010	\$62.046	\$57.613	\$58.808	\$60.261
Baseline Deficit	(\$59.010)	(\$62.046)	(\$57.613)	(\$58.808)	(\$60.261)
<u>Public Safety</u>					
Operating Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Labor Expenses	\$118.813	\$121.831	\$122.007	\$123.385	\$126.545
Non-Labor Expenses	9.136	10.061	10.093	10.317	10.557
Depreciation / OPEB Obligation	6.933	6.933	7.039	7.157	7.274
Total Expenses	\$134.882	\$138.825	\$139.138	\$140.859	\$144.376
Baseline Deficit	(\$134.882)	(\$138.825)	(\$139.138)	(\$140.859)	(\$144.376)

MTA HEADQUARTERS
November Financial Plan 2015-2018
Total Positions by Function
Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

FUNCTION	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
MTA Consolidated Functions	258	329	329	329	329	329
MTA HQ, Policy & Oversight	220	255	347	346	346	346
Business Service Center	371	407	407	407	407	407
Public Safety	754	799	806	806	806	806
Baseline Total Positions	1,603	1,790	1,889	1,888	1,888	1,888
Non-Reimbursable	1,563	1,726	1,825	1,824	1,824	1,824
MTA Consolidated Functions	258	265	265	265	265	265
MTA HQ, Policy & Oversight	220	255	347	346	346	346
Business Service Center	371	407	407	407	407	407
Public Safety	754	799	806	806	806	806
	-	-	-	-	-	-
Reimbursable	40	64	64	64	64	64
MTA Consolidated Functions	40	64	64	64	64	64
MTA HQ, Policy & Oversight	-	-	-	-	-	-
Business Service Center	-	-	-	-	-	-
Public Safety	-	-	-	-	-	-
<i>Full-Time</i>	1,603	1,790	1,889	1,888	1,888	1,888
<i>Full-Time Equivalents</i>	-	-	-	-	-	-

**MTA INSPECTOR GENERAL
2015 Final Proposed Budget
November Financial Plan 2015-2018**

Financial Overview

The forecast for the Office of Inspector General for the years 2015-2018 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.

2014 November Forecast

In the 2014 November Forecast, a total of \$13.6 million is projected in baseline expenses compared to the July Plan of \$13.1 million. The variance is due to higher payroll and other fringe benefits resulting from the MTA Headquarters-wide salary increases and retroactive wage payments.

2015 Final Proposed Budget – Baseline

In the 2015 Final Proposed Budget, a total of \$14.6 million is projected in baseline expenses compared to the July Financial Plan of \$13.9 million. The variance reflects the full impact of the MTA Headquarter-wide salary increases and other fringe benefit re-estimates.

2016-2018 Projections

The forecast for the Office of Inspector General for the years 2016-2018 reflects inflationary growth according to the prevailing guidelines and assumptions.

MTA INSPECTOR GENERAL
November Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2013	2014	2015			
	Actual	November	Final Proposed	2016	2017	2018
		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	11.986	13.592	14.555	15.107	15.696	16.346
Total Revenue	\$11.986	\$13.592	\$14.555	\$15.107	\$15.696	\$16.346
Expenses						
<u>Labor:</u>						
Payroll	\$6.133	\$7.621	\$8.046	\$8.288	\$8.454	\$8.623
Overtime	-	-	-	-	-	-
Health and Welfare	0.773	1.086	1.286	1.326	1.393	1.464
OPEB Current Payment	-	-	-	-	-	-
Pensions	1.132	1.278	1.355	1.584	1.855	2.176
Other Fringe Benefits	0.444	0.648	0.791	0.835	0.867	0.902
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$8.482	\$10.633	\$11.478	\$12.033	\$12.569	\$13.165
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.037	0.040	0.040	0.039	0.038	0.039
Insurance	0.018	0.028	0.031	0.034	0.037	0.041
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.375	2.610	2.646	2.686	2.731	2.775
Professional Service Contracts	0.911	0.140	0.196	0.203	0.207	0.210
Materials & Supplies	-	-	-	-	-	-
Other Business Expenses	0.109	0.121	0.109	0.112	0.114	0.116
Total Non-Labor Expenses	\$3.450	\$2.939	\$3.022	\$3.074	\$3.127	\$3.181
<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	\$11.932	\$13.572	\$14.500	\$15.107	\$15.696	\$16.346
Depreciation	\$0.054	\$0.020	\$0.055	\$0.000	\$0.000	\$0.000
Total Expenses	\$11.986	\$13.592	\$14.555	\$15.107	\$15.696	\$16.346
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
November Financial Plan 2015 - 2018
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
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	11.932	13.572	14.500	15.107	15.696	16.346
Total Receipts	\$11.932	\$13.572	\$14.500	\$15.107	\$15.696	\$16.346
Expenditures						
<u>Labor:</u>						
Payroll	\$6.133	\$7.621	\$8.046	\$8.288	\$8.454	\$8.623
Overtime	-	-	-	-	-	-
Health and Welfare	0.773	1.086	1.286	1.326	1.393	1.464
OPEB Current Payment	-	-	-	-	-	-
Pensions	1.132	1.278	1.355	1.584	1.855	2.176
Other Fringe Benefits	0.444	0.648	0.791	0.835	0.867	0.902
GASB Account	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$8.482	\$10.633	\$11.478	\$12.033	\$12.569	\$13.165
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.037	0.040	0.040	0.039	0.038	0.039
Insurance	0.018	0.028	0.031	0.034	0.037	0.041
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.375	2.610	2.646	2.686	2.731	2.775
Professional Service Contracts	0.911	0.140	0.196	0.203	0.207	0.210
Materials & Supplies	-	-	-	-	-	-
Other Business Expenses	0.109	0.121	0.109	0.112	0.114	0.116
Total Non-Labor Expenditures	\$3.450	\$2.939	\$3.022	\$3.074	\$3.127	\$3.181
<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	\$11.932	\$13.572	\$14.500	\$15.107	\$15.696	\$16.346
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
November Financial Plan 2015 - 2018
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2013	2014	2015			
	Actual	November	Final Proposed	2016	2017	2018
		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	(0.054)	(0.020)	(0.055)	-	-	-
Total Receipts	(\$0.054)	(\$0.020)	(\$0.055)	\$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	(\$0.054)	(\$0.020)	(\$0.055)	\$0.000	\$0.000	\$0.000
Depreciation	\$0.054	\$0.020	\$0.055	\$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 2015 - 2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016 - 2017	2018	Change 2017 - 2018
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	13.592	14.555	0.963	15.107	0.552	15.696	0.589	16.346	0.650
Total Revenue	\$13.592	\$14.555	\$0.963	\$15.107	\$0.552	\$15.696	\$0.589	\$16.346	\$0.650
Expenses									
Labor:									
Payroll	\$7.621	\$8.046	(\$0.425)	\$8.288	(\$0.242)	\$8.454	(\$0.166)	\$8.623	(\$0.169)
Overtime	-	-	-	-	-	-	-	-	-
Health and Welfare	1.086	1.286	(0.200)	1.326	(0.040)	1.393	(0.067)	1.464	(0.071)
OPEB Current Payment	-	-	-	-	-	-	-	-	-
Pensions	1.278	1.355	(0.077)	1.584	(0.229)	1.855	(0.271)	2.176	(0.321)
Other Fringe Benefits	0.648	0.791	(0.143)	0.835	(0.044)	0.867	(0.032)	0.902	(0.035)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$10.633	\$11.478	(\$0.845)	\$12.033	(\$0.555)	\$12.569	(\$0.536)	\$13.165	(\$0.596)
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.040	0.040	0.000	0.039	0.001	0.038	0.001	0.039	(0.001)
Insurance	0.028	0.031	(0.003)	0.034	(0.003)	0.037	(0.003)	0.041	(0.004)
Claims	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other	-	-	-	-	-	-	-	-	-
Operating Contracts	2.610	2.646	(0.036)	2.686	(0.040)	2.731	(0.045)	2.775	(0.044)
Professional Service Contracts	0.140	0.196	(0.056)	0.203	(0.007)	0.207	(0.004)	0.210	(0.003)
Materials & Supplies	-	-	-	-	-	-	-	-	-
MTA Internal Subsidy	-	-	-	-	-	-	-	-	-
Other Business Expenses	0.121	0.109	0.012	0.112	(0.003)	0.114	(0.002)	0.116	(0.002)
Total Non-Labor Expenses	\$2.939	\$3.022	(\$0.083)	\$3.074	(\$0.052)	\$3.127	(\$0.053)	\$3.181	(\$0.054)
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	\$13.572	\$14.500	(\$0.928)	\$15.107	(\$0.607)	\$15.696	(\$0.589)	\$16.346	(\$0.650)
Depreciation	\$0.020	\$0.055	(\$0.035)	\$0.000	\$0.055	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$13.592	\$14.555	(\$0.963)	\$15.107	(\$0.552)	\$15.696	(\$0.589)	\$16.346	(\$0.650)
Net 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 2015 - 2018
Year-to-Year Changes by Category - Cash Basis
(\$ in millions)

CASH RECEIPTS & EXPENDITURES

	Favorable/(Unfavorable)								
	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016 - 2017	2018	Change 2017 - 2018
Receipts									
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	13.572	14.500	0.928	15.107	0.607	15.696	0.589	16.346	0.650
Total Receipts	\$13.572	\$14.500	\$0.928	\$15.107	\$0.607	\$15.696	\$0.589	\$16.346	\$0.650
Expenditures									
Labor:									
Payroll	\$7.621	\$8.046	(\$0.425)	\$8.288	(\$0.242)	\$8.454	(\$0.166)	\$8.623	(\$0.169)
Overtime	-	-	-	-	-	-	-	-	-
Health and Welfare	1.086	1.286	(0.200)	1.326	(0.040)	1.393	(0.067)	1.464	(0.071)
OPEB Current Payment	-	-	0.000	-	0.000	-	0.000	-	0.000
Pensions	1.278	1.355	(0.077)	1.584	(0.229)	1.855	(0.271)	2.176	(0.321)
Other Fringe Benefits	0.648	0.791	(0.143)	0.835	(0.044)	0.867	(0.032)	0.902	(0.035)
GASB Account	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$10.633	\$11.478	(\$0.845)	\$12.033	(\$0.555)	\$12.569	(\$0.536)	\$13.165	(\$0.596)
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.040	0.040	0.000	0.039	0.001	0.038	0.001	0.039	(0.001)
Insurance	0.028	0.031	(0.003)	0.034	(0.003)	0.037	(0.003)	0.041	(0.004)
Claims	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other	-	-	-	-	-	-	-	-	-
Operating Contracts	2.610	2.646	(0.036)	2.686	(0.040)	2.731	(0.045)	2.775	(0.044)
Professional Service Contracts	0.140	0.196	(0.056)	0.203	(0.007)	0.207	(0.004)	0.210	(0.003)
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	0.121	0.109	0.012	0.112	(0.003)	0.114	(0.002)	0.116	(0.002)
Total Non-Labor Expenditures	\$2.939	\$3.022	(\$0.083)	\$3.074	(\$0.052)	\$3.127	(\$0.053)	\$3.181	(\$0.054)
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	\$13.572	\$14.500	(\$0.928)	\$15.107	(\$0.607)	\$15.696	(\$0.589)	\$16.346	(\$0.650)
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 2015 - 2018
Summary of Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2014	2015	2016	2017	2018
2014 July Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline:					
Changes					
Revenue:					
Capital and Other Reimbursements	\$0.525	\$0.625	\$0.984	\$1.276	\$1.611
Sub-Total Revenue Changes	\$0.525	\$0.625	\$0.984	\$1.276	\$1.611
Expenses:					
Payroll	(\$0.456)	(\$0.536)	(\$0.627)	(\$0.667)	(\$0.710)
Overtime	-	-	-	-	-
Health and Welfare	0.000	0.003	(0.002)	0.000	0.002
OPEB Current Payment	-	-	-	-	-
Pensions	0.000	0.000	(0.194)	(0.430)	(0.712)
Other Fringe Benefits	(0.066)	(0.090)	(0.167)	(0.178)	(0.191)
Reimbursable Overhead	-	-	-	-	-
Fuel	0.000	0.000	0.002	0.004	0.004
Insurance	0.000	0.000	(0.001)	0.000	0.000
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other					
Operating Contracts	0.000	0.000	0.006	0.003	0.003
Professional Service Contracts	0.000	0.000	0.001	(0.005)	(0.004)
Materials & Supplies	-	-	-	-	-
Other Business Expenses	(0.003)	(0.002)	(0.002)	(0.003)	(0.003)
Depreciation	0.000	0.000	0.000	0.000	0.000
Sub-Total Expense Changes	(\$0.525)	(\$0.625)	(\$0.984)	(\$1.276)	(\$1.611)
Cash Adjustments:					
Revenue					
Expense					
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
2014 November Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
November Financial Plan 2015 - 2018
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time Positions/Full Time Equivalents

FUNCTION/DEPARTMENT	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Administration						
Office of the Inspector General	69	86	86	86	86	86
Total Administration	69	86	86	86	86	86
Baseline Total Positions	69	86	86	86	86	86
Non-Reimbursable	-	-	-	-	-	-
Reimbursable	69	86	86	86	86	86
Total	69	86	86	86	86	86
Total Full-Time	69	86	86	86	86	86
Total Full-Time Equivalents	-	-	-	-	-	-

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

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
2015 Final Proposed Budget
November Financial Plan 2015 - 2018

Mission Statement and 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 generic expense category. Premiums are increasing 10% annually with the exception of the Casualty Owner-Controlled Insurance Program (OCIP), which earns premiums based on a percentage of a contract completion calculation.

Additional expenses consist primarily of Claims and Other Business Expenses.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
2015 Final Proposed Budget
November Financial Plan 2015 - 2018

2014 November Forecast

In the 2014 November Forecast, a total of \$14.5 million is projected in Baseline Surplus compared to the \$17.2 million Baseline Surplus in the 2014 Mid-Year Forecast. This consists of a \$2.5 million decrease in revenues and \$0.2 million increase in expenses. The unfavorable outcome is the net result of lower Investment Income (change in net unrealized gains and losses from investments) and higher Other Operating Revenue (interest income and realized gains from bond and equity investments) than projected in the 2014 Mid-Year Forecast. Claims are based on actuarial analysis of estimated claim activity. Revenue and Other Business Expenses are based on trending actual results through August 2014.

2015 Final Proposed Budget

In the 2015 Final Proposed Budget, a total of \$19.5 million is projected in Baseline Surplus compared to the \$22.2 million Baseline Surplus in the July Plan. This consists of a \$2.6 million decrease in revenues and \$0.2 million increase in expenses. The unfavorable outcome is the net result of lower Investment Income (change in net unrealized gains and losses from investments) and higher Other Operating Revenue (interest income and realized gains from bond and equity investments) than projected in the 2014 Mid-Year Forecast. Claims are based on actuarial analysis of claim activity on an estimated basis.

2016 – 2018 Projections

2016 – 2018 Projections are representative of 2014 projections with market increases. Investment Income and Other Operating Revenue are estimated to increase over 2014 projections at a rate equal to CPI. Claims are based on actuarial analysis of projected claims activities and adjustments, whether favorable or unfavorable in required reserves. Other Business Expenses are estimated to increase over 2015 at a rate of 2% each year.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	10.614	13.760	13.960	14.172	14.410	14.645
Investment Income	(7.768)	7.803	7.916	8.036	8.171	8.305
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$2.846	\$21.563	\$21.876	\$22.208	\$22.581	\$22.949
Operating Expenses						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-
Pensions	-	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$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 for Buses and Trains	-	-	-	-	-	-
Insurance	(74.762)	(84.224)	(89.996)	(96.691)	(104.357)	(113.050)
Claims	90.810	79.291	80.188	76.992	82.012	81.764
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenses	12.061	11.991	12.231	12.475	12.725	12.979
Total Non-Labor Expenses	\$28.109	\$7.058	\$2.423	(\$7.224)	(\$9.620)	(\$18.307)
<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	\$28.109	\$7.058	\$2.423	(\$7.224)	(\$9.620)	(\$18.307)
Depreciation	-	-	-	-	-	-
Total Expenses	\$28.109	\$7.058	\$2.423	(\$7.224)	(\$9.620)	(\$18.307)
Net Surplus/(Deficit)	(\$25.263)	\$14.505	\$19.453	\$29.432	\$32.201	\$41.256

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2015 - 2018
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2013	2014	2015			
	Actual	November	Final Proposed	2016	2017	2018
		Forecast	Budget			
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	10.614	13.760	13.960	14.172	14.410	14.645
Investment Income	(7.768)	7.803	7.916	8.036	8.171	8.305
Capital and Other Reimbursements	-	-	-	-	-	-
Total Receipts	\$2.846	\$21.563	\$21.876	\$22.208	\$22.581	\$22.949
Expenditures						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-
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 for Buses and Trains	-	-	-	-	-	-
Insurance	(74.762)	(84.224)	(89.996)	(96.691)	(104.357)	(113.050)
Claims	90.810	74.104	74.942	71.955	75.937	75.708
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenses	12.061	11.991	12.231	12.475	12.725	12.979
Total Non-Labor Expenditures	\$28.109	\$1.871	(\$2.823)	(\$12.261)	(\$15.695)	(\$24.363)
<u>Other Expenditure Adjustments:</u>						
Other - Restricted Cash Adjustment	(\$25.263)	\$19.692	\$24.699	\$34.469	\$38.276	\$47.312
Total Other Expenditure Adjustments	(\$25.263)	\$19.692	\$24.699	\$34.469	\$38.276	\$47.312
Total Expenditures	\$2.846	\$21.563	\$21.876	\$22.208	\$22.581	\$22.949
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2015 - 2018
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2013	2014	2015			
	<u>Actual</u>	<u>Forecast</u>	<u>Final Proposed Budget</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-
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	-	-	-	-	-	-
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 for Buses and Trains	-	-	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	0.000	5.187	5.246	5.037	6.075	6.056
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-	-
Total Non-Labor Expenditures	\$0.000	\$5.187	\$5.246	\$5.037	\$6.075	\$6.056
<u>Other Expenditures Adjustments:</u>						
Other	\$25.263	(\$19.692)	(\$24.699)	(\$34.469)	(\$38.276)	(\$47.312)
Total Other Expenditures Adjustments	\$25.263	(\$19.692)	(\$24.699)	(\$34.469)	(\$38.276)	(\$47.312)
Total Cash Conversion Adjustments before Depreciation	\$25.263	(\$14.505)	(\$19.453)	(\$29.432)	(\$32.201)	(\$41.256)
Depreciation Adjustment	-	-	-	-	-	-
Total Cash Conversion Adjustments	\$25.263	(\$14.505)	(\$19.453)	(\$29.432)	(\$32.201)	(\$41.256)

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
2015 Final Proposed Budget
November Financial Plan 2015 - 2018
Year-to-Year Changes by Category - Baseline

Revenue

Investment Income

- A majority of Investment income is derived through FMTAC based on the managed 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 August 21, 2014.

Other Operating Revenue

- This is the realized earned investment income from bonds and equity investments.

Expenses

Insurance

- Insurance (premiums paid to FMTAC) is from the 2014 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 a percentage of contract completion.
- Insurance (premiums) are estimated to increase 10%.
- The premium assumptions contained in the July Plan have not been changed in the November Plan.

Claims

- Claims expenses are determined by actuarial projection for 2015 – 2018 actual claims expense paid and any adjustment either favorable or unfavorable to reserves. In addition to the actuarial analysis, the claims increase follows simultaneously with the factors of the growth in exposure (i.e. vehicle count) and higher insurance premiums.

Other Business Expenses

- Other Business Expenses increase 2% for 2015 – 2018 and are representative of general increases for professional services provided and expenses not directly 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 2015 - 2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016 - 2017	2018	Change 2017 - 2018
Revenue									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	0.000	-	0.000	-	0.000	-	0.000
Other Operating Revenue	13.760	13.960	0.200	14.172	0.212	14.410	0.238	14.645	0.235
Investment Income	7.803	7.916	0.113	8.036	0.120	8.171	0.135	8.305	0.133
Capital and Other Reimbursement									
Total Revenue	\$21.563	\$21.876	\$0.313	\$22.208	\$0.333	\$22.581	\$0.373	\$22.949	\$0.368
Expenses									
Labor:									
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
Health and Welfare	-	-	0.000	-	0.000	-	0.000	-	0.000
OPEB Current Payment	-	-	0.000	-	0.000	-	0.000	-	0.000
Pensions	-	-	0.000	-	0.000	-	0.000	-	0.000
Other Fringe Benefits	-	-	0.000	-	0.000	-	0.000	-	0.000
Reimbursable Overhead	-	-	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
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	(84.224)	(89.996)	5.772	(96.691)	6.695	(104.357)	7.666	(113.050)	8.693
Claims	79.291	80.188	(0.897)	76.992	3.196	82.012	(5.020)	81.764	0.248
Paratransit Service Contracts	-	-	0.000	-	0.000	-	0.000	-	0.000
Maintenance and Other Operating Contracts	-	-	0.000	-	0.000	-	0.000	-	0.000
Professional Service Contracts	-	-	0.000	-	0.000	-	0.000	-	0.000
Materials & Supplies	-	-	0.000	-	0.000	-	0.000	-	0.000
Other Business Expenses	11.991	12.231	(0.240)	12.475	(0.245)	12.725	(0.250)	12.979	(0.254)
Total Non-Labor Expenses	\$7.058	\$2.423	\$4.635	(\$7.224)	\$9.646	(\$9.620)	\$2.396	(\$18.307)	\$8.687
Other Expenses Adjustments:									
Other	-	-	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	\$7.058	\$2.423	\$4.635	(\$7.224)	\$9.646	(\$9.620)	\$2.396	(\$18.307)	\$8.687
Depreciation	-	-	0.000	-	0.000	-	0.000	-	0.000
Total Expenses	\$7.058	\$2.423	\$4.635	(\$7.224)	\$9.646	(\$9.620)	\$2.396	(\$18.307)	\$8.687
Net Surplus/(Deficit)	\$14.505	\$19.453	\$4.948	\$29.432	\$9.979	\$32.201	\$2.770	\$41.256	\$9.055

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2015 - 2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

CASH RECEIPTS & EXPENDITURES

	Favorable/(Unfavorable)								
	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016 - 2017	2018	Change 2017 - 2018
Receipts									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	0.000	-	0.000	-	0.000	-	0.000
Other Operating Revenue	13.760	13.960	0.200	14.172	0.212	14.410	0.238	14.645	0.235
Investment Income	7.803	7.916	0.113	8.036	0.120	8.171	0.135	8.305	0.133
Capital and Other Reimbursement									
Total Receipts	\$21.563	\$21.876	\$0.313	\$22.208	\$0.333	\$22.581	\$0.373	\$22.949	\$0.368
Expenditures									
Labor:									
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
Health and Welfare	-	-	0.000	-	0.000	-	0.000	-	0.000
OPEB Current Payment	-	-	0.000	-	0.000	-	0.000	-	0.000
Pensions	-	-	0.000	-	0.000	-	0.000	-	0.000
Other Fringe Benefits	-	-	0.000	-	0.000	-	0.000	-	0.000
GASB Account	-	-	0.000	-	0.000	-	0.000	-	0.000
Reimbursable Overhead	-	-	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
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	(84.224)	(89.996)	5.772	(96.691)	6.695	(104.357)	7.666	(113.050)	8.693
Claims	74.104	74.942	(0.838)	71.955	2.987	75.937	(3.982)	75.708	0.229
Paratransit Service Contracts	-	-	0.000	-	0.000	-	0.000	-	0.000
Maintenance and Other Operating Contracts	-	-	0.000	-	0.000	-	0.000	-	0.000
Professional Service Contracts	-	-	0.000	-	0.000	-	0.000	-	0.000
Materials & Supplies	-	-	0.000	-	0.000	-	0.000	-	0.000
Other Business Expenses	11.991	12.231	(0.240)	12.475	(0.245)	12.725	(0.250)	12.979	(0.254)
Total Non-Labor Expenditures	\$1.871	(\$2.823)	\$4.694	(\$12.261)	\$9.437	(\$15.695)	\$3.434	(\$24.363)	\$8.668
Other Expenditure Adjustments:									
Other	19.692	24.699	(5.007)	34.469	(9.770)	38.276	(3.808)	47.312	(9.036)
Total Other Expenditure Adjustments	\$19.692	\$24.699	(\$5.007)	\$34.469	(\$9.770)	\$38.276	(\$3.808)	\$47.312	(\$9.036)
Total Expenditures	\$21.563	\$21.876	(\$0.313)	\$22.208	(\$0.333)	\$22.581	(\$0.373)	\$22.949	(\$0.368)
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
2015 Final Proposed Budget
November Financial Plan 2015 - 2018
Summary of Major Plan-to-Plan Changes by Generic Category

2014 – 2018 November Financial Plan vs July Financial Plan

Revenue

Revenue changes from the July Plan over the 2014 – 2018 periods include:

- The decreased baseline estimate for 2014 is due to the net result of lower Investment Income (change in net unrealized gains and losses from investments) and higher Other Operating Revenue (interest income and realized gains from bond and equity investments) experienced over the first eight months of 2014. For 2015 – 2018, the decreased baseline estimate is then projected based on the MTA Region All Urban Consumer CPI inflation rates as provided in the Economic and Demographic Forecasts, dated August 21, 2014.

Expenses

Expense changes from the July Plan over the 2014 – 2018 periods include:

- No change to the Insurance (premium revenue) as projected in the 2014 Mid-Year Forecast of the MTA Summary & Detailed Agency Insurance Cash Budgets.
- No change to Claim expenses as projected in the 2014 Mid-Year Forecast.
- Other Business Expenses increased due to updated estimates based on actual results through August 2014. The inflation rate for Other Business Expenses is expected to increase 2% per year.

2014 – 2018 November Financial Plan vs February Financial Plan

- Investment Income When comparing the 2014 November Financial Plan versus 2014 February Financial plan, Investment Income is favorable by \$19.6M due to the estimated income from the change in net unrealized gains and loss on investments moving to a gain position from loss position based on the actual 2014 YTD results.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2015 - 2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE	2014	2015	2016	2017	2018
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	2.153	2.161	2.168	2.218	2.254
Investment Income	(4.644)	(4.736)	(4.836)	(4.903)	(4.983)
Capital and Other Reimbursement	-	-	-	-	-
Total Revenue Changes	(\$2.491)	(\$2.575)	(\$2.668)	(\$2.686)	(\$2.729)
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	(0.198)	(0.202)	(0.206)	(0.210)	(0.214)
Total Non-Labor Expense Changes	(\$.198)	(\$.202)	(\$.206)	(\$.210)	(\$.214)
<i>Total Expenses before Depreciation and GASB Adjs.</i>					
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	-	-	-	-	-
Environmental Remediation	-	-	-	-	-
Total Expense Changes	(\$0.198)	(\$0.202)	(\$0.206)	(\$0.210)	(\$0.214)
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	2.689	2.777	2.874	2.896	2.944
Total Cash Adjustment Changes	\$2.689	\$2.777	\$2.874	\$2.896	\$2.944
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

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New York City Transit

MTA NEW YORK CITY TRANSIT
2015 Final Proposed Budget
November Financial Plan 2015 – 2018

FINANCIAL OVERVIEW

MTA New York City Transit's financial plan directly advances our mission to provide safe, secure and reliable service. The agency celebrated an important anniversary on October 27th, marking 110 years of subway service, which began in 1904 with service between City Hall and 145th Street & Broadway. More importantly, on September 23rd, subway ridership exceeded 6.1 million, which represents the highest weekday ridership since formal recordkeeping began in 1985. Part of the ridership story reflects continued strengthening of the New York City economy, with employment up 1.9% in 2014. But the overall forecasted growth in subway ridership in 2014 is a robust 2.8%, continuing a trend of outsize growth in subway ridership since 2010 that reflects the ongoing appeal of subway service. This greater than expected growth in ridership drives farebox revenue which is now projected to be about \$40 million higher per year than forecasted in the July Plan.

Strong growth in ridership has put pressures on service delivery. Adverse weather and continued growth in street congestion have added to the challenge of providing reliable service. The November Plan includes a series of programmatic initiatives and changes in funding to respond to these challenges. Taking advantage of newly available electronic train arrival data, subway scheduled running times are being comprehensively adjusted during the period June 2014 – June 2015. These adjustments have added running time to most lines at a cost of \$9 million per year but are expected to reduce train delays and improve service reliability. The plan also includes investments identified in the July Plan to add Combined Action Teams, which consist of maintenance staff capable of quickly responding to service interruptions due to right-of-way problems, and Signals Teams positioned to respond to signal issues on the Lexington Avenue corridor, both of which are expected to reduce train delay impacts.

An important part of our strategy to improve bus service in the face of increasing street congestion is the steady expansion of the Select Bus Service program. The addition of two new SBS routes in 2015 is the highlight of the \$8 million annual investment in direct service improvements identified in the July Plan. The plan includes a number of baseline adjustments reflecting higher real service delivery costs. Overtime for train crews due to delays was increased by \$7 million annually. Bus Operator overtime associated with traffic delays and bus shifting was increased by \$6 million annually. And \$9 million in annual overtime costs were added to reflect the average cost of maintaining service during inclement weather.

This plan continues the agency's heightened emphasis on improving safety that was a core element of the July Plan. New safety investments included in this plan are resources for maintaining the new Police Radio system, which has dramatically

improved communications in the subway for the New York City Police Department, Fire Department, and EMS. Also included are resources to maintain new electronic equipment including CCTVs, Customer Assistance Intercoms, and Intrusion Alarms, as well as to accelerate repair of defects on the full electronic equipment inventory. The plan captures important safety investments initiated in the July Plan, including:

- Increased staff for critical track inspections;
- Rollout of a new pedestrian warning system on the bus fleet;
- Resources to implement tightened hours of service rules for Bus Operators intended to reduce the risk of fatigue-related incidents; and
- Resources to expand the current program for observing bus rides to reduce the number of improper driving incidents

The plan continues the Agency effort to maintain fleet reliability. Some additional costs are being incurred during 2015-2017 in the bus shop program for the mid-life replacement of engines and batteries on the bulk of the hybrid bus fleet to ensure continued satisfactory performance. The plan includes additional resources in bus maintenance identified in the July Plan to meet the added requirements resulting from the overage bus fleet, expected to phase out in 2016 and 2017 as many new buses are delivered and older buses retired.

The plan includes significant increases in the reimbursable budget to support key capital program initiatives. These include:

- Support for Superstorm Sandy recovery and resiliency capital projects, including reconstruction projects in the Cranberry and 53rd Street tubes;
- Accelerated installation of HelpPoints in stations throughout the system; and
- A comprehensive overhaul of the Staten Island Railway car fleet

2014 November Forecast

MTA NYC Transit's 2014 November Forecast includes total expenses before depreciation and other post-employment benefits of \$8,327.9 million, consisting of \$7,317.9 million of non-reimbursable expenses and \$1,010.0 million of reimbursable expenses. Total revenues are projected to be \$5,622.1 million, of which \$4,612.2 million are operating revenues and \$1,010.0 million are capital reimbursements. Total baseline full-time and full-time equivalent positions are 47,393 (42,680 non-reimbursable positions and 4,713 reimbursable positions).

The 2014 net operating cash deficit is projected to increase by \$83.5 million from the 2014 Mid-Year Forecast.

Major operating cash changes include:

- The unfavorable timing of materials inventory purchases of \$25.0 million, due in part to Sandy requirements, projected to be offset in 2015 and 2016.

- Earlier than planned retro-wage payments of \$13.2 million, offset in 2015.
- The unfavorable timing of capital reimbursements of \$12.5 million, planned to be offset in subsequent plan years.
- A projected increase in public liability (claims) major cases, with an estimated additional payout of \$14.0 million.
- Additional overtime requirements of \$11.6 million, primarily for bus operators due to increased traffic and shifting, coverage for the impact of subway train delays and other re-estimates.
- Higher inflationary costs of \$10.7 million, mainly due to projected increases in health & welfare rates.
- An underrun in other operating revenues of \$31.9 million, due primarily to an unfavorable timing delay of Sandy reimbursements to 2015.
- Improved farebox revenue of \$28.0 million, based on higher ridership projections.

