

MTA 2018

Final Proposed Budget

November Financial Plan 2018 – 2021



Volume 2
November 2017



Metropolitan Transportation Authority

OVERVIEW

MTA 2018 Final Proposed Budget November Financial Plan 2018-2021 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 Efficiencies, Policy Actions, and any MTA Re-estimates. Volume 1 also includes descriptions of the "below-the-line" actions as well as the required Certification by the Managing Director, 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 2018 Final Proposed Budget and the Financial Plan for 2018 through 2021. Also included are the Agency sections which incorporate descriptions of Agency Programs with supporting baseline tables and required information related to the MTA Capital Program.

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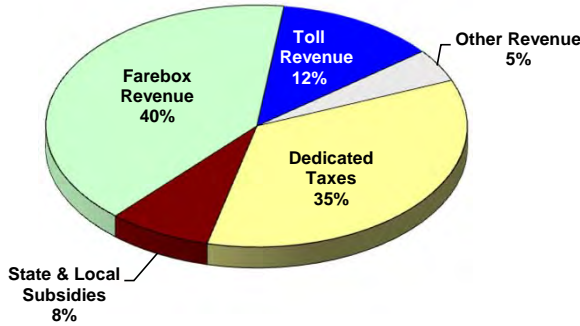
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I. MTA Consolidated Financial Plan

MTA 2018 Proposed Budget
Baseline Expenses Before Below-the-Line Adjustments
Non-Reimbursable

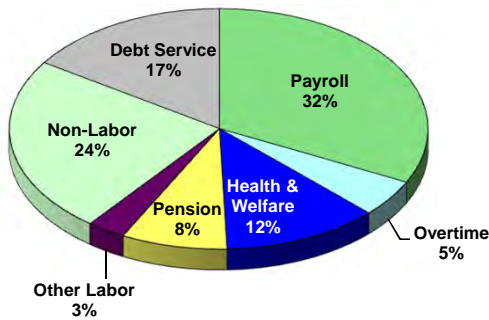
Where the Dollars Come From ...



Farebox Revenue	\$6,277
Toll Revenue	1,923
Other Revenue	685
Dedicated Taxes	5,434
State & Local Subsidies	1,224
Total ¹	\$15,544

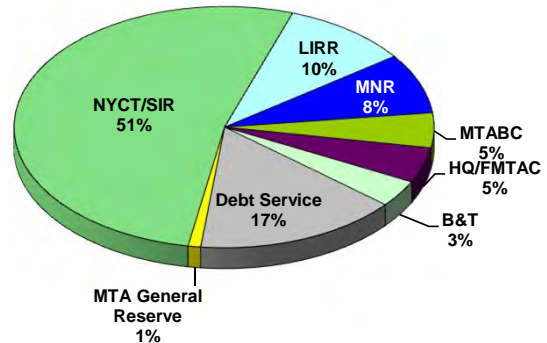
Where the Dollars Go ...

By Expense Category



Payroll	\$5,360
Overtime	829
Health & Welfare	2,002
Pension	1,351
Other Labor	492
Non-Labor	3,935
Debt Service	2,604
Total ¹	\$16,573

By MTA Agency



NYCT/SIR	\$8,695
LIRR	1,620
MNR	1,339
MTABC	773
HQ/FMTAC	785
B&T	596
Debt Service	2,604
MTA General Reserve	160
Total ¹	\$16,573

¹ Totals may not add due to rounding.

² Expenses exclude Depreciation, OPEB Obligation and Environmental Remediation. MTA Capital Construction is not included, as its budget contains reimbursable expenses only.

Note: The revenues and expenses reflected in these charts are on an accrued basis and exclude cash adjustments, carry-over balances and those "below-the-line" adjustments that are captured in Volume 1. 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 2018-2021
MTA Consolidated Statement Of Operations By Category
(\$ in millions)

Line No.	Non-Reimbursable	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
10	Operating Revenue						
11	Farebox Revenue	\$6,050	\$6,172	\$6,277	\$6,308	\$6,347	\$6,353
12	Toll Revenue	1,870	1,906	1,923	1,937	1,946	1,953
13	Other Revenue	688	668	685	697	730	732
14	Capital and Other Reimbursements	0	0	0	0	0	0
15	Total Operating Revenue	\$8,608	\$8,747	\$8,886	\$8,942	\$9,023	\$9,038
17	Operating Expense						
18	Labor Expenses:						
19	Payroll	\$4,839	\$5,040	\$5,360	\$5,552	\$5,676	\$5,799
20	Overtime	771	879	829	806	819	849
21	Health & Welfare	1,172	1,214	1,364	1,469	1,556	1,655
22	OPEB Current Payment	562	569	638	692	751	816
23	Pensions	1,370	1,326	1,351	1,371	1,369	1,384
24	Other-Fringe Benefits	948	892	918	951	985	1,015
25	Reimbursable Overhead	(425)	(476)	(426)	(410)	(388)	(384)
26	Total Labor Expenses	\$9,238	\$9,444	\$10,033	\$10,433	\$10,768	\$11,133
28	Non-Labor Expenses:						
29	Electric Power	\$406	\$444	\$505	\$519	\$547	\$604
30	Fuel	125	147	153	152	177	187
31	Insurance	(21)	30	30	33	38	44
32	Claims	464	314	320	328	329	330
33	Paratransit Service Contracts	384	391	416	440	467	492
34	Maintenance and Other Operating Contracts	631	746	858	780	783	810
35	Professional Service Contracts	401	573	518	466	460	458
36	Materials & Supplies	586	617	719	709	730	728
37	Other Business Expenses	193	209	206	217	225	230
38	Total Non-Labor Expenses	\$3,168	\$3,471	\$3,726	\$3,644	\$3,757	\$3,883
40	Other Expense Adjustments:						
41	Other	\$47	\$52	\$49	\$50	\$52	\$53
42	General Reserve	0	155	160	165	175	180
43	Total Other Expense Adjustments	\$47	\$207	\$209	\$215	\$227	\$233
45	Total Operating Expense before Non-Cash Liability Adj.	\$12,454	\$13,122	\$13,968	\$14,292	\$14,752	\$15,249
47	Depreciation	\$2,443	\$2,615	\$2,674	\$2,741	\$2,808	\$2,870
48	OPEB Liability Adjustment	1,562	1,681	1,776	1,871	1,975	2,084
49	GASB 68 Pension Expense Adjustment	(219)	(172)	(235)	(229)	(246)	(284)
50	Environmental Remediation	12	4	6	6	6	6
51		\$3,798	\$4,128	\$4,222	\$4,390	\$4,542	\$4,677
52	Total Operating Expense after Non-Cash Liability Adj.	\$16,252	\$17,250	\$18,190	\$18,681	\$19,294	\$19,926
54	Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$3,798)	(\$4,128)	(\$4,222)	(\$4,390)	(\$4,542)	(\$4,677)
56	Debt Service (excludes Service Contract Bonds)	2,459	2,525	2,604	2,800	3,029	3,225
58	Total Operating Expense with Debt Service	\$14,912	\$15,647	\$16,573	\$17,092	\$17,781	\$18,474
60	Dedicated Taxes and State/Local Subsidies	\$6,666	\$6,470	\$6,659	\$6,949	\$7,119	\$7,340
62	Net Surplus/(Deficit) After Subsidies and Debt Service	\$362	(\$430)	(\$1,028)	(\$1,201)	(\$1,639)	(\$2,097)
64	Conversion to Cash Basis: GASB Account	0	0	(8)	(18)	(29)	(42)
65	Conversion to Cash Basis: All Other	(594)	88	9	207	97	24
67	CASH BALANCE BEFORE PRIOR-YEAR CARRYOVER	(\$232)	(\$342)	(\$1,028)	(\$1,012)	(\$1,572)	(\$2,114)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
MTA Consolidated Accrued Statement of Operations By Agency
(\$ in millions)