Reimbursable expenses are projected to increase in 2014 by \$59.2 million, due largely to programmatic construction and engineering labor support requirements.

Total baseline positions are projected to decrease by 54, including a non-reimbursable decrease of 50 and a reimbursable decrease of 4. The non-reimbursable decrease was due primarily to a reduction of 52 positions, based on a platform budget reforecast of service labor requirements.

2015 Final Proposed Budget

MTA New York City Transit's 2015 Final Proposed Budget includes total expenses before depreciation and other post-employment benefits of \$8,439.6 million, consisting of \$7,438.7 million of non-reimbursable expenses and \$1,000.9 million of reimbursable expenses. Total revenues are projected to be \$5,683.6 million, of which \$4,682.7 million are operating revenues and \$1,000.9 million are capital reimbursements. Total baseline full-time and full-time equivalent positions are 47,457 including 42,558 non-reimbursable positions and 4,899 reimbursable positions.

The 2015 net operating cash deficit is projected to decrease by \$75.1 million from the July Financial Plan.

Major operating cash variances include:

- Improved farebox revenue of \$38.2 million, based on higher ridership projections.

- An increase in other operating revenue of \$34.0 million, due primarily to the favorable timing of Sandy reimbursements from 2014.
- The favorable timing of materials inventory purchases of \$15.0 million, partly offsetting the additional purchases projected in 2014.
- Mainly the favorable timing of retro-wage payments of \$15.0 million, now mostly to be paid in 2014.
- Additional overtime requirements of \$28.5 million, primarily due to projected coverage of anticipated adverse weather, coverage for the impact of subway train delays, additional bus operator requirements due to increased traffic and shifting and other re-estimates.

Reimbursable expenses are projected to increase in 2015 by \$46.5 million, due primarily to programmatic construction, engineering, Sandy and SIR fleet maintenance labor support requirements.

Total baseline positions are projected to increase by 323, including a non-reimbursable increase of 88 and a reimbursable increase of 235. The non-reimbursable increase includes increases of 49 based on a platform budget reforecast of service labor requirements and 52 for training float requirements, 15 for telecommunications needs and 12 for electronics field maintenance. These increases are partly offset by Bus Shop reductions of 49, resulting from re-estimates. The reimbursable increase mostly includes 102 for Sandy Capital Construction labor support requirements, 75 in support of SIR fleet maintenance, and 36 supporting the Help Point program.

2016-2018 Projections

Net operating cash deficits are projected to increase by \$22.5 million in 2016 and \$13.2 million in 2017, and decrease by \$21.1 million in 2018, relative to the July Financial Plan.

Major operating cash changes include:

- Additional overtime requirements of \$28.5 million for each year, primarily due to projected coverage for anticipated adverse weather, coverage for the impact of subway train delays, additional bus operator requirements in light of additional traffic and shifting, and other re-estimates.
- A subways platform budget reforecast, resulting in additional labor service support of \$11.0 million for each year.
- A projected increase in public liability (claims) major cases, with estimated additional payouts of \$7.6 million in 2016, \$7.8 million in 2017 and \$8.1 million in 2018.

- Higher inflationary costs of \$7.8 million in both 2016 and 2017, and \$10.3 million in 2018, mainly due to projected increases in health & welfare rates, partly offset by projected favorable adjustments in power prices.
- Additional subways scheduled maintenance requirements of \$6.6 million in 2016, \$11.6 million in 2017 and \$4.4 million in 2018.
- The timing of bus shop plan maintenance requirements, resulting in a projected increase of \$15.4 million in 2016, and reductions of \$4.1 million in 2017 and \$20.7 million in 2018.
- Improved farebox revenue of \$41.4 million in 2016, \$46.7 million in 2017 and \$51.5 million in 2018, based on higher ridership projections.
- The favorable timing of materials inventory purchases of \$10.0 million in 2016.

Reimbursable expenses are projected to increase by \$41.9 million in 2016, \$29.9 million in 2017 and \$2.4 million in 2018. The 2016 and 2017 increases are due primarily to programmatic capital construction, engineering and Sandy labor support requirements and, for impacting 2016 only, SIR fleet maintenance requirements.

Total baseline positions are projected to increase by 306 in 2016, 289 in 2017 and 57 in 2018, including non-reimbursable increases of 141 in 2016, 117 in 2017 and 66 in 2018. Reimbursable positions increase by 165 in 2016, 172 in 2017 and decrease by 9 in 2018. The non-reimbursable increases in 2016 and 2017 were mostly due to platform budget reforecasts of service labor requirements, training float and Subways scheduled maintenance requirements. The reimbursable increases in 2016 and 2017 are mostly due to Sandy Capital Construction and the Help Point project labor support requirements, and support for SIR fleet maintenance in 2016.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	2013	2014	2015	2016	2017	2018
	Actual *	November Forecast	Final Prop. Budget			
Operating Revenue						
<u>Farebox Revenue:</u>						
Subway	3,030.746	3,148.155	3,204.326	3,258.335	3,290.754	3,319.853
Bus	941.063	950.490	963.580	973.402	977.236	984.177
Paratransit	16.465	16.000	17.474	18.697	20.006	21.406
Fare Media Liability	63.567	69.538	44.770	44.770	44.770	44.770
Farebox Revenue	\$4,051.841	\$4,184.183	\$4,230.150	\$4,295.204	\$4,332.766	\$4,370.206
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Operating Revenue:</u>						
Fare Reimbursement	84.017	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	169.615	177.739	182.474	200.048	222.140	239.641
Other	260.073	166.228	186.051	155.961	159.425	162.990
Other Operating Revenue	\$513.705	\$427.983	\$452.541	\$440.025	\$465.581	\$486.647
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$4,565.546	\$4,612.166	\$4,682.691	\$4,735.229	\$4,798.347	\$4,856.853
Expenses						
<u>Labor:</u>						
Payroll	2,963.406	3,044.208	3,099.945	3,166.226	3,229.610	3,271.176
Overtime	378.048	414.862	380.935	387.602	394.331	400.911
Total Salaries & Wages	3,341.454	3,459.070	3,480.880	3,553.828	3,623.941	3,672.087
Health and Welfare	618.044	688.885	757.706	814.996	878.439	945.047
OPEB Current Payment	325.602	345.326	376.846	414.398	453.422	497.914
Pensions	918.909	956.672	960.371	955.663	937.968	941.301
Other Fringe Benefits	388.793	322.274	316.084	328.878	341.344	352.753
Total Fringe Benefits	2,251.348	2,313.157	2,411.007	2,513.935	2,611.173	2,737.015
Reimbursable Overhead	(209.291)	(207.618)	(208.656)	(203.602)	(200.924)	(198.466)
Total Labor Expenses	\$5,383.511	\$5,564.609	\$5,683.231	\$5,864.161	\$6,034.190	\$6,210.636
<u>Non-Labor:</u>						
Electric Power	298.593	334.695	291.635	317.924	360.295	389.395
Fuel	160.588	171.049	165.836	160.890	165.268	172.338
Insurance	62.492	67.953	80.269	90.872	103.041	117.167
Claims	144.022	108.659	107.032	111.646	114.168	116.752
Paratransit Service Contracts	366.751	374.440	385.562	420.671	473.797	516.169
Maintenance and Other Operating Contracts	168.003	178.970	201.209	219.251	208.958	195.038
Professional Service Contracts	144.929	133.032	143.774	136.633	133.084	136.682
Materials & Supplies	270.690	308.364	295.563	311.019	307.468	306.839
Other Business Expenses	62.965	76.171	84.563	86.577	83.452	84.826
Total Non-Labor Expenses	\$1,679.033	\$1,753.333	\$1,755.443	\$1,855.483	\$1,949.531	\$2,035.206
<u>Other Expense 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 and GASB Adjustments	\$7,062.544	\$7,317.942	\$7,438.674	\$7,719.644	\$7,983.721	\$8,245.842
Depreciation	1,421.011	1,544.334	1,638.144	1,688.144	1,863.292	1,913.292
OPEB Obligation	1,554.097	1,603.725	1,616.261	1,680.911	1,748.148	1,818.074
Environmental Remediation	24.121	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$10,061.773	\$10,466.001	\$10,693.079	\$11,088.699	\$11,595.161	\$11,977.208
Net Surplus/(Deficit)	(\$5,496.227)	(\$5,853.835)	(\$6,010.388)	(\$6,353.470)	(\$6,796.814)	(\$7,120.355)

*Includes \$78.3 million of accrued retro-wages and fica relating to the recent TWU contract agreement.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	2013	2014	2015	2016	2017	2018
	Actual	November Forecast	Final Prop. Budget			
Revenue						
Farebox Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Vehicle 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	965.068	1,009.966	1,000.892	978.081	951.165	937.728
Total Revenue	\$965.068	\$1,009.966	\$1,000.892	\$978.081	\$951.165	\$937.728
Expenses						
Labor:						
Payroll	342.023	360.803	412.961	405.121	392.871	385.783
Overtime	115.468	109.436	76.187	77.130	77.337	76.092
Total Salaries & Wages	457.491	470.239	489.148	482.251	470.208	461.875
Health and Welfare	23.270	26.267	28.667	29.983	30.907	32.541
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	29.495	28.801	28.963	28.501	27.533	27.959
Other Fringe Benefits	119.064	128.216	140.704	138.039	133.835	129.625
Total Fringe Benefits	171.829	183.284	198.334	196.523	192.275	190.125
Reimbursable Overhead	209.291	207.618	208.656	203.602	200.924	198.466
Total Labor Expenses	\$838.611	\$861.141	\$896.138	\$882.376	\$863.407	\$850.466
Non-Labor:						
Electric Power	0.345	0.358	0.252	0.252	0.252	0.252
Fuel	0.019	0.022	0.022	0.023	0.023	0.023
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.001	(0.001)	(0.001)	(0.001)	(0.001)
Paratransit Service Contracts	0.964	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	38.736	37.705	26.290	26.044	26.080	26.081
Professional Service Contracts	22.910	25.868	18.242	17.315	15.527	15.030
Materials & Supplies	61.550	85.080	58.025	50.148	43.954	43.954
Other Business Expenses	1.933	(0.209)	1.924	1.924	1.923	1.923
Total Non-Labor Expenses	\$126.457	\$148.825	\$104.754	\$95.705	\$87.758	\$87.262
Other Expense 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 Expenses before Depreciation						
Depreciation	\$965.068	\$1,009.966	\$1,000.892	\$978.081	\$951.165	\$937.728
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$965.068	\$1,009.966	\$1,000.892	\$978.081	\$951.165	\$937.728
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
November Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2013	2014	2015	2016	2017	2018
	Actual *	November Forecast	Final Prop. Budget			
Revenue						
<u>Farebox Revenue:</u>						
Subway	\$3,030.746	\$3,148.155	\$3,204.326	\$3,258.335	\$3,290.754	\$3,319.853
Bus	941.063	950.490	963.580	973.402	977.236	984.177
Paratransit	16.465	16.000	17.474	18.697	20.006	21.406
Fare Media Liability	63.567	69.538	44.770	44.770	44.770	44.770
Farebox Revenue	\$4,051.841	\$4,184.183	\$4,230.150	\$4,295.204	\$4,332.766	\$4,370.206
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>						
Fare Reimbursement	84.017	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	169.615	177.739	182.474	200.048	222.140	239.641
Other	260.073	166.228	186.051	155.961	159.425	162.990
Other Operating Revenue	513.705	427.983	452.541	440.025	465.581	486.647
Capital and Other Reimbursements	965.068	1,009.966	1,000.892	978.081	951.165	937.728
Total Revenue	\$5,530.614	\$5,622.132	\$5,683.583	\$5,713.310	\$5,749.512	\$5,794.581
Expenses						
<u>Labor:</u>						
Payroll	3,305.429	3,405.011	3,512.906	3,571.347	3,622.481	3,656.959
Overtime	493.516	524.298	457.122	464.732	471.668	477.003
Total Salaries & Wages	3,798.945	3,929.309	3,970.028	4,036.079	4,094.149	4,133.962
Health and Welfare	641.314	715.152	786.373	844.979	909.346	977.588
OPEB Current Payment	325.602	345.326	376.846	414.398	453.422	497.914
Pensions	948.404	985.473	989.334	984.164	965.501	969.260
Other Fringe Benefits	507.857	450.490	456.788	466.917	475.179	482.378
Total Fringe Benefits	2,423.177	2,496.441	2,609.341	2,710.458	2,803.448	2,927.140
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$6,222.122	\$6,425.750	\$6,579.369	\$6,746.537	\$6,897.597	\$7,061.102
<u>Non-Labor:</u>						
Electric Power	298.938	335.053	291.887	318.176	360.547	389.647
Fuel	160.607	171.071	165.858	160.913	165.291	172.361
Insurance	62.492	67.953	80.269	90.872	103.041	117.167
Claims	144.022	108.660	107.031	111.645	114.167	116.751
Paratransit Service Contracts	367.715	374.440	385.562	420.671	473.797	516.169
Maintenance and Other Operating Contracts	206.739	216.675	227.499	245.295	235.038	221.119
Professional Service Contracts	167.839	158.900	162.016	153.948	148.611	151.712
Materials & Supplies	332.240	393.444	353.588	361.167	351.422	350.793
Other Business Expenses	64.898	75.962	86.487	88.501	85.375	86.749
Total Non-Labor Expenses	\$1,805.490	\$1,902.158	\$1,860.197	\$1,951.188	\$2,037.289	\$2,122.468
<u>Other Expense 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 and GASB Adjustments						
Depreciation and GASB Adjustments	\$8,027.612	\$8,327.908	\$8,439.566	\$8,697.725	\$8,934.886	\$9,183.570
Depreciation	1,421.011	1,544.334	1,638.144	1,688.144	1,863.292	1,913.292
OPEB Obligation	1,554.097	1,603.725	1,616.261	1,680.911	1,748.148	1,818.074
Environmental Remediation	24.121	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$11,026.841	\$11,475.967	\$11,693.971	\$12,066.780	\$12,546.326	\$12,914.936
Net Surplus/(Deficit)	(\$5,496.227)	(\$5,853.835)	(\$6,010.388)	(\$6,353.470)	(\$6,796.814)	(\$7,120.355)

*Includes \$78.3 million of accrued retro-wages and fica relating to the recent TWU contract agreement.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2015 - 2018
Cash Receipts & Expenditures

CASH RECEIPTS AND EXPENDITURES						
	2013	2014	2015			
	Actual	November	Final Prop.	2016	2017	2018
		Forecast	Budget			
Receipts						
Farebox Revenue	4,086.772	4,169.646	4,240.381	4,305.435	4,342.997	4,380.437
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>						
Fare Reimbursement	99.052	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	167.124	180.697	182.127	199.801	221.925	239.518
Other	170.667	66.150	82.971	49.788	50.067	50.351
Other Operating Revenue	\$436.843	\$330.863	\$349.114	\$333.605	\$356.008	\$373.885
Capital and Other Reimbursements	893.332	1,121.484	1,012.450	982.309	956.291	940.020
Total Receipts	\$5,416.947	\$5,621.993	\$5,601.945	\$5,621.349	\$5,655.296	\$5,694.342
Expenditures						
<u>Labor:</u>						
Payroll	3,182.616	3,635.638	3,503.027	3,534.153	3,594.096	3,627.740
Overtime	470.666	558.337	457.870	462.218	470.280	475.570
Total Salaries & Wages	3,653.282	4,193.975	3,960.897	3,996.371	4,064.376	4,103.310
Health and Welfare	657.042	702.406	782.168	838.093	907.039	969.630
OPEB Current Payment	325.601	345.326	376.846	414.398	453.422	497.914
Pensions	789.666	977.990	989.408	983.812	961.980	964.773
Other Fringe Benefits	375.254	432.248	416.707	423.300	431.500	437.803
Total Fringe Benefits	2,147.563	2,457.970	2,565.129	2,659.603	2,753.941	2,870.120
GASB Account	66.688	34.744	0.000	0.000	0.000	8.898
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$5,867.533	\$6,686.689	\$6,526.026	\$6,655.974	\$6,818.317	\$6,982.328
<u>Non-Labor:</u>						
Electric Power	296.780	335.053	291.887	318.176	360.547	389.647
Fuel	164.316	171.071	165.858	160.913	165.291	172.361
Insurance	58.338	71.868	83.047	91.415	103.818	121.205
Claims	97.658	100.132	96.401	98.860	101.382	103.966
Paratransit Service Contracts	372.787	372.440	383.562	418.671	471.797	514.169
Maintenance and Other Operating Contracts	216.824	226.935	238.199	255.995	245.738	231.819
Professional Service Contracts	165.371	158.027	147.016	138.948	133.611	136.712
Materials & Supplies	357.783	404.444	334.588	347.167	347.422	346.793
Other Business Expenditures	70.395	76.374	86.487	88.501	85.375	86.749
Total Non-Labor Expenditures	\$1,800.252	\$1,916.344	\$1,827.045	\$1,918.646	\$2,014.981	\$2,103.421
<u>Other Expenditure Adjustments:</u>						
Other	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	\$7,667.785	\$8,603.033	\$8,353.071	\$8,574.620	\$8,833.298	\$9,085.749
Net Cash Surplus/(Deficit)	(\$2,250.838)	(\$2,981.040)	(\$2,751.126)	(\$2,953.271)	(\$3,178.002)	(\$3,391.407)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2015 - 2018
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	2013 Actual *	2014 November Forecast	2015 Final Prop. Budget	2016	2017	2018
Receipts						
Fare Revenue	34.931	(14.537)	10.231	10.231	10.231	10.231
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:						
Fare Reimbursement	15.035	0.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	(2.491)	2.958	(0.347)	(0.247)	(0.215)	(0.123)
Other	(89.406)	(100.078)	(103.080)	(106.173)	(109.358)	(112.639)
Other Operating Revenue	(\$76.862)	(\$97.120)	(\$103.427)	(\$106.420)	(\$109.573)	(\$112.762)
Capital and Other Reimbursements	(71.736)	111.518	11.558	4.228	5.126	2.292
Total Receipt Adjustments	(\$113.667)	(\$0.139)	(\$81.638)	(\$91.961)	(\$94.216)	(\$100.239)
Expenditures						
Labor:						
Payroll	122.813	(230.627)	9.879	37.194	28.385	29.219
Overtime	22.850	(34.039)	(0.748)	2.514	1.388	1.433
Total Salaries & Wages	145.663	(264.666)	9.131	39.708	29.773	30.652
Health and Welfare	(15.728)	12.746	4.205	6.886	2.307	7.958
OPEB Current Payment	0.001	0.000	0.000	0.000	0.000	0.000
Pensions	158.738	7.483	(0.074)	0.352	3.521	4.487
Other Fringe Benefits	132.603	18.242	40.081	43.617	43.679	44.575
Total Fringe Benefits	275.614	38.471	44.212	50.855	49.507	57.020
GASB Account	(66.688)	(34.744)	0.000	0.000	0.000	(8.898)
Reimbursable Overhead						
Total Labor Expenditures	\$354.589	(\$260.939)	\$53.343	\$90.563	\$79.280	\$78.774
Non-Labor:						
Electric Power	2.158	0.000	0.000	0.000	0.000	0.000
Fuel	(3.709)	0.000	0.000	0.000	0.000	0.000
Insurance	4.154	(3.915)	(2.778)	(0.543)	(0.777)	(4.038)
Claims	46.364	8.528	10.630	12.785	12.785	12.785
Paratransit Service Contracts	(5.072)	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	(10.085)	(10.260)	(10.700)	(10.700)	(10.700)	(10.700)
Professional Service Contracts	2.468	0.873	15.000	15.000	15.000	15.000
Materials & Supplies	(25.543)	(11.000)	19.000	14.000	4.000	4.000
Other Business Expenditures	(5.497)	(0.412)	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$5.238	(\$14.186)	\$33.152	\$32.542	\$22.308	\$19.047
Other Expenditure Adjustments:						
Other	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 Expenditure Adjustments	\$359.827	(\$275.125)	\$86.495	\$123.105	\$101.588	\$97.821
Total Cash Conversion Adjustments before Depreciation and GASB Adjustments	\$246.160	(\$275.264)	\$4.857	\$31.144	\$7.372	(\$2.418)
Depreciation Adjustment	1,421.011	1,544.334	1,638.144	1,688.144	1,863.292	1,913.292
OPEB Obligation	1,554.097	1,603.725	1,616.261	1,680.911	1,748.148	1,818.074
Environmental Remediation	24.121	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$3,245.389	\$2,872.795	\$3,259.262	\$3,400.199	\$3,618.812	\$3,728.948

*Includes \$78.3 million of accrued retro-wages and fica relating to the recent TWU contract agreement.

MTA New York City Transit
2014 November Forecast
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
<u>Scheduled Service</u>	3,876,147	\$117.709	28.4%
<u>Unscheduled Service</u>	3,531,403	107.240	25.8%
<u>Programmatic/Routine Maintenance</u>	4,052,356	123.060	29.7%
<u>Unscheduled Maintenance</u>	31,580	0.959	0.2%
<u>Vacancy/Absentee Coverage</u>	950,951	28.878	7.0%
<u>Weather Emergencies</u>	811,492	24.643	5.9%
<u>Safety/Security/Law Enforcement</u>	122,626	3.724	0.9%
<u>Other ¹</u>	284,818	8.649	2.1%
Subtotal	13,661,373	\$414.862	100.0%
REIMBURSABLE OVERTIME	3,457,290	\$109.436	
TOTAL OVERTIME	17,118,663	\$524.298	

¹ Other & reimbursable budget includes PTE \$'s only. Does not include hours.

MTA NEW YORK CITY TRANSIT
2015 Final Proposed Budget
November Financial Plan 2015 – 2018
Year-to-Year Changes by Category-Baseline

TOTAL REVENUE/RECEIPTS

Farebox Revenue

- Subway/bus farebox revenue annual growth based largely on the regional economy and updated NYC employment projections.
- Farebox cash receipts include adjustments for expired MetroCards and the timing of cash receipts from counting and depositing, which can cause some fluctuations in cash received from year to year.

Other Operating Revenue

- NYC paratransit reimbursements include annual increases (based on the lower of 120 percent of the prior calendar year total amounts billed or 33% of the current year net expenses subject to reimbursement) that serve to partially fund the annual growth in paratransit expenses and Urban Tax revenue generated from Commercial Real Estate Market transactions.
- Other revenues include annual increases mostly from advertising revenues, based upon current contracts in place. Also included are projected storm insurance recoveries in 2014 and 2015, which do not recur in 2016, thus resulting in most of the decrease from 2015 to 2016 of \$30.1 million.
- \$33.5 million of storm recoveries, previously assumed to be received in 2014 as part of the July Financial Plan, are now included in the 2015 Final Proposed Budget.

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.
- 2014 includes \$42.9 million of reimbursements originally assumed to be received in 2013.

TOTAL EXPENSES/EXPENDITURES

Payroll

- Represented employee wage increase assumptions follow the TWU pattern upon expiration of existing contracts as follows: 0.87%, 0.95%, 2.23%, 2.22% and 1.88% for years 1,2,3,4, and 5. CPI-based increases of 2.00% are assumed for each year upon expiration of the pattern,
- Salaries for non-represented employees are projected at 2.00% for each plan year beginning 2015.

- Year-over-year payroll increases are due primarily to pattern labor adjustments consistent with the recent TWU labor contract agreement.
- 2014 includes \$1.7 million of favorable cash timing adjustments from 2013.

Overtime

- 2015-2018 payroll wage rate increase assumptions apply.
- 2015 expenses decrease from 2014 by \$33.9 million, mostly due to a reduced impact of adverse weather, as well as reduced vacancy/availability projections, and requirements for maintaining over-aged buses.

Health & Welfare

- Composite Inflation rate assumptions for 2015-2018: Annual employees: 2015 = 5.5%, 2016 -2018 = 4.8%; hourly employees = 8.5% all years 2015 - 2018.

Pension

- Projections are consistent with current actuarial information.

Other Fringe Benefits

- Projected changes year-to-year reflect staffing levels, programmatic changes, and inflationary payroll rate assumptions.

Electric Power

- The financial plan reflects projected New York Power Authority and Con Edison energy rate increases for both traction and non-traction power.
- 2014 includes \$3.7 million of unfavorable cash timing adjustments from 2013.

Fuel

- The financial plan reflects diesel, CNG and heating fuel price assumptions.

Insurance

- Annual expenses reflect revised insurance premium estimates.
- 2014 includes \$4.4 million of unfavorable cash timing adjustments from 2013.

Paratransit Service Contracts

- The primary driver of expense increases is projected annual ridership growth of 7% effective 2015.
- Cost-per-trip inflation projections reflect carrier contracts, which provide for annual rate increases based on CPI.

Maintenance and Other Operating Contracts

- Inflation assumptions are as follows: 2015=1.50%, 2016=1.44%, 2017=1.82% and 2018=1.97%, based on a national CPI-U forecast.
- The year-to-year increase in 2015 of \$22.2 million is due to the timing of bus shop requirements and purchases of paratransit vehicles. The increase in 2016 over 2015 of \$18.0 million is due mainly to the timing of bus shop requirements. The decrease in expenses of \$10.3 million in 2017 and \$13.9 million in 2018 is

also due mostly to the timing of bus shop and subway scheduled maintenance requirements.

- 2014 includes \$7.9 million of unfavorable cash timing adjustments from 2013.

Professional Service Contracts

- Inflation assumptions are as follows: 2015=1.50%, 2016=1.44%, 2017=1.82% and 2018=1.97%, based on a national CPI-U forecast.
- The increase in 2015 over 2014 of \$10.7 million is due mainly to Information Technology requirements, specifically for ADS/Desktop remediation costs. Subsequent favorable annual variances are due to the non-recurrence of these costs. The increase of \$3.6 million in 2018 over 2017 is believed to be the timing of Information Technology expenses.
- 2014 includes \$3.0 million of unfavorable cash timing adjustments from 2013.

Materials and Supplies

- Inflation assumptions are as follows: 2015=2.29%, 2016=1.73%, 2017=1.62% and 2018=1.77%.
- 2014 includes \$2.7 million of unfavorable cash timing adjustments from 2013.
- Non-reimbursable expense levels fluctuate year-to-year, primarily due to the timing of subway and bus fleet maintenance material requirements.

Other Business Expenses

- Inflation assumptions are as follows: 2015=1.50%, 2016=1.44%, 2017=1.82% and 2018=1.97%.
- The increase in 2015 over 2014 of \$8.4 million is mostly due to the providing of railroad passes to TWU employees, based on the recently approved TWU labor agreement. The increase of \$2.0 million in 2016 over 2015 is mostly due to reimbursable project account adjustments impacting non-reimbursable expenses. The decrease in 2017 from 2016 of \$3.1 million is mainly due to residual financial plan impacts associated with the suspension of the Apprentice Program as per the TWU labor agreement. The increase in 2018 over 2017 of \$1.4 million is mainly due to reimbursable project account adjustments impacting non-reimbursable expenses.

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, new subway cars and buses and major capital projects.

MTA New York City Transit
November Financial Plan 2015 - 2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2014	2015	Change 2015-2014	2016	Change 2016-2015	2017	Change 2017-2016	2018	Change 2018-2017
Revenue									
Farebox Revenue:									
Subway	\$3,148.155	\$3,204.326	\$56.171	\$3,258.335	\$54.009	\$3,290.754	\$32.419	\$3,319.853	\$29.099
Bus	950.490	963.580	13.090	973.402	9.822	977.236	3.834	984.177	6.941
Paratransit	16.000	17.474	1.474	18.697	1.223	20.006	1.309	21.406	1.400
Fare Media Liability	69.538	44.770	(24.768)	44.770	0.000	44.770	0.000	44.770	0.000
Total Farebox Revenue	\$4,184.183	\$4,230.150	\$45.967	\$4,295.204	\$65.054	\$4,332.766	\$37.562	\$4,370.206	\$37.440
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:									
Fare Reimbursement	84.016	84.016	0.000	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	177.739	182.474	4.735	200.048	17.574	222.140	22.092	239.641	17.501
Other	166.228	186.051	19.823	155.961	(30.090)	159.425	3.464	162.990	3.565
Total Other Operating Revenue	\$427.983	\$452.541	\$24.558	\$440.025	(\$12.516)	\$465.581	\$25.556	\$486.647	\$21.066
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$4,612.166	\$4,682.691	\$70.525	\$4,735.229	\$52.538	\$4,798.347	\$63.118	\$4,856.853	\$58.506
Expenses									
Labor:									
Payroll	\$3,044.208	\$3,099.945	(\$55.737)	\$3,166.226	(\$66.281)	\$3,229.610	(\$63.384)	\$3,271.176	(\$41.566)
Overtime	414.862	380.935	33.927	387.602	(6.667)	394.331	(6.729)	400.911	(6.580)
Total Salaries & Wages	\$3,459.070	\$3,480.880	(\$21.810)	\$3,553.828	(\$72.948)	\$3,623.941	(\$70.113)	\$3,672.087	(\$48.146)
Health and Welfare	688.885	757.706	(68.821)	814.996	(57.290)	878.439	(63.443)	945.047	(66.608)
OPEB Current Payment	345.326	376.846	(31.520)	414.398	(37.552)	453.422	(39.024)	497.914	(44.492)
Pensions	956.672	960.371	(3.699)	955.663	4.708	937.968	17.695	941.301	(3.333)
Other Fringe Benefits	322.274	316.084	6.190	328.878	(12.794)	341.344	(12.466)	352.753	(11.409)
Total Fringe Benefits	\$2,313.157	\$2,411.007	(\$97.850)	\$2,513.935	(\$102.928)	\$2,611.173	(\$97.238)	\$2,737.015	(\$125.842)
Reimbursable Overhead	(207.618)	(208.656)	1.038	(203.602)	(5.054)	(200.924)	(2.678)	(198.466)	(2.458)
Total Labor Expenses	\$5,564.609	\$5,683.231	(\$118.622)	\$5,864.161	(\$180.930)	\$6,034.190	(\$170.029)	\$6,210.636	(\$176.446)
Non-Labor:									
Electric Power	\$334.695	\$291.635	\$43.060	\$317.924	(\$26.289)	\$360.295	(\$42.371)	\$389.395	(\$29.100)
Fuel	171.049	165.836	5.213	160.890	4.946	165.268	(4.378)	172.338	(7.070)
Insurance	67.953	80.269	(12.316)	90.872	(10.603)	103.041	(12.169)	117.167	(14.126)
Claims	108.659	107.032	1.627	111.646	(4.614)	114.168	(2.522)	116.752	(2.584)
Paratransit Service Contracts	374.440	385.562	(11.122)	420.671	(35.109)	473.797	(53.126)	516.169	(42.372)
Mtce. and Other Operating Contracts	178.970	201.209	(22.239)	219.251	(18.042)	208.958	10.293	195.038	13.920
Professional Service Contracts	133.032	143.774	(10.742)	136.633	7.141	133.084	3.549	136.682	(3.598)
Materials & Supplies	308.364	295.563	12.801	311.019	(15.456)	307.468	3.551	306.839	0.629
Other Business Expenses	76.171	84.563	(8.392)	86.577	(2.014)	83.452	3.125	84.826	(1.374)
Total Non-Labor Expenses	\$1,753.333	\$1,755.443	(\$2.110)	\$1,855.483	(\$100.040)	\$1,949.531	(\$94.048)	\$2,035.206	(\$85.675)
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 Adjustments	\$7,317.942	\$7,438.674	(\$120.732)	\$7,719.644	(\$280.970)	\$7,983.721	(\$264.077)	\$8,245.842	(\$262.121)
Depreciation	1,544.334	1,638.144	(93.810)	1,688.144	(50.000)	1,863.292	(175.148)	1,913.292	(50.000)
OPEB Obligation	1,603.725	1,616.261	(12.536)	1,680.911	(64.650)	1,748.148	(67.237)	1,818.074	(69.926)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$10,466.001	\$10,693.079	(\$227.078)	\$11,088.699	(\$395.620)	\$11,595.161	(\$506.462)	\$11,977.208	(\$382.047)
Net Surplus/(Deficit)	(\$5,853.835)	(\$6,010.388)	(\$156.553)	(\$6,353.470)	(\$343.082)	(\$6,796.814)	(\$443.344)	(\$7,120.355)	(\$323.541)

MTA New York City Transit
November Financial Plan 2015 - 2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2014	2015	Change 2015-2014	2016	Change 2016-2015	2017	Change 2017-2016	2018	Change 2018-2017
Revenue									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle 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
Capital and Other Reimbursements	1,009.966	1,000.892	(9.074)	978.081	(22.811)	951.165	(26.916)	937.728	(13.437)
Total Revenue	\$1,009.966	\$1,000.892	(\$9.074)	\$978.081	(\$22.811)	\$951.165	(\$26.916)	\$937.728	(\$13.437)
Expenses									
Labor:									
Payroll	\$360.803	\$412.961	(\$52.158)	\$405.121	\$7.840	\$392.871	\$12.250	\$385.783	\$7.088
Overtime	109.436	76.187	33.249	77.130	(0.943)	77.337	(0.207)	76.092	1.245
Total Salaries & Wages	\$470.239	\$489.148	(\$18.909)	\$482.251	\$6.897	\$470.208	\$12.043	\$461.875	\$8.333
Health and Welfare	26.267	28.667	(2.400)	29.983	(1.316)	30.907	(0.924)	32.541	(1.634)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	28.801	28.963	(0.162)	28.501	0.462	27.533	0.968	27.959	(0.426)
Other Fringe Benefits	128.216	140.704	(12.488)	138.039	2.665	133.835	4.204	129.625	4.210
Total Fringe Benefits	183.284	198.334	(15.050)	196.523	1.811	192.275	4.248	190.125	2.150
Reimbursable Overhead	207.618	208.656	(1.038)	203.602	5.054	200.924	2.678	198.466	2.458
Total Labor Expenses	\$861.141	\$896.138	(\$34.997)	\$882.376	\$13.762	\$863.407	\$18.969	\$850.466	\$12.941
Non-Labor:									
Electric Power	\$0.358	\$0.252	\$0.106	\$0.252	\$0.000	\$0.252	\$0.000	\$0.252	\$0.000
Fuel	0.022	0.022	0.000	0.023	(0.001)	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	0.001	(0.001)	0.002	(0.001)	0.000	(0.001)	0.000	(0.001)	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mtce. and Other Operating Contracts	37.705	26.290	11.415	26.044	0.246	26.080	(0.036)	26.081	(0.001)
Professional Service Contracts	25.868	18.242	7.626	17.315	0.927	15.527	1.788	15.030	0.497
Materials & Supplies	85.080	58.025	27.055	50.148	7.877	43.954	6.194	43.954	0.000
Other Business Expenses	(0.209)	1.924	(2.133)	1.924	0.000	1.923	0.001	1.923	0.000
Total Non-Labor Expenses	\$148.825	\$104.754	\$44.071	\$95.705	\$9.049	\$87.758	\$7.947	\$87.262	\$0.496
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	\$1,009.966	\$1,000.892	\$9.074	\$978.081	\$22.811	\$951.165	\$26.916	\$937.728	\$13.437
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$1,009.966	\$1,000.892	\$9.074	\$978.081	\$22.811	\$951.165	\$26.916	\$937.728	\$13.437
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 2015 - 2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE and
REIMBURSABLE

	Favorable/(Unfavorable)								
	2014	2015	Change 2015-2014	2016	Change 2016-2015	2017	Change 2017-2016	2018	Change 2018-2017
Revenue									
Farebox Revenue:									
Subway	\$3,148.155	\$3,204.326	\$56.171	\$3,258.335	\$54.009	\$3,290.754	\$32.419	\$3,319.853	\$29.099
Bus	950.490	963.580	13.090	973.402	9.822	977.236	3.834	984.177	6.941
Paratransit	16.000	17.474	1.474	18.697	1.223	20.006	1.309	21.406	1.400
Fare Media Liability	69.538	44.770	(24.768)	44.770	0.000	44.770	0.000	44.770	0.000
Total Farebox Revenue	\$4,184.183	\$4,230.150	\$45.967	\$4,295.204	\$65.054	\$4,332.766	\$37.562	\$4,370.206	\$37.440
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:									
Fare Reimbursement	84.016	84.016	0.000	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	177.739	182.474	4.735	200.048	17.574	222.140	22.092	239.641	17.501
Other	166.228	186.051	19.823	155.961	(30.090)	159.425	3.464	162.990	3.565
Total Other Operating Revenue	\$427.983	\$452.541	\$24.558	\$440.025	(\$12.516)	\$465.581	\$25.556	\$486.647	\$21.066
Capital and Other Reimbursements	1,009.966	1,000.892	(9.074)	978.081	(22.811)	951.165	(26.916)	937.728	(13.437)
Total Revenue	\$5,622.132	\$5,683.583	\$61.451	\$5,713.310	\$29.727	\$5,749.512	\$36.202	\$5,794.581	\$45.069
Expenses									
Labor:									
Payroll	\$3,405.011	\$3,512.906	(\$107.895)	\$3,571.347	(\$58.441)	\$3,622.481	(\$51.134)	\$3,656.959	(\$34.478)
Overtime	524.298	457.122	67.176	464.732	(7.610)	471.668	(6.936)	477.003	(5.335)
Total Salaries & Wages	\$3,929.309	\$3,970.028	(\$40.719)	\$4,036.079	(\$66.051)	\$4,094.149	(\$58.070)	\$4,133.962	(\$39.813)
Health and Welfare	715.152	786.373	(71.221)	844.979	(58.606)	909.346	(64.367)	977.588	(68.242)
OPEB Current Payment	345.326	376.846	(31.520)	414.398	(37.552)	453.422	(39.024)	497.914	(44.492)
Pensions	985.473	989.334	(3.861)	984.164	5.170	965.501	18.663	969.260	(3.759)
Other Fringe Benefits	450.490	456.788	(6.298)	466.917	(10.129)	475.179	(8.262)	482.378	(7.199)
Total Fringe Benefits	\$2,496.441	\$2,609.341	(\$112.900)	\$2,710.458	(\$101.117)	\$2,803.448	(\$92.990)	\$2,927.140	(\$123.692)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$6,425.750	\$6,579.369	(\$153.619)	\$6,746.537	(\$167.168)	\$6,897.597	(\$151.060)	\$7,061.102	(\$163.505)
Non-Labor:									
Electric Power	\$335.053	\$291.887	\$43.166	\$318.176	(\$26.289)	\$360.547	(\$42.371)	\$389.647	(\$29.100)
Fuel	171.071	165.858	5.213	160.913	4.945	165.291	(4.378)	172.361	(7.070)
Insurance	67.953	80.269	(12.316)	90.872	(10.603)	103.041	(12.169)	117.167	(14.126)
Claims	108.660	107.031	1.629	111.645	(4.614)	114.167	(2.522)	116.751	(2.584)
Paratransit Service Contracts	374.440	385.562	(11.122)	420.671	(35.109)	473.797	(53.126)	516.169	(42.372)
Mtce. and Other Operating Contracts	216.675	227.499	(10.824)	245.295	(17.796)	235.038	10.257	221.119	13.919
Professional Service Contracts	158.900	162.016	(3.116)	153.948	8.068	148.611	5.337	151.712	(3.101)
Materials & Supplies	393.444	353.588	39.856	361.167	(7.579)	351.422	9.745	350.793	0.629
Other Business Expenses	75.962	86.487	(10.525)	88.501	(2.014)	85.375	3.126	86.749	(1.374)
Total Non-Labor Expenses	\$1,902.158	\$1,860.197	\$41.961	\$1,951.188	(\$90.991)	\$2,037.289	(\$86.101)	\$2,122.468	(\$85.179)
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	\$8,327.908	\$8,439.566	(\$111.658)	\$8,697.725	(\$258.159)	\$8,934.886	(\$237.161)	\$9,183.570	(\$248.684)
Depreciation	1,544.334	1,638.144	(93.810)	1,688.144	(50.000)	1,863.292	(175.148)	1,913.292	(50.000)
OPEB Obligation	1,603.725	1,616.261	(12.536)	1,680.911	(64.650)	1,748.148	(67.237)	1,818.074	(69.926)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$11,475.967	\$11,693.971	(\$218.004)	\$12,066.780	(\$372.809)	\$12,546.326	(\$479.546)	\$12,914.936	(\$368.610)
Net Surplus/(Deficit)	(\$5,853.835)	(\$6,010.388)	(\$156.553)	(\$6,353.470)	(\$343.082)	(\$6,796.814)	(\$443.344)	(\$7,120.355)	(\$323.541)

MTA New York City Transit
November Financial Plan 2015 - 2018
Year-to-Year Changes by Category - Cash Basis
(\$ in millions)

	Favorable/(Unfavorable)								
	2014	2015	Change 2015-2014	2016	Change 2016-2015	2017	Change 2017-2016	2018	Change 2018-2017
Receipts									
Farebox Revenue	\$4,169.646	\$4,240.381	\$70.735	\$4,305.435	\$65.054	\$4,342.997	\$37.562	\$4,380.437	\$37.440
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:									
Fare Reimbursement	84.016	84.016	0.000	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	180.697	182.127	1.430	199.801	17.674	221.925	22.124	239.518	17.593
Other	66.150	82.971	16.821	49.788	(33.183)	50.067	0.279	50.351	0.284
Total Other Operating Revenue	\$330.863	\$349.114	\$18.251	\$333.605	(\$15.509)	\$356.008	\$22.403	\$373.885	\$17.877
Capital and Other Reimbursements	\$1,121.484	\$1,012.450	(\$109.034)	\$982.309	(\$30.141)	\$956.291	(\$26.018)	\$940.020	(\$16.271)
Total Receipts	\$5,621.993	\$5,601.945	(\$20.048)	\$5,621.349	\$19.404	\$5,655.296	\$33.947	\$5,694.342	\$39.046
Expenditures									
Labor:									
Payroll	\$3,635.638	\$3,503.027	\$132.611	\$3,534.153	(\$31.126)	\$3,594.096	(\$59.943)	\$3,627.740	(\$33.644)
Overtime	558.337	457.870	100.467	462.218	(4.348)	470.280	(8.062)	475.570	(5.290)
Total Salaries & Wages	\$4,193.975	\$3,960.897	\$233.078	\$3,996.371	(\$35.474)	\$4,064.376	(\$68.005)	\$4,103.310	(\$38.934)
Health and Welfare	702.406	782.168	(79.762)	838.093	(55.925)	907.039	(68.946)	969.630	(62.591)
OPEB Current Payment	345.326	376.846	(31.520)	414.398	(37.552)	453.422	(39.024)	497.914	(44.492)
Pensions	977.990	989.408	(11.418)	983.812	5.596	961.980	21.832	964.773	(2.793)
Other Fringe Benefits	432.248	416.707	15.541	423.300	(6.593)	431.500	(8.200)	437.803	(6.303)
Total Fringe Benefits	\$2,457.970	\$2,565.129	(\$107.159)	\$2,659.603	(\$94.474)	\$2,753.941	(\$94.338)	\$2,870.120	(\$116.179)
GASB Account	34.744	0.000	34.744	0.000	0.000	0.000	0.000	8.898	(8.898)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$6,686.689	\$6,526.026	\$160.663	\$6,655.974	(\$129.948)	\$6,818.317	(\$162.343)	\$6,982.328	(\$164.011)
Non-Labor:									
Electric Power	\$335.053	\$291.887	\$43.166	\$318.176	(\$26.289)	\$360.547	(\$42.371)	\$389.647	(\$29.100)
Fuel	171.071	165.858	5.213	160.913	4.945	165.291	(4.378)	172.361	(7.070)
Insurance	71.868	83.047	(11.179)	91.415	(8.368)	103.818	(12.403)	121.205	(17.387)
Claims	100.132	96.401	3.731	98.860	(2.459)	101.382	(2.522)	103.966	(2.584)
Paratransit Service Contracts	372.440	383.562	(11.122)	418.671	(35.109)	471.797	(53.126)	514.169	(42.372)
Mtce. and Other Operating Contracts	226.935	238.199	(11.264)	255.995	(17.796)	245.738	10.257	231.819	13.919
Professional Service Contracts	158.027	147.016	11.011	138.948	8.068	133.611	5.337	136.712	(3.101)
Materials & Supplies	404.444	334.588	69.856	347.167	(12.579)	347.422	(0.255)	346.793	0.629
Other Business Expenditures	76.374	86.487	(10.113)	88.501	(2.014)	85.375	3.126	86.749	(1.374)
Total Non-Labor Expenditures	\$1,916.344	\$1,827.045	\$89.299	\$1,918.646	(\$91.601)	\$2,014.981	(\$96.335)	\$2,103.421	(\$88.440)
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	\$8,603.033	\$8,353.071	\$249.962	\$8,574.620	(\$221.549)	\$8,833.298	(\$258.678)	\$9,085.749	(\$252.451)
Net Cash Surplus/(Deficit)	(\$2,981.040)	(\$2,751.126)	\$229.914	(\$2,953.271)	(\$202.145)	(\$3,178.002)	(\$224.731)	(\$3,391.407)	(\$213.405)

MTA New York City Transit
November Financial Plan 2015 - 2018
Year-to-Year Changes by Category - Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Favorable/(Unfavorable)								
	2014	2015	Change 2015-2014	2016	Change 2016-2015	2017	Change 2017-2016	2018	Change 2018-2017
Receipts									
Farebox Revenue	(\$14.537)	\$10.231	\$24.768	\$10.231	\$0.000	\$10.231	\$0.000	\$10.231	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:									
Fare Reimbursement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	2.958	(0.347)	(3.305)	(0.247)	0.100	(0.215)	0.032	(0.123)	0.092
Other	(100.078)	(103.080)	(3.002)	(106.173)	(3.093)	(109.358)	(3.185)	(112.639)	(3.281)
Total Other Operating Revenue	(\$97.120)	(\$103.427)	(\$6.307)	(\$106.420)	(\$2.993)	(\$109.573)	(\$3.153)	(\$112.762)	(\$3.189)
Capital and Other Reimbursements	\$111.518	\$11.558	(\$99.960)	\$4.228	(\$7.330)	\$5.126	\$0.898	\$2.292	(\$2.834)
Total Receipt Adjustments	(\$0.139)	(\$81.638)	(\$81.499)	(\$91.961)	(\$10.323)	(\$94.216)	(\$2.255)	(\$100.239)	(\$6.023)
Expenditures									
Labor:									
Payroll	(\$230.627)	\$9.879	\$240.506	\$37.194	\$27.315	\$28.385	(\$8.809)	\$29.219	\$0.834
Overtime	(34.039)	(0.748)	33.291	2.514	3.262	1.388	(1.126)	1.433	0.045
Total Salaries & Wages	(\$264.666)	\$9.131	\$273.797	\$39.708	\$30.577	\$29.773	(\$9.935)	\$30.652	\$0.879
Health and Welfare	12.746	4.205	(8.541)	6.886	2.681	2.307	(4.579)	7.958	5.651
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	7.483	(0.074)	(7.557)	0.352	0.426	3.521	3.169	4.487	0.966
Other Fringe Benefits	18.242	40.081	21.839	43.617	3.536	43.679	0.062	44.575	0.896
Total Fringe Benefits	\$38.471	\$44.212	\$5.741	\$50.855	\$6.643	\$49.507	(\$1.348)	\$57.020	\$7.513
GASB Account	(34.744)	0.000	34.744	0.000	0.000	0.000	0.000	(8.898)	(8.898)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$260.939)	\$53.343	\$314.282	\$90.563	\$37.220	\$79.280	(\$11.283)	\$78.774	(\$0.506)
Non-Labor:									
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	(3.915)	(2.778)	1.137	(0.543)	2.235	(0.777)	(0.234)	(4.038)	(3.261)
Claims	8.528	10.630	2.102	12.785	2.155	12.785	0.000	12.785	0.000
Paratransit Service Contracts	2.000	2.000	0.000	2.000	0.000	2.000	0.000	2.000	0.000
Mtce. and Other Operating Contracts	(10.260)	(10.700)	(0.440)	(10.700)	0.000	(10.700)	0.000	(10.700)	0.000
Professional Service Contracts	0.873	15.000	14.127	15.000	0.000	15.000	0.000	15.000	0.000
Materials & Supplies	(11.000)	19.000	30.000	14.000	(5.000)	4.000	(10.000)	4.000	0.000
Other Business Expenditures	(0.412)	0.000	0.412	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	(\$14.186)	\$33.152	\$47.338	\$32.542	(\$0.610)	\$22.308	(\$10.234)	\$19.047	(\$3.261)
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 Expenditure Adjustments	(\$275.125)	\$86.495	\$361.620	\$123.105	\$36.610	\$101.588	(\$21.517)	\$97.821	(\$3.767)
Total Cash Conversion Adjustments before Depreciation	(\$275.264)	\$4.857	\$280.121	\$31.144	\$26.287	\$7.372	(\$23.772)	(\$2.418)	(\$9.790)
Depreciation Adjustment	1,544.334	1,638.144	93.810	1,688.144	50.000	1,863.292	175.148	1,913.292	50.000
OPEB Obligation	1,603.725	1,616.261	12.536	1,680.911	64.650	1,748.148	67.237	1,818.074	69.926
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$2,872.795	\$3,259.262	\$386.467	\$3,400.199	\$140.937	\$3,618.812	\$218.613	\$3,728.948	\$110.136

MTA NEW YORK CITY TRANSIT
2015 Final Proposed Budget
November Financial Plan 2015 – 2018
Summary of Major Plan-to-Plan Changes by Generic Categories

2014: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Operating revenues are projected to decrease from the July Financial Plan by \$3.9 million.

Major generic category changes include:

Farebox Revenue

- Improved farebox revenue of \$28.0 million, based on higher ridership projections.

Other Operating Revenue

- A decrease in other operating revenue of \$31.9 million, due primarily to the unfavorable timing of Sandy reimbursements now projected to be received in 2015.

Operating Expense Changes

Excluding an increase in Other Post-Employment Benefits, operating expenses increased from the July Financial Plan by \$34.2 million.

Major generic category changes include:

Payroll

- Payroll expenses increase by \$9.4 million, due mainly to retroactive accrual adjustments pertaining to non-represented supervisors.

Overtime

- Overtime expenses increase by \$16.0 million, resulting from additional requirements for bus operators due to increased traffic and shifting, coverage for the impact of subway train delays, and other re-estimates for operational requirements.

Other Fringe Benefits

- An expense increase of \$19.9 million, due to TWU retroactive wages for non-represented supervisors impacting FICA, average wage rate adjustments and higher Workers' Compensation requirements.

Claims

- Projected higher public liability claims payouts of \$14.0 million, based on recent major case trends.

Maintenance and Other Operating Contracts

- Savings of \$9.2 million, due mostly to the favorable timing of subways scheduled maintenance (SMS) requirements.

Professional Service Contracts

- The 2014 favorable variance of \$4.2 million is due mostly to the timing of Workers' Compensation Board expenses.

Materials & Supplies

- The 2014 overrun of \$4.9 million is due to subway track and bus maintenance material requirements.

2015-2018: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Operating revenues are projected to increase from the July Financial Plan by \$72.2 million in 2015, \$42.8 million in 2016, \$47.9 million in 2017 and \$51.6 million in 2018.

Major generic category changes include:

Farebox Revenue

- Increased revenue of \$38.2 million in 2015, \$41.4 million in 2016, \$46.7 million in 2017 and \$51.5 million in 2018, based on higher ridership projections.

Other Operating Revenue

- Revenue increased by \$34.0 million in 2015, largely due to the favorable timing of Sandy recovery reimbursements from 2014. Revenue increased by \$1.3 million in 2016, \$1.1 million in 2017 and \$0.1 million in 2018.

Operating Expense Changes

Operating expenses increase from the July Financial Plan by \$28.6 million in 2015, \$76.2 million in 2016, \$57.9 million in 2017 and \$34.8 million in 2018.

Major generic category changes include:

Payroll

- The expense growth of \$7.9 million in 2016 and \$5.2 million in 2017 is mostly due to subways scheduled maintenance requirements.

Overtime

- Expense increases of \$27.4 million in 2015, \$26.5 million in 2016, \$27.3 million in 2017, and \$27.2 million in 2018, are primarily due to projected coverage for anticipated adverse weather, the impact of subway train delays, additional bus operator requirements due to increased traffic and shifting, and other re-estimates of operational requirements.

Health & Welfare/OPEB Current Expenses

- Expenses increase by \$12.8 million in 2015, \$20.2 million in 2016, \$25.6 million in 2017 and \$24.2 million in 2018, due to projected higher rates.

Other Fringe Benefits

- Expenses are projected to increase by \$7.1 million in 2015, \$8.0 million in 2016, \$6.6 million in 2017 and \$9.3 million in 2018, due mostly to higher Workers' Compensation requirements and increased FICA from additional personnel needs.

Public Liability (Claims)

- Expenses increase by \$7.2 million in 2015, \$7.6 million in 2016, \$7.8 million in 2017 and \$8.1 million in 2018, based on recent major case trends.

Paratransit Service Contracts

- Savings of \$6.2 million in 2015, \$6.5 million in 2016, \$6.5 million in 2017 and \$6.4 million in 2018, are based on a projected reduction of completed trips.

Maintenance and Other Operating Contracts

- Expenses increase by \$8.9 million in 2015, \$15.7 million in 2016, \$14.4 million in 2017 and \$1.3 million in 2018, due mostly to bus shop plan requirements and the the timing of subways scheduled maintenance needs and paratransit vehicle purchases.

Professional Service Contracts

- The unfavorable 2015 variance of \$5.4 million is due mostly to expenses associated with the Alternative Desktop Solution project. The favorable variances of \$5.3 million in 2017 and \$6.1 million in 2018 are related to the timing of Workers' Compensation Board expenses.

Materials & Supplies

- Expense savings of \$12.0 million in 2015 and an expense increase of \$4.2 million in 2016, are both due mostly to the timing of bus shop and subways scheduled maintenance material requirements. The \$6.4 million reduction in 2018 is due mostly to the timing of Bus Shop requirements.

2014: November Financial Plan vs. February Financial Plan

Major Revenue Re-estimates

Operating revenues are projected to increase from the February Financial Plan by \$35.4 million. Major generic category changes include:

- An increase in farebox revenue of \$48.7, due mostly to higher ridership projections and an increase in fare media liability expiration revenues, consistent with the March 2013 fare increase.
- A decrease in other operating revenue of \$13.3 million, due mainly to the net unfavorable timing of estimated Sandy reimbursements.

Major Expense Re-estimates

Excluding an increase in Other Post-Employment Benefits, operating expenses increase from the February Financial Plan by \$201.2 million. Major generic category changes include:

- **Payroll expenses** increase by \$99.9 million, due primarily to pattern labor adjustments consistent with the recent TWU labor agreement.
- **Overtime expenses** increase by \$86.5 million, due mainly to the impact of adverse weather in early 2014 and pattern labor adjustments.
- **Health & Welfare/OPEB Current Expenses** decrease by \$28.4 million, due primarily to cost reduction programs and prior year credits.
- **Pension expenses** increase by \$11.2 million, based on current actuarial information and pattern labor adjustments.
- **Other Fringe Benefit expenses** increase by \$33.8 million, due largely to pattern labor/retro-wage adjustments impacting FICA expenses and additional Workers' Compensation requirements.
- **Reimbursable Overhead Credits** increase by \$17.0 million, resulting from additional reimbursable construction/engineering labor requirements.
- **Electric Power expenses** increase by \$10.9 million, based on current inflation/pricing assumptions.
- **Fuel expenses** increase by \$4.6 million, due to current inflation/pricing assumptions.
- **Insurance expenses** decrease by \$5.0 million, due to the timing of interagency payments.

- **Claims expenses** increase by \$17.0 million, based on recent major case trends.
- **Paratransit Service Contract expenses** decrease by \$19.8 million, due mostly to reduced completed trips.
- **Maintenance Contract expenses** decrease by \$6.1 million, caused mostly by the favorable timing of subways scheduled maintenance (SMS) requirements.
- **Professional Service Contract expenses** decrease by \$10.9 million, driven by underruns of Workers' Compensation Board expenses, based on new legislation and the favorable timing of expenses.
- **Materials & Supplies expenses** increase by \$18.4 million, due primarily to a rollover from 2013 of subways scheduled fleet maintenance expenses and additional subway track and bus maintenance material requirements.
- **Other Business Expenses** increase by \$6.2 million, due mostly to the providing of railroad passes to TWU employees, based on the recently approved labor agreement.

2015-2017: November Financial Plan vs. February Financial Plan

Major Revenue Re-estimates

Operating revenues are projected to increase from the February Financial Plan by \$71.4 million in 2015, \$44.6 million in 2016 and \$56.6 million in 2017. Major generic category changes include:

- Increases in farebox revenue of \$41.5 million in 2015, \$51.1 million in 2016, and \$68.8 million in 2017, due primarily to higher ridership projections.
- Other operating revenues are projected to increase by \$29.9 million in 2015, and decrease by \$6.6 million in 2016 and \$12.3 million in 2017. The 2015 increase was mainly due to the favorable timing of Sandy reimbursements from 2014. The subsequent projected decreases are due to reductions in NYC paratransit reimbursements, consistent with additional paratransit expense savings.

Major Expense Re-estimates

Excluding increases in other Post-employment benefits, operating expenses increase from the February Financial Plan by \$80.0 million in 2015, \$75.5 million in 2016 and \$34.9 million in 2017. Major generic category changes include:

- **Payroll expenses** increase by \$97.6 million in 2015, \$105.4 million in 2016 and \$96.5 million in 2017, due primarily to pattern labor adjustments consistent with the recent TWU labor agreement.
- **Overtime expenses** increase by \$60.1 million in 2015, \$62.5 million in 2016 and \$64.0 million in 2017, due mainly to pattern labor adjustments, projected costs to cover anticipated adverse weather, coverage for the impact of subway train delays, additional bus operator requirements due to increased traffic and shifting and other re-estimates of operational requirements.
- **Health & Welfare/OPEB Current Expenses** decrease by \$15.6 million in 2015, \$15.0 million in 2016 and \$13.0 million in 2017, due mainly to cost reduction programs, partly offset by higher projected rates.
- **Pension expenses** increase by \$9.4 million in 2015 and decrease \$10.0 million in 2016 and \$24.8 million in 2017, based on current actuarial information and pattern labor adjustments.
- **Other Fringe Benefit expenses** increase by \$13.2 million in 2015, \$14.7 million in 2016, and \$13.4 million in 2017, due largely to additional Workers' Compensation requirements and increased FICA expenses based on pattern labor adjustments.
- **Reimbursable Overhead Credits** increase by \$23.1 million in 2015, \$22.2 million in 2016 and \$21.9 million in 2017, resulting from additional reimbursable construction/engineering labor requirements.
- **Electric Power expenses** decrease by \$58.0 million in 2015, \$55.3 million in 2016 and \$39.2 million in 2017, due mostly to updated inflationary assumptions indicating lower prices.
- **Fuel expenses** decrease by \$2.6 million in 2015, \$7.6 million in 2016 and \$7.2 million in 2017, due to current inflation/pricing assumptions.
- **Insurance expenses** decrease by \$5.6 million in 2015, \$10.7 million in 2016 and \$17.2 million in 2017, reflecting revised insurance premium estimates.
- **Claims** expenses increase by \$12.4 million in 2015, and \$13.6 million in both 2016 and 2017, based on recent major case trends.
- **Paratransit Service Contract expenses** decrease by \$25.9 million in 2015, \$35.9 million in 2016 and \$51.9 million in 2017, based largely on lower completed trips.
- **Maintenance Contract expenses** increase by \$12.1 million in 2015, \$18.1 million in 2016, and \$17.9 million in 2017, resulting from bus shop plan

requirements, the timing of subway scheduled maintenance needs and paratransit vehicle purchases.

- **Professional Service Contract expenses** increase by \$4.3 million in 2015 and decrease by \$1.4 million in 2016 and \$7.3 million in 2017. The increase in 2015 is mostly due to expenses associated with the Alternative Desktop Solution project. The decrease in 2017 involves the timing of Workers' Compensation Board expenses.
- **Materials & Supplies expenses** decrease by \$10.9 million in 2015, and increase by \$6.3 million in 2016, both due mostly to the timing of bus shop and subway scheduled maintenance material requirements.
- **Other Business Expenses** increase by \$12.7 million in 2015, \$13.0 million in 2016 and \$11.9 million in 2017, due largely to the providing of railroad passes to TWU employees, based on a recent TWU labor agreement.