Line No	Non-Reimbursable	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
9	Total Operating Revenue						
10	New York City Transit	\$4,859	\$4,919	\$4,995	\$5,032	\$5,079	\$5,096
11	Bridges and Tunnels	1,895	1,925	1,942	1,956	1,965	1,972
12	Long Island Rail Road	768	787	794	798	801	804
13	Metro-North Railroad	769	799	829	833	851	836
14	MTA Bus Company	234	237	240	241	242	242
15	MTA Headquarters	61	54	59	55	58	60
16	Staten Island Railway	9	9	9	9	9	9
17	First Mutual Transportation Assurance Company	13	16	17	17	18	18
18	Other	0	0	0	0	0	0
19	Total	\$8,608	\$8,747	\$8,886	\$8,942	\$9,023	\$9,038
21	Total Operating Expenses before Non-Cash Liability Adjs. ¹						
22	New York City Transit	\$7,981	\$8,108	\$8,659	\$8,880	\$9,172	\$9,429
23	Bridges and Tunnels	465	546	596	610	621	640
24	Long Island Rail Road	1,376	1,455	1,620	1,674	1,796	1,965
25	Metro-North Railroad	1,230	1,310	1,339	1,385	1,409	1,440
26	MTA Bus Company	717	727	773	785	776	792
27	MTA Headquarters	595	699	722	696	717	728
28	Staten Island Railway	64	76	60	60	59	60
29	First Mutual Transportation Assurance Company	(23)	18	14	12	1	(11)
30	Other	47	184	185	190	201	207
31	Total	\$12,454	\$13,122	\$13,968	\$14,292	\$14,752	\$15,249
33	Depreciation						
34	New York City Transit	\$1,650	\$1,778	\$1,828	\$1,878	\$1,928	\$1,978
35	Bridges and Tunnels	135	150	137	146	156	167
36	Long Island Rail Road	334	338	341	343	346	350
37	Metro-North Railroad	236	236	247	247	247	247
38	MTA Bus Company	57	54	54	54	54	55
39	MTA Headquarters	23	52	60	65	68	65
40	Staten Island Railway	8	8	8	8	8	8
41	First Mutual Transportation Assurance Company	0	0	0	0	0	0
42	Total	\$2,443	\$2,615	\$2,674	\$2,741	\$2,808	\$2,870
44	OPEB Liability Adjustment						
45	New York City Transit	\$1,193	\$1,269	\$1,350	\$1,437	\$1,529	\$1,627
46	Bridges and Tunnels	67	72	75	79	83	87
47	Long Island Rail Road	90	88	90	93	96	99
48	Metro-North Railroad	57	58	58	58	58	58
49	MTA Bus Company	64	100	100	100	100	100
50	MTA Headquarters	85	87	94	96	101	106
51	Staten Island Railway	7	8	8	8	8	8
52	Total	\$1,562	\$1,681	\$1,776	\$1,871	\$1,975	\$2,084
54	GASB 68 Pension Expense Adjustment						
55	New York City Transit	(\$184)	(\$296)	(\$306)	(\$296)	(\$303)	(\$309)
56	Bridges and Tunnels	(7)	12	15	17	20	21
57	Long Island Rail Road	(12)	0	0	0	0	0
58	Metro-North Railroad	(10)	(7)	4	0	(7)	(24)
59	MTA Bus Company	(6)	115	46	45	40	31
60	MTA Headquarters	0	4	5	5	3	(2)
61	Staten Island Railway	(0)	0	1	1	(0)	(1)
62	Total	(\$219)	(\$172)	(\$235)	(\$229)	(\$246)	(\$284)
64	Environmental Remediation						
65	New York City Transit	\$10	\$0	\$0	\$0	\$0	\$0
66	Bridges and Tunnels	0	0	0	0	0	0
67	Long Island Rail Road	(2)	2	2	2	2	2
68	Metro-North Railroad	4	2	4	4	4	4
69	MTA Bus Company	0	0	0	0	0	0
70	Staten Island Railway	0	0	0	0	0	0
71	Total	\$12	\$4	\$6	\$6	\$6	\$6
73	Net Surplus/(Deficit) ¹						
74	New York City Transit	(\$5,791)	(\$5,940)	(\$6,536)	(\$6,867)	(\$7,246)	(\$7,630)
75	Bridges and Tunnels	1,235	1,146	1,118	1,103	1,084	1,056
76	Long Island Rail Road	(1,018)	(1,095)	(1,259)	(1,314)	(1,439)	(1,612)
77	Metro-North Railroad	(748)	(799)	(822)	(860)	(859)	(888)
78	MTA Bus Company	(598)	(759)	(734)	(743)	(729)	(735)
79	MTA Headquarters	(642)	(788)	(823)	(807)	(832)	(838)
80	Staten Island Railway	(69)	(83)	(67)	(67)	(65)	(65)
81	First Mutual Transportation Assurance Company	36	(2)	2	5	17	30
82	Other	(47)	(184)	(185)	(190)	(201)	(207)
	Total	(\$7,643)	(\$8,503)	(\$9,304)	(\$9,740)	(\$10,271)	(\$10,889)

Notes: ¹ Excludes Debt Service

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
MTA Consolidated Cash Receipts and Expenditures
(\$ in millions)

Line No.	Cash Receipts and Expenditures	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
10	Receipts						
11	Farebox Revenue	\$6,083	\$6,190	\$6,283	\$6,314	\$6,353	\$6,358
12	Other Operating Revenue	706	715	681	819	762	745
13	Capital and Other Reimbursements	1,780	2,150	2,237	2,056	1,890	1,854
14	Total Receipts	\$8,569	\$9,056	\$9,201	\$9,188	\$9,005	\$8,957
16	Expenditures						
17	<u>Labor:</u>						
18	Payroll	\$5,303	\$5,529	\$5,912	\$6,075	\$6,160	\$6,267
19	Overtime	972	1,095	984	945	958	986
20	Health and Welfare	1,192	1,256	1,403	1,507	1,589	1,688
21	OPEB Current Payment	554	559	626	680	739	803
22	Pensions	1,405	1,376	1,412	1,429	1,422	1,438
23	Other Fringe Benefits	841	870	904	920	936	958
24	Contribution to GASB Fund	0	0	8	18	29	42
25	Reimbursable Overhead	(0)	0	0	0	0	0
26	Total Labor Expenditures	\$10,266	\$10,685	\$11,250	\$11,574	\$11,834	\$12,181
28	<u>Non-Labor:</u>						
29	Electric Power	\$405	\$443	\$500	\$514	\$541	\$598
30	Fuel	120	143	150	148	173	184
31	Insurance	(29)	34	31	32	38	38
32	Claims	295	256	252	259	261	264
33	Paratransit Service Contracts	379	391	414	438	465	490
34	Maintenance and Other Operating Contracts	578	701	761	654	636	678
35	Professional Service Contracts	406	614	593	510	470	455
36	Materials & Supplies	698	762	899	845	847	839
37	Other Business Expenditures	200	215	191	202	202	206
38	Total Non-Labor Expenditures	\$3,051	\$3,560	\$3,792	\$3,601	\$3,633	\$3,752
40	<u>Other Expenditure Adjustments:</u>						
41	Other	\$130	\$89	\$143	\$90	\$133	\$144
42	General Reserve	0	155	160	165	175	180
43	Total Other Expenditure Adjustments	\$130	\$244	\$303	\$255	\$308	\$324
45	Total Expenditures	\$13,446	\$14,489	\$15,345	\$15,430	\$15,775	\$16,258
47	Net Cash Deficit Before Subsidies and Debt Service	(\$4,878)	(\$5,433)	(\$6,144)	(\$6,242)	(6,770)	(7,301)
49	Dedicated Taxes and State/Local Subsidies	\$6,439	\$6,952	\$7,036	\$7,294	\$7,447	\$7,591
50	Debt Service (excludes Service Contract Bonds)	(\$1,793)	(\$1,860)	(\$1,920)	(\$2,063)	(\$2,250)	(\$2,404)
52	CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER	(\$232)	(\$342)	(\$1,028)	(\$1,012)	(\$1,572)	(\$2,114)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
MTA Consolidated Cash Statement of Operations By Agency
(\$ in millions)

Line Number	Cash Receipts and Expenditures	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
9	<u>Total Receipts</u>						
10	New York City Transit	\$5,818	\$6,220	\$6,262	\$6,226	\$6,167	\$6,165
11	Long Island Rail Road	1,098	1,144	1,157	1,117	1,090	1,084
12	Metro-North Railroad	1,033	1,055	1,159	1,114	1,101	1,078
13	MTA Bus Company	238	246	248	252	253	254
14	MTA Headquarters	326	325	301	403	318	301
15	Staten Island Railway	13	14	11	11	10	10
16	Capital Construction Company	31	35	46	47	47	47
17	First Mutual Transportation Assurance Company	13	16	17	17	18	18
18	Other	-	-	-	-	-	-
19	Total	\$8,569	\$9,056	\$9,201	\$9,188	\$9,005	\$8,957
21	<u>Total Expenditures</u>						
22	New York City Transit	\$8,678	\$9,154	\$9,641	\$9,824	\$10,043	\$10,304
23	Long Island Rail Road	1,677	1,819	2,018	2,006	2,099	2,268
24	Metro-North Railroad	1,543	1,639	1,727	1,717	1,737	1,700
25	MTA Bus Company	669	727	757	770	761	778
26	MTA Headquarters	762	879	961	862	899	898
27	Staten Island Railway	70	84	61	61	58	59
28	Capital Construction Company	31	35	46	47	47	47
29	First Mutual Transportation Assurance Company	13	16	17	17	18	18
30	Other	3	135	118	127	114	185
31	Total	\$13,446	\$14,489	\$15,345	\$15,430	\$15,775	\$16,258
33	<u>Net Cash Surplus/(Deficit)</u>						
34	New York City Transit	(\$2,860)	(\$2,934)	(\$3,379)	(3,598)	(3,876)	(4,139)
35	Long Island Rail Road	(579)	(675)	(861)	(888)	(1,009)	(1,184)
36	Metro-North Railroad	(510)	(584)	(568)	(602)	(636)	(622)
37	MTA Bus Company	(431)	(481)	(509)	(518)	(508)	(524)
38	MTA Headquarters	(436)	(555)	(660)	(459)	(580)	(597)
39	Staten Island Railway	(57)	(69)	(49)	(49)	(48)	(49)
40	Capital Construction Company	-	-	-	-	-	-
41	First Mutual Transportation Assurance Company	-	-	-	-	-	-
42	Other	(3)	(135)	(118)	(127)	(114)	(185)
43	Total	(\$4,878)	(\$5,433)	(\$6,144)	(\$6,242)	(\$6,770)	(\$7,301)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
MTA Consolidated November Financial Plan Compared with July Financial Plan
Cash Reconciliation before Below-the-Line Adjustments
(\$ in millions)

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
JULY FINANCIAL PLAN 2018-2021					
CASH BALANCE BEFORE PRIOR YEAR CARRYOVER	(\$323)	(\$333)	(\$642)	(\$1,084)	(\$1,683)
Agency Baseline Adjustments	\$131	(\$249)	(\$14)	(\$134)	(\$97)
<i>Farebox/Toll Revenue</i>	(56)	(65)	(64)	(54)	(43)
<i>Other Operating Revenue</i> ¹	(17)	(22)	(34)	(34)	(35)
<i>Rates:</i>					
<i>Pensions</i>	(0)	2	0	1	4
<i>Health & Welfare (includes retirees)</i>	10	8	5	2	8
<i>Energy</i>	6	(5)	(1)	(9)	(6)
<i>Timing</i>	178	(203)	72	(31)	(4)
<i>Other Baseline Re-estimates</i> ^{2,4}	10	35	7	(10)	(21)
New Needs/Investments	(\$175)	(\$465)	(\$404)	(\$363)	(\$369)
<i>Subway Action Plan</i> ³	(100)	(408)	(342)	(301)	(301)
<i>Maintenance/Operations and Customer Experience Enhancements</i>	(65)	(42)	(32)	(24)	(35)
<i>All Other New Needs</i> ⁴	(10)	(15)	(30)	(38)	(34)
Savings Programs	\$27	\$14	\$15	\$16	\$16
<i>2017 BRP Savings</i>	27	14	15	16	16
Changes in Dedicated Taxes & State and Local Subsidies	(\$40)	(\$148)	(\$43)	(\$28)	(\$24)
<i>MMTOA</i>	(0)	(80)	(0)	(0)	(0)
<i>Real Estate Taxes</i>	(38)	(33)	(30)	(28)	(19)
<i>Other Subsidies/Cash Adjustments</i>	(3)	(35)	(13)	(0)	(6)
Other Subsidies	\$8	\$46	\$41	\$25	\$24
<i>Other Funding Agreements</i>	(3)	29	33	20	19
<i>B&T Operating Surplus Transfer</i>	11	17	8	6	6
Debt Service	\$32	\$107	\$35	(\$4)	\$18
<i>Debt Service Savings</i>	32	107	35	(4)	18
NOVEMBER FINANCIAL PLAN 2018-2021					
CASH BALANCE BEFORE PRIOR YEAR CARRYOVER	(\$342)	(\$1,028)	(\$1,012)	(\$1,572)	(\$2,114)

* Totals may not add due to rounding

¹ Changes capture adjustments to advertising and Railroad commissary revenue.

² Changes capture updated reimbursable assumptions, revised inflation forecasts, and adjustments for operating capital and cash. The B&T Operating Surplus Transfer is captured as a subsidy, while B&T's impacts are also captured in the individual reconciliation.

³ Includes programs with non-rate adjustments to pensions, health and welfare, and energy.

⁴ Includes adjustments for safety, information technology and centralized functions.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018 - 2021
Farebox Recovery and Operating Ratios

FAREBOX RECOVERY RATIOS

	November Forecast 2017	Final Proposed Budget 2018	Plan 2019	Plan 2020	Plan 2021
New York City Transit	37.6%	36.1%	35.2%	34.2%	33.2%
Staten Island Railway	8.3%	9.9%	9.9%	10.1%	10.1%
Long Island Rail Road	32.6%	30.8%	30.1%	28.6%	26.8%
Metro-North Railroad	40.1%	39.7%	39.0%	38.9%	38.9%
MTA Bus Company	22.2%	23.1%	23.0%	23.5%	23.3%
MTA-Wide Farebox Recovery Ratio	36.2%	34.9%	34.1%	33.3%	32.3%

FAREBOX OPERATING RATIOS

	November Forecast 2017	Final Proposed Budget 2018	Plan 2019	Plan 2020	Plan 2021
New York City Transit	56.3%	53.5%	52.4%	51.1%	49.7%
Staten Island Railway	11.4%	14.5%	14.6%	15.0%	14.7%
Long Island Rail Road	50.0%	45.1%	44.5%	41.6%	38.2%
Metro-North Railroad	55.3%	54.1%	54.2%	53.5%	54.2%
MTA Bus Company	31.6%	30.2%	29.9%	30.4%	29.8%
MTA-Wide Farebox Operating Ratio	53.6%	50.8%	50.0%	48.7%	47.2%

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

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

November 2017 - Agency Baseline Assumptions

The November Financial Plan (the “Plan”) consists of the 2017 November Forecast, the 2018 Final Proposed Budget, and 2019 through 2021 projections. Plan-to-plan comparisons for the years 2017 through 2020 are made against the February Plan, and for the years 2017 through 2021 against the July Plan. Volume II of the November Plan reports on the Baseline forecast, which excludes certain Policy and other “below-the-line” adjustments that are highlighted and captured in Volume I of this two-volume Plan submission. This Baseline analysis, therefore, excludes references to fare and toll increases proposed for 2019 and 2021, and savings targets that have not yet been approved and implemented. This section focuses on Agency forecasts, while subsidies and debt service are covered in other sections of this Volume.

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

The July Plan captured unfavorable farebox/toll revenue compared with the Adopted Budget and necessary expenses for safety, security, maintenance, improved operations, and enhancements to the customer experience. The Plan captured some lower expenses in the categories of energy, health & welfare and debt service. It also included greater savings identified through the Budget Reduction Program (BRP). The July Plan also captured a significant drop in projected real estate transaction revenue, which required below-the-line (Volume I) actions including the use of reserves, the suspension of OPEB contributions, and increases in savings targets to maintain Plan balance.