MTA New York City Transit
November Financial Plan 2015 - 2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE	2014	2015	2016	2017	2018
July Financial Plan - Net Cash Surplus/(Deficit)	(\$2,897.497)	(\$2,826.180)	(\$2,930.768)	(\$3,164.847)	(\$3,412.526)
Baseline Changes					
Revenue					
Farebox Revenue	\$27.997	\$38.236	\$41.423	\$46.729	\$51.463
Other Operating Revenue	(31.897)	34.009	1.327	1.148	0.134
Capital and Other Reimbursement	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	(\$3.900)	\$72.245	\$42.750	\$47.877	\$51.597
Expenses					
<i>Labor:</i>					
Payroll	(\$9.394)	\$1.282	(\$7.857)	(\$5.243)	(\$1.149)
Overtime	(16.022)	(27.420)	(26.541)	(27.291)	(27.220)
Health and Welfare	1.946	(8.114)	(13.023)	(15.655)	(12.393)
OPEB Current Payment	(4.860)	(4.660)	(7.204)	(9.945)	(11.794)
Pensions	3.291	(1.546)	(0.793)	0.945	4.786
Other Fringe Benefits	(19.879)	(7.084)	(8.008)	(6.643)	(9.260)
Reimbursable Overhead	9.552	6.428	6.873	5.585	0.186
Total Labor Expense Changes	(\$35.366)	(\$41.114)	(\$56.553)	(\$58.247)	(\$56.844)
<i>Non-Labor:</i>					
Electric Power	\$0.160	\$15.947	\$3.587	\$11.308	\$13.596
Fuel	(3.025)	3.187	1.159	(0.286)	(0.538)
Insurance	0.137	(3.193)	(2.302)	(1.213)	0.194
Claims	(13.983)	(7.166)	(7.595)	(7.835)	(8.081)
Paratransit Service Contracts	7.564	6.192	6.453	6.495	6.411
Maintenance and Other Operating Contracts	9.154	(8.931)	(15.689)	(14.442)	(1.299)
Professional Service Contracts	4.196	(5.351)	(0.563)	5.261	6.118
Materials & Supplies	(4.945)	11.958	(4.215)	1.910	6.379
Other Business Expenses	1.886	(0.161)	(0.456)	(0.845)	(0.709)
Total Non-Labor Expense Changes	\$1.144	\$12.482	(\$19.621)	\$0.353	\$22.071
OPEB	(\$49.628)	\$0.000	\$0.000	\$0.000	\$0.000
Total Expense Changes	(\$83.850)	(\$28.632)	(\$76.174)	(\$57.894)	(\$34.773)
Cash Adjustment Changes					
Revenue	(0.314)	(0.023)	(0.017)	(0.018)	(0.050)
Expense	(32.576)	28.644	10.010	(5.658)	(1.370)
OPEB	49.628	0.000	0.000	0.000	0.000
Total Cash Adjustment Changes	\$16.738	\$28.621	\$9.993	(\$5.676)	(\$1.420)
Total Baseline Changes	(\$71.012)	\$72.234	(\$23.431)	(\$15.693)	\$15.404
November Financial Plan - Net Cash Surplus/(Deficit)	(\$2,968.509)	(\$2,753.946)	(\$2,954.199)	(\$3,180.540)	(\$3,397.122)

MTA New York City Transit
November Financial Plan 2015 - 2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE	2014	2015	2016	2017	2018
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	59.169	46.473	41.939	29.881	2.447
Total Revenue Changes	\$59.169	\$46.473	\$41.939	\$29.881	\$2.447
Expenses					
<i>Labor:</i>					
Payroll	\$23.321	(\$13.682)	(\$14.877)	(\$12.121)	\$0.804
Overtime	(32.599)	(5.056)	(5.592)	(5.607)	(3.059)
Health and Welfare	0.683	0.378	0.050	0.010	(0.032)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.067	0.280	0.321	0.356	0.394
Other Fringe Benefits	3.132	(7.357)	(8.027)	(7.547)	(1.478)
Reimbursable Overhead	(9.552)	(6.428)	(6.873)	(5.585)	(0.186)
Total Labor Expense Changes	(\$14.948)	(\$31.865)	(\$34.998)	(\$30.494)	(\$3.557)
<i>Non-Labor:</i>					
Electric Power	(\$0.106)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.001	0.001	0.000	0.000	0.000
Insurance					
Claims	(0.001)	0.001	0.001	0.001	0.001
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	(8.674)	(0.394)	(0.148)	(0.058)	(0.058)
Professional Service Contracts	(8.089)	(2.003)	(0.723)	0.797	1.294
Materials & Supplies	(26.817)	(12.212)	(6.071)	(0.127)	(0.127)
Other Business Expenses	(0.535)	(0.001)	0.000	0.000	0.000
Total Non-Labor Expense Changes	(\$44.221)	(\$14.608)	(\$6.941)	\$0.613	\$1.110
Total Expense Changes	(\$59.169)	(\$46.473)	(\$41.939)	(\$29.881)	(\$2.447)
Cash Adjustment Changes					
Capital Reimbursement Timing	(12.531)	2.820	0.928	2.538	5.715
Total Cash Adjustment Changes	(\$12.531)	\$2.820	\$0.928	\$2.538	\$5.715
Total Baseline Changes	(\$12.531)	\$2.820	\$0.928	\$2.538	\$5.715
November Financial Plan - Net Cash Surplus/(Deficit)	(\$12.531)	\$2.820	\$0.928	\$2.538	\$5.715

MTA New York City Transit
November Financial Plan 2015 - 2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE	2014	2015	2016	2017	2018
July Financial Plan - Net Cash Surplus/(Deficit)	(\$2,897.497)	(\$2,826.180)	(\$2,930.768)	(\$3,164.847)	(\$3,412.526)
Baseline Changes					
Revenue					
Farebox Revenue	\$27.997	\$38.236	\$41.423	\$46.729	\$51.463
Other Operating Revenue	(31.897)	34.009	1.327	1.148	0.134
Capital and Other Reimbursement	59.169	46.473	41.939	29.881	2.447
Total Revenue Changes	\$55.269	\$118.718	\$84.689	\$77.758	\$54.044
Expenses					
<i>Labor:</i>					
Payroll	\$13.927	(\$12.400)	(\$22.734)	(\$17.364)	(\$0.345)
Overtime	(48.621)	(32.476)	(32.133)	(32.898)	(30.279)
Health and Welfare	2.629	(7.736)	(12.973)	(15.645)	(12.425)
OPEB Current Payment	(4.860)	(4.660)	(7.204)	(9.945)	(11.794)
Pensions	3.358	(1.266)	(0.472)	1.301	5.180
Other Fringe Benefits	(16.747)	(14.441)	(16.035)	(14.190)	(10.738)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	(\$50.314)	(\$72.979)	(\$91.551)	(\$88.741)	(\$60.401)
<i>Non-Labor:</i>					
Electric Power	\$0.054	\$15.947	\$3.587	\$11.308	\$13.596
Fuel	(3.024)	3.188	1.159	(0.286)	(0.538)
Insurance	0.137	(3.193)	(2.302)	(1.213)	0.194
Claims	(13.984)	(7.165)	(7.594)	(7.834)	(8.080)
Paratransit Service Contracts	7.564	6.192	6.453	6.495	6.411
Maintenance and Other Operating Contracts	0.480	(9.325)	(15.837)	(14.500)	(1.357)
Professional Service Contracts	(3.893)	(7.354)	(1.286)	6.058	7.412
Materials & Supplies	(31.762)	(0.254)	(10.286)	1.783	6.252
Other Business Expenses	1.351	(0.162)	(0.456)	(0.845)	(0.709)
Total Non-Labor Expense Changes	(\$43.077)	(\$2.126)	(\$26.562)	\$0.966	\$23.181
OPEB	(\$49.628)	\$0.000	\$0.000	\$0.000	\$0.000
Total Expense Changes	(\$143.019)	(\$75.105)	(\$118.113)	(\$87.775)	(\$37.220)
Cash Adjustment Changes					
Revenue	(0.314)	(0.023)	(0.017)	(0.018)	(0.050)
Expense	(32.576)	28.644	10.010	(5.658)	(1.370)
Capital Reimbursement Timing	(12.531)	2.820	0.928	2.538	5.715
OPEB	49.628	0.000	0.000	0.000	0.000
Total Cash Adjustment Changes	\$4.207	\$31.441	\$10.921	(\$3.138)	\$4.295
Total Baseline Changes	(\$83.543)	\$75.054	(\$22.503)	(\$13.155)	\$21.119
November Financial Plan - Net Cash Surplus/(Deficit)	(\$2,981.040)	(\$2,751.126)	(\$2,953.271)	(\$3,178.002)	(\$3,391.407)

MTA NEW YORK CITY TRANSIT
2015 Final Proposed Budget
November Financial Plan 2015 – 2018
Summary of Major Plan-to-Plan Changes

2014: November Financial Plan vs. July Financial Plan

Revenue Changes

Total revenues increase by \$55.3 million from the July Financial Plan.

Major changes include:

- Increased farebox revenue of \$28.0 million, based on higher ridership projections.
- An underrun in other operating revenue of \$31.9 million, due primarily to the unfavorable timing of Sandy reimbursements to 2015.
- Capital reimbursements increase by \$59.2 million to provide for reimbursement of reimbursable expense increases.

Expense Changes

Excluding an increase in Other Post-employment Benefit expenses, total expenses increase from the July Financial Plan by \$93.4 million.

Major changes include:

- Reimbursable expenses are projected to increase by \$59.2 million, due largely to programmatic construction and engineering labor support requirements.
- A projected increase in public liability (claims) major cases, with an estimated additional payout of \$14.0 million.
- Additional overtime requirements of \$11.6 million, primarily for bus operators due to increased traffic and shifting, coverage for the impact of subway train delays and other re-estimates.
- Higher inflationary costs of \$10.7 million, mainly due to projected increases in health & welfare rates.

Cash Adjustments (excluding Other Post-Employment Benefits)

Cash adjustments are projected to be unfavorable by \$45.4 million.

Major changes include:

- The unfavorable timing of materials inventory purchases of \$25.0 million, due in part to Sandy requirements, projected to be offset in 2015 and 2016.
- Earlier than planned retro-wage payments of \$13.2 million, offset in 2015.
- The unfavorable timing of capital reimbursements of \$12.5 million, planned to be offset in subsequent plan years.

2015-2018: November Financial Plan vs. July Financial Plan

Revenue Changes

Total revenue changes from the July Financial Plan result in increases of \$118.7 million in 2015, \$84.7 million in 2016, \$77.8 million in 2017 and \$54.0 million in 2018.

Major changes include:

- Increased farebox revenue of \$38.2 million in 2015, \$41.4 million in 2016, \$46.7 million in 2017 and \$51.5 million in 2018, based on higher ridership projections.
- Other operating revenue increased by \$34.0 million in 2015, largely due to the favorable timing of Sandy recovery reimbursements from 2014. Revenue increased by \$1.3 million in 2016, \$1.1 million in 2017 and \$0.1 million in 2018.
- Capital reimbursements are projected to increase by \$46.5 million in 2015, \$41.9 million in 2016, \$29.9 million in 2017 and \$2.4 million in 2018 to provide for reimbursement of reimbursable expense increases.

Expense Changes

Total expenses increased by \$75.1 million in 2015, \$118.1 million in 2016, \$87.8 million in 2017 and \$37.2 million in 2018.

Major changes include:

- Reimbursable expenses are projected to increase by \$46.5 million in 2015, \$41.9 million in 2016, \$29.9 million in 2017 and \$2.4 million in 2018. The 2015, 2016 and 2017 increases are due primarily to programmatic capital construction, engineering and Sandy labor support requirements, with SIR fleet maintenance requirements impacting 2015 and 2016 increases.
- Additional overtime requirements of \$28.5 million for each year, due primarily to coverage for anticipated adverse weather, the impacts of subway train delays,

additional bus operator requirements in light of additional traffic and shifting, and other re-estimates.

- A subways platform budget reforecast, resulting in additional labor service support of \$9.7 million in 2015 and \$11.0 million for each subsequent year.
- A projected increase in public liability (claims) major cases, with estimated additional payouts of \$7.2 million in 2015, \$7.6 million in 2016, \$7.8 million in 2017 and \$8.1 million in 2018.
- Lower inflationary costs of \$10.2 million in 2015, due to favorable electric power prices, partly offset by increased health & welfare rates. Higher inflationary costs of \$7.8 million in both 2016 and 2017, and \$10.3 million in 2018, are mainly due to projected increases in health & welfare rates, partly offset by projected favorable adjustments in power prices.
- Subways scheduled maintenance requirements are projected to be favorable in 2015 by \$16.1 million and higher by \$6.6 million in 2016, \$11.6 million in 2017 and \$4.4 million in 2018.
- The timing of bus shop plan maintenance requirements, resulting in projected increases of \$0.7 million in 2015 and \$15.4 million in 2016, and reductions of \$4.0 million in 2017 and \$20.7 million in 2018.

Cash Adjustments

Cash adjustments are projected to be favorable by \$31.4 million in 2015, \$10.9 million in 2016, unfavorable \$3.1 million in 2017 and favorable \$4.3 million in 2018.

Major changes include:

- The favorable timing of materials inventory purchases from 2014 of \$15.0 million in 2015 and \$10.0 million in 2016
- The favorable timing of retro-wage payments of \$15.0 million in 2015.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2015- 2018
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

TOTAL NON-REIMBURSABLE and REIMBURSABLE

	2014	2015	2016	2017	2018
July Financial Plan - Net Cash Surplus/(Deficit)	(\$2,897.497)	(\$2,826.180)	(\$2,930.768)	(\$3,164.847)	(\$3,412.526)
Non-Reimbursable Major Changes					
Revenue					
Farebox	\$27.997	\$38.236	\$41.423	\$46.729	\$51.463
Other Operating Revenue	(31.897)	34.009	1.327	1.148	0.134
Sub-Total Non-Reimbursable Revenue Changes	(\$3.900)	\$72.245	\$42.750	\$47.877	\$51.597
Expenses					
Inflation-Related:					
Electric Power	\$0.142	\$16.063	\$4.175	\$11.814	\$13.647
Health & Welfare Rates	(9.764)	(9.711)	(14.143)	(19.920)	(23.021)
Bus/Heating Fuel	(1.038)	3.365	0.889	(0.530)	(0.721)
Materials, Rentals and Miscellaneous Expenses	0.000	0.433	1.274	0.802	(0.218)
Sub-total Inflation-Related	(\$10.660)	\$10.150	(\$7.805)	(\$7.834)	(\$10.313)
Budget Reduction Program:					
Paratransit Savings-Prior Year BRP-Expense Savings Only	\$4.701	\$8.952	\$7.557	\$8.678	\$7.927
Sub-total Budget Reduction Program	\$4.701	\$8.952	\$7.557	\$8.678	\$7.927
Additional Overtime Requirements:					
Bus Operator Overtime Requirements-Traffic and Shifting	(\$5.666)	(\$6.694)	(\$6.694)	(\$6.694)	(\$6.694)
Overtime Adverse Weather Projected Requirements	0.000	(9.423)	(9.423)	(9.423)	(9.423)
RTO (Subway) Overtime for Late Clears	(1.075)	(7.208)	(7.208)	(7.208)	(7.208)
Other Overtime Adjustments	(4.848)	(5.223)	(5.223)	(5.223)	(5.223)
Sub-total Additional Overtime Requirements	(\$11.589)	(\$28.548)	(\$28.548)	(\$28.548)	(\$28.548)
Other Operational Needs/Timing:					
Subways Scheduled Maintenance	\$7.919	\$16.052	(\$6.636)	(\$11.642)	(\$4.449)
Bus Shop Plan Maintenance	0.000	(0.676)	(15.387)	4.085	20.689
Platform Budget Reforecast	(0.246)	(9.663)	(10.958)	(10.958)	(10.958)
EMD (Electrical Maintenance) Telecommunications Adjustment	0.000	(1.234)	(1.645)	(1.645)	(1.645)
IT Governance-ATS/Desktop Remediation Costs	(2.523)	(9.095)	(7.603)	(2.239)	(1.635)
Sub-total Other Operational Needs/Timing	\$5.150	(\$4.616)	(\$42.229)	(\$22.399)	\$2.002
Technical Adjustments/Other Re-estimates:					
Public Liability (Claims) Major Case Reforecast	(\$13.983)	(\$7.166)	(\$7.595)	(\$7.835)	(\$8.081)
Workers' Compensation/Other Fringe Benefits Needs	(4.607)	(5.526)	(5.916)	(5.116)	(4.270)
Pension	3.292	3.640	5.504	6.740	8.405
Insurance re-estimate	0.028	(3.838)	(3.305)	(2.411)	(1.192)
TWU MOU-Retroactive Wages Nonrep. Supervisors	(13.327)	0.000	0.000	0.000	0.000
Timing of Expenses	4.873	(4.873)	0.000	0.000	0.000
All other	1.900	3.193	6.163	0.831	(0.703)
Sub-total Technical Adjustments/Other Re-estimates	(\$21.824)	(\$14.570)	(\$5.149)	(\$7.791)	(\$5.841)
Sub-Total Non-Reimbursable Expense Changes*	(\$34.222)	(\$28.632)	(\$76.174)	(\$57.894)	(\$34.773)
Total Non-Reimbursable Major Change	(\$38.122)	\$43.613	(\$33.424)	(\$10.017)	\$16.824
Reimbursable Major Changes					
Revenue					
Increased Reimbursements-Higher Expenses	\$59.169	\$46.473	\$41.939	\$29.881	\$2.447
Sub-Total Reimbursable Revenue Changes	\$59.169	\$46.473	\$41.939	\$29.881	\$2.447
Expenses					
Increased Reimbursable project requirements and Re-estimates	(\$59.169)	(\$46.473)	(\$41.939)	(\$29.881)	(\$2.447)
Sub-Total Reimbursable Expense Changes	(\$59.169)	(\$46.473)	(\$41.939)	(\$29.881)	(\$2.447)
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	(\$38.122)	\$43.613	(\$33.424)	(\$10.017)	\$16.824
Cash Adjustment Changes					
Health & Welfare Timing	\$7.296	(\$2.201)	\$0.000	(\$5.096)	\$0.000
Capital Reimbursement Timing	(12.531)	2.820	0.928	2.538	5.715
Salaries & Wages-Mostly Labor Contract Retro .Payments	(13.202)	14.973	0.348	0.200	0.205
GASB Account Payments	(0.697)	0.000	0.000	0.000	(0.370)
Fringe Benefit Payment Timing	(1.002)	0.752	(0.368)	(0.797)	(1.235)
Materials & Supplies	(25.000)	15.000	10.000	0.000	0.000
Other	(0.285)	0.097	0.013	0.017	(0.020)
Total Cash Adjustment Change*	(\$45.421)	\$31.441	\$10.921	(\$3.138)	\$4.295
Total Baseline Changes	(\$83.543)	\$75.054	(\$22.503)	(\$13.155)	\$21.119
November Financial Plan - Net Cash Surplus/(Deficit)	(\$2,981.040)	(\$2,751.126)	(\$2,953.271)	(\$3,178.002)	(\$3,391.407)

*Excluding Other Post-Employment Benefit Re-estimates

MTA NEW YORK CITY TRANSIT
2015 Final Proposed Budget
November Financial Plan 2015 – 2018

RIDERSHIP/ (UTILIZATION)

The November 2014 Financial Plan baseline ridership forecast assumes that the weather-adjusted January-August 2014 subway ridership trend, which was 1.1% above budget, and the weather-adjusted January-August 2014 bus ridership trend, which was 0.7% below budget, will continue for the rest of the year. The November Plan subway ridership forecast is an improvement over the 0.4% positive ridership variance assumed in the July 2014 Plan, while the 0.7% negative ridership for bus is the same as in the July Plan. As a result, projected 2014 baseline ridership is 13.1 million higher than the July 2014 Plan.

In developing the 2015 ridership forecast, 2014 ridership was adjusted upward to account for the severe winter weather in January and February 2014. 2015 subway ridership is projected to increase by approximately 1.5% based on the 2015 employment forecast, which was lower than the 1.6% employment growth forecast used in the July 2014 Plan. 2015 bus ridership is projected to increase by approximately 0.6%, based on a 40% factor applied to the employment forecast. Despite the lower employment forecast, projected 2015 ridership is 10.1 million higher than the July Plan due to the higher subway ridership.

Working off the revised 2015 projection, 2016 to 2018 subway and bus ridership growth forecasts are based on the August 2014 employment forecast, which projects slightly larger employment increases in 2016 to 2018 than the forecast used in the July 2014 Plan.

In addition to the baseline changes summarized above, the November Plan forecast also includes a subway ridership increase due to the 7 line extension. Subway ridership is expected to increase 0.5 million annually beginning in 2015.

As a result of the baseline, employment and 7 line extension changes, total subway and bus ridership is higher than the July 2014 Plan by 10.1 million in 2015, 11.8 million in 2016, 14.6 million in 2017, and 17.2 million in 2018.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2015- 2018
Ridership/Traffic Volume (Utilization)
(\$ in millions)

	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
RIDERSHIP						
Subway	1,707.556	1,745.761	1,778.911	1,807.747	1,825.055	1,840.591
Bus	677.569	669.438	680.868	687.405	690.096	694.784
Paratransit	9.266	8.921	9.743	10.425	11.155	11.936
Total Ridership	2,394.391	2,424.120	2,469.522	2,505.577	2,526.306	2,547.311
FAREBOX REVENUE (Excluding fare media liability)						
Subway	\$3,030.746	\$3,148.155	\$3,204.326	\$3,258.335	\$3,290.754	\$3,319.853
Bus	941.063	950.490	963.580	973.402	977.236	984.177
Paratransit	16.465	16.000	17.474	18.697	20.006	21.406
Total Farebox Revenue	\$3,988.274	\$4,114.645	\$4,185.380	\$4,250.434	\$4,287.996	\$4,325.436

NEW YORK CITY TRANSIT
November Financial Plan 2015-2018
2014 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	<u>Pos.</u>	<u>2014</u>	<u>Pos.</u>	<u>2015</u>	<u>Pos.</u>	<u>2016</u>	<u>Pos.</u>	<u>2017</u>	<u>Pos.</u>	<u>2018</u>
<u>Administration</u>										
EGWP Program (July Plan)	0	12.229	0	15.676	0	15.676	0	15.676	0	15.676
Medical Eligibility Initiative (July Plan)	0	<u>2.720</u>	0	<u>2.798</u>	0	<u>2.798</u>	0	<u>2.798</u>	0	<u>2.798</u>
Subtotal Administration	0	14.949	0	18.474	0	18.474	0	18.474	0	18.474
<u>Customer Convenience/Amenities</u>										
None	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>
Subtotal Customer Convenience/Amenities	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<u>Maintenance</u>										
DOS Availability-Reduce IOD Lost Days (July Plan)	0	0.000	0	1.729	0	1.729	0	1.729	0	1.729
DOS Availability-Video RTK Training at Home (July Plan)	0	0.000	23	0.651	23	0.651	23	0.651	23	0.651
DCE Facility Cleaning Efficiency (July Plan)	<u>28</u>	<u>1.480</u>	<u>28</u>	<u>2.864</u>	<u>28</u>	<u>2.864</u>	<u>28</u>	<u>2.864</u>	<u>28</u>	<u>2.864</u>
Subtotal Maintenance	28	1.480	51	5.244	51	5.244	51	5.244	51	5.244
<u>Revenue Enhancement</u>										
None	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>
Subtotal Revenue Enhancement	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<u>Safety</u>										
None	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>
Subtotal Safety	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<u>Security</u>										
None	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>
Subtotal Security	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<u>Service</u>										
Revenue Collection Efficiencies (July Plan)	17	1.895	17	1.518	17	1.518	17	1.518	17	1.518
Tower Operator Efficiencies (July Plan)	<u>2</u>	<u>1.247</u>	<u>12</u>	<u>1.164</u>	<u>12</u>	<u>1.164</u>	<u>12</u>	<u>1.164</u>	<u>12</u>	<u>1.164</u>
Subtotal Service	19	3.142	29	2.682	29	2.682	29	2.682	29	2.682
<u>Service Support</u>										
None	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>
Subtotal Service Support	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
<u>Other</u>										
None	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>	0	<u>0.000</u>
Subtotal Other	0	0.000	0	0.000	0	0.000	0	0.000	0	0.000
Agency Submission	47	\$19.571	80	\$26.400	80	\$26.400	80	\$26.400	80	\$26.400

NEW YORK CITY TRANSIT
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Worksheet

Category by Function: Health & Welfare - Administration

Program: Employee Group Waiver Plan (EGWP)

Background Details: NYCT has been the recipient in recent years of an annual Retiree Drug Subsidy (RDS) from the federal government for continuing to offer a prescription drug plan to Medicare eligible members that is at least equal to a Medicare Part D prescription drug plan. The Affordable Care Act ("ACA"), through the Center for Medicare and Medicaid Services ("CMS"), makes provision for an Employer Group Waiver Plan (EGWP), which is more financially attractive alternative to RDS for Medicare eligible members.

Program Description/Implementation Plan: NYCT has implemented EGWP with partners UHC and Prescription Solutions, and the agency is currently receiving significant scheduled rebates for drug costs from both the Drug Manufacturers and CMS for employees whom have elected to enroll in EGWP.

Program Implementation Date: 1/1/2014 **When will savings begin?:** 1/1/2014
Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>	\$12.229	\$15.676	\$15.676	\$15.676	\$15.676
Net Cash Savings (in millions)	\$12.229	\$15.676	\$15.676	\$15.676	\$15.676
<i>Total Positions Required:</i>	N/A	N/A	N/A	N/A	N/A

NEW YORK CITY TRANSIT
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Worksheet

Category by Function: Health & Welfare - Administration

Program: Medical Eligibility Initiative

Background Details:	In collaboration with BSC and Audit, NYCTA has been refining employee eligibility transmission files to benefit providers. The approach has been two pronged: 1) to remove ineligible, and 2) automate transfer of medicare eligible employees to Medicare primary as they age into the cohort
----------------------------	--

Program Description/ Implementation Plan:	A cross functional workgroup has been meeting bi-weekly to address a backlog of ineligible employees in both the HR system as well as the benefit provider files. The team has identified and addressed many technical hurdles to either resolve classification errors or to automate classification with better timing triggers, resulting in reduced medical claims expense paid by the agency.
--	---

Program Implementation Date:	1/1/2014	When will savings begin?:	1/1/2014
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>	\$2.720	\$2.798	\$2.798	\$2.798	\$2.798
Net Cash Savings (in millions)	\$2.720	\$2.798	\$2.798	\$2.798	\$2.798
<i>Total Positions Required:</i>	N/A	N/A	N/A	N/A	N/A

NEW YORK CITY TRANSIT
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Worksheet

Category by Function: Maintenance
Program: DOS Availability - Reduce IOD Lost Days

Background Details:	Worker's Compensation savings for hourly employee's in the Department of Subways.
----------------------------	---

Program Description/ Implementation Plan:	Savings will be achieved through a more comprehensive and aggressive monitoring and review of IOD (Injury-on-Duty) claims by the Department of Subways through the Division of Operations Support and Administration to reduce the number of days employees are out of work long-term.
--	--

Labor agreement concerns?:	No	If Yes, describe in Other Issues below.	N/A
Layoffs required?:	No	If Yes, when?:	N/A
Program Implementation Date:	1/1/2015	When will savings begin?:	1/1/2015
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.729	\$1.729	\$1.729	\$1.729

*Total Positions Required:
(List Title of Positions)*

NEW YORK CITY TRANSIT
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: DOS Availability - Video RTK Training at Home

Background Details:	Implement the Right To Know (RTK) Training at Home using the "Automated Tool" developed through a settlement to increase Station Agent and Station Cleaner availability while increasing UOT as training will be done at home. Given the automation of training, a reduction of 30% in training hours will be achieved. This results in eliminating the need for backfill, but incurring overtime for training offset by a reduction in the training hours.
----------------------------	---

Program Description/ Implementation Plan:	The RTK Training at Home will be implemented starting Jan 1, 2015. 13 Station Agents and 10 Cleaners will be reduced given the increase in availability and UOT will be applied to the reduced hours of training done at home.
--	--

Program Implementation Date:	1/12015	When will savings begin?:	1/12015
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.651	\$0.651	\$0.651	\$0.651
<i>Total Positions Required:</i>		23	23	23	23

NEW YORK CITY TRANSIT
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Worksheet

Category by Function: Maintenance
Program: DCE Facility Cleaning Efficiency

Background Details:	Implement improved processes for car and facility cleaning that will result in cleaning position reductions and a decrease in OTPS expenses in Car Equipment's maintenance and overhaul shops.
----------------------------	--

Program Description/ Implementation Plan:	Savings initiative will result in a 2% reduction in cleaner positions at 13 maintenance and 2 overhaul shops.
--	---

Program Implementation Date:	7/1/2014	When will savings begin?:	7/1/2014
Other Issues:		Are these savings recurring?:	Yes

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$1.480	\$2.864	\$2.864	\$2.864	\$2.864
<i>Total Positions Required:</i>	28	28	28	28	28

NEW YORK CITY TRANSIT
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Worksheet

Category by Function: **Service**
Program: **Revenue Collection Efficiencies**

This initiative reflects reductions in labor costs resulting from the implementation of the Green Fee and other operational efficiencies. With the implementation of the Green fee charge the number of Metrocards produced has decreased resulting in the need for (8) fewer cashier positions. Revenue collections has reduced the number of collecting agents (9) based on historical operations. 2014 includes vacancy savings as well. Unscheduled overtime has also been reduced based on the same operating trends beginning in 2015.

Program Description/Implementation Plan:
Reductions in budgeted staff began in January 2014 while overtime reductions begin in 2015.

Program Implementation Date: **Jan-14** **When will savings begin?:** **Jan-14**
Are these savings recurring?: **Yes**

Other Issues:

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$1.895	\$1.518	\$1.518	\$1.518	\$1.518
<i>Total Positions Required:</i>	17	17	17	17	17

NEW YORK CITY TRANSIT
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Worksheet

Category by Function: Service
Program: Tower Operation Efficiencies

Background Details:	RTO Subdivision B Tower Operator and Supervision reduction resulting from a Zero Base Budget (ZBB) analysis of the function. Subdivision A has already been done.
----------------------------	---

Program Description/ Implementation Plan:	2014 savings are being achieved through existing Tower Operator and supervision vacancies projected to year-end. In 2015, 2 Train Dispatcher and 10 Tower Operator positions will be eliminated from the Spring and Fall Picks based on the ZBB.
--	--

Program Implementation Date:	1/1/2014	When will savings begin?:	1/1/2014
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$1.247	\$1.164	\$1.164	\$1.164	\$1.164
<i>Total Positions Required:</i>	2	12	12	12	12

**MTA NEW YORK CITY TRANSIT
2015 Final Proposed Budget
November Financial Plan 2015 – 2018
Positions**

POSITION ASSUMPTIONS

2014: November Financial Plan vs. July Financial Plan

Total baseline positions are projected to decrease by 54, including a non-reimbursable decrease of 50 and a reimbursable decrease of 4. Specifically:

- -52 positions for platform budget reforecast
- -3 positions for IT consolidation support
- +5 positions for non-reimbursable miscellaneous other
- -4 positions for reimbursable railcar support

The breakdown of the 54 position decrease by function is as follows:

Administration (total increase of 4 positions) includes:

- +4 positions for miscellaneous other

Operations (total decrease of 74 positions) include:

- -52 positions for platform budget reforecast
- -22 positions for miscellaneous other

Maintenance (total increase of 13 positions) includes:

- +13 positions for miscellaneous other

Public Safety +3

Position increases by occupational group are: Managers/Supervisors -5, Professional, Technical, Clerical +6, and Operational Hourlies -55.

For further details, please see position tables.

2015: November Financial Plan vs. July Financial Plan

Reimbursable (total increase of 235 positions) includes:

- +102 positions for Sandy support
- +36 positions for acceleration of the Help Point project
- +75 positions for SIR R44 SMS support
- +13 positions for Subways capital program support
- +9 positions for miscellaneous other capital program support

Non-Reimbursable (total increase of 88 positions) includes:

- +27 positions for Electronics Maintenance Division for police radio, electronics field and telecommunications maintenance
- +52 positions for training float
- +9 positions for miscellaneous other

The breakdown of the 323 position increase by function is as follows:

- Administration (total decrease of 78 positions) – mainly due to availability and pay hour adjustments
- Operations (total increase of 300 positions) – mainly due to platform budget changes, training float adjustments and staffing support of Sandy efforts
- Maintenance (total increase of 100 positions) – mainly due to capital program requirements, increase in Electronics Maintenance and railcar support
- Public Safety (total increase of 1 position)

Position increases by occupational group are: Managers/Supervisors +7, Professional, Technical, Clerical +31, and Operational Hourlies +285.

2016 - 2017: November Financial Plan vs. July Financial Plan

Reimbursable (total increase of 165 positions in 2016, 172 positions in 2017) includes:

- +33 positions for Sandy support (+159 in 2017)
- +37 positions for acceleration of the Help Point project
- +79 positions for SIR R44 SMS support
- +7 positions for Subways capital program support (+3 in 2017)
- +9 positions for miscellaneous other capital program support (+10 in 2017)

Non-Reimbursable (total increase of 141 positions in 2016, +117 positions in 2017) includes:

- +27 positions for Electronics Maintenance Division for police radio, electronics field and telecommunications maintenance (+52 positions in 2017)
- +36 positions for training float (+36 in 2017)
- +49 positions for platform budget reforecast (+49 in 2017)
- +27 positions for Car Equipment SMS (+84 positions in 2017)
- -20 positions for Bus Shop Plan (-126 in 2017)
- +22 positions for miscellaneous other (+22 in 2017)

The breakdown of the 306 position increase in 2016 and 289 position increase in 2017 by function is as follows:

- Administration (total decrease of 95 positions in 2016 and 94 positions in 2017) – mainly due to availability and pay hour adjustments

- Operations (total increase of 238 positions in 2016 and 364 positions in 2017) – mainly due to platform budget changes, training float adjustments and staffing support of Sandy efforts
- Maintenance (total increase of 161 positions in 2016 and 17 positions in 2017) – mainly due to capital program requirements, increase in Electronics Maintenance and railcar support
- Public Safety (total increase of 2 positions in 2016 and 2017)

Position increases by occupational group in 2016 are: Managers/Supervisors -1, Professional, Technical, Clerical +20, and Operational Hourlies +287. In 2017, positions increase among Managers/Supervisors +13, and Professional, Technical, Clerical +17 and Operational Hourlies +259. In 2018, positions decrease among Managers/Supervisors -5, and increase among Professional, Technical, Clerical +9, and Operational Hourlies +53.

Year over Year

2015 over 2014

Total positions increase by 64. The increase is mainly due to changes in Subways due to platform budget – normal budget increases and new needs, training float adjustments, SMS and capital project adjustments.

2016 over 2015

Total positions decrease by 462. The decrease is mainly due to fewer required Sandy positions, capital project completion, bus shop plan and SMS adjustments.

2017 over 2016

Total positions increase by 104 positions, mainly due to operating staff requirements for the 2nd Avenue Subway, offset by SMS and bus shop adjustments and capital project completion.

2018 over 2017

Total positions decrease by 277 positions, mainly due to fewer required Sandy positions, as well as changes in the Subways SMS program.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2015-2018
Favorable/(Unfavorable)

Total Position Changes at a Glance

	2014	2015	2016	2017	2018
2014 July Plan - Total Baseline Positions	47,447	47,134	46,689	46,810	46,765
Total Plan-to-Plan Changes	54	(323)	(306)	(289)	(57)
2014 November Plan - Total Baseline Positions	47,393	47,457	46,995	47,099	46,822
Total Year-to-Year Changes, November Plan		(64)	462	(104)	277

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	50	(88)	(141)	(117)	(66)
<i>Reimbursable</i>	4	(235)	(165)	(172)	9
Total	54	(323)	(306)	(289)	(57)
<i>Full-Time</i>	54	(323)	(306)	(289)	(57)
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	54	(323)	(306)	(289)	(57)
<i>By Function Category</i>					
- Administration	(4)	78	95	94	96
- Operations	74	(300)	(238)	(364)	(193)
- Maintenance	(13)	(100)	(161)	(17)	42
- Engineering/Capital	0	0	0	0	0
- Public Safety	(3)	(1)	(2)	(2)	(2)
Total	54	(323)	(306)	(289)	(57)
<i>By Occupational Group</i>					
- Managers/Supervisors	5	(7)	1	(13)	5
- Professional, Technical, Clerical	(6)	(31)	(20)	(17)	(9)
- Operational Hourlies	55	(285)	(287)	(259)	(53)
Total	54	(323)	(306)	(289)	(57)

Total Plan-to-Plan Changes by Major Category:

<i>2014 BRPs</i>	0	0	0	0	0
<i>New Needs</i>	0	0	0	0	0
<i>Change in Reimbursable Positions</i>	4	(235)	(165)	(172)	9
<i>Re-estimates & All Other</i> ¹	50	(88)	(141)	(117)	(66)
Total	54	(323)	(306)	(289)	(57)

¹ Includes Full-time Equivalents

MTA New York City Transit
November Financial Plan 2015 - 2018
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Administration						
Office of the President	53	60	62	62	62	62
Law	267	278	278	277	277	277
Office of the EVP	40	42	42	40	40	40
Human Resources	247	227	227	222	222	220
Office of Management and Budget	36	40	41	40	40	40
Capital Planning & Budget	28	33	33	33	33	33
Corporate Communications	236	262	262	258	258	258
Technology & Information Services	427	447	446	444	444	444
Non-Departmental	1	(106)	(126)	(104)	(102)	(102)
Labor Relations	85	97	97	97	97	97
Material	237	291	282	252	251	251
Controller	142	137	137	130	130	130
Total Administration	1,799	1,808	1,781	1,751	1,752	1,750
Operations						
Subways Service Delivery	7,679	7,749	7,768	7,677	7,824	7,652
Subways Operation Support /Admin	366	367	367	367	367	367
Subways Stations	2,633	2,612	2,630	2,633	2,633	2,633
Subtotal - Subways	10,678	10,728	10,765	10,677	10,824	10,652
Buses	10,521	10,685	10,832	10,805	10,805	10,805
Paratransit	194	213	213	213	213	213
Operations Planning	395	404	381	375	375	375
Revenue Control	431	448	448	448	448	448
Total Operations	22,219	22,478	22,639	22,518	22,665	22,493
Maintenance						
Subways Operation Support /Admin	190	202	185	160	160	160
Subways Engineering	323	338	331	304	300	289
Subways Car Equipment	4,197	4,302	4,434	4,352	4,197	4,107
Subways Infrastructure	1,423	1,476	1,449	1,438	1,436	1,436
Subways Elevator & Escalators	370	401	401	403	403	403
Subways Stations	3,476	3,657	3,640	3,637	3,788	3,788
Subways Track	2,705	2,732	2,734	2,734	2,734	2,734
Subways Power	593	624	594	580	580	580
Subways Signals	1,408	1,443	1,383	1,361	1,361	1,361
Subways Electronics Maintenance	1,399	1,477	1,521	1,494	1,482	1,482
Subtotal - Subways	16,084	16,652	16,672	16,463	16,441	16,340
Buses	3,700	3,759	3,646	3,601	3,579	3,577
Revenue Control	137	137	137	137	137	137
Supply Logistics	561	561	558	558	558	558
System Safety	88	91	91	88	88	88
Total Maintenance	20,570	21,200	21,104	20,847	20,803	20,700
Engineering/Capital						
Capital Program Management	1,237	1,274	1,299	1,244	1,244	1,244
Total Engineering/Capital	1,237	1,274	1,299	1,244	1,244	1,244
Public Safety						
Security	587	633	634	635	635	635
Total Public Safety	587	633	634	635	635	635
Total Baseline Positions	46,412	47,393	47,457	46,995	47,099	46,822
Non-Reimbursable	42,459	42,680	42,558	42,444	42,680	42,601
Reimbursable	3,953	4,713	4,899	4,551	4,419	4,221
Total Full-Time	46,165	47,235	47,314	46,852	46,956	46,679
Total Full-Time Equivalents	247	158	143	143	143	143

**MTA New York City Transit
November Financial Plan 2015 - 2018
Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Administration						
Managers/Supervisors	573	604	661	639	638	638
Professional, Technical, Clerical	1,204	1,144	1,182	1,173	1,173	1,171
Operational Hourlies	22	60	(62)	(61)	(59)	(59)
Total Administration	1,799	1,808	1,781	1,751	1,752	1,750
Operations						
Managers/Supervisors	2,534	2,647	2,617	2,596	2,608	2,595
Professional, Technical, Clerical	476	482	481	478	478	478
Operational Hourlies	19,209	19,349	19,541	19,444	19,579	19,420
Total Operations	22,219	22,478	22,639	22,518	22,665	22,493
Maintenance						
Managers/Supervisors	3,666	3,841	3,805	3,750	3,754	3,740
Professional, Technical, Clerical	973	1,045	1,019	967	960	950
Operational Hourlies	15,931	16,314	16,280	16,130	16,089	16,010
Total Maintenance	20,570	21,200	21,104	20,847	20,803	20,700
Engineering/Capital						
Managers/Supervisors	300	329	334	283	283	283
Professional, Technical, Clerical	935	943	963	959	959	959
Operational Hourlies	2	2	2	2	2	2
Total Engineering/Capital	1,237	1,274	1,299	1,244	1,244	1,244
Public Safety						
Managers/Supervisors	222	254	254	254	254	254
Professional, Technical, Clerical	32	40	40	40	40	40
Operational Hourlies	333	339	340	341	341	341
Total Public Safety	587	633	634	635	635	635
Total Baseline Positions						
Managers/Supervisors	7,295	7,675	7,671	7,522	7,537	7,510
Professional, Technical, Clerical	3,620	3,654	3,685	3,617	3,610	3,598
Operational Hourlies	35,497	36,064	36,101	35,856	35,952	35,714
Total Baseline Positions	46,412	47,393	47,457	46,995	47,099	46,822

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MTA Bus Company

MTA BUS COMPANY
2015 Final Proposed Budget
November Financial Plan 2015 – 2018

FINANCIAL OVERVIEW

MTABC remains committed to providing 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 these needs and includes funding for several important programmatic initiatives critical to meet MTABC's operational and maintenance needs. All other expense/cash changes result from either re-estimates, adjustments reflecting the impact of inflation, or the projected timing of expenses, payments or reimbursements.

Important programmatic initiatives and adjustments, included in this financial plan, are summarized as follows:

- **Intelligent Vehicle Network (IVN) Installation** - Install IVN at remaining four depots (Yonkers, Eastchester, Baisley Park and Far Rockaway). IVN is a hardware and software system that collects data from multiple vehicle control computers. The IVN system increases bus reliability by providing the means to identify and alert maintenance personnel of problems before they result in malfunctions that cause road calls or failures while a bus is in revenue service.
- **CMF Line Supervisors** - Over the years, the scope of the East New York & Eastchester operation has increased to become a full-fledged Central Maintenance Facility (CMF). By allocating the proposed number of maintenance supervisors by the specialties of each operation, workload distribution and by locations, the CMF operations will have the proper level of supervision to ensure that all policies and procedures are being followed.
- **Bus Camera Security System** - All new buses will be delivered with camera systems installed by the bus manufacturer. The goals of the Bus Camera Security Systems (BCSS) are to improve the security provided to our employees and customers, act as a deterrent for criminal/terrorist activity, and provide a video record (a "neutral witness") that can be used in the investigation and prosecution of criminal and other improper activity. The BCSS staff is required for technical support, camera/video maintenance, physical camera inspections, and general program support needs.
- **Platform Budget** – Continuing work started in prior plans, MTABC is refining the running times to more accurately reflect current traffic and operating conditions. This is an ongoing initiative which started in 2012 - 2013 as the Hastus scheduling software was implemented in MTABC.

- **Shop Overhaul** - This one-time expense will cover the additional costs for materials purchased instead of being rebuilt by the shop.
- **Shop Hybrid Repower Deferral** – Revised assumptions and resulting delays in the program shifts the hybrid conversion from 2015/2016 to 2016/2017.
- **Overtime Alignment** - Align the budget with actual maintenance spending levels based on recent years. The improvement in reliability, which is reflected in year-over-year gains in MDBF, is a function of greater reliance on predictive maintenance (move to preventative vs. fix as fail) and the resulting repairs that have been accelerated to minimize in-service failures. This request ensures consistency with MTA maintenance standards.
- **Overtime for Supervisors** – Increase oversight of operations and align the budget with actual spending levels based on recent years. Line Supervisor overtime has been one of the primary drivers for supervisory overruns. The primary factor is the impact of capital funding shortfalls and the need to keep buses in service beyond the 12 year life of a bus.
- **OTPS Budget Re-assessment** - reflects decreases in Maintenance and Other Operating Contracts, Professional Service Contracts and Other Business Expenses to fund important new programmatic initiatives.

2014 November Forecast

MTA Bus Company's 2014 November Forecast includes total expenses before depreciation and other post-employment benefits of \$606.6 million, consisting of \$600.9 million of non-reimbursable expenses and \$5.7 million of reimbursable expenses. Total revenues are projected to be \$228.6 million, of which \$202.7 million is Farebox Revenues, \$20.2 million is Other Operating Revenue and \$5.7 million is Capital and Other Reimbursements. Total baseline full-time and full-time equivalent positions are 3,711 (3,673 non-reimbursable positions and 38 reimbursable positions).

The 2014 net operating cash deficit is projected to increase by \$9.1 million from the Mid-Year Forecast.

Major operating cash changes include:

- A Farebox Revenue increase of \$2.9 million due to improvements in local and express bus ridership.
- Other Operating Revenue decrease of \$6.3 million due to the timing of Sandy Recoveries.

- Payroll expenses increase by a net \$1.4 million primarily due to wage progression changes, service management/BUS TREK, and vacation buy back, partly offset by a non-represented career & salary wage rate adjustment and cancellation of a non-revenue vehicle repair contract.
- Overtime expense increase of \$3.4 million due mostly to revised programmatic assumptions and additional union release hours for JFK/FR union employees.
- Pension increase of \$0.6 million based on position changes and third party actuarial.
- Insurance increase of \$2.2 million in premiums for the excess loss programs.
- Maintenance and Other Operating Contracts decrease of \$2.3 million primarily due to rightsizing the budget and aligning with trends.
- Reimbursable expenses are projected to remain the same.

Total baseline net positions are projected to increase by 1 to 3,711.

2015 Final Proposed Budget

MTA Bus Company's 2015 Final Proposed Budget includes total expenses before depreciation and other post-employment benefits of \$634.0 million, consisting of \$628.3 million of non-reimbursable expenses and \$5.7 million of reimbursable expenses. Total revenues are projected to be \$237.4 million, of which \$205.0 million is Farebox Revenues, \$26.7 million is Other Operating Revenue and \$5.7 million is Capital and Other Reimbursements. Total baseline full-time and full-time equivalent positions are 3,744 (3,706 non-reimbursable positions and 38 reimbursable positions).

The 2015 net operating cash deficit is projected to improve by \$17.2 million from the July Financial Plan.

Major operating cash changes include:

- A Farebox Revenue increase of \$3.6 million due to improvements in local and express bus ridership.
- Other Operating Revenue increase of \$6.3 million due to the timing of Sandy recoveries.
- Payroll expenses increase by a net of \$2.5 million mainly due to wage progression changes, and service management/BUS TREK training, partially offset by a non-represented career & salary wage rate adjustment and the cancellation of a non-revenue vehicle maintenance agreement.

- Overtime expense increase of \$2.9 million primarily due to revised coverage assumptions, additional Union Release time for JFK/FR union representatives, and rebaselining weather emergencies.
- Health & Welfare (including OPEB current payments), expense increase of \$1.1 million, mainly based on changes in rate assumptions.
- Pension increase of \$1.7 million based on changes in headcount and third party actuarial assumptions.
- Other Fringe Benefits increase of \$0.6 million due to related salary and wage changes.
- Insurance increase of \$2.2 million in premiums for the excess loss programs.
- Maintenance and Other Operating Contracts decrease of \$21.3 million primarily due to deferral of the Hybrid Repower program from 2015/2016 to 2016/2017.
- Professional Service Contracts increase of \$2.5 million primarily due to installation of IVN at four remaining depots.
- Material and Supplies increase of \$0.9 million mainly due to requirements for the Shop overhaul program.

Reimbursable expenses are projected to remain unchanged.

Total baseline positions are projected to increase by 24, mainly due to the changes in the Platform Budget, increase in Line Supervisors for the Shop as it becomes a full service CMF and training superintendents for the Bus Trek program. This is partially offset by a reduction in headcount due to the cancellation of a non-revenue vehicle repair contract. Total 2015 positions are projected at 3,744 by year-end.

2016 - 2018 Projections

Net operating cash deficits are projected to improve by \$1.2 million in 2016, and worsen by \$38.4 million in 2017 and \$9.8 million in 2018, relative to the Mid-Year Forecast.

Major operating cash changes include:

- Farebox Revenue increase of \$3.7 million in 2016, \$3.8 million in 2017 and \$3.9 million in 2018, due to increases in local and express bus ridership.

- Payroll increase of \$3.1 million in 2016, and \$3.2 million in 2017 and 2018, primarily due to the platform budget, the wage progression increases and programmatic initiatives discussed previously.
- Overtime increase of \$3.4 million in 2016, and \$3.4 million in 2017 and 2018, primarily due to revised programmatic assumptions, additional Union Release time for JFK/FR union release employees, and rebaselining weather emergencies.
- Health & Welfare expense (including OPEB current payments), resulting in an expense increase of \$1.8 million in 2016, \$1.5 million in 2017 and \$2.6 million in 2018, based on changes in the Health & Welfare rate assumptions and programmatic initiatives discussed previously.
- Pension increase of \$1.7 million in 2016, \$1.2 million in 2017 and \$1.0 million in 2018 based on changes in headcount and third party actuarial assumptions.
- Fuel increase of \$0.6 million in 2016, and \$0.7 million in 2017 and 2018 as a result of revised forecast assumptions.
- Insurance increase of \$2.1 million in 2016, \$1.9 million in 2017 and \$1.7 million in 2018 as a result of revised premiums for the excess loss program.
- Maintenance and Other Operating Contract expenses are projected to decrease by \$11.0 million in 2016, increase by \$29.1 million in 2017 and decrease by \$0.1 million in 2018. This is primarily due to the deferral of the Hybrid Repower program from 2015/2016 to 2016/2017.

Reimbursable expenses are projected to remain the same.

Total Baseline positions are projected to increase by 22 in 2016 and 2017, and increase by 21 in 2018, mainly due to the changes in the Platform Budget and the increase in Line Supervisors for the Shop as it becomes a full service CMF. This is partially offset by the cancellation of the MNR non-revenue vehicle maintenance repair contract.

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
Operating Revenue						
Farebox Revenue	\$199.187	\$202.701	\$204.965	\$206.573	\$206.937	\$207.926
Other Operating Revenue	26.231	20.192	26.735	20.578	20.939	21.316
Capital and Other Reimbursements	-	-	-	-	-	-
Total Revenue	\$225.418	\$222.893	\$231.700	\$227.151	\$227.876	\$229.242
Operating Expenses						
Labor:						
Payroll	\$240.852	\$243.357	\$249.099	\$257.202	\$263.077	\$262.448
Overtime	49.106	53.491	48.523	49.954	50.857	51.456
Health and Welfare	43.429	50.205	53.806	58.838	63.843	69.653
OPEB Current Payment	18.539	18.505	20.905	22.499	24.514	26.807
Pensions	45.550	45.292	45.723	46.252	46.737	47.381
Other Fringe Benefits	45.923	46.661	46.869	49.703	49.503	52.368
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$443.399	\$457.511	\$464.925	\$484.448	\$498.531	\$510.113
Non-Labor:						
Electric Power	\$1.555	\$1.930	\$1.804	\$1.975	\$2.250	\$2.423
Fuel	35.004	37.515	35.667	35.024	35.869	36.925
Insurance	2.562	5.648	6.057	6.653	7.572	8.028
Claims	19.108	22.256	28.000	29.000	29.447	29.977
Maintenance and Other Operating Contracts	19.595	18.463	28.709	34.869	64.608	21.874
Professional Service Contracts	16.907	20.626	23.060	20.880	21.385	21.580
Materials & Supplies	37.757	34.325	37.564	41.006	38.859	33.079
Other Business Expenses	4.698	2.656	2.501	2.655	4.779	4.848
Total Non-Labor Expenses	\$137.186	\$143.419	\$163.362	\$172.062	\$204.769	\$158.734
Other Expenses Adjustments:						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$580.585	\$600.930	\$628.287	\$656.510	\$703.300	\$668.847
Depreciation	\$48.887	\$42.235	\$42.236	\$42.236	\$42.887	\$43.658
OPEB Obligation	100.150	100.150	100.150	100.150	100.150	100.150
Environmental Remediation	1.742	-	-	-	-	-
Total Expenses	\$731.364	\$743.315	\$770.673	\$798.896	\$846.337	\$812.655
Net Surplus/(Deficit)	(\$505.946)	(\$520.422)	(\$538.973)	(\$571.745)	(\$618.461)	(\$583.413)

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2013	2014	2015			
	Actual	November	Final Proposed	2016	2017	2018
		Forecast	Budget			
Revenue						
Farebox Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	6.357	5.663	5.738	5.812	5.625	5.723
Total Revenue	\$6.357	\$5.663	\$5.738	\$5.812	\$5.625	\$5.723
Expenses						
<u>Labor:</u>						
Payroll	\$3.304	\$2.684	\$2.714	\$2.743	\$2.530	\$2.576
Overtime	-	-	-	-	-	-
Health and Welfare	0.912	1.023	1.038	1.053	1.060	1.079
OPEB Current Payment	-	-	-	-	-	-
Pensions	0.480	0.465	0.470	0.473	0.473	0.482
Other Fringe Benefits	0.668	0.456	0.462	0.469	0.472	0.481
Reimbursable Overhead	0.030	-	-	-	-	-
Total Labor Expenses	\$5.394	\$4.628	\$4.684	\$4.738	\$4.535	\$4.618
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.071	0.223	0.227	0.231	0.235	0.238
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	0.892	0.812	0.827	0.843	0.855	0.867
Other Business Expenses	-	-	-	-	-	-
Total Non-Labor Expenses	\$0.963	\$1.035	\$1.054	\$1.074	\$1.090	\$1.105
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$6.357	\$5.663	\$5.738	\$5.812	\$5.625	\$5.723
Depreciation	-	-	-	-	-	-
Total Expenses	\$6.357	\$5.663	\$5.738	\$5.812	\$5.625	\$5.723
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
Revenue						
Farebox Revenue	\$199.187	\$202.701	\$204.965	\$206.573	\$206.937	\$207.926
Other Operating Revenue	26.231	20.192	26.735	20.578	20.939	21.316
Capital and Other Reimbursements	6.357	5.663	5.738	5.812	5.625	5.723
Total Revenue	\$231.775	\$228.556	\$237.438	\$232.963	\$233.501	\$234.965
Expenses						
<u>Labor:</u>						
Payroll	\$244.156	\$246.041	\$251.813	\$259.945	\$265.607	\$265.024
Overtime	49.106	53.491	48.523	49.954	50.857	51.456
Health and Welfare	44.341	51.228	54.844	59.891	64.903	70.732
OPEB Current Payment	18.539	18.505	20.905	22.499	24.514	26.807
Pensions	46.030	45.757	46.193	46.725	47.210	47.863
Other Fringe Benefits	46.591	47.117	47.331	50.172	49.975	52.849
Reimbursable Overhead	0.030	-	-	-	-	-
Total Labor Expenses	\$448.793	\$462.139	\$469.609	\$489.186	\$503.066	\$514.731
<u>Non-Labor:</u>						
Electric Power	\$1.555	\$1.930	\$1.804	\$1.975	\$2.250	\$2.423
Fuel	35.004	37.515	35.667	35.024	35.869	36.925
Insurance	2.562	5.648	6.057	6.653	7.572	8.028
Claims	19.108	22.256	28.000	29.000	29.447	29.977
Maintenance and Other Operating Contracts	19.666	18.686	28.936	35.100	64.843	22.112
Professional Service Contracts	16.907	20.626	23.060	20.880	21.385	21.580
Materials & Supplies	38.649	35.137	38.391	41.849	39.714	33.946
Other Business Expenses	4.698	2.656	2.501	2.655	4.779	4.848
Total Non-Labor Expenses	\$138.149	\$144.454	\$164.416	\$173.136	\$205.859	\$159.839
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GASB Adj.	\$586.942	\$606.593	\$634.025	\$662.322	\$708.925	\$674.570
Depreciation	\$48.887	\$42.235	\$42.236	\$42.236	\$42.887	\$43.658
OPEB Obligation	100.150	100.150	100.150	100.150	100.150	100.150
Environmental Remediation	1.742	-	-	-	-	-
Total Expenses	\$737.721	\$748.978	\$776.411	\$804.708	\$851.962	\$818.378
Net Surplus/(Deficit)	(\$505.946)	(\$520.422)	(\$538.973)	(\$571.745)	(\$618.461)	(\$583.413)

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2013	2014	2015			
	<u>Actual</u>	<u>November</u>	<u>Final Proposed</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
			<u>Budget</u>			
Receipts						
Farebox Revenue	\$197,285	\$203,501	\$204,965	\$206,573	\$206,937	\$207,926
Other Operating Revenue	26,059	20,972	26,735	20,578	20,939	21,316
Capital and Other Reimbursements	6,437	12,449	10,590	10,900	10,816	11,007
Total Receipts	\$229,781	\$236,922	\$242,290	\$238,051	\$238,692	\$240,249
Expenditures						
<u>Labor:</u>						
Payroll	\$224,801	\$280,617	\$249,802	\$257,918	\$263,565	\$262,945
Overtime	49,529	53,491	48,523	49,954	50,857	51,456
Health and Welfare	53,676	50,817	54,430	59,474	64,483	70,304
OPEB Current Payment	18,537	18,505	20,905	22,499	24,514	26,807
Pensions	49,718	45,584	46,020	46,553	47,040	47,689
Other Fringe Benefits	37,454	48,868	47,160	49,999	49,802	52,672
GASB Account	4,909	2,586	0,001	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$438,624	\$500,468	\$466,841	\$486,397	\$500,261	\$511,873
<u>Non-Labor:</u>						
Electric Power	\$2,480	\$1,930	\$1,804	\$1,975	\$2,250	\$2,423
Fuel	34,550	39,275	35,667	35,024	35,869	36,925
Insurance	0,428	8,542	6,057	6,653	7,572	8,028
Claims	18,150	23,680	24,000	25,000	25,385	25,842
Maintenance and Other Operating Contracts	17,866	26,886	28,936	35,100	64,844	22,112
Professional Service Contracts	14,676	24,901	23,060	20,880	21,385	21,580
Materials & Supplies	40,352	35,137	38,391	41,849	39,714	33,946
Other Business Expenses	2,175	4,650	2,501	2,656	4,779	4,848
Total Non-Labor Expenditures	\$130,677	\$165,001	\$160,416	\$169,137	\$201,798	\$155,704
<u>Other Expenditure Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$569,301	\$665,469	\$627,257	\$655,534	\$702,059	\$667,577
Net Cash Surplus/(Deficit)	(\$339,520)	(\$428,547)	(\$384,967)	(\$417,483)	(\$463,367)	(\$427,328)

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2013	2014	2015			
	<u>Actual</u>	<u>November Forecast</u>	<u>Final Proposed Budget</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
Receipts						
Farebox Revenue	(\$1.902)	\$0.800	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	(0.172)	0.780	-	-	-	-
Capital and Other Reimbursements	0.080	6.786	4.852	5.088	5.191	5.284
Total Receipts	(\$1.994)	\$8.366	\$4.852	\$5.088	\$5.191	\$5.284
Expenditures						
<u>Labor:</u>						
Payroll	\$19.355	(\$34.576)	\$2.011	\$2.027	\$2.042	\$2.079
Overtime	(0.423)	-	-	-	-	-
Health and Welfare	(9.335)	0.411	0.414	0.417	0.420	0.428
OPEB Current Payment	0.002	-	-	-	-	-
Pensions	(3.688)	0.173	0.173	0.172	0.170	0.174
Other Fringe Benefits	9.137	(1.751)	0.171	0.173	0.173	0.177
GASB Account	(4.909)	(2.586)	(0.001)	-	-	-
Reimbursable Overhead	0.030	-	-	-	-	-
Total Labor Expenditures	\$10.169	(\$38.329)	\$2.768	\$2.789	\$2.805	\$2.858
<u>Non-Labor:</u>						
Electric Power	(\$0.925)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.454	(1.760)	-	-	-	-
Insurance	2.134	(2.894)	-	-	-	-
Claims	0.958	(1.424)	4.000	4.000	4.062	4.135
Maintenance and Other Operating Contracts	1.800	(8.200)	-	-	(0.001)	-
Professional Service Contracts	2.231	(4.275)	-	-	-	-
Materials & Supplies	(1.703)	-	-	-	-	-
Other Business Expenditures	2.523	(1.994)	-	(0.001)	-	-
Total Non-Labor Expenditures	\$7.472	(\$20.547)	\$4.000	\$3.999	\$4.061	\$4.135
<u>Other Expenditures Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Gap Closing Actions:</u>						
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	\$15.647	(\$50.510)	\$11.620	\$11.876	\$12.057	\$12.277
Depreciation Adjustment	\$48.887	\$42.235	\$42.236	\$42.236	\$42.887	\$43.658
OPEB Obligation	100.150	100.150	100.150	100.150	100.150	100.150
Environmental Remediation	1.742	-	-	-	-	-
Total Cash Conversion Adjustments	\$166.426	\$91.875	\$154.006	\$154.262	\$155.094	\$156.085

**MTA Bus Company
2014 November Forecast
Non-Reimbursable/Reimbursable Overtime**

	Total		
	Hours	\$	%
NON-REIMBURSABLE OVERTIME			
<u>Scheduled Service</u>	592,023	\$25.097	46.9%
<u>Unscheduled Service</u>	82,332	3.375	6.3%
<u>Programmatic/Routine Maintenance</u>	236,468	10.348	19.3%
<u>Unscheduled Maintenance</u>	0	0.000	0.0%
<u>Vacancy/Absentee Coverage</u>	252,999	11.157	20.9%
<u>Weather Emergencies</u>	76,194	3.070	5.7%
<u>Safety/Security/Law Enforcement</u>	2,641	0.128	0.2%
<u>Other</u>	3,802	0.316	0.6%
Sub-Total	1,246,459	\$53.491	100.0%
REIMBURSABLE OVERTIME	0	\$0.000	
TOTAL NR & R OVERTIME	1,246,459	\$53.491	

* Numbers may not add precisely due to rounding.

MTA BUS COMPANY
2015 Final Proposed Budget
November Financial Plan 2015 – 2018
Year-to-Year Changes by Category-Baseline

TOTAL REVENUE/RECEIPTS

Farebox Revenue

- MTA Bus Farebox Revenue is tied to annual growth forecasts based largely on the regional economy and updated NYC employment projections.
- Year to year increases are as follows: 2015=1.1%; 2016=0.8%; 2017=0.2%; 2018=0.5%.
- Increases in Farebox Revenue are as follows: \$2.3 million in 2015; \$1.6 million in 2016; \$0.4 million in 2017 and \$1.0 million in 2018.

Other Operating Revenue

- Other Operating Revenue increases in 2015 by \$6.5 million, decreases by \$6.2 million in 2016 and remains relatively flat in 2017 and 2018. The 2015 and 2016 changes are primarily due to the deferral of Super Storm Sandy related expense recovery from 2014 to 2015.

Capital and Other Reimbursements

- Year to year changes in capital and other reimbursements are as follows: increases of \$0.1 million in 2015 and 2016; a decrease of \$0.2 million in 2017, and an increase of \$0.1 million in 2018.

TOTAL EXPENSES/EXPENDITURES

Projections include additional Payroll and Other Fringe Benefits expenses for those employees without contract agreements that are patterned after the recent TWU settlement.

Payroll

- Represented employee wage increase assumptions follow the TWU pattern upon expiration of existing contracts as follows: 0.87%, 0.95%, 2.23%, 2.22% and 1.88% for years 1,2,3,4 and 5, respectively. CPI-based increases of 2.00% are assumed for each year upon expiration of the pattern.
- Salaries for non-represented employees, reflect the approved wage increase of 4% retro-active to January 1, 2013, 2% effective December 1, 2014, 2.00% effective July 1, 2015, and 2% effective January 1 for each of the out years.

- Non-Reimbursable payroll expenses are projected to increase by \$5.7 million in 2015, \$8.1 million in 2016, and \$5.9 million in 2017, and decrease by \$0.6 million in 2018. The increases are mainly due to labor wage assumptions, demographic wage rate progression changes, headcount increases to replace overtime for over-age fleet maintenance and changes to the Shop Overhaul Program.

Overtime

- Non-Reimbursable overtime expenses are projected to decrease by \$5.0 million in 2015 and increase by \$1.4 million in 2016, \$0.9 million in 2017 and \$0.6 million in 2018. The decrease in 2015 is mainly due to a reduced impact of adverse weather and reduced overtime for maintenance of the over-age fleet which will be replaced by headcount in 2015. The 2016 to 2018 increases are due to the impact of the Platform budget, revised overtime assumptions, and rebaselining weather emergencies.

Health & Welfare and OPEB Current

- Inflation assumptions for 2015-2018 are: 2015=8.5%; 2016=8.5%; 2017=8.5%; 2018=8.5%.

Pension

- Projections are consistent with current actuarial information, and the programmatic initiatives discussed above.

Other Fringe Benefits

- Projected year-to-year increases reflect staffing levels, programmatic changes mainly in the Shop, and inflationary salary and wage rate assumptions.

Electric Power

- Electric power decreases by \$0.1 million in 2015; and increases by \$0.2 million in 2016; \$0.3 million in 2017 and \$0.2 million in 2018. The change in the financial plan reflects the projected NYPA, LIPA and Con Ed Delivery energy forecast guidelines.