November Plan baseline results have worsened since July mostly from reduced forecasts for passenger, toll and advertising revenue. The Plan also includes a modest increase in expenses that are based on rate changes for pensions and health & welfare. Constrained spending and timing-related savings contribute to a favorable 2017 position; however, those timing savings reverse in 2018. It also retains the MTA customer-focused investments made in recent years.

Included in this Plan are the expenses associated with Phase I of the Subway Action Plan (SAP) that will stabilize and improve the subway system. This unprecedented strategy will focus on the following core areas: track/infrastructure, signals, power, fleet, stations, and communications. SAP funding assumptions are captured in Volume I of the November Plan; if full funding is not forthcoming, the SAP will be scaled back to a sustainable level.

Additional investments are being made to fund a pilot program that will assess wireless vs. wire-based communications based train control (CBTC) in subway tunnels, increase police staffing, support the Genius and Transit Challenge, use technologies that improve bus service reliability and on-time performance through the prioritization of green traffic signals, and augment transit wireless service.

Additional “platform” service adjustments included in this Plan reflect the impact of schedule changes needed to improve the reliability and frequency of service in response to ridership trends, operating conditions and maintenance requirements.

The Plan captures operating expenses associated with “Mega” capital projects, including Phase I of the Second Avenue Subway and “ramp-up” costs for East Side Access for the LIRR. It also appropriates monies to support customer-oriented investments (aka “Priority Initiatives” funded either by the capital program or the operating budget) which, once completed, will require funding for operations, maintenance and cleaning of those assets. A shortlist of those investments include subway station enhancements and the installation of real-time information display signs, countdown clocks, and automated bus passenger counters.

The November Plan projects lower farebox and toll revenue, the causes of which are explained in the Utilization section of this Volume. Additionally, the Plan forecasts lower advertising revenue, reflecting the vendor’s prior recovery of the cost of replacing existing non-digital median with a state-of-the-art digital platform. Once completed, the digital screen advertising network will provide opportunities for dynamic messaging that will enable the MTA to quickly disseminate customer and emergency information, target specific customer markets and integrate messaging on mobile devices. Additionally, future advertising revenue (beyond this Plan) is expected to substantially increase once the vendors capital investments are repaid from the revenue streams. The Plan also captures the impact of eliminating bar cart services on the Commuter Railroads.

The Plan also captures significant timing impacts, resulting mainly from expense roll-overs. Major timing adjustments include the recovery of MTA relocation costs, reimbursement of capital projects, operating capital, and rolling-stock modifications.

Descriptions of these and other investments follow later in this section with further detailed included within individual Agency sections.

Baseline November Plan Changes from the July Plan

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

AGENCY BASELINE
NOVEMBER CHANGES FROM JULY PLAN

Favorable/(Unfavorable)
(\$ in millions)

	2017	2018	2019	2020	2021
Agency Baseline Adjustments	\$131	(\$249)	(\$14)	(\$134)	(\$97)
Farebox/Toll Revenue	(56)	(65)	(64)	(54)	(43)
Other Operating Revenue ¹	(17)	(22)	(34)	(34)	(35)
Rates:					
Pensions	(0)	2	0	1	4
Health & Welfare (including retirees)	10	8	5	2	8
Energy	6	(5)	(1)	(9)	(6)
Timing	178	(203)	72	(31)	(4)
Other Baseline Re-estimates ²	10	35	7	(10)	(21)
New Needs/Investments	(\$175)	(\$465)	(\$404)	(\$363)	(\$369)
Subway Action Plan ³	(\$100)	(\$408)	(\$342)	(\$301)	(\$301)
Maintenance/Operations and Customer Experience Enhancements	(\$65)	(\$42)	(\$32)	(\$24)	(\$35)
All Other New Needs ⁴	(10)	(15)	(30)	(38)	(34)
Savings Programs	\$27	\$14	\$15	\$16	\$16
2017 BRP Savings (New)	27	14	15	16	16
Net Cash Baseline Changes	(\$18)	(\$700)	(\$402)	(\$481)	(\$450)

¹ Changes capture adjustments to advertising and Railroad commissary revenue.

² Changes capture updated reimbursable assumptions, revised inflation forecasts, and adjustments for operating capital and cash. The B&T Operating Surplus Transfer is captured as a subsidy, while B&T's impacts are also captured in the individual reconciliation.

³ Includes programs with non-rate-related adjustments to pensions, health & welfare, and energy.

⁴ Includes adjustments for safety, information technology, and centralized functions.

New Needs/Investments:

The Plan funds initiatives that improve maintenance/operations and the customer experience. Extensive investments are made to improve the reliability, efficiency and performance of operations, fleet, facilities and infrastructure. Additional funding is also provided for service and service support and to increase public safety.

Below lists major Plan investments by subject:

Subway Action Plan:

Phase I of the Subway Action Plan (SAP) targets the key drivers of 79 percent of the major incidents that cause service delays, including signals, track and power issues. It also addresses water-related damage and corrosion, track fires, car breakdowns, police activity and station issues. The investment funds the following core areas: track/infrastructure, signals, power, fleet, stations and communications, and is further delineated below:

SUBWAY ACTION PLAN - Phase I	
Track / Infrastructure	<ul style="list-style-type: none"> 1. Launch an emergency water management initiative 2. Clean subway track between underground stations 3. Accelerate track repairs 4. Triple the rate of installing continuous welded rail 5. Install friction pads to increase resiliency 6. Triple number of Combined Action Teams 7. Increase work train availability
Signals	<ul style="list-style-type: none"> 8. Modernize signals
Power	<ul style="list-style-type: none"> 9. Con Ed to assess and improve power reliability and signal power issues
Fleet	<ul style="list-style-type: none"> 10. Expand major overhaul capacity, including customer amenities/upgrades 11. Maximize subway car passenger capacity (remove seats) 12. Accelerate the inspection and repair of doors 13. Increase train repair capacity 14. Expand number of Emergency Car Response Teams 15. Lengthen "C" Trains
Stations / Elevators & Escalators	<ul style="list-style-type: none"> 16. Launch enhanced cleaning partnership 17. Increase station cleaning staff and frequency of cleaning 18. Transform priority stations utilizing multi-disciplinary teams 19. Augment dedicated EMT station deployment 20. Improve maintenance and cleaning of elevators & escalators
Communications	<ul style="list-style-type: none"> 21. Improve in-station customer service 22. Provide clearer and more timely information 23. Publicize on-going work 24. Overhaul all communication assets 25. Launch anti-littering campaign 26. Modify Service Change signage 27. Accelerate installation of countdown clocks 28. Launch Performance Metrics Dashboard on MTA.info

Maintenance/Operations and Customer Experience Enhancements:

The November Plan retains the \$484 million investment in maintenance/operations and customer enhancements proposed in July and adds another \$269 million over the course of the Plan. The July Plan proposed investments to address subway delays and station crowding; maintain the Penn Station West End Concourse, rolling stock modifications and key components supporting Positive Train Control; overhaul 31 locomotives; perform 15-year Reliability Centered Maintenance on M7 fleet; expand the Harmon Maintenance-of-Way Facility; renovate Grand Central Terminal restrooms; augment homeless outreach service; safeguard the reliability of overage-fleet remaining in service; implement a license plate recognition system; and replace railroad ties. Additional investments proposed in the November Plan include:

NYCT and MTA Bus:

- Increase platform service adjustments to improve reliability and frequency of service in response to ridership trends, operating conditions, and maintenance requirements.

NYCT:

- Augment scope of wireless service and maintain security cameras (operating budget impact of a capital investment).

MNR:

- Comply with FRA-mandated coverage requirements for conductors, and increase the number of trainmasters to ensure the safe delivery of services and administration of infrastructure and capital work.
- Add and replace existing non-revenue work vehicles.
- Fund rolling-stock materials required for Reliability-Centered Maintenance Programs.