Fuel

- Fuel costs decrease by \$1.8 million in 2015 and \$0.6 million in 2016; and increase by \$0.8 million in 2017 and \$1.1 million in 2018. Changes in fuel costs are primarily due to revised diesel fuel year-to-year guideline changes of: -2.55% in 2015; -2.10% in 2016; 1.63% in 2017; and 2.81% in 2018, and the natural gas year-to-year guideline changes of: -32.40% in 2015; 3.23% in 2016; 17.92% in 2017; and 4.99% in 2018.

Insurance

- Insurance expenses increase by \$0.4 million in 2015, \$0.6 million in 2016, \$0.9 million in 2017 and \$0.5 million in 2018 as a result of revised premiums for the excess loss program.

Claims

- Projections are consistent with the current actuarial information.

Maintenance and Other Operating Contracts

- Maintenance and Other Operating Contracts increase by \$10.2 million in 2015; \$6.2 million in 2016; \$29.7 million in 2017 and decrease by \$42.7 million in 2018 mainly due to changes in the Shop Overhaul program, partially offset by the deferral of the Hybrid Repower Program in 2015/2016 to 2016/2017. The 2018 reduction of \$42.7 million is mainly due to the completion of the Hybrid Repower program and other changes in the Shop Overhaul program. These were partially offset by a Budget Reduction Program (BRP) that results in a savings in this category.

Professional Service Contracts

- Increases by \$2.4 million in 2015; decreases by \$2.2 million in 2016, and increases by \$0.5 million in 2017 and \$0.2 million in 2018. The 2015 increase and 2016 decrease are primarily due to the timing of the IVN installation program. The cost of IVN support for 2016-2018 and the bus camera security system program in 2015-2017 were the primary factors for increases in 2017 and 2018. These were partially offset by a budget re-assessment that results in a savings in this category.

Materials and Supplies

- Material and Supplies expenses increase by \$3.2 million in 2015 and \$3.4 million in 2016, and decrease by \$2.1 million in 2017 and \$5.8 million in 2018. The Shop Overhaul Program is complex and the components needed are based on the work scopes developed and the timing of bus fleet maintenance program requirements.

Other Business Expenses

- Expenses remain relatively flat in 2015 and 2016. In 2017, expenses increase by \$2.1 million mainly due to increased spending on office supplies, automatic fare collection and ticket printing fees/charges, and training courses. Expenses remain relatively unchanged in 2018, partially offset by a BRP that results in overall savings from 2016 through 2018.

Depreciation (non-cash)

- Annual expense increases are due to projections of additional capital assets reaching beneficial use.

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE

	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016 - 2017	2018	Change 2017 - 2018
Revenue									
Farebox Revenue	\$202.701	\$204.965	\$2.264	\$206.573	\$1.608	\$206.937	\$0.364	\$207.926	\$0.989
Other Operating Revenue	20.192	26.735	6.543	20.578	(6.157)	20.939	0.361	21.316	0.377
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-
Total Revenue	\$222.893	\$231.700	\$8.807	\$227.151	(\$4.549)	\$227.876	\$0.725	\$229.242	\$1.366
Expenses									
Labor:									
Payroll	\$243.357	\$249.099	(\$5.742)	\$257.202	(\$8.103)	\$263.077	(\$5.875)	\$262.448	\$0.629
Overtime	53.491	48.523	4.968	49.954	(1.431)	50.857	(0.903)	51.456	(0.599)
Health and Welfare	50.205	53.806	(3.601)	58.838	(5.032)	63.843	(5.005)	69.653	(5.810)
OPEB Current Payment	18.505	20.905	(2.400)	22.499	(1.594)	24.514	(2.015)	26.807	(2.293)
Pensions	45.292	45.723	(0.431)	46.252	(0.529)	46.737	(0.485)	47.381	(0.644)
Other Fringe Benefits	46.661	46.869	(0.208)	49.703	(2.834)	49.503	0.200	52.368	(2.865)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$457.511	\$464.925	(\$7.414)	\$484.448	(\$19.523)	\$498.531	(\$14.083)	\$510.113	(\$11.582)
Non-Labor:									
Electric Power	\$1.930	\$1.804	\$0.126	\$1.975	(\$0.171)	\$2.250	(\$0.275)	\$2.423	(\$0.173)
Fuel	37.515	35.667	1.848	35.024	0.643	35.869	(0.845)	36.925	(1.056)
Insurance	5.648	6.057	(0.409)	6.653	(0.596)	7.572	(0.919)	8.028	(0.456)
Claims	22.256	28.000	(5.744)	29.000	(1.000)	29.447	(0.447)	29.977	(0.530)
Maintenance and Other Operating Contracts	18.463	28.709	(10.246)	34.869	(6.160)	64.608	(29.739)	21.874	42.734
Professional Service Contracts	20.626	23.060	(2.434)	20.880	2.180	21.385	(0.505)	21.580	(0.195)
Materials & Supplies	34.325	37.564	(3.239)	41.006	(3.442)	38.859	2.147	33.079	5.780
Other Business Expenses	2.656	2.501	0.155	2.655	(0.154)	4.779	(2.124)	4.848	(0.069)
Total Non-Labor Expenses	\$143.419	\$163.362	(\$19.943)	\$172.062	(\$8.700)	\$204.769	(\$32.707)	\$158.734	\$46.035
Other Expenses Adjustments:									
Other	-	-	-	-	-	-	-	-	-
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.	\$600.930	\$628.287	(\$27.357)	\$656.510	(\$28.223)	\$703.300	(\$46.790)	\$668.847	\$34.453
Depreciation	\$42.235	\$42.236	(0.001)	\$42.236	-	\$42.887	(0.651)	\$43.658	(0.771)
OPEB Obligation	100.150	100.150	-	100.150	-	100.150	-	100.150	-
Environmental Remediation	-	-	-	-	-	-	-	-	-
Total Expenses	\$743.315	\$770.673	(\$27.358)	\$798.896	(\$28.223)	\$846.337	(\$47.441)	\$812.655	\$33.682
Net Surplus/(Deficit)	(\$520.422)	(\$538.973)	(\$18.551)	(\$571.745)	(\$32.772)	(\$618.461)	(\$46.716)	(\$583.413)	\$35.048

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

REIMBURSABLE

	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016 - 2017	2018	Change 2017 - 2018
Revenue									
Farebox Revenue	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	5.663	5.738	0.075	5.812	0.074	5.625	(0.187)	5.723	0.098
Total Revenue	\$5.663	\$5.738	\$0.075	\$5.812	\$0.074	\$5.625	(\$0.187)	\$5.723	\$0.098
Expenses									
Labor:									
Payroll	\$2.684	\$2.714	(\$0.030)	\$2.743	(\$0.029)	\$2.530	\$0.213	\$2.576	(\$0.046)
Overtime	-	-	-	-	-	-	-	-	-
Health and Welfare	1.023	1.038	(0.015)	1.053	(0.015)	1.060	(0.007)	1.079	(0.019)
OPEB Current Payment	-	-	-	-	-	-	-	-	-
Pensions	0.465	0.470	(0.005)	0.473	(0.003)	0.473	-	0.482	(0.009)
Other Fringe Benefits	0.456	0.462	(0.006)	0.469	(0.007)	0.472	(0.003)	0.481	(0.009)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$4.628	\$4.684	(\$0.056)	\$4.738	(\$0.054)	\$4.535	\$0.203	\$4.618	(\$0.083)
Non-Labor:									
Electric Power	-	-	-	-	-	-	-	-	-
Fuel	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.223	0.227	(0.004)	0.231	(0.004)	0.235	(0.004)	0.238	(0.003)
Professional Service Contracts	-	-	-	-	-	-	-	-	-
Materials & Supplies	0.812	0.827	(0.015)	0.843	(0.016)	0.855	(0.012)	0.867	(0.012)
Other Business Expenses	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$1.035	\$1.054	(\$0.019)	\$1.074	(\$0.020)	\$1.090	(\$0.016)	\$1.105	(\$0.015)
Other Expenses Adjustments:									
Other	-	-	-	-	-	-	-	-	-
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	\$5.663	\$5.738	(\$0.075)	\$5.812	(\$0.074)	\$5.625	\$0.187	\$5.723	(\$0.098)
Depreciation	-	-	-	-	-	-	-	-	-
Total Expenses	\$5.663	\$5.738	(\$0.075)	\$5.812	(\$0.074)	\$5.625	\$0.187	\$5.723	(\$0.098)
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 2015 - 2018
Year-to-Year Changes by Category - Cash Basis

CASH RECEIPTS AND EXPENDITURES

	2014	2015	Change 2014 - 2015	2016	Change 2015 - 2016	2017	Change 2016 - 2017	2018	Change 2017 - 2018
Receipts									
Farebox Revenue	\$203.501	\$204.965	\$1.464	\$206.573	\$1.608	\$206.937	\$0.364	\$207.926	\$0.989
Other Operating Revenue	20.972	26.735	5.763	20.578	(6.157)	20.939	0.361	21.316	0.377
Capital and Other Reimbursements	12.449	10.590	(1.859)	10.900	0.310	10.816	(0.084)	11.007	0.191
Total Receipts	\$236.922	\$242.290	\$5.368	\$238.051	(\$4.239)	\$238.692	\$0.641	\$240.249	\$1.557
Expenditures									
Labor:									
Payroll	\$280.617	\$249.802	\$30.815	\$257.918	(\$8.116)	\$263.565	(\$5.647)	\$262.945	\$0.620
Overtime	53.491	48.523	4.968	49.954	(1.431)	50.857	(0.903)	51.456	(0.599)
Health and Welfare	50.817	54.430	(3.613)	59.474	(5.044)	64.483	(5.009)	70.304	(5.821)
OPEB Current Payment	18.505	20.905	(2.400)	22.499	(1.594)	24.514	(2.015)	26.807	(2.293)
Pensions	45.584	46.020	(0.436)	46.553	(0.533)	47.040	(0.487)	47.689	(0.649)
Other Fringe Benefits	48.868	47.160	1.708	49.999	(2.839)	49.802	0.197	52.672	(2.870)
GASB Account	2.586	0.001	2.585	-	0.001	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$500.468	\$466.841	\$33.627	\$486.397	(\$19.556)	\$500.261	(\$13.864)	\$511.873	(\$11.612)
Non-Labor:									
Electric Power	\$1.930	\$1.804	\$0.126	\$1.975	(\$0.171)	\$2.250	(\$0.275)	\$2.423	(\$0.173)
Fuel	39.275	35.667	3.608	35.024	0.643	35.869	(0.845)	36.925	(1.056)
Insurance	8.542	6.057	2.485	6.653	(0.596)	7.572	(0.919)	8.028	(0.456)
Claims	23.680	24.000	(0.320)	25.000	(1.000)	25.385	(0.385)	25.842	(0.457)
Maintenance and Other Operating Contracts	26.886	28.936	(2.050)	35.100	(6.164)	64.844	(29.744)	22.112	42.732
Professional Service Contracts	24.901	23.060	1.841	20.880	2.180	21.385	(0.505)	21.580	(0.195)
Materials & Supplies	35.137	38.391	(3.254)	41.849	(3.458)	39.714	2.135	33.946	5.768
Other Business Expenses	4.650	2.501	2.149	2.656	(0.155)	4.779	(2.123)	4.848	(0.069)
Total Non-Labor Expenditures	\$165.001	\$160.416	\$4.585	\$169.137	(\$8.721)	\$201.798	(\$32.661)	\$155.704	\$46.094
Other Expenditure Adjustments:									
Other	-	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$665.469	\$627.257	\$38.212	\$655.534	(\$28.277)	\$702.059	(\$46.525)	\$667.577	\$34.482
Net Cash Surplus/(Deficit)	(\$428.547)	(\$384.967)	\$43.580	(\$417.483)	(\$32.516)	(\$463.367)	(\$45.884)	(\$427.328)	\$36.039

MTA BUS COMPANY
2015 Final Proposed Budget
November Financial Plan 2015 – 2018
Summary of Major Plan-to-Plan Changes by Generic Category

2014: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Operating revenues are projected to decrease from the July Financial Plan by \$3.4 million.

Major generic category changes include:

Farebox Revenue

- An increase in Farebox Revenue of \$2.9 million as a result of higher ridership and higher average fares due to higher average unlimited pass fares.

Other Operating Revenue

- A \$6.3 million decrease in Other Operating Revenue due to the deferral of Super Storm Sandy related expense recoveries to 2015.

Operating Expense Changes

Operating expenses increased from the July Plan by \$5.7 million.

Projections include additional Payroll and Other Fringe Benefits expenses for those employees without contract agreements that are patterned after the recent TWU settlement.

Major generic category changes include:

Payroll

- Payroll is projected to increase by \$1.4 million which assumes the same TWU pattern settlement for employees represented by unions without contract agreements; and includes programmatic initiatives discussed in the financial overview.

Overtime

- Overtime is projected to increase by \$3.4 million primarily due to revised overtime assumptions for hourly and supervisory employees, the JFK/FR union release agreement, and rebaselining weather emergencies.

Insurance

- Insurance expenses are projected to increase by \$2.2 million based on the most current re-estimate.

Maintenance & Other Operating Contracts

- Maintenance and Other Operating Contracts expenses are projected to decrease by \$2.3 million. This is mainly due to the budget re-assessment that results in a savings in this category.

2015-2017: November Plan vs. July Financial Plan

Operating Revenue Changes

Operating revenues are projected to increase from the July Financial Plan by \$9.9 million in 2015, \$3.7 million in 2016, \$3.8 million in 2017, and \$3.9 million in 2018.

Major generic category changes include:

Farebox Revenue

- Increases in Farebox Revenue of \$3.6 million in 2015, \$3.7 million in 2016, \$3.8 million in 2017, and \$3.9 million in 2018. Increases are the result of higher ridership, and higher average fares resulting from fewer trips per pass than expected.

Other Operating Revenue

- In 2015, Other Operating Revenue increases by \$6.3 million, due to the deferral of the Super Storm Sandy expense recovery originally expected in 2014.

Operating Expense Changes

Operating expenses decrease from the July Plan by \$7.4 million in 2015, and increase by \$2.5 million in 2016, \$42.2 million in 2017, and \$13.7 million in 2018.

Major generic category changes include:

Payroll

- Payroll is projected to increase by \$2.5 million in 2015, \$3.1 million in 2016, \$3.2 million in 2017, and \$3.2 million in 2018 primarily due to labor settlement assumptions and programmatic initiatives (described above), which include the Shop Programs.

Overtime

- Overtime is projected to increase by \$2.9 million in 2015, \$3.4 million in 2016 and 2017, and \$3.5 million in 2018 primarily due to revised overtime assumptions,

additional hours for the JFK/FR union release, rebaselining weather emergencies, and Platform budget.

Health & Welfare

- Health & Welfare/OPEB current payment expenses are projected to increase by \$1.1 million in 2015, \$1.8 million in 2016, \$1.5 million in 2017, and \$2.6 million in 2018.

Pension

- Pension expenses are projected to increase by \$1.7 million in 2015 and 2016, \$1.2 million in 2017, and \$1.0 million in 2018 based on current actuarial re-estimates and the impact of programmatic changes.

Fuel

- Fuel expenses are projected to remain flat in 2015 and increase by \$0.6 million in 2016, and \$0.7 million in 2017 and 2018, due to revised forecast assumptions.

Maintenance & Other Operating Contracts

- Maintenance and Other Operating Contract expenses are projected to decrease by \$21.3 million in 2015 and \$11.0 million in 2016; increase by \$29.1 million in 2017; and remain flat in 2018, mainly due to the deferral of the Shop Hybrid Repower program from 2015/2016 to 2016/2017, and a BRP that results in savings in this category.

Materials & Supplies

- Materials and Supplies expenses are projected to increase by \$0.9 million in 2015, and remain virtually flat in the out-years, primarily due to changes in the Shop Overhaul program.

2014-2017: November Financial Plan vs. February Financial Plan

Operating Revenue Changes

Total operating revenue changes from the February Financial Plan resulted in a decrease of \$4.8 million in 2014, and increases of \$8.6 million in 2015; \$2.0 million in 2016 and \$2.1 million in 2017.

Major changes include:

Farebox Revenue

- An increase in Farebox Revenue of \$1.2 million in 2014; \$2.1 million in 2015; \$2.0 million in 2016 and \$2.1 million in 2017 due to an increase in local and express bus ridership.

Other Operating Revenue

- Sandy Recovery of \$6.3 million deferred from 2014 to 2015.

Operating Expense Changes

Excluding increases in other post-employment benefit expenses, total expenses increase by \$21.3 million in 2014, decrease by \$19.1 million in 2015 and \$8.1 million in 2016, and increase by \$42.0 million in 2017.

Major generic category changes include:

Payroll

- Payroll is projected to increase by \$14.8 million in 2014, \$6.9 million in 2015, \$8.2 million in 2016, and \$11.5 million in 2017, reflecting the TWU pattern settlement for represented employees and employees represented by unions without contract agreements; in addition to programmatic initiatives discussed in the financial overview.

Overtime

- Overtime is projected to increase by \$9.5 million in 2014, \$2.7 million in 2015, \$3.2 million in 2016 and \$3.4 million in 2017. These increases are mainly attributable to the Platform budget, overtime rebaselining, and weather emergencies.

Fuel

- Fuel Expenses are projected to decrease by \$2.8 million in 2014, \$3.9 million in 2015, \$5.0 million in 2016, and \$5.2 million in 2017, due to revised forecast assumptions and fuel efficiencies.

Maintenance & Other Operating Contracts

- Maintenance and Other Operating Contracts expenses are projected to decrease by \$1.4 million in 2014, \$22.4 million in 2015, and \$12.0 million in 2016, and increase by \$31.6 million in 2017 mainly due to the deferral of the Shop Hybrid Repower program from 2015/2016 to 2016/2017.

Professional Service Contracts

- Professional Service Contracts expenses increase by \$0.8 million in 2014 primarily due to the budget planning system implementation project; \$3.0 million in 2015 mainly due to IVN installation, bus time project and bus camera security system; remain essentially flat in 2016, and increase by \$0.6 million in 2017 primarily due to IVN support and the bus camera security system.

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2014	2015	2016	2017	2018
July Financial Plan - Net Cash Surplus/(Deficit)	(\$419.444)	(\$402.208)	(\$418.661)	(\$424.944)	(\$417.550)
Baseline Changes					
Revenue					
Farebox Revenue	\$2.891	\$3.562	\$3.656	\$3.774	\$3.888
Other Operating Revenue	(6.316)	6.316	-	-	-
Capital and Other Reimbursements	-	-	-	-	-
Total Revenue Changes	(\$3.425)	\$9.878	\$3.656	\$3.774	\$3.888
Expenses					
Labor:					
Payroll	(\$1.405)	(\$2.451)	(\$3.139)	(\$3.207)	(\$3.209)
Overtime	(3.368)	(2.915)	(3.366)	(3.424)	(3.484)
Health and Welfare	(0.073)	(1.051)	(1.767)	(1.502)	(2.636)
OPEB Current Payment	-	-	-	-	-
Pensions	(0.560)	(1.666)	(1.672)	(1.195)	(1.006)
Other Fringe Benefits	(0.491)	(0.551)	(0.669)	(0.681)	(0.687)
Reimbursable Overhead	-	-	-	-	-
Total Labor Expense Changes	(\$5.897)	(\$8.634)	(\$10.613)	(\$10.009)	(\$11.022)
Non-Labor:					
Electric Power	\$0.019	(\$0.015)	(\$0.110)	(\$0.120)	(\$0.122)
Fuel	0.045	0.009	(0.579)	(0.689)	(0.717)
Insurance	(2.248)	(2.208)	(2.110)	(1.939)	(1.674)
Claims	-	-	-	-	-
Maintenance and Other Operating Contracts	2.342	21.332	10.987	(29.062)	0.064
Professional Service Contracts	(0.008)	(2.463)	(0.281)	(0.473)	(0.319)
Materials & Supplies	(0.155)	(0.910)	(0.024)	(0.145)	(0.122)
Other Business Expenses	0.224	0.252	0.252	0.240	0.246
Total Non-Labor Expense Changes	\$0.219	\$15.997	\$8.135	(\$32.188)	(\$2.644)
Other Expenditure Adjustments:					
Other	-	-	-	-	-
Total Other Expenditure Adjustments	-	-	-	-	-
Total Expenses before Depreciation and G.	(\$5.678)	\$7.363	(\$2.478)	(\$42.197)	(\$13.666)
Depreciation	-	-	-	-	-
OPEB Obligation	-	-	-	-	-
Total Expense Changes	(\$5.678)	\$7.363	(\$2.478)	(\$42.197)	(\$13.666)
Cash Adjustment Changes					
Total Expense Changes	\$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	(\$9.103)	\$17.241	\$1.178	(\$38.423)	(\$9.778)
November Financial Plan - Net Cash Surplus/(Deficit)	(\$428.547)	(\$384.967)	(\$417.483)	(\$463.367)	(\$427.328)

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2014	2015	2016	2017	2018
July Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue	-	-	-	-	-
Vehicle Toll Revenue	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-
Total Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
Labor:					
Payroll	-	-	-	-	-
Overtime	-	-	-	-	-
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
Non-Labor:					
Electric Power	-	-	-	-	-
Fuel	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenses	-	-	-	-	-
Total Non-Labor Expense Changes	-	-	-	-	-
Depreciation	-	-	-	-	-
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
2015 Final Proposed Budget
November Financial Plan 2015 – 2018
Summary of Major Plan-to-Plan Changes**

2014: November Financial Plan vs. July Financial Plan

Revenue Changes

Total revenue decreases by \$3.4 million from the July Financial Plan.

Major changes include:

- An increase in Farebox Revenue of \$2.9 million due to an increase in local and express bus ridership.
- Other Operating Revenue decreases by \$6.3 million from the July Financial Plan due to the timing of the Sandy Recovery now deferred to 2015.

Expense Changes

Operating expenses increase from the July Financial Plan by \$5.7 million.

Projections include increases due to overtime rebaselining, insurance, demographic wage rate progression, and pension. This increase in expenses is partially offset by a re-assessment of OTPS budget categories, and a non-represented career and salary wage adjustment.

Major changes include:

- New programmatic initiatives costing \$0.3 million.
- Re-estimates/Technical Adjustments costs totaling \$5.4 million, which is mainly due to revised overtime assumptions, including for hourly and supervisory employees, the impact of wage progression, and revised insurance premium estimates, partially offset by a BRP that results in savings in this category.

2015-2018: November Financial Plan vs. July Financial Plan

Revenue Changes

Total revenue changes from the July Financial Plan resulted in an increase of \$9.9 million in 2015; \$3.7 million in 2016; \$3.8 million in 2017 and \$3.9 million in 2018.

Major changes include:

- An increase in Farebox Revenue of \$3.6 million in 2015; \$3.7 million in 2016; \$3.8 million in 2017; and \$3.9 million in 2018 due to an increase in local and express bus ridership.
- Other Operating Revenue increases by \$6.3 million from the July Financial Plan due to the deferral of the Sandy expense recovery from 2014 to 2015.

Expense Changes

Excluding increases in other post-employment benefit expenses, total expenses decrease by \$7.4 million in 2015, and increase by \$2.5 million in 2016, \$42.2 million in 2017, and \$13.7 million in 2018.

Major changes include:

- New programmatic initiatives costing \$3.7 million in 2015 mainly due to IVN installation and Line Supervisors for CMF; \$1.2 million in 2016 and 2017, due mainly to the Line Supervisors for CMF, Bus Camera Security System and funding for IVN Support; and \$1.0 million in 2018, due primarily to Line Supervisors for CMF and funding for IVN Support.
- Savings of \$3.0 million in 2015; \$0.7 million in 2016, and \$0.4 million in 2017 and 2018, primarily due to the budget re-assessment for Maintenance & Other Contracts, Professional Services and Other Business Expenses.
- Platform Budget which resulted in cost increases of \$0.7 million in 2015; \$2.4 million in 2016 and 2017, and \$2.5 million in 2018.
- Demographic wage rate progression change costing \$2.5 million in 2015 through 2018.
- Overtime rebaselining increases of \$1.6 million in 2015 through 2017, and \$1.7 million in 2018.
- Overtime for supervisors expense increases of \$1.2 million in 2015 through 2017; and \$1.3 million in 2018.
- Shop Overhaul which results in expense increases of \$0.9 million in 2015.
- Shop Hybrid Repower Deferral which results in expense decreases of \$18.5 million in 2015 and \$10.6 million in 2016; and an increase of \$29.1 million in 2017.

- Insurance expense increases of \$2.2 million in 2015; \$2.1 million in 2016; \$1.9 million in 2017; and \$1.7 million in 2018, as a result of updated premiums for the excess loss program.
- Fuel expenses, essentially flat in 2015, increase by \$0.6 million in 2016, and \$0.7 million in 2017 and 2018.
- Health & Welfare expenses increase by \$1.1 million in 2015, \$1.8 million in 2016, \$1.5 million in 2017, and \$2.6 million in 2018.
- Overtime for weather emergencies increases by \$0.6 million in each year for 2015 through 2018.

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

TOTAL NON-REIMBURSABLE and REIMBURSABLE

	2014	2015	2016	2017	2018
July Financial Plan - Net Cash Surplus/(Deficit)	(\$419.444)	(\$402.208)	(\$418.661)	(\$424.944)	(\$417.550)
Non-Reimbursable Major Changes					
Revenue					
Farebox Revenue	2.891	3.562	3.656	3.774	3.888
Other Operating Revenue	(6.316)	6.316	-	-	-
Sub-Total Non-Reimbursable Revenue Changes	(\$3.425)	\$9.878	\$3.656	\$3.774	\$3.888
Expenses					
Programs:					
Intelligent Vehicle Network (IVN) INSTALLATION	\$0.000	(\$2.120)	\$0.000	\$0.000	\$0.000
Intelligent Vehicle Network (IVN) Support	-	-	(0.216)	(0.220)	(0.223)
Bus Time Project	-	(0.166)	(0.039)	-	-
Bus Camera Security System	-	(0.220)	(0.224)	(0.229)	-
Service Management/BUS TREK	(0.325)	(0.362)	-	-	-
Kronos System Upgrade	-	(0.063)	-	-	-
PTE Convert to Manager	-	(0.056)	(0.058)	(0.058)	(0.059)
Line Supervisors - CMF	-	(0.559)	(0.570)	(0.580)	(0.591)
PTE - CMF/Eastchester	-	(0.112)	(0.115)	(0.119)	(0.120)
Sub-Total Programs	(\$0.325)	(\$3.658)	(\$1.222)	(\$1.205)	(\$0.993)
Major Re-estimates/Technical Adjustments/Other:					
CPI - OTPS inflation	(\$0.597)	\$0.223	\$0.244	(\$0.112)	\$0.000
Energy - Electric Power	0.019	(0.015)	(0.110)	(0.120)	(0.122)
Platform Budget	-	(0.686)	(2.364)	(2.411)	(2.454)
JFK/FR Union Release	(0.316)	(0.322)	(0.327)	(0.332)	(0.339)
Shop - SFS Collision Repairs	-	(0.080)	(0.081)	(0.083)	(0.084)
Shop - Overhaul	-	(0.911)	-	-	-
Overtime Alignment	(2.606)	(1.581)	(1.602)	(1.627)	(1.651)
Overtime for Supervisors	(1.174)	(1.196)	(1.218)	(1.241)	(1.263)
Demographic Progression Wage Rate Change	(2.500)	(2.500)	(2.500)	(2.500)	(2.500)
Shop - Hybrid Repower Deferral	-	18.480	10.608	(29.088)	-
Shop - Hybrid Components	-	-	-	-	-
Weather	(0.223)	(0.557)	(0.567)	(0.577)	(0.589)
Pension	0.300	(0.700)	(0.500)	-	0.200
Fuel	0.045	0.009	(0.579)	(0.689)	(0.717)
Insurance	(2.248)	(2.208)	(2.110)	(1.939)	(1.674)
Health & Welfare	0.316	(0.372)	(0.899)	(0.617)	(1.749)
GASB	-	-	-	-	-
Metro North Maintainers	0.100	0.100	0.100	0.100	0.100
Non-Represented Career & Salary Wage Rate	0.532	0.335	(0.050)	(0.106)	(0.181)
BRP	3.000	3.000	0.700	0.350	0.350
Sub-Total Non-Reimbursable Expense Changes	(\$5.352)	\$11.020	(\$1.257)	(\$40.992)	(\$12.673)
Total Non-Reimbursable Major Changes	(\$9.103)	\$17.240	\$1.178	(\$38.423)	(\$9.778)
Reimbursable Major Changes					
Revenue					
Reimbursement of Increased Expense Requirements					
Total Baseline Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
	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	(\$9.103)	\$17.240	\$1.178	(\$38.423)	(\$9.778)
Cash Adjustment Changes					
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	(\$9.103)	\$17.240	\$1.178	(\$38.423)	(\$9.778)
November Financial Plan - Net Cash Surplus/(Deficit)	(\$428.547)	(\$384.967)	(\$417.483)	(\$463.367)	(\$427.328)

MTA BUS COMPANY
2015 Final Proposed Budget
November Financial Plan 2015 – 2018
RIDERSHIP/ (UTILIZATION)

Ridership

The 2014 November Financial Plan baseline ridership forecast assumes that the year-to-date ridership trend, which was positive for local bus and negative for express bus, will continue for the remainder of the year. As a result, projected 2014 ridership is 1.6 million higher than the July 2014 Plan.

In developing the 2015 local and express bus ridership forecast, 2014 ridership was adjusted upward to account for lower ridership resulting from multiple snowstorms in January and February 2014. 2015 local and express bus ridership is projected to increase by approximately 0.6% from the weather adjusted 2014 base, based on a 40% factor applied to the most recent (August 2014) employment forecast, which projects a slightly lower employment increase in 2015 than the forecast used in the July Plan. The factor is based on an analysis of historical bus ridership showing a lower employment elasticity on bus than on subway. As with the July Plan, the factor is used for express bus as well as local bus. The resulting 2015 local and express ridership forecast is 1.5 million higher than the July Plan.

Working off the revised 2015 baseline projection, 2016-2018 local and express bus ridership growth forecasts are based on the August 2014 employment forecast (with a 40% factor), which projects higher employment increases in 2016, 2017 and 2018 than the forecast used in the July Plan. The resulting ridership is expected to be 1.5 million higher than the July Plan in 2016, 1.6 million higher in 2017, and 1.7 million higher in 2018.

Revenue

Projected farebox revenue is \$2.9 million higher than the July Plan in 2014, \$3.6 million higher in 2015, \$3.7 million higher in 2016, \$3.8 million higher in 2017, and \$3.9 million higher in 2018. The favorable revenue variances are due mainly to an improving ridership trend, as well as higher than expected unlimited ride pass average fares.

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Ridership/(Utilization)
(in millions)

	2013	2014	2015			
	Actual	November	Final Proposed	2016	2017	2018
		Forecast	Budget			
<u>RIDERSHIP</u>						
Fixed Route	124.951	125.025	126.917	127.826	128.022	128.583
Baseline Total Ridership	124.951	125.025	126.917	127.826	128.022	128.583
<u>FAREBOX REVENUE</u>						
Fixed Route	\$199.187	\$202.701	\$204.965	\$206.573	\$206.937	\$207.926
Baseline Total Revenue	\$199.187	\$202.701	\$204.965	\$206.573	\$206.937	\$207.926

MTA BUS COMPANY
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	<u>Pos.</u>	<u>2014</u>	<u>Pos.</u>	<u>2015</u>	<u>Pos.</u>	<u>2016</u>	<u>Pos.</u>	<u>2017</u>	<u>Pos.</u>	<u>2018</u>
Administration										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Administration	-	0.000	-	0.000	-	\$0.000	-	\$0.000	-	\$0.000
Customer Convenience/Amenities										
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
Maintenance										
SOPU (July Plan)	6	0.580	6	0.591	6	0.602	6	0.653	6	0.665
Shop Overhaul (July Plan)	-	0.000	57	10.159	29	5.087	5	0.985	2	0.603
Subtotal Maintenance	6	0.580	63	10.750	35	5.689	11	1.638	8	1.268
Revenue Enhancement										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Safety/Security										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Service										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Service Support										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Other										
OTPS (November Plan)	-	3.000	-	3.000	-	0.700	-	0.350	-	0.350
Subtotal Other	-	3.000	-	3.000	-	0.700	-	0.350	-	0.350
Agency Submission	6	\$3.580	63	\$13.750	35	\$6.389	11	\$1.988	8	\$1.618

MTA BUS COMPANY
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Worksheet

Category by Function: Other

Program: OTPS

Background Details:	MTABC has outstanding interagency liabilities which represent goods and services paid on behalf of MTABC by other agencies. Although the original vendor invoice has been paid, the review and analysis of the interagency package submitted for payment results in a timing delay between the accrual and actual payment of the liability. The 2014 and 2015 savings presumes that the lag between the accrual expense and actual cash payment of inter-agency liabilities will remain relatively consistent.
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Program Description/ Implementation Plan:	
Program Implementation Date:	When will savings begin?:
	Are these savings recurring?: 1/1/2014
Other Issues:	

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$3.000	\$3.000	\$0.700	\$0.350	\$0.350

Total Positions Required:

MTA BUS COMPANY
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Worksheet

Category by Function: Maintenance
Program: Scheduled Operation Pick-up (SOPU)

Background Details:	SOPU: Completion of the scheduled operations (SO) pickup program to shift focus from unscheduled work to a preventive maintenance culture.		
Program Description/ Implementation Plan:			
Program Implementation Date:	When will savings begin?:	1/1/2014	
	Are these savings recurring?:		
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>	\$0.580	\$0.591	\$0.602	\$0.653	\$0.665
Net Cash Savings (in millions)					
<i>Total Positions Required:</i>	6	6	6	6	6

MTA BUS COMPANY
November Financial Plan 2015 - 2018
2014 Budget Reduction Plan Worksheet

Category by Function: Maintenance
Program: Shop Overhaul

Background Details:	Shop Overhaul: The Shop program is complex with significant issues including the following: Savings generated by not overhauling MCI '05 &'06 due to planned retirement in 2017. As a result of extending and eliminating MCI overhauls, 2011 CNGs have been accelerated to a 4 year overhaul cycle. MTA Bus is in the process of doing a tear down of the MCI engines ('06,'07 &'09) to finalize the scope of work. As a result, the number of MCI engines in 2015 has been reduced until the final workscope is determined, and the balance was reallocated to 2016 and 2017.
Program Description/ Implementation Plan:	
Program Implementation Date:	When will savings begin?: 1/1/2015
	Are these savings recurring?:
Other Issues:	

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>	\$0.000	\$10.159	\$5.087	\$0.985	\$0.603
Net Cash Savings (in millions)					
<i>Total Positions Required:</i>		57	29	5	2

MTA BUS COMPANY
2015 Final Proposed Budget
November Plan 2015 – 2018
Positions

POSITION ASSUMPTIONS

2014: November Financial Plan vs July Financial Plan

The total positions for 2014 in the July Plan were 3,710. There is an increase of 1 position which will result in the sum of 3,711 positions for 2014 in the November Plan

2015: November Financial Plan vs. July Financial Plan

The total positions for 2015 in the July Plan were 3,720. There is an increase of 24 positions which will result in the sum of 3,744 positions for 2015 in the November Plan. The changes are as follows:

- 16 positions increase in support of the Platform Budget
- -1 position due to the cancellation of Metro North Maintenance Agreement
- 1 position in support of Bus Camera Project
- 2 positions in support of Service Management / Bus TREK Training Program
- 1 position in support of Scrap Program
- 5 Line Supervisors in support of Shop Maintenance

Reimbursable Positions remain the same

2016: November Financial Plan vs. July Financial Plan

The total positions for 2016 in the July Plan were 3,755. There is a net increase of 22 positions which will result in the sum of 3,777 positions for 2016 in the November Plan. The changes are as follows:

- 16 positions increase in support of the Platform Budget
- -1 position due to the cancellation of Metro North Maintenance agreement
- 1 position in support of Bus Camera Project
- 1 position in support of Scrap Program
- 5 Line Supervisors in support of Shop Maintenance

2017: November Financial Plan vs. July Financial Plan

The total positions for 2017 in the July Plan were 3,766. There is a net increase of 22 positions which will result in the sum of 3,788 positions for 2017 in the November Plan. The changes are as follows:

- 16 positions increase in support of the Platform Budget
- -1 position due to the cancellation of Metro North Maintenance Agreement
- 1 position in support of Bus Camera Project
- 1 position in support of Scrap Program
- 5 Line Supervisors in support of Shop Maintenance

2018: November Financial Plan vs. July Financial Plan

The total positions for 2018 in the July Plan were 3,718. There is a net increase of 21 positions which will result in the sum of 3,739 positions for 2018 in the November Plan. The changes are as follows:

- 16 positions increase in support of the Platform Budget
- -1 position due to the cancellation of Metro North Maintenance Agreement
- 1 position in support of Scrap Program
- 5 Line Supervisors in support of Shop Maintenance

Year-to-Year Changes

2015 Changes Over 2014:

Total number of positions in 2015 increase by 33, leaving the number of positions at 3,744. The changes are as follows:

2015 - Net Change increase of 33 Positions

- 16 positions increase in support of the Platform Budget
- -1 position due to the cancellation of Metro North Maintenance Agreement
- 1 position in support of Bus Camera Project
- 2 positions in support of Service Management / Bus TREK Training Program
- 1 position in support of Scrap Program
- 5 Line Supervisors in support of Shop Maintenance
- 9 positions decrease for Shop Overhaul Program

2016 Changes Over 2015:

Total number of positions in 2016 increase by 33, leaving the number of positions at 3,777. The changes are as follows:

- 4 positions in support of Buses Time Project
- 29 positions in support of the Shop Overhaul Program

2017 Changes Over 2016:

Total number of positions in 2017 increase by 11, leaving the number of positions at 3,788. The changes are as follows:

- 11 positions in support the Shop Overhaul Program

2018 Changes Over 2017:

Total number of positions in 2018 decrease by 49, leaving the number of positions at 3,739. The changes are as follows:

- 1 position decrease for Bus Camera Project
- 48 positions decrease for Shop Overhaul Program

MTA BUS COMPANY
November Financial Plan 2015-2018
Favorable/(Unfavorable)

Total Position Changes at a Glance

	2014	2015	2016	2017	2018
2014 July Plan - Total Baseline Positions	3,710	3,720	3,755	3,766	3,718
Total Plan-to-Plan Changes	(1)	(24)	(22)	(22)	(21)
2014 November Plan - Total Baseline Positions	3,711	3,744	3,777	3,788	3,739
Total Year-to-Year Changes, November Plan		(33)	(33)	(11)	49

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	(1)	(24)	(22)	(22)	(21)
<i>Reimbursable</i>	0	0	0	0	0
Total	(1)	(24)	(22)	(22)	(21)
<i>Full-Time</i>	(1)	(24)	(22)	(22)	(21)
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	(1)	(24)	(22)	(22)	(21)
<i>By Function Category</i>					
- Administration	0	(4)	(4)	(4)	(1)
- Operations	(2)	(16)	(14)	(14)	(14)
- Maintenance	1	(4)	(4)	(4)	(6)
- Engineering/Capital	0	0	0	0	0
- Public Safety	0	0	0	0	0
Total	(1)	(24)	(22)	(22)	(21)
<i>By Occupational Group</i>					
- Managers/Supervisors	(2)	(8)	(6)	(6)	(6)
- Professional, Technical, Clerical	0	(1)	(1)	(1)	0
- Operational Hourlies	1	(15)	(15)	(15)	(15)
Total	(1)	(24)	(22)	(22)	(21)

Total Plan-to-Plan Changes by Major Category:

<i>2014 BRPs</i>	0	0	0	0	0
<i>New Needs</i>	(2)	(9)	(7)	(7)	(6)
<i>Change in Reimbursable Positions</i>	0	0	0	0	0
<i>Re-estimates & All Other</i> ¹	1	(15)	(15)	(15)	(15)
Total	(1)	(24)	(22)	(22)	(21)

¹ Includes Full-time Equivalents

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Administration						
Office of the EVP	2	3	3	3	3	3
Human Resources	9	6	6	6	6	6
Office of Management and Budget	12	14	16	16	16	16
Technology & Information Services	16	16	17	17	17	17
Materiel	14	19	19	19	19	19
Controller	19	15	15	15	15	15
Office of the President	5	6	6	6	6	6
System Safety Administration	1	5	5	5	5	5
Law	23	24	24	24	24	24
Corporate Communications	3	3	3	3	3	3
Strategic Office	11	12	13	17	17	16
Labor Relations	-	4	4	4	4	4
Non Departmental	-	11	16	8	12	4
Total Administration	115	138	147	143	147	138
Operations						
Buses	2,142	2,211	2,226	2,226	2,226	2,226
Office of the Executive Vice President, Regional	1	1	1	1	1	1
Safety & Training	46	28	28	28	28	28
Road Operations	112	119	119	117	117	117
Transportation Support	21	20	20	20	20	20
Operations Planning	28	32	31	31	31	31
Revenue Control	20	21	27	27	27	27
Total Operations	2,370	2,432	2,452	2,450	2,450	2,450
Maintenance						
Buses	738	764	683	703	748	750
Maintenance Support/CMF	173	157	242	261	223	181
Facilities	43	73	73	73	73	73
Supply Logistics	90	92	92	92	92	92
Total Maintenance	1,044	1,086	1,090	1,129	1,136	1,096
Engineering/Capital						
Capital Program Management	31	37	37	37	37	37
Public Safety						
Office of the Senior Vice President	16	18	18	18	18	18
Total Positions	3,576	3,711	3,744	3,777	3,788	3,739
Non-Reimbursable	3,520	3,673	3,706	3,739	3,750	3,701
Reimbursable	56	38	38	38	38	38
Total Full-Time	3,559	3,696	3,729	3,762	3,773	3,724
Total Full-Time Equivalents	17	15	15	15	15	15

MTA BUS COMPANY
November Financial Plan 2015 - 2018
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2013	2014	2015	2016	2017	2018
	Actual	November Forecast	Final Proposed Budget			
Administration						
Managers/Supervisors	42	57	59	59	59	57
Professional, Technical, Clerical	73	70	74	78	78	77
Operational Hourlies	-	11	14	6	10	4
Total Administration	115	138	147	143	147	138
Operations						
Managers/Supervisors	293	300	301	299	299	299
Professional, Technical, Clerical	54	52	50	50	50	50
Operational Hourlies	2,023	2,080	2,101	2,101	2,101	2,101
Total Operations	2,370	2,432	2,452	2,450	2,450	2,450
Maintenance						
Managers/Supervisors	196	207	212	210	210	210
Professional, Technical, Clerical	15	17	18	18	18	18
Operational Hourlies	833	862	860	901	908	868
Total Maintenance	1,044	1,086	1,090	1,129	1,136	1,096
Engineering/Capital						
Managers/Supervisors	16	21	21	21	21	21
Professional, Technical, Clerical	15	16	16	16	16	16
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	31	37	37	37	37	37
Public Safety						
Managers/Supervisors	10	14	14	14	14	14
Professional, Technical, Clerical	4	4	4	4	4	4
Operational Hourlies	2	-	-	-	-	-
Total Public Safety	16	18	18	18	18	18
Total Positions						
Managers/Supervisors	557	599	607	603	603	601
Professional, Technical, Clerical	161	159	162	166	166	165
Operational Hourlies	2,858	2,953	2,975	3,008	3,019	2,973
Total Baseline Positions	3,576	3,711	3,744	3,777	3,788	3,739

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Staten Island Railway

MTA STATEN ISLAND RAILWAY
2015 Final Proposed Budget
November Financial Plan 2015 - 2018

FINANCIAL OVERVIEW

The 2015 Final Proposed Budget and projections for the years 2016-2018 provide sufficient funding to maintain current service levels as well as to maintain MTA's commitment to safety and security. Performance indicators including mean distance between failures and on-time performance remain within targeted levels. Funding is provided in this plan for additional service crews in order to ensure efficient, consistent and safe assignment of crews to all scheduled train trips. All other expense/cash changes are either from re-estimates, adjustments reflecting the impact of inflation, or the projected timing of expenses, payments or reimbursements.

2014 November Forecast

MTA Staten Island Railway's 2014 November Forecast reflects total expenses before depreciation and other post-employment benefits (OPEB) of \$50.337 million, including \$45.183 million of non-reimbursable expenses and \$5.154 million of reimbursable expenses. Total revenues are projected to be \$13.574 million, of which \$8.420 million are operating revenues and \$5.154 million represent capital reimbursements. Total full-time positions are 305, including 276 non-reimbursable positions and 29 reimbursable positions.

The 2014 November Forecast operating cash deficit is projected to increase by \$1.448 million. Major variances include:

- The unfavorable timing of Sandy reimbursements of \$1.811 million to 2015.
- Estimated costs of \$0.905 million associated with two derailments occurring in 2014.
- Reduced reimbursable overhead credits of \$0.451 million, resulting from a re-estimate/reduction of Sandy reimbursable capital construction headcount requirements.
- Various expense consistency re-estimates, resulting in a net savings of \$0.901 million.
- A re-estimate of electric power payments, resulting in a reduction of \$0.500 million.
- The favorable timing of non-revenue vehicle purchases, resulting in a deferral of \$0.218 million of expenses to 2015.
- Increased farebox revenue of \$0.138 million, due to an improved ridership trend.

2015 Final Proposed Budget

MTA Staten Island Railway's 2015 Final Proposed Budget reflects total expenses before depreciation and OPEB of \$56.671 million, including \$51.517 million of non-reimbursable expenses and \$5.154 million of reimbursable expenses. Total revenues are projected to be \$15.369 million, of which \$10.215 million are operating revenues and \$5.154 million represent capital reimbursements. Total full-time positions are 305, including 276 non-reimbursable positions and 29 reimbursable positions.

The 2015 Final Proposed Budget operating cash deficit is projected to decrease by \$0.300 million. Major changes include:

- The favorable timing of Sandy reimbursements of \$1.811 million from 2014.
- Various expense consistency re-estimates, resulting in a net savings of \$0.412 million.
- Increased farebox revenue of \$0.164 million, based on an improved ridership trend.
- The addition of four service crews (4 engineers, 4 conductors) with an annual cost of \$0.559 million.
- Revised inflation adjustments, resulting in a net cost increase of \$0.456 million.
- Reduced reimbursable overhead credits of \$0.451 million, resulting from a re-estimate/reduction of Sandy reimbursable capital construction headcount requirements.
- NYCT personnel labor cost increase of \$0.300 million in support of the SIR R44 Fleet Maintenance Program effective July 2015. This program is required in order to maintain the fleet's reliability and safety until projected replacement in 2020. Total estimated cost of this program to be incurred during the planned 18 month maintenance period is \$26.3 million.
- The unfavorable timing of non-revenue vehicle purchases, resulting in a deferral of \$0.218 million of expenses from 2014.

Financial Plan 2016-2018 Projections

Operating cash deficits are projected to increase by \$1.000 million in 2016, and decrease by \$0.319 million in 2017 and \$0.485 million in 2018.

Major changes include:

- NYCT personnel labor cost increase of \$0.601 million in 2016 in support of the SIR R44 Fleet Maintenance Program. This program is required in order to maintain the fleet's reliability and safety until projected replacement in 2020. Total estimated cost of this program to be incurred during the planned 18 month maintenance period is \$26.3 million.
- The addition of four service crews (4 engineers, 4 conductors) with annual costs of \$0.559 million per year.
- Reduced reimbursable overhead credits of \$0.225 million in 2016, resulting from a re-estimate/reduction of Sandy reimbursable capital construction headcount requirements.
- Various expense consistency re-estimates, resulting in a net savings of \$0.401 million in 2016, \$0.597 million in 2017 and \$0.687 million in 2018.
- Increased farebox revenue of \$0.172 million in 2016, \$0.181 million in 2017, and \$0.191 million in 2018, based on an improved ridership trend.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE						
	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
Operating Revenue						
Farebox Revenue	\$5.504	\$5.888	\$6.040	\$6.136	\$6.193	\$6.255
Toll Revenue						
Other Operating Revenue	4.251	2.532	4.175	2.385	2.407	2.430
Capital and Other Reimbursements						
Total Revenue	\$9.755	\$8.420	\$10.215	\$8.521	\$8.600	\$8.685
Operating Expenses						
<u>Labor:</u>						
Payroll	\$17.149	\$18.532	\$19.267	\$19.676	\$20.123	\$20.550
Overtime	2.369	3.166	1.092	0.948	0.961	0.975
Health and Welfare	3.005	3.696	3.967	4.105	4.316	4.537
OPEB Current Payment	1.745	1.274	1.317	1.346	1.391	1.438
Pensions	5.832	5.754	5.784	5.884	5.884	5.984
Other Fringe Benefits	4.322	2.856	1.883	1.860	1.892	1.925
Reimbursable Overhead	(0.954)	(1.754)	(1.754)	(0.877)	0.000	0.000
Total Labor Expenses	\$33.468	\$33.524	\$31.556	\$32.942	\$34.567	\$35.409
<u>Non-Labor:</u>						
Electric Power	\$3.957	\$4.386	\$4.326	\$4.749	\$5.424	\$5.855
Fuel	0.334	0.553	0.548	0.541	0.533	0.541
Insurance	0.588	1.379	1.628	1.771	2.033	2.099
Claims	0.014	0.084	0.085	0.086	0.088	0.089
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.869	2.357	11.311	19.479	1.793	1.844
Professional Service Contracts	0.731	1.030	0.795	0.783	0.791	0.752
Materials & Supplies	2.295	2.016	1.238	1.175	1.102	1.117
Other Business Expenses	0.592	(0.146)	0.030	0.030	0.030	0.030
Total Non-Labor Expenses	\$9.380	\$11.659	\$19.961	\$28.614	\$11.794	\$12.327
<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 and GASB Adjs.	\$42.848	\$45.183	\$51.517	\$61.556	\$46.361	\$47.736
Depreciation	\$8.114	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Obligation	1.413	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$52.375	\$55.783	\$62.117	\$72.156	\$56.961	\$58.336
Net Surplus/(Deficit)	(\$42.620)	(\$47.363)	(\$51.902)	(\$63.635)	(\$48.361)	(\$49.651)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
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	4.073	5.154	5.154	3.417	1.680	1.680
Total Revenue	\$4.073	\$5.154	\$5.154	\$3.417	\$1.680	\$1.680
Expenses						
<u>Labor:</u>						
Payroll	\$1.328	\$2.005	\$2.005	\$1.147	\$0.288	\$0.288
Overtime	0.552	0.707	0.707	0.705	0.704	0.704
Health and Welfare	0.000	0.517	0.517	0.517	0.517	0.517
OPEB Current Payment	0.022	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.094	0.094	0.094	0.094	0.094
Other Fringe Benefits	0.152	0.077	0.077	0.077	0.077	0.077
Reimbursable Overhead	0.954	1.754	1.754	0.877	0.000	0.000
Total Labor Expenses	\$3.008	\$5.154	\$5.154	\$3.417	\$1.680	\$1.680
<u>Non-Labor:</u>						
Electric Power	\$0.017	\$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 Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	1.048	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	\$1.065	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$4.073	\$5.154	\$5.154	\$3.417	\$1.680	\$1.680
Depreciation	-	-	-	-	-	-
Total Expenses	\$4.073	\$5.154	\$5.154	\$3.417	\$1.680	\$1.680
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE						
	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
Revenue						
Farebox Revenue	\$5.504	\$5.888	\$6.040	\$6.136	\$6.193	\$6.255
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	4.251	2.532	4.175	2.385	2.407	2.430
Capital and Other Reimbursements	4.073	5.154	5.154	3.417	1.680	1.680
Total Revenue	\$13.828	\$13.574	\$15.369	\$11.938	\$10.280	\$10.365
Expenses						
<u>Labor:</u>						
Payroll	\$18.477	\$20.537	\$21.272	\$20.823	\$20.411	\$20.838
Overtime	2.921	3.873	1.799	1.653	1.665	1.679
Health and Welfare	3.005	4.213	4.484	4.622	4.833	5.054
OPEB Current Payment	1.767	1.274	1.317	1.346	1.391	1.438
Pensions	5.832	5.848	5.878	5.978	5.978	6.078
Other Fringe Benefits	4.474	2.933	1.960	1.937	1.969	2.002
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$36.476	\$38.678	\$36.710	\$36.359	\$36.247	\$37.089
<u>Non-Labor:</u>						
Electric Power	\$3.974	\$4.386	\$4.326	\$4.749	\$5.424	\$5.855
Fuel	0.334	0.553	0.548	0.541	0.533	0.541
Insurance	0.588	1.379	1.628	1.771	2.033	2.099
Claims	0.014	0.084	0.085	0.086	0.088	0.089
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.869	2.357	11.311	19.479	1.793	1.844
Professional Service Contracts	0.731	1.030	0.795	0.783	0.791	0.752
Materials & Supplies	3.343	2.016	1.238	1.175	1.102	1.117
Other Business Expenses	0.592	(0.146)	0.030	0.030	0.030	0.030
Total Non-Labor Expenses	\$10.445	\$11.659	\$19.961	\$28.614	\$11.794	\$12.327
<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	\$46.921	\$50.337	\$56.671	\$64.973	\$48.041	\$49.416
Depreciation	\$8.114	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Obligation	1.413	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$56.448	\$60.937	\$67.271	\$75.573	\$58.641	\$60.016
Net Surplus/(Deficit)	(\$42.620)	(\$47.363)	(\$51.902)	(\$63.635)	(\$48.361)	(\$49.651)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2013	2014	2015			
	Actual	November Forecast	Final Proposed Budget	2016	2017	2018
Receipts						
Farebox Revenue	\$5.567	\$5.405	\$6.039	\$6.136	\$6.193	\$6.255
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	3.497	3.915	4.175	2.385	2.407	2.430
Capital and Other Reimbursements	3.367	6.503	5.154	3.417	1.680	1.680
Total Receipts	\$12.431	\$15.823	\$15.368	\$11.938	\$10.280	\$10.365
Expenditures						
<u>Labor:</u>						
Payroll	\$15.568	\$23.752	\$21.272	\$20.823	\$20.411	\$20.838
Overtime	2.627	4.167	1.799	1.653	1.665	1.679
Health and Welfare	5.070	4.213	4.484	4.622	4.833	5.054
OPEB Current Payment	1.136	1.274	1.317	1.346	1.391	1.438
Pensions	3.974	7.588	5.878	5.978	5.978	6.078
Other Fringe Benefits	0.901	2.067	1.960	1.937	1.969	2.002
GASB Account	0.000	0.587	0.000	0.000	0.000	0.008
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$29.276	\$43.648	\$36.710	\$36.359	\$36.247	\$37.097
<u>Non-Labor:</u>						
Electric Power	\$3.995	\$4.386	\$4.326	\$4.749	\$5.424	\$5.855
Fuel	0.354	0.553	0.548	0.541	0.533	0.541
Insurance	0.803	1.756	1.628	1.771	2.033	2.099
Claims	0.017	0.084	0.085	0.086	0.088	0.089
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.356	2.357	11.311	19.479	1.793	1.844
Professional Service Contracts	0.654	1.030	0.795	0.783	0.791	0.752
Materials & Supplies	2.625	2.716	1.238	1.175	1.102	1.117
Other Business Expenses	0.005	(0.146)	0.030	0.030	0.030	0.030
Total Non-Labor Expenditures	\$11.809	\$12.736	\$19.961	\$28.614	\$11.794	\$12.327
<u>Other Expenditure Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$41.085	\$56.384	\$56.671	\$64.973	\$48.041	\$49.424
Net Cash Deficit	(\$28.654)	(\$40.561)	(\$41.303)	(\$53.035)	(\$37.761)	(\$39.059)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2013	2014	2015			
	Actual	November	Final Proposed	2016	2017	2018
		Forecast	Budget			
Receipts						
Farebox Revenue	\$0.063	(\$0.483)	(\$0.001)	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(0.754)	1.383	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(0.706)	1.349	0.000	0.000	0.000	0.000
Total Receipts	(\$1.397)	\$2.249	(\$0.001)	\$0.000	\$0.000	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	\$2.909	(\$3.215)	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.294	(0.294)	0.000	0.000	0.000	0.000
Health and Welfare	(2.065)	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.631	0.000	0.000	0.000	0.000	0.000
Pensions	1.858	(1.740)	0.000	0.000	0.000	0.000
Other Fringe Benefits	3.573	0.866	0.000	0.000	0.000	0.000
GASB Account	0.000	(0.587)	0.000	0.000	0.000	(0.008)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$7.200	(\$4.970)	\$0.000	\$0.000	\$0.000	(\$0.008)
<u>Non-Labor:</u>						
Electric Power	(\$0.021)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.020)	0.000	0.000	0.000	0.000	0.000
Insurance	(0.215)	(0.377)	0.000	0.000	0.000	0.000
Claims	(0.003)	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	(2.487)	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.077	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.718	(0.700)	0.000	0.000	0.000	0.000
Other Business Expenditures	0.587	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	(\$1.364)	(\$1.077)	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>						
Other	\$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 and GASB Adjs.	\$4.439	(\$3.798)	(\$0.001)	\$0.000	\$0.000	(\$0.008)
Depreciation Adjustment	\$8.114	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Obligation	1.413	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Baseline Total Cash Conversion Adjustments	\$13.966	\$6.802	\$10.599	\$10.600	\$10.600	\$10.592
Total Cash Conversion Adjustments	\$13.966	\$6.802	\$10.599	\$10.600	\$10.600	\$10.592

MTA STATEN ISLAND RAILWAY
2015 Final Proposed Budget
November Financial Plan 2015 - 2018
Year-to-Year Changes by Category-Baseline

TOTAL REVENUES/RECEIPTS

Farebox Revenue

- Farebox revenue improves by \$0.152 million or 2.6% in 2015, due largely to a projected increase in employment. Farebox revenue is also projected to increase by \$0.096 million or 1.6% in 2016, \$0.057 million or 0.9% in 2017, and \$0.062 million or 1.0% in 2018 due to updated employment projections. 2014 includes an unfavorable cash timing adjustment of \$0.483 million, due to the timing of farebox receipt settlements with NYCT from 2013.

Other Operating Revenue

- The major favorable change in 2015 over 2014 of \$1.643 million and the major unfavorable change in 2016 over 2015 of \$1.790 million are both due mostly to estimated Sandy insurance recoveries in 2015. 2014 includes a favorable cash timing adjustment of \$1.456 million, due to delays in 2013 of receipts from student fare reimbursements.

Capital and Other Reimbursements

- 2014 includes \$1.349 million of reimbursements delayed from 2013.

TOTAL EXPENSES/EXPENDITURES

Payroll

- 2015-2018 includes provisions for cost of living increases for non-represented employees of 2.00% for each year.
- 2015-2018 includes projected wage inflation increases for represented employees of 1.88%, 2.00%, 2.00% and 2.00%, respectively.
- 2014 includes \$1.470 million of unfavorable payment timing from 2013.

Overtime

- Includes projected wage inflation increases as noted above for represented employees.
- 2014 includes \$0.294 million of unfavorable payment timing from 2013.

Health & Welfare/OPEB Current Payment

- 2015-2018 includes projected rate increases of 4.87%, 3.21%, 4.77% and 4.77%, respectively.

Pension

- Projections are based on current actuarial information.
- 2014 includes \$1.740 million of unfavorable payment timing from 2013.

Other Fringe Benefits

- 2015-2018 includes inflation increases of 1.50%, 1.44%, 1.82% and 1.97%, respectively.

Electric Power (Traction/Non-Traction)

- 2015-2018 inflation assumptions are based on projected New York Power Authority (NYPA)/Con Edison rate increases.

Fuel (Heating/Diesel)

- 2015-2018 reflects inflationary assumptions.

Insurance

- 2015-2018 reflects inflationary assumptions.
- 2014 includes \$0.377 million of unfavorable payment timing from 2013.

Claims

- 2015-2018 reflects inflationary assumptions of 1.50%, 1.44%, 1.82% and 1.97%, respectively.

Maintenance and Other Operating Contracts

- 2015-2018 reflects inflationary increases of 1.50%, 1.44%, 1.82% and 1.97%, respectively. The increase in 2015 from 2014 of \$8.954 million is due mostly to the mid-year 2015 beginning of an 18 month R44 car fleet maintenance program. The 2016 increase over 2015 of \$8.168 million represents the full year cost of the fleet maintenance program in 2016, versus a half year program segment in 2015. The 2017 decrease over 2016 of \$17.686 million is due mostly to the completion of the R44 car fleet maintenance program.

Professional Service Contracts

- 2015-2018 reflects inflationary increases of 1.50%, 1.44%, 1.82% and 1.97%, respectively.

Materials and Supplies

- 2015-2018 reflects inflationary increases of 2.29%, 1.73%, 1.62% and 1.77%, respectively. 2014 includes \$0.700 million of unfavorable payment timing from 2013.

Other Business Expenses

- 2015-2018 reflects inflationary increases of 1.50%, 1.44%, 1.82% and 1.97%, respectively.