MTA Bus:

- Place into service 40 new articulated buses (on loan from NYCT) on Q52 and Q53 Scheduled Bus Service routes in exchange for funding the maintenance costs of select NYCT buses.
- Fund technologies that improve bus service reliability and on-time performance through the prioritization of green traffic signals.
- Create an Operations Support Division to reinforce and advance the daily operations of special investigations and system security.
- Install and maintain bike racks on buses servicing customers on Q50 and Bx23 routes.

MTAHQ:

- Fund a pilot program to use ultra-wideband for communications based train control (UWB-CBTC).
- Procure consultants to reorganize NYCT, administer the Genius and Transit Challenge competitions, augment the scope of the MTA real estate function, and increase Business Service Center support of the SAP.

SIR:

- Expedite the replacement of system mainline track (Track Spot Tie Program – Phase I and Phase II) and upgrade the system's third rail. Also, staff a new Enhanced Employee Protection System to ensure compliance with the National Transportation Safety Board's recommendations.

All Other New Needs:

The November Plan maintains the \$90 million in safety and security investments proposed in July and adds another \$8 million over the course of the Plan. The July Plan proposed investments for employee sleep apnea testing, MTA Police Department radios and the replacement of police vehicles. Furthermore, funding was provided to support the Pedestrian Turn Warning system, Collision Warning System, video on-board camera program, and to perform mobile drug testing. Additional investments proposed in the November Plan include:

LIRR and MNR:

- Increase training for road workers, including conductors, to ensure FRA compliance, and increase support and enforcement of anti-drug policies and programs.

MTAHQ:

- Augment police span of control and investigatory resources.

Savings Programs:

The growth in non-discretionary costs remain a challenge. Certain categories such as employee and retiree health care, 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 pension liability (when funding is available), proactively managing paratransit, and reducing health & welfare costs.

In addition to these strategies, the MTA and its Agencies continue to identify new opportunities for efficiencies and raising the savings bar. Total annual savings from savings initiatives implemented since 2010 have now reached \$1.9 billion. These

savings will continue to grow and when combined with additional MTA Efficiency savings, captured as “below-the-line” Plan adjustments in Volume I, will approach \$2.3 billion by 2021. The following list captures Agency-specific baselined savings programs from this year’s July and November Financial Plans:

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018 - 2021

(\$ in millions)

Favorable/(Unfavorable)

2017 Budget Reduction Program by Agency and Category										
	2017		2018		2019		2020		2021	
	Pos	\$	Pos	\$	Pos	\$	Pos	\$	Pos	\$
Agency:										
New York City Transit/SIR	193	61.3	163	43.2	162	41.9	162	50.6	162	52.0
Long Island Rail Road	-	1.9	-	8.2	-	8.2	-	8.2	-	8.2
Metro-North Railroad	-	0.0	-	5.3	-	5.3	-	5.3	-	5.3
Bridges & Tunnels	-	6.6	-	13.5	-	14.4	-	14.4	-	14.4
MTA Headquarters	3	28.3	3	17.4	3	20.0	3	20.0	3	24.6
MTA-Wide	-	8.3	-	8.6	-	8.9	-	9.2	-	9.6
Total (Excluding MTA Bus)	196	\$106.4	166	\$96.2	165	\$98.7	165	\$107.7	165	\$114.0
MTA Bus	23	6.6	22	4.5	17	3.5	14	3.2	14	3.2
Total	219	\$113.0	188	\$100.7	182	\$102.1	179	\$110.9	179	\$117.2
Category:										
Administration	14	48.4	14	29.9	14	33.0	14	33.6	14	38.7
Customer Convenience/Amenities	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
Maintenance/Inventory	48	18.9	18	27.8	12	26.1	12	26.5	12	26.4
Revenue Enhancement	-	4.1	-	0.0	-	0.0	-	0.0	-	0.0
Safety/Security	65	4.6	65	7.6	65	7.6	65	7.6	65	7.6
Service	69	6.4	69	15.5	74	16.0	74	23.6	74	24.1
Service Support	-	0.0	-	0.3	-	0.3	-	0.3	-	0.3
Other	-	24.0	-	15.1	-	15.6	-	16.2	-	16.8
Total (Excluding MTA Bus)	196	\$106.4	166	\$96.2	165	\$98.7	165	\$107.7	165	\$114.0
MTA Bus - Other/Maintenance	23	6.6	22	4.5	17	3.5	14	3.2	14	3.2
Total	219	\$113.0	188	\$100.7	182	\$102.1	179	\$110.9	179	\$117.2

The 2017 MTA Budget Reduction Program (BRP) identifies approximately \$88 million in greater savings over the course of the November Plan. These savings coupled with the 2017 July Plan Budget Reduction Program reduce the *MTA Initiative: Efficiencies Not Yet Implemented (captured in Volume I)* by an average of \$109 million a year. Positions are expected to decrease by 166 positions by the end of the Plan period. All Agency-proposed BRP savings have been incorporated into Agency baselines within the category construct of the MTA’s financial statements.

Major budget reduction initiatives comprising the total 2017 BRP (July and November Plans) are summarized below by Agency. Specific details can be found in the BRP worksheets located in Agency sections.

NYCT BRP Savings:

- Reduce administrative costs by eliminating positions and streamlining non-payroll expenses.
- Negotiate better rates through a rebid of medical benefits for hourly and supervisory personnel.
- Remove ineligible dependents from medical coverage based on a Dependent Eligibility Verification Audit (DEVA).
- Align expense levels of New York State training course requirements with incumbent levels.
- Reduce maintenance material and contract expenses based on non-payroll spending trends.
- Eliminate Eagle Team positions and related expenses.
- Tighten controls over Bus Operator hours of service rules produce efficiencies through the implementation of the Fatigue Management Program.
- Realize further Paratransit savings from trip diversions to lower cost car service, taxis, and E-Hail services from expensive “primary” providers.
- Reduce positions based on a reassessment of tower operation needs.
- *New November Plan BRP: Revised assumptions on contract credits associated with the Prescription Benefit Management Program.*

LIRR BRP Savings:

- Reduce reliability-centered maintenance expenses due to M3 and M9 fleet being under warranty.
- Enforce tighter management controls and prioritization of non-payroll budgets.

MNR BRP Savings:

- Extend maintenance cycle of M7 airbrakes to 6-years from 5-years in response to an FRA waiver.

- Enforce tighter management controls and prioritization of non-payroll budgets.
- Reduce overtime and related fringe benefits based on revised staffing needs of the Transportation Department.

B&T BRP Savings:

- Utilize in-house staff instead of consultants for various projects and activities.
- Reduce operating costs based on negotiating of a lower price for E-ZPass tags.
- *New November Plan BRP: Increase the utilization of in-house staff instead of procuring the services of consultants for various projects and activities; reduction in major maintenance and bridge painting expenses; Open Road Tolling and increased E-ZPass usage has created more efficiencies and reduced toll collection costs.*

MTAHQ BRP Savings:

- Increase revenue from additional Transit Museum pop-up shop opportunities.
- Vacancy savings were identified for Headquarters, the Business Service Center and MTA Police.
- Reduce MTA IT maintenance expenses.
- Eliminate administrative positions.
- Reduce the Enterprise Asset Management Program.
- *New November Plan BRP: Reduce Business Center training and MTA IT – operating capital costs.*

MTA Bus BRP Savings:

- Improve bus operator availability based on improved management oversight.
- Enforce tighter management controls and increase oversight of non-payroll budgets, with a particular emphasis on contractual and professional services.
- Vacancy savings are projected in the Facilities Department.
- *New November Plan BRP: Additional savings resulting from rightsizing select non-payroll categories of expense.*

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. Compared with the July Plan, the relevant operating expense projections mainly reflect maintenance and security requirements for East Side Access.

**METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
Operating Budget Impacts of Capital "Mega" Projects
(\$ in millions)**

2017 November Forecast		2018 Final Proposed Budget		2019		2020		2021		
Pos	(\$000)	Pos	(\$000)	Pos	(\$000)	Pos	(\$000)	Pos	(\$000)	
East Side Access										
<i>Revenue Service Date: Year 2022</i>										
LIRR	0	0.000	203	8.326	335	51.456	494	97.464	1,031	235.470
MTAHQ	-	-	-	-	20	0.880	74	6.620	90	9.142
TOTAL	0	\$ 0.000	203	\$ 8.326	355	\$ 52.336	568	\$ 104.084	1,121	\$ 244.612

Accrued Baseline Assumptions

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

PASSENGER & TOLL REVENUE / UTILIZATION

Note: This Plan includes utilization figures reflecting ridership and farebox revenue impacts due to the service changes and disruptions associated with Amtrak's summer track work at Penn Station. These impacts were not included in the utilization section of the July Financial Plan.

On an average weekday, MTA carries 8.6 million passengers on its subways, buses and commuter railroads, and there are 865 thousand vehicle crossings at MTA Bridges & Tunnels facilities. The level of use of MTA services 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 have steadily improved as the regional economy has recovered. Utilization, as measured by 12-month average ridership levels, also improved through most of this period, but began leveling off at the start of 2015 and has declined somewhat since the third quarter of 2016. The utilization estimates in the November Financial Plan incorporate updated forecasts of regional employment, which are higher than those used in the July Plan; by 2021, the number of jobs in New York City is expected to reach 4.52 million, surpassing the July Plan employment projection by 48.5 thousand, a 1.1% increase. However, while employment projections remain favorable, ridership is not similarly increasing as the relationship between employment levels and utilization appears to have reverted to a dynamic more consistent with the long-term historical relationship rather than that of the years immediately following the recession when ridership and vehicle traffic surged.

In addition to economic conditions, winter weather was also a determinant during the first part of 2017. Overall, weather conditions were fairly typical, but three snowstorms affected utilization levels. Heavy snow on Saturday January 7 and on Thursday February 9 held down ridership and traffic on MTA services and facilities. In addition to these events, the arrival of Winter Storm Stella resulted in a pre-emptive shut-down of bus, above-ground subway and MNR service on Tuesday March 14. Additionally, over the Memorial Day weekend, unseasonably low temperatures and rainy weather (the Memorial Day high temperature was 14 degrees below normal) adversely affected discretionary ridership over the long weekend. Further impacting utilization was a derailment on MNR's New Haven Line in Rye in the late afternoon on Thursday May 18. The derailment adversely impacted non-commutation ridership while the derailed train cars were removed and the affected track was repaired. The impact from these weather-related events and the derailment were previously captured in the Mid-Year Forecast.

As the result of reduced track capacity at Penn Station during Amtrak's emergency repair and construction work in July and August, the LIRR was faced with having to cancel or divert up to 15 trains that normally arrive between 6 AM and 10 AM, affecting approximately 9,000 customers. To address this issue, the MTA put into place a robust mitigation plan that included: maintaining the LIRR's Penn Station passenger capacity by rescheduling trains and adding cars to existing trains; creating a bus and ferry network free of charge for LIRR monthly and weekly ticket holders; fare reductions of twenty-five percent, along with a free transfer to the subway system, for customers traveling to major subway-transfer points in Queens and Brooklyn; and, half-price tolls for trucks on MTA crossings during overnight hours to alleviate congestion on roads. As a result of these diversions and discounts, the LIRR estimates reduced farebox revenue of \$7.9 million and lower ridership of 0.4 million. New York City Transit estimates lower farebox revenue of \$1.8 million and lower ridership of 0.6 million, the combined effect of fewer transfers from the LIRR at Penn Station and free subway entry at major LIRR transfer points in Queens and Brooklyn. Lower B&T commercial tolls during overnight hours resulted in \$3.3 million in reduced toll revenue; the toll discounts were reimbursed by MTAHQ, thereby leaving toll revenue levels unaffected. B&T did not discern any increase in traffic that may have been spurred by LIRR customers seeking alternative transportation means during the Penn Station work. In total, farebox revenue was \$9.7 million lower and ridership was 1.1 million lower as the result of the MTA efforts to mitigate the impact of the Penn Station work on its customers.

Farebox and toll revenues also reflect the four percent average fare and toll increases that went into effect in late March 2017. As a result, 2017 forecasts include impacts from the fare and toll increases for about three quarters of the year and 2018 farebox and toll revenues are based on the fully annualized impact of the four percent increase, affecting the 2017 to 2018 year-to-year comparison. For Metro-North, utilization figures also reflect the projected impact resulting from a one percent New Haven Line fare increase for travel to or from Connecticut stations that is scheduled for implementation on January 1, 2018 and has been approved by the Connecticut Department of Transportation.

MNR's West of Hudson operations are included in consolidated utilization figures to maintain consistency with MNR financial statements, which now report West of Hudson operations in farebox revenue. Prior to 2017, West of Hudson farebox revenues were netted against expenses incurred for West of Hudson service. For NYCT, utilization figures include paratransit operations and fare media liability.

The 2017 November Forecast for MTA consolidated ridership is projected to total 2,659 million passengers, while crossings are expected to reach 307 million at B&T facilities. Consolidated ridership is projected to decrease by 51 million trips (1.9%) from 2016 ridership, and B&T traffic is forecast to decline by 1 million crossings (0.2%). NYCT ridership is projected to total 2,355 million, accounting for 89% of MTA consolidated ridership. LIRR and MNR each account for 3% of MTA consolidated ridership, with 2017 ridership projected to be 89 million for LIRR and 87 million for MNR. Ridership for MTA Bus is projected to be 123 million, which accounts for 5% of MTA consolidated

ridership, while SIR ridership is projected to be 5 million (0.2% of MTA ridership). Compared with 2016, ridership for LIRR, MNR and SIR is expected to increase, while ridership for NYCT and MTA Bus – along with B&T traffic – is expected to be lower. Despite a continued expansion of the regional economy, subway and bus ridership, for both NYCT and MTA Bus, are significantly lower in 2017 – by 16 million (0.9%) for NYCT subway operations, by 33 million (5.1%) for NYCT bus operations and by 3 million (2.1%) for MTA Bus – the result of weather-related disruptions, one less calendar day in 2017, and a general weakening of ridership. As noted earlier, Winter Storm Stella in March resulted in the suspension of all bus service, above-ground subway service, and MNR service while two earlier storms with significant snow accumulations also had adverse impacts on ridership and bridge and tunnel traffic levels. Adjusted to account for the impacts from the Penn Station mitigation plan, consolidated ridership would have been greater by 1 million trips, with NYCT ridership at 2,356 million and LIRR ridership at 90 million.

Consolidated ridership is expected to fall short of the Mid-Year Forecast by 21 million trips (0.8%), while B&T traffic is expected to surpass the Mid-Year Forecast by half a million crossings, a 0.2% improvement; when adjusted for the Penn Station mitigation plan, consolidated ridership would have fallen short of the Mid-Year Forecast by 20 million trips (0.8%). The plan-to-plan ridership shortfall is concentrated at NYCT, where ridership is projected to be lower by 22 million trips, or 0.9%. Ridership projections have also been decreased compared with the Mid-Year Forecast for MNR, down 0.1 million trips or 0.1% and LIRR, down 0.4 million trips or 0.5%; LIRR ridership would have been unchanged if adjusted for the impacts of the Penn Station mitigation plan. MTA Bus ridership is expected to surpass the Mid-Year Forecast by 1.4 million, or 1.2%, and SIR ridership is expected to remain unchanged from the Mid-Year Forecast. At NYCT, the lower ridership projection is comprised of 16 million (0.9%) fewer subway trips, 6 million (1.0%) fewer bus trips and 0.3 million (3.5%) fewer paratransit trips.