Depreciation

- Annual expenses of \$8.3 million do not increase during the Financial Plan, as no additional capital assets are projected to reach beneficial use.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2014	2015	Change 2015 - 2014	2016	Change 2016 - 2015	2017	Change 2017 - 2016	2018	Change 2018 - 2017
Revenue									
Farebox Revenue	\$5.888	\$6.040	\$0.152	\$6.136	\$0.096	\$6.193	\$0.057	\$6.255	\$0.062
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.532	4.175	1.643	2.385	(1.790)	2.407	0.022	2.430	0.023
Capital and Other Reimbursements	0.000	0.000	\$0.000	0.000	\$0.000	0.000	\$0.000	0.000	\$0.000
Total Revenue	\$8.420	\$10.215	\$1.795	\$8.521	(\$1.694)	\$8.600	\$0.079	\$8.685	\$0.085
Expenses									
Labor:									
Payroll	\$18.532	\$19.267	(\$0.735)	\$19.676	(\$0.409)	\$20.123	(\$0.447)	\$20.550	(\$0.427)
Overtime	3.166	1.092	2.074	0.948	0.144	0.961	(0.013)	0.975	(0.014)
Health and Welfare	3.696	3.967	(0.271)	4.105	(0.138)	4.316	(0.211)	4.537	(0.221)
OPEB Current Payment	1.274	1.317	(0.043)	1.346	(0.029)	1.391	(0.045)	1.438	(0.047)
Pensions	5.754	5.784	(0.030)	5.884	(0.100)	5.884	0.000	5.984	(0.100)
Other Fringe Benefits	2.856	1.883	0.973	1.860	0.023	1.892	(0.032)	1.925	(0.033)
Reimbursable Overhead	(1.754)	(1.754)	0.000	(0.877)	(0.877)	0.000	(0.877)	0.000	0.000
Total Labor Expenses	\$33.524	\$31.556	\$1.968	\$32.942	(\$1.386)	\$34.567	(\$1.625)	\$35.409	(\$0.842)
Non-Labor:									
Electric Power	\$4.386	\$4.326	\$0.060	\$4.749	(\$0.423)	\$5.424	(\$0.675)	\$5.855	(\$0.431)
Fuel	0.553	0.548	0.005	0.541	0.007	0.533	0.008	0.541	(0.008)
Insurance	1.379	1.628	(0.249)	1.771	(0.143)	2.033	(0.262)	2.099	(0.066)
Claims	0.084	0.085	(0.001)	0.086	(0.001)	0.088	(0.002)	0.089	(0.001)
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	2.357	11.311	(8.954)	19.479	(8.168)	1.793	17.686	1.844	(0.051)
Professional Service Contracts	1.030	0.795	0.235	0.783	0.012	0.791	(0.008)	0.752	0.039
Materials & Supplies	2.016	1.238	0.778	1.175	0.063	1.102	0.073	1.117	(0.015)
Other Business Expenses	(0.146)	0.030	(0.176)	0.030	0.000	0.030	0.000	0.030	0.000
Total Non-Labor Expenses	\$11.659	\$19.961	(\$8.302)	\$28.614	(\$8.653)	\$11.794	\$16.820	\$12.327	(\$0.533)
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 and GASB Adjs.	\$45.183	\$51.517	(\$6.334)	\$61.556	(\$10.039)	\$46.361	\$15.195	\$47.736	(\$1.375)
Depreciation	8.300	8.300	0.000	8.300	0.000	8.300	0.000	8.300	0.000
OPEB Obligation	2.300	2.300	0.000	2.300	0.000	2.300	0.000	2.300	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$55.783	\$62.117	(\$6.334)	\$72.156	(\$10.039)	\$56.961	\$15.195	\$58.336	(\$1.375)
Net Surplus/(Deficit)	(\$47.363)	(\$51.902)	(\$4.539)	(\$63.635)	(\$11.733)	(\$48.361)	\$15.274	(\$49.651)	(\$1.290)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2014	2015	Change 2015 - 2014	2016	Change 2016 - 2015	2017	Change 2017 - 2016	2018	Change 2018 - 2017
Revenue									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle 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
Capital and Other Reimbursements	5.154	5.154	\$0.000	3.417	(\$1.737)	1.680	(\$1.737)	1.680	\$0.000
Total Revenue	\$5.154	\$5.154	\$0.000	\$3.417	(\$1.737)	\$1.680	(\$1.737)	\$1.680	\$0.000
Expenses									
Labor:									
Payroll	\$2.005	\$2.005	\$0.000	\$1.147	\$0.858	\$0.288	\$0.859	\$0.288	\$0.000
Overtime	0.707	0.707	0.000	0.705	0.002	0.704	0.001	0.704	0.000
Health and Welfare	0.517	0.517	0.000	0.517	0.000	0.517	0.000	0.517	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.094	0.094	0.000	0.094	0.000	0.094	0.000	0.094	0.000
Other Fringe Benefits	0.077	0.077	0.000	0.077	0.000	0.077	0.000	0.077	0.000
Reimbursable Overhead	1.754	1.754	0.000	0.877	0.877	0.000	0.877	0.000	0.000
Total Labor Expenses	\$5.154	\$5.154	\$0.000	\$3.417	\$1.737	\$1.680	\$1.737	\$1.680	\$0.000
Non-Labor:									
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 Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & 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
Other Expenses Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$5.154	\$5.154	\$0.000	\$3.417	\$1.737	\$1.680	\$1.737	\$1.680	\$0.000
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$5.154	\$5.154	\$0.000	\$3.417	\$1.737	\$1.680	\$1.737	\$1.680	\$0.000
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 2015-2018
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE

	Favorable/(Unfavorable)								
	2014	2015	Change 2015 - 2014	2016	Change 2016 - 2015	2017	Change 2017 - 2016	2018	Change 2018 - 2017
Revenue									
Farebox Revenue	\$5.888	\$6.040	\$0.152	\$6.136	\$0.096	\$6.193	\$0.057	\$6.255	\$0.062
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.532	4.175	1.643	2.385	(1.790)	2.407	0.022	2.430	0.023
Capital and Other Reimbursements	5.154	5.154	\$0.000	3.417	(\$1.737)	1.680	(\$1.737)	1.680	\$0.000
Total Revenue	\$13.574	\$15.369	\$1.795	\$11.938	(\$3.431)	\$10.280	(\$1.658)	\$10.365	\$0.085
Expenses									
Labor:									
Payroll	\$20.537	\$21.272	(\$0.735)	\$20.823	\$0.449	\$20.411	\$0.412	\$20.838	(\$0.427)
Overtime	3.873	1.799	2.074	1.653	0.146	1.665	(0.012)	1.679	(0.014)
Health and Welfare	4.213	4.484	(0.271)	4.622	(0.138)	4.833	(0.211)	5.054	(0.221)
OPEB Current Payment	1.274	1.317	(0.043)	1.346	(0.029)	1.391	(0.045)	1.438	(0.047)
Pensions	5.848	5.878	(0.030)	5.978	(0.100)	5.978	0.000	6.078	(0.100)
Other Fringe Benefits	2.933	1.960	0.973	1.937	0.023	1.969	(0.032)	2.002	(0.033)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$38.678	\$36.710	\$1.968	\$36.359	\$0.351	\$36.247	\$0.112	\$37.089	(\$0.842)
Non-Labor:									
Electric Power	\$4.386	\$4.326	\$0.060	\$4.749	(\$0.423)	\$5.424	(\$0.675)	\$5.855	(\$0.431)
Fuel	0.553	0.548	0.005	0.541	0.007	0.533	0.008	0.541	(0.008)
Insurance	1.379	1.628	(0.249)	1.771	(0.143)	2.033	(0.262)	2.099	(0.066)
Claims	0.084	0.085	(0.001)	0.086	(0.001)	0.088	(0.002)	0.089	(0.001)
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	2.357	11.311	(8.954)	19.479	(8.168)	1.793	17.686	1.844	(0.051)
Professional Service Contracts	1.030	0.795	0.235	0.783	0.012	0.791	(0.008)	0.752	0.039
Materials & Supplies	2.016	1.238	0.778	1.175	0.063	1.102	0.073	1.117	(0.015)
Other Business Expenses	(0.146)	0.030	(0.176)	0.030	0.000	0.030	0.000	0.030	0.000
Total Non-Labor Expenses	\$11.659	\$19.961	(\$8.302)	\$28.614	(\$8.653)	\$11.794	\$16.820	\$12.327	(\$0.533)
Total Expenses before Depreciation and GASB Adjs.	\$50.337	\$56.671	(\$6.334)	\$64.973	(\$8.302)	\$48.041	\$16.932	\$49.416	(\$1.375)
Depreciation	8.300	8.300	0.000	8.300	0.000	8.300	0.000	8.300	0.000
OPEB Obligation	2.300	2.300	0.000	2.300	0.000	2.300	0.000	2.300	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$60.937	\$67.271	(\$6.334)	\$75.573	(\$8.302)	\$58.641	\$16.932	\$60.016	(\$1.375)
Net Surplus/(Deficit)	(\$47.363)	(\$51.902)	(\$4.539)	(\$63.635)	(\$11.733)	(\$48.361)	\$15.274	(\$49.651)	(\$1.290)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Year-to-Year Changes by Category - Cash Receipts and Expenditures
(\$ in millions)

	Favorable/(Unfavorable)								
	2014	2015	Change 2015 - 2014	2016	Change 2016 - 2015	2017	Change 2017 - 2016	2018	Change 2018 - 2017
Receipts									
Farebox Revenue	\$5.405	\$6.039	\$0.634	\$6.136	\$0.097	\$6.193	\$0.057	\$6.255	\$0.062
Other Operating Revenue	3.915	4.175	0.260	2.385	(1.790)	2.407	0.022	2.430	0.023
Capital and Other Reimbursements	6.503	5.154	(1.349)	3.417	(1.737)	1.680	(1.737)	1.680	0.000
Total Receipts	\$15.823	\$15.368	(\$0.455)	\$11.938	(\$3.430)	\$10.280	(\$1.658)	\$10.365	\$0.085
Expenditures									
Labor:									
Payroll	\$23.752	\$21.272	\$2.480	\$20.823	\$0.449	\$20.411	\$0.412	\$20.838	(\$0.427)
Overtime	4.167	1.799	2.368	1.653	0.146	1.665	(0.012)	1.679	(0.014)
Health and Welfare	4.213	4.484	(0.271)	4.622	(0.138)	4.833	(0.211)	5.054	(0.221)
OPEB Current Payment	1.274	1.317	(0.043)	1.346	(0.029)	1.391	(0.045)	1.438	(0.047)
Pensions	7.588	5.878	1.710	5.978	(0.100)	5.978	0.000	6.078	(0.100)
Other Fringe Benefits	2.067	1.960	0.107	1.937	0.023	1.969	(0.032)	2.002	(0.033)
GASB Account	0.587	0.000	0.587	0.000	0.000	0.000	0.000	0.008	(0.008)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$43.648	\$36.710	\$6.938	\$36.359	\$0.351	\$36.247	\$0.112	\$37.097	(\$0.850)
Non-Labor:									
Electric Power	\$4.386	\$4.326	\$0.060	\$4.749	(\$0.423)	\$5.424	(\$0.675)	\$5.855	(\$0.431)
Fuel	0.553	0.548	0.005	0.541	0.007	0.533	0.008	0.541	(0.008)
Insurance	1.756	1.628	0.128	1.771	(0.143)	2.033	(0.262)	2.099	(0.066)
Claims	0.084	0.085	(0.001)	0.086	(0.001)	0.088	(0.002)	0.089	(0.001)
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	2.357	11.311	(8.954)	19.479	(8.168)	1.793	17.686	1.844	(0.051)
Professional Service Contracts	1.030	0.795	0.235	0.783	0.012	0.791	(0.008)	0.752	0.039
Materials & Supplies	2.716	1.238	1.478	1.175	0.063	1.102	0.073	1.117	(0.015)
Other Business Expenses	(0.146)	0.030	(0.176)	0.030	0.000	0.030	0.000	0.030	0.000
Total Non-Labor Expenditures	\$12.736	\$19.961	(\$7.225)	\$28.614	(\$8.653)	\$11.794	\$16.820	\$12.327	(\$0.533)
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	\$56.384	\$56.671	(\$0.287)	\$64.973	(\$8.302)	\$48.041	\$16.932	\$49.424	(\$1.383)
Net Cash Deficit	(\$40.561)	(\$41.303)	(\$0.742)	(\$53.035)	(\$11.732)	(\$37.761)	\$15.274	(\$39.059)	(\$1.298)

MTA STATEN ISLAND RAILWAY
2015 Final Proposed Budget
November Financial Plan 2015-2018
Summary of Plan to Plan Changes-Baseline

2014: November Financial Plan vs. July Financial Plan

Major Revenue Re-estimates

- An increase in farebox revenue of \$0.138 million, due mostly to an improved ridership trend.
- A decrease in other operating revenue of \$1.811 million, due to the deferral to 2015 of estimated Sandy reimbursements.

Major Expense Re-estimates

- An increase in overtime expenses of \$0.897 million, due to derailment-related requirements and re-estimates including the impact of early year adverse weather.
- A reduction in health & welfare expenses of \$0.393 million and an increase in OPEB current expenses of \$0.400 million, due to a reclassification re-estimate.
- An increase of \$0.246 million in other fringe benefit expenses, due to a re-estimate regarding Workers' Compensation requirements and interagency charges.
- A reduction in reimbursable overhead credits of \$0.451 million, resulting from a re-estimate of Sandy reimbursable capital construction headcount requirements.
- A reduction of electric power expenses of \$1.626 million and an increase in fuel expenses of \$0.194 million, due to consistency re-estimates.
- Consistency re-estimates, resulting in a decrease in maintenance contract expenses of \$0.684 million and an increase in professional service contract expenses of \$0.303 million.
- An increase in materials & supplies expenses of \$0.465 million, due mostly to cost requirements associated with the two derailments occurring in 2014.

Cash Adjustments

- A re-estimate of electric power payments, resulting in a payment timing reduction of \$0.500 million in 2014.

2015-2018: November Financial Plan vs. July Financial Plan

Major Revenue Re-estimates

- Increases in farebox revenue of \$0.164 million in 2015, \$0.172 million in 2016, \$0.181 million in 2017 and \$0.191 million in 2018, due to an improved ridership trend.
- Other operating revenues are projected to increase by \$1.811 million in 2015, due to the estimated timing of Sandy reimbursements from 2014.

Major Expense Re-estimates

- Payroll expenses increased by \$0.337 million in 2015, \$0.338 million in 2016, \$0.340 million in 2017 and \$0.342 million in 2018, due mainly to the addition of four service crews (4 engineers, 4 conductors).
- Overtime expenses increased by \$0.358 million in 2015 and \$0.200 million in subsequent years, due to re-estimates to project recurring costs related to adverse weather.
- Reductions in health & welfare expenses of \$0.318 million in 2015, \$0.270 million in 2016, \$0.255 million in 2017 and \$0.241 million in 2018 and increases in OPEB current expenses of \$0.400 million in 2015, \$0.408 million in 2016, \$0.410 million in 2017 and \$0.411 million in 2018 due to reclassification re-estimates.
- Increases in other fringe benefit expenses of \$0.260 million in 2015, \$0.210 million in 2016, \$0.215 million in 2017 and \$0.216 million in 2018, due to re-estimates regarding Workers' Compensation requirements and interagency charges.
- A reduction in reimbursable overhead credits of \$0.451 million in 2015 and \$0.225 million in 2016, resulting from re-estimates of Sandy reimbursable capital construction headcount requirements.
- Reductions of electric power expenses of \$1.087 million in 2015, \$0.841 million in 2016, \$1.037 million in 2017 and \$1.127 million in 2018 and increases in fuel expenses of \$0.199 million in 2015, \$0.206 million in 2016, \$0.209 million in 2017 and \$0.210 million in 2018, due to consistency re-estimates.
- Increases in maintenance contract expenses of \$0.496 million in 2015 and \$0.509 million in 2016, due primarily to labor cost increases for NYCT employees who will be performing fleet maintenance on the SIR R44 fleet.
- Consistency re-estimates of materials and supplies expenses, resulting in an increase of \$0.200 million in 2015 and decreases of \$0.169 million in 2016, \$0.552 million in 2017 and \$0.564 million in 2018.

Cash Adjustments-No changes

2014: November Financial Plan vs. February Financial Plan

Major Revenue Re-estimates

- An increase in farebox revenue of \$0.161 million, due mostly to an improved ridership trend and employment projections.
- A decrease in other operating revenue of \$1.617 million, due mainly to the deferral to 2015 of estimated Sandy reimbursements.

Major Expense Re-estimates

- **Payroll expenses** increase by \$0.771 million in 2014, due primarily to pattern labor adjustments consistent with the recent TWU labor agreement.
- **Overtime expenses** increase by \$0.897 million, due to costs associated with the two derailments in 2014 and adverse weather impacts from early in the year.
- **Health & welfare expenses** decrease by \$0.516 million while OPEB current expenses increase by \$0.415 million, due mainly to a reclassification of expenses based on consistency adjustments.
- **Pension expenses** increase by \$0.203 million, due to an actuarial update.
- **Other fringe benefit expenses** increase by \$1.321 million, due largely to additional Workers' Compensation requirements and increased FICA expenses based on pattern labor adjustments.
- **Reimbursable overhead credits** decrease by \$0.451 million, due a re-estimate resulting in an elimination of eight Sandy Capital Construction labor support positions.
- **Electric power expenses** decrease by \$1.257 million, due mostly to favorable consistency adjustments net of revised inflation adjustments.
- **Fuel expenses** increase by \$0.185 million, due mainly to consistency adjustments.
- **Insurance expenses** decrease by \$0.301 million, due to MTA re-assessment.
- **Maintenance contract expenses** decrease by \$0.403 million, based largely on a consistency adjustment, partly offset by maintenance contract work to upgrade damaged fuel tanks.
- **Professional service contract expenses** increase by \$0.610 million, to provide for expenses to implement a new Hyperion budget system and to recognize a consistency adjustment.

- **Materials & supplies expenses** increase by \$0.488 million, due primarily to the impact of two derailments in 2014.

2015-2017: November Financial Plan vs. February Financial Plan

Major Revenue Re-estimates

- Increases in farebox revenue of \$0.234 million in 2015, \$0.259 million in 2016, and \$0.282 million in 2017 due to an improved ridership trend and employment projections.
- Other operating revenues are projected to increase by \$1.817 million in 2015, due to the estimated timing of Sandy reimbursements from 2014.

Major Expense Re-estimates

- **Payroll expenses** increase by \$1.197 million in 2015, \$1.239 million in 2016 and \$1.291 million in 2017, due primarily to pattern labor adjustments consistent with the recent TWU labor agreement.
- **Overtime expenses** increase by \$0.358 million in 2015, and \$0.200 million in both 2016 and 2017, due mainly to projected costs to cover anticipated adverse weather. The 2015 increase is also caused by 2014 derailment-related costs extending into 2015.
- **Health & welfare expenses** decrease by \$0.386 million in 2015, \$0.481 million in 2016 and \$0.517 million in 2017, while **OPEB current expenses** increase by \$0.430 million in 2015, \$0.409 million in 2016 and \$0.403 million in 2017, due mainly to a reclassification of expenses based on consistency adjustments.
- **Pension expenses** increase by \$0.133 million in both 2015 and 2016 and by \$0.033 in 2017, due to an actuarial update.
- **Other fringe benefit expenses** increase by \$0.325 million in 2015, \$0.276 million in 2016, and \$0.283 million in 2017, due largely to additional Workers' Compensation requirements and increased FICA expenses based on pattern labor adjustments.
- **Reimbursable overhead credits** decrease by \$0.451 million in 2015 and \$0.225 million in 2016, due a re-estimate resulting in an elimination of eight Sandy Capital Construction labor support positions.
- **Electric power expenses** decrease by \$1.591 million in 2015, \$1.538 million in 2016 and \$1.218 million in 2017, due mostly to favorable consistency adjustments net of revised inflation adjustments.

- **Fuel expenses** increase by \$0.198 million in 2015, \$0.206 million in 2016 and \$0.191 million in 2017, due mainly to consistency adjustments.
- **Insurance expenses** decrease by \$0.231 million in 2015, \$0.403 million in 2016 and \$0.623 million in 2017, due to MTA re-assessment.
- **Maintenance contract expenses** increase by \$0.495 million in 2015, due mainly to TWU wage increases for NYCT personnel who will be performing maintenance on the R44 fleet beginning July 2015. Expenses increase by \$8.971 million in 2016 and decrease by \$8.463 million in 2017, due largely to the reduction of the R44 fleet maintenance program cycle from two years to eighteen months.
- **Professional service contract expenses** increase by \$0.370 million in 2015, \$0.348 million in 2016 and \$0.347 million in 2017, primarily recognizing consistency adjustments.
- **Materials & supplies expenses** increase by \$0.213 million in 2015, based mostly on inflation updates. Expenses decrease by \$0.154 million in 2016 and by \$0.535 million in 2017, based on the net impact of consistency and inflation adjustments.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE	2014	2015	2016	2017	2018
July Financial Plan Net Cash Surplus/(Deficit)	(\$39.113)	(\$41.603)	(\$52.035)	(\$38.080)	(\$39.544)
Baseline Changes					
Revenue					
Farebox Revenue	\$0.138	\$0.164	\$0.172	\$0.181	\$0.191
Other Operating Revenue	(1.811)	1.811	0.000	0.000	0.000
Capital and Other Reimbursement					
Total Revenue Changes	(\$1.673)	\$1.975	\$0.172	\$0.181	\$0.191
Expenses					
<i>Labor:</i>					
Payroll	\$0.040	(\$0.337)	(\$0.338)	(\$0.340)	(\$0.342)
Overtime	(0.897)	(0.358)	(0.200)	(0.200)	(0.200)
Health and Welfare	0.393	0.318	0.270	0.255	0.241
OPEB Current Payment	(0.400)	(0.400)	(0.408)	(0.410)	(0.411)
Pensions	(0.003)	(0.033)	(0.033)	(0.033)	(0.033)
Other Fringe Benefits	(0.246)	(0.260)	(0.210)	(0.215)	(0.216)
Reimbursable Overhead	(0.451)	(0.451)	(0.225)	0.000	0.000
Total Labor Expense Changes	(\$1.564)	(\$1.521)	(\$1.144)	(\$0.943)	(\$0.961)
<i>Non-Labor:</i>					
Electric Power	\$1.626	\$1.087	\$0.841	\$1.037	\$1.127
Fuel	(0.194)	(0.199)	(0.206)	(0.209)	(0.210)
Insurance	(0.034)	(0.020)	(0.004)	0.022	0.053
Claims	(0.001)	0.003	0.007	0.011	0.015
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.684	(0.496)	(0.509)	(0.007)	(0.020)
Professional Service Contracts	(0.303)	(0.304)	(0.301)	(0.300)	(0.254)
Materials & Supplies	(0.465)	(0.200)	0.169	0.552	0.564
Other Business Expenses	(0.024)	(0.025)	(0.025)	(0.025)	(0.024)
Total Non-Labor Expense Changes	\$1.289	(\$0.154)	(\$0.028)	\$1.081	\$1.251
Total Expense Changes before Depreciation & GASB Adjs.	(\$0.275)	(\$1.675)	(\$1.172)	\$0.138	\$0.290
Depreciation	0.000	0.000	0.000	0.000	0.000
OPEB Obligation	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					
Electric Power	\$0.500	\$0.000	\$0.000	\$0.000	\$0.000
GASB Payments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.004
Total Cash Adjustment Changes	\$0.500	\$0.000	\$0.000	\$0.000	\$0.004
Total Baseline Changes	(\$1.448)	\$0.300	(\$1.000)	\$0.319	\$0.485
November Financial Plan Net Cash Surplus/(Deficit)	(\$40.561)	(\$41.303)	(\$53.035)	(\$37.761)	(\$39.059)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE	2014	2015	2016	2017	2018
July Financial Plan Net 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	(0.895)	(0.895)	(0.447)	0.000	0.000
Total Revenue Changes	(\$0.895)	(\$0.895)	(\$0.447)	\$0.000	\$0.000
Expenses					
<i>Labor:</i>					
Payroll	\$0.444	\$0.444	\$0.222	\$0.000	\$0.000
Health and Welfare					
OPEB Current Payment					
Pensions					
Other Fringe Benefits					
Reimbursable Overhead	0.451	0.451	0.225		
Total Labor Expense Changes	\$0.895	\$0.895	\$0.447	\$0.000	\$0.000
<i>Non-Labor:</i>					
Electric Power					
Fuel					
Insurance					
Claims					
Paratransit Service Contracts					
Maintenance and Other Operating Contracts					
Materials & Supplies					
Other Business Expenses					
Total Non-Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expense Changes	\$0.895	\$0.895	\$0.447	\$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 Staten Island Railway
November Financial Plan 2015-2018
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2014	2015	2016	2017	2018
July Financial Plan Net Cash Surplus/(Deficit)	(\$39.113)	(\$41.603)	(\$52.035)	(\$38.080)	(\$39.544)
Non-Reimbursable Major Changes					
Revenue					
Farebox Revenue	\$0.138	\$0.164	\$0.172	\$0.181	\$0.191
Other Operating Revenue	(1.811)	1.811	-	-	-
Sub-Total Non-Reimbursable Revenue Changes	(\$1.673)	\$1.975	\$0.172	\$0.181	\$0.191
Expenses					
Addition of Four Service Crews (8 positions)	(\$0.047)	(\$0.559)	(\$0.559)	(\$0.559)	(\$0.559)
Estimated Costs Associated with Two Derailments in 2014	(0.905)	(0.170)	0.000	0.000	0.000
R44 Fleet Maintenance Requirements-Labor Cost Increase	0.000	(0.300)	(0.601)	0.000	0.000
Sandy Reimbursable Labor Construction Support Re-estimate -Overhead	(0.451)	(0.451)	(0.225)	0.000	0.000
Various Expense Consistency Re-estimates	0.901	0.412	0.401	0.597	0.687
Revised Inflation Assumptions	(0.054)	(0.456)	(0.271)	0.020	0.084
Timing of Non-Revenue Vehicle Purchases	0.218	(0.218)	0.000	0.000	0.000
Other Expense Changes	0.063	0.067	0.083	0.080	0.078
Sub-Total Non-Reimbursable Expense Changes	(\$.275)	(\$1.675)	(\$1.172)	\$.138	\$.290
Total Non-Reimbursable Major Changes	(\$1.948)	\$0.300	(\$1.000)	\$0.319	\$0.481
Reimbursable Major Changes					
Sub-Total Reimbursable Revenue Changes-Sandy Labor Support	(0.895)	(0.895)	(0.447)	0.000	0.000
Sub-Total Reimbursable Expense Changes-Sandy Labor Support	0.895	0.895	0.447	0.000	0.000
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	(\$1.948)	\$0.300	(\$1.000)	\$0.319	\$0.481
Cash Adjustment Changes					
Electric Power Payment Timing Re-estimate	0.500	0.000	0.000	0.000	0.000
GASB Payment Accountt Adjustment	0.000	0.000	0.000	0.000	0.004
Total Cash Adjustment Changes	\$0.500	\$0.000	\$0.000	\$0.000	\$0.004
Total Changes	(\$1.448)	\$0.300	(\$1.000)	\$0.319	\$0.485
November Financial Plan Net Cash Surplus/(Deficit)	(\$40.561)	(\$41.303)	(\$53.035)	(\$37.761)	(\$39.059)

MTA STATEN ISLAND RAILWAY
2015 Final Proposed Budget
November Financial Plan 2015-2018
Ridership/(Utilization)

- A re-estimate of non-student ridership is projected to increase ridership above the July Financial Plan by 0.066 million in 2014.
- 2015-2018 ridership growth projects slightly lower employment growth in 2015 and slightly higher growth in 2016 to 2018 compared to the April 2014 forecast used for the July Financial Plan. As a result of the new employment forecast and a growth trend in ridership, ridership increases more than 1% from the July Plan each year from 2015 to 2018.
- Annual ridership is projected to be above the July Financial Plan by 0.060 million in 2015, 0.065 million in 2016, 0.070 million in 2017 and 0.076 million in 2018.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Ridership/(Utilization)
(in millions)

	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
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RIDERSHIP

Fixed Route	4.221	4.393	4.463	4.522	4.559	4.596
	-	-	-	-	-	-
Baseline Total Ridership	4.221	4.393	4.463	4.522	4.559	4.596

FAREBOX REVENUE

Fixed Route	\$5.504	\$5.888	\$6.040	\$6.136	\$6.193	\$6.255
Baseline Total Revenue	\$5.504	\$5.888	\$6.040	\$6.136	\$6.193	\$6.255

MTA Staten Island Railway
November Financial Plan 2015-2018
2014 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2014	Pos.	2015	Pos.	2016	Pos.	2017	Pos.	2018
<u>Administration</u>										
Vacancy Maintenance/Management (July Plan)	-	0.000	-	0.211	-	0.211	-	0.211	-	0.211
Subtotal Administration	-	\$0.000	-	\$0.211	-	\$0.211	-	\$0.211	-	\$0.211
<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>										
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>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Other	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Agency Submission	-	\$0.000	-	\$0.211	-	\$0.211	-	\$0.211	-	\$0.211

**MTA Staten Island Railway
November Financial Plan 2015-2018
2014 Budget Reduction Plan Worksheet**

Category by Function: Administration
Program: Vacancy Maintenance/Management

Background Details:	After review, it has been determined that the current SIR staffing level will need to be maintained in order to meet operations, maintenance and administrative requirements. In order to achieve the MTA savings target of \$211K annually beginning 2015, SIR will manage a process of delaying hiring to fill vacancies, based on assessment of vacant position functions and risks.
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Program Description/Implementation Plan:	See background details above.	
Program Implementation Date:	When will savings begin?:	January 2015
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.211	\$0.211	\$0.211	\$0.211
<i>Total Positions Required:</i>					

**MTA STATEN ISLAND RAILWAY
2015 Final Proposed Budget
November Financial Plan 2015-2018
Positions**

2014-2018: November Financial Plan vs. July Financial Plan

- Effective December 2014, non-reimbursable positions are planned to increase by eight positions, representing the addition of four service crews comprised of four engineers and four conductors in order to ensure efficient, consistent and safe assignment of crews to all scheduled train trips.
- Based on a re-estimate of Sandy Capital Construction labor support requirements, eight reimbursable positions have been eliminated from 2014 and 2015 planned positions, reducing Sandy labor support positions from 34 to 26.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Favorable/(Unfavorable)

Total Position Changes at a Glance

	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>
2014 July Plan - Total Baseline Positions	305	305	271	271	271
Total Plan-to-Plan Changes	0	0	(8)	(8)	(8)
2014 November Plan - Total Baseline Positions	305	305	279	279	279
Total Year-to-Year Changes, November Plan		0	26	0	0

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	(8)	(8)	(8)	(8)	(8)
<i>Reimbursable</i>	8	8	0	0	0
Total	0	0	(8)	(8)	(8)
<i>Full-Time</i>	0	0	(8)	(8)	(8)
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	0	0	(8)	(8)	(8)
<i>By Function Category</i>					
- Administration	0	0	0	0	0
- Operations	(8)	(8)	(8)	(8)	(8)
- Maintenance	0	0	0	0	0
- Engineering/Capital	8	8	0	0	0
- Public Safety	0	0	0	0	0
Total	0	0	(8)	(8)	(8)
<i>By Occupational Group</i>					
- Managers/Supervisors	0	0	0	0	0
- Professional, Technical, Clerical	0	0	0	0	0
- Operational Hourlies	0	0	(8)	(8)	(8)
Total	0	0	(8)	(8)	(8)

Total Plan-to-Plan Changes by Major Category:

<i>2014 BRPs</i>	0	0	0	0	0
<i>New Needs</i>	(8)	(8)	(8)	(8)	(8)
<i>Change in Reimbursable Positions</i>	8	8	0	0	0
<i>Re-estimates & All Other</i> ¹	0	0	0	0	0
Total	0	0	(8)	(8)	(8)

¹ Includes Full-time Equivalents

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Administration						
Executive	16	13	13	13	13	13
General Office	5	6	6	6	6	6
Purchasing/Stores	6	6	6	6	6	6
Total Administration	27	25	25	25	25	25
Operations						
Transportation	92	99	99	99	99	99
Maintenance						
Mechanical	40	43	43	43	43	43
Electronic/Electrical	12	15	15	15	15	15
Power/Signals	25	26	26	26	26	26
Maintenance of Way	44	46	46	46	46	46
Infrastructure	27	25	25	25	25	25
Total Maintenance	148	155	155	155	155	155
Engineering/Capital						
None	-	26	26	-	-	-
Public Safety						
Police	-	-	-	-	-	-
Baseline Total Positions	267	305	305	279	279	279
Non-Reimbursable	259	276	276	276	276	276
Reimbursable	8	29	29	3	3	3
Total Full-Time	267	305	305	279	279	279
Total Full-Time Equivalents						

MTA STATEN ISLAND RAILWAY
November Financial Plan 2015-2018
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2013 Actual	2014 November Forecast	2015 Final Proposed Budget	2016	2017	2018
Administration						
Managers/Supervisors	13	14	14	14	14	14
Professional, Technical, Clerical	14	11	11	11	11	11
Operational Hourlies	-	-	-	-	-	-
Total Administration	27	25	25	25	25	25
Operations						
Managers/Supervisors	2	5	5	5	5	5
Professional, Technical, Clerical	2	3	3	3	3	3
Operational Hourlies	88	91	91	91	91	91
Total Operations	92	99	99	99	99	99
Maintenance						
Managers/Supervisors	12	8	8	8	8	8
Professional, Technical, Clerical	2	3	3	3	3	3
Operational Hourlies	134	144	144	144	144	144
Total Maintenance	148	155	155	155	155	155
Engineering/Capital						
Managers/Supervisors	-	4	4	-	-	-
Professional, Technical, Clerical	-	2	2	-	-	-
Operational Hourlies	-	20	20	-	-	-
Total Engineering/Capital	-	26	26	-	-	-
Public Safety						
Managers/Supervisors						
Professional, Technical, Clerical						
Operational Hourlies						
Total Public Safety	-	-	-	-	-	-
Total Positions						
Managers/Supervisors	27	31	31	27	27	27
Professional, Technical, Clerical	18	19	19	17	17	17
Operational Hourlies	222	255	255	235	235	235
Baseline Total Positions	267	305	305	279	279	279