MTA consolidated farebox revenue for the 2017 November Forecast is expected to be \$6,172 million, and toll revenue is expected to be \$1,906 million. Compared with 2016 results, consolidated farebox revenue is projected to increase by \$122 million (2.0%), while B&T toll revenue is expected to grow by \$37 million (2.0%). Adjusted for the impact of the Penn Station mitigation program, MTA consolidated farebox revenue for 2017 would be \$6,182 million, an increase of \$132 million (2.2%) compared with 2016. The variances for both farebox and toll revenue, in addition to reflecting changes in ridership and traffic levels, are impacted by the four percent increase in fares and tolls implemented in March 2017. NYCT farebox revenue is projected to total \$4,483 million, accounting for 73% of MTA consolidated farebox revenue; NYCT farebox revenue would be \$4,485 million if adjusted for the Penn Station mitigation program. LIRR and MNR each account for 12% of consolidated farebox revenue, with LIRR projected at \$730 million and MNR projected at \$737 million; LIRR farebox revenue would be \$738 million when adjusted for the Penn Station mitigation program. MTA Bus farebox revenue, comprising 3% of consolidated farebox revenue, is forecast to be \$216 million; SIR farebox revenue is forecast to be \$7 million, comprising less than 1% of consolidated farebox revenue. Compared with 2016, farebox revenue for all Agencies is

expected to increase – along with B&T toll revenue – although year-to-year growth is comparatively weaker for NYCT, MTA Bus and B&T. Along with the impact of the March 2017 fare and toll increases, these changes reflect weaker subway and bus ridership and the impact winter weather had on operations. B&T toll revenue has also been impacted by further increases in E-ZPass market share at its crossings, which has reduced the average toll per crossing.

Compared with the Mid-Year Forecast, consolidated farebox revenue is expected to be lower by \$49 million (0.8%), while B&T toll revenue is projected to fall short by \$6 million (0.3%); consolidated farebox revenue would be short of the Mid-Year Forecast by \$40 million (0.6%) when adjusted for the Penn Station mitigation program. Plan-to-plan reductions in farebox revenue are concentrated at NYCT, which is projected to be lower by \$41 million. LIRR farebox revenue is also expected to fall short by \$9 million (1.2%), as is MNR farebox revenue, which is expected to be \$1 million (0.2%) lower; the LIRR decline would have been \$1 million (0.2%) if adjusted for the Penn Station mitigation program. MTA Bus farebox revenue is expected to increase by \$2.3 million (1.1%), while SIR farebox revenue is unchanged from the Mid-Year Forecast.

Compared with the Adopted Budget, 2017 consolidated ridership is 71 million trips (2.6%) lower; this shortfall would be \$70 million if adjusted for the Penn Station mitigation program. The shortfall is predominantly at NYCT, reflecting lower ridership for both subway and bus services. B&T traffic is expected to exceed the Adopted Budget projection by 2 million crossings (0.6%). Farebox revenue is expected to fall short of the Adopted Budget forecast by \$98 million (1.6%), while B&T toll revenue is expected to fall short of the Adopted Budget forecast by \$21 million (1.1%). When adjusted for the Penn Station mitigation program, the farebox revenue shortfall, compared with the Adopted Budget, would be \$89 million (1.4%).

The 2018 Final Proposed Budget anticipates annual growth in utilization as the regional economy and the associated employment picture continue to modestly grow; also contributing to the growth in farebox and toll revenues is the impact of the fully annualized March 2017 fare and toll increases. Additionally, MNR farebox revenue is favorably impacted by a January 2018 fare increase of one percent on the Connecticut portion of the New Haven Line, an increase already approved by the Connecticut Department of Transportation. At B&T, a continuing decline in the average toll paid – the result of increased E-ZPass market share – is partially offsetting favorable employment-related impacts and the completion of Hurricane Sandy restoration work at the Queens Midtown and Hugh L. Carey Tunnels. MTA consolidated ridership is expected to increase by 24 million trips (0.9%) compared with 2017, and B&T vehicular crossings are expected to grow by 2 million crossings (0.5%). Farebox revenue is projected to increase \$105 million (1.7%) over 2017, while toll revenue is forecast to increase by \$17 million (0.9%). When 2017 figures are adjusted to account for the impact of the Penn Station mitigation program, consolidated ridership increases by 23 million trips (0.9%) compared with 2017, and consolidated farebox revenue increases by \$95 million (1.5%) over 2017.

Compared with the July Plan, MTA consolidated ridership for the 2018 Final Proposed Budget is expected to be lower by 24 million trips (0.9%), reflecting the impact of reduced 2017 ridership, particularly at NYCT, which forms the basis for 2018 projections. At B&T facilities, traffic is projected to be on target with the July Plan forecast. MTA consolidated farebox revenue for 2018 is expected to fall short of the projections in the July Plan by \$50 million (0.8%), primarily reflecting lower NYCT farebox revenue, along with lower LIRR and MNR farebox revenue projections. B&T toll revenue for 2018 is unfavorable by \$14.7 million (0.8%) compared with the July Plan forecast.

Compared with the February Plan, 2018 consolidated ridership is 61 million trips (2.2%) lower; as with 2017, the shortfall is predominantly at NYCT. B&T traffic is expected to exceed the February Plan projection by 3 million crossings (1.1%). Farebox revenue is expected to fall short of the February Plan forecast by \$75 million (1.2%), while B&T toll revenue is expected to fall short of the February Plan forecast by \$15 million (0.8%).

MTA consolidated ridership and farebox revenue are both expected to increase annually for 2019 and 2020; ridership in 2021 is projected to be incrementally lower while farebox revenue remains flat due to slower employment growth and the impact of one fewer day in 2021. In 2021, consolidated ridership is projected to be 2,710 million passengers, and farebox revenue is expected to be \$6,353 million. B&T crossings are projected to increase each year through 2021 when crossings reach 315 million, and toll revenue is forecast to reach \$1,953 million. Compared with the July Plan, MTA consolidated ridership is unfavorable by 0.9% in 2019, 0.8% in 2020 and 0.7% in 2021, and this decline primarily reflects the reduced 2017 ridership estimates that form the basis for the projections throughout the Plan period. Traffic forecasts for B&T facilities are higher than in the July Plan, by 0.1% in 2019 and 0.2% in both 2020 and 2021. MTA consolidated farebox revenue is expected to be lower by 0.8% in 2019, 0.7% in 2020 and 0.5% in 2021 relative to the July Plan, while B&T toll revenue is projected to be lower by about 0.6% each year.

Compared with the February Plan, consolidated ridership is lower by 57 million trips (2.1%) in 2019 and 56 million trips (2.0%) in 2020. B&T traffic is expected to exceed the February Plan by 4 million crossings (1.1%) in both 2019 and 2020. Farebox revenue is expected fall short of the February Plan by \$69 million (1.1%) in 2019 and \$64 million (1.0%) in 2020, while B&T toll revenue is projected to fall short by \$14 million (0.7%) in 2019 and \$13 million (0.7%) in 2020.

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

	November Financial Plan					
	2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Traffic						
Bridges & Tunnels	307.4	306.7	308.4	311.0	313.1	314.8
Ridership						
Long Island Rail Road	89.4	89.4	90.4	90.8	91.3	91.4
Metro-North Railroad ¹	86.5	86.6	87.3	87.9	88.5	89.0
MTA Bus Company	125.6	123.0	124.4	124.9	125.5	125.2
New York City Transit ²	2,404.2	2,355.2	2,376.3	2,386.7	2,401.4	2,399.9
Staten Island Railway	4.5	4.6	4.6	4.6	4.6	4.6
	<u>2,710.2</u>	<u>2,658.8</u>	<u>2,683.0</u>	<u>2,694.8</u>	<u>2,711.3</u>	<u>2,710.2</u>

	July Financial Plan					
	2016	Mid-Year Forecast 2017	Preliminary Budget 2018	2019	2020	2021
Traffic						
Bridges & Tunnels	307.4	306.2	308.5	310.7	312.4	314.3
Ridership						
Long Island Rail Road	89.4	89.9	90.5	90.8	91.2	91.1
Metro-North Railroad ¹	86.5	86.7	87.7	88.2	88.5	88.8
MTA Bus Company	125.6	121.6	122.8	124.1	124.5	124.2
New York City Transit ²	2,404.2	2,377.5	2,401.4	2,412.1	2,424.8	2,419.8
Staten Island Railway	4.5	4.5	4.6	4.6	4.6	4.6
	<u>2,710.2</u>	<u>2,680.1</u>	<u>2,707.0</u>	<u>2,719.7</u>	<u>2,733.6</u>	<u>2,728.5</u>

	Plan-to-Plan Changes: Favorable / (Unfavorable)					
	2016	2017	2018	2019	2020	2021
Traffic						
Bridges & Tunnels	0.0	0.5	(0.1)	0.3	0.7	0.6
Ridership						
Long Island Rail Road	0.0	(0.4)	(0.1)	(0.0)	0.1	0.3
Metro-North Railroad ¹	0.0	(0.1)	(0.4)	(0.3)	(0.1)	0.2
MTA Bus Company	0.0	1.4	1.6	0.8	0.9	1.0
New York City Transit ²	0.0	(22.3)	(25.1)	(25.4)	(23.4)	(19.9)
Staten Island Railway	0.0	0.0	0.0	0.0	0.0	0.0
	<u>0.0</u>	<u>(21.3)</u>	<u>(24.0)</u>	<u>(24.9)</u>	<u>(22.4)</u>	<u>(18.3)</u>

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

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

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

	November Financial Plan					
	<u>2016</u>	November Forecast <u>2017</u>	Final Proposed Budget <u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
Toll Revenue						
Bridges & Tunnels	\$1,869.7	\$1,906.4	\$1,923.2	\$1,936.9	\$1,945.9	\$1,953.1
Fare Revenue						
Long Island Rail Road	712.3	730.1	747.3	750.4	753.1	755.5
Metro-North Railroad ¹	703.8	737.0	753.8	759.1	765.1	771.0
MTA Bus Company	212.5	215.6	219.0	220.1	221.2	220.7
New York City Transit ²	4,415.0	4,482.8	4,550.4	4,571.4	4,601.0	4,598.4
Staten Island Railway	6.5	6.8	6.9	7.0	7.0	7.0
	<u>\$6,050.2</u>	<u>\$6,172.4</u>	<u>\$6,277.5</u>	<u>\$6,308.0</u>	<u>\$6,347.3</u>	<u>\$6,352.6</u>

	July Financial Plan					
	<u>2016</u>	Mid-Year Forecast <u>2017</u>	Preliminary Budget <u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
Toll Revenue						
Bridges & Tunnels	\$1,869.7	\$1,912.8	\$1,937.9	\$1,949.3	\$1,956.0	\$1,964.0
Fare Revenue						
Long Island Rail Road	712.3	739.1	749.4	752.0	753.4	754.4
Metro-North Railroad ¹	703.8	738.2	757.9	762.9	766.5	770.0
MTA Bus Company	212.5	213.3	216.7	219.3	220.2	219.6
New York City Transit ²	4,415.0	4,524.3	4,596.6	4,618.3	4,643.7	4,634.1
Staten Island Railway	6.5	6.8	6.9	7.0	7.0	7.0
	<u>\$6,050.2</u>	<u>\$6,221.7</u>	<u>\$6,327.6</u>	<u>\$6,359.3</u>	<u>\$6,390.9</u>	<u>\$6,385.1</u>

	Plan-to-Plan Changes: Favorable / (Unfavorable)					
	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
Toll Revenue						
Bridges & Tunnels	\$0.0	(\$6.5)	(\$14.7)	(\$12.3)	(\$10.1)	(\$10.9)
Fare Revenue						
Long Island Rail Road	0.0	(9.0)	(2.0)	(1.6)	(0.3)	1.1
Metro-North Railroad ¹	0.0	(1.2)	(4.1)	(3.7)	(1.5)	1.0
MTA Bus Company	0.0	2.3	2.3	0.8	0.9	1.1
New York City Transit ²	0.0	(41.4)	(46.3)	(46.9)	(42.8)	(35.7)
Staten Island Railway	0.0	0.0	0.0	0.0	0.0	0.0
	<u>\$0.0</u>	<u>(\$49.3)</u>	<u>(\$50.1)</u>	<u>(\$51.4)</u>	<u>(\$43.6)</u>	<u>(\$32.5)</u>

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

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

OTHER OPERATING REVENUE

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

Other Operating Revenue					
November Financial Plan 2018-2021					
(\$ in millions)					
	2017	2018			
	November	Final Proposed			
	<u>Forecast</u>	<u>Budget</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Rental Income</i>	\$122	\$135	\$145	\$150	\$154
<i>Advertising</i>	158	134	138	142	145
<i>Paratransit Reimbursement (NYC and 6% Urban Tax)</i>	169	189	195	208	221
<i>Fare Reimbursement (students/seniors)</i>	100	100	101	101	101
<i>Fees (including E-Z Pass, AFC and TAB) ¹</i>	27	22	22	22	22
<i>MetroCard "Green" Fee</i>	22	22	22	22	22
<i>FMTAC Operating and Investment Income</i>	16	17	17	18	18
<i>Parking</i>	18	18	19	19	19
<i>Concessions</i>	1	2	2	2	2
<i>All Other</i>	34	45	37	48	27
Total Other Operating Revenue	\$668	\$685	\$697	\$730	\$732

Note: ¹ Automated Fare Collection (AFC); Transit Adjudication Bureau (TAB)

Over the course of the Plan, year-to-year changes reflect increases of \$17 million in 2018, \$12 million in 2019, \$33 million in 2020, and \$2 million in 2021. Growth in 2018 is mainly driven by MNR, NYCT and MTAHQ. At MNR, the increase of \$13 million is mainly attributable to funding it will receive from New York State to construct and link the existing Putnam Trailway to the Dutchess Rail Trail (also known as Beacon Rail Trail) as part of the New York State Empire Trail project, as well as higher Grand Central Terminal (GCT) rental income. At NYCT, the increase of \$9 million primarily reflects higher NYC paratransit reimbursements and advertising revenue. At MTAHQ, the increase of \$5 million is mostly due to a one-time grant for grade crossing safety work being performed by the commuter railroads. Those favorable projections are partially offset by a decrease of \$10 million at the LIRR, primarily resulting from construction planned for areas in Penn Station that will adversely affect rental income, the elimination of bar cart services, and lower advertising revenue.

Year-to-year annual revenue growth from 2019 through 2021 averages \$18 million at NYCT and is attributable to increases in NYC paratransit reimbursements and Urban Tax revenue. At MTAHQ, combined rental and advertising revenues increase on average by \$2 million a year. At MNR, revenues decrease by \$1 million in 2019, increase by \$12 million in 2020 and decrease by \$21 million in 2021, reflecting mainly reimbursement for New York State Grade Crossing Improvements that are not expected to recur in 2019, funding from New York State for the Beacon Rail Trail, which ends with the completion of the project in 2020 and higher GCT rental income.

Compared with the July Plan, Other Operating Revenue decreases by \$17 million in 2017, \$22 million in 2018, and approximately \$34 million in each year from 2019 through 2021. Those reductions mainly reflect the MTA-wide impact of investments made from advertising revenue to fund the replacement of existing non-digital advertising medians with a state-of-the-art digital platform. The digital media screens will provide more dynamic advertising space and an efficient way to quickly disseminate customer and emergency information. Additionally, future advertising revenue (beyond this Plan) is expected to substantially increase once all screens are installed and operational. Other drivers of the change include lower Metrocard fees and Paratransit Urban Tax collections at NYCT; the elimination of commissary operations at the Commuter Railroads; and the loss of rental income at the LIRR. Furthermore, revised reimbursement assumptions for railroad-related grade crossing work and lower rental revenue contribute to the reduction at MTAHQ. Partially offsetting those changes are increases at FMTAC due to normal inflationary growth.

Compared with the February Plan, Other Operating Revenue decreases by \$40 million in 2017, \$43 million in 2018, \$60 million in 2019, and \$55 million in 2020. Decreases from 2017 through 2020 are mostly due to previously mentioned reasons for NYCT, the LIRR and MTA Bus; lower investment income at FMTAC; and a reclassification of toll violation fee and toll recovery revenue from other operating revenue to toll revenue at B&T. Partially offsetting these decreases are increases at MNR due to funding from New York State for the Beacon Rail Trail, higher GCT rental income and other previously mentioned factors, and higher Transit Museum revenue at MTAHQ.

PAYROLL

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

The impact of the 28-month agreement, reached in February 2017, with the Transit Workers Union (TWU), MTA's largest bargaining unit, along with the settlement with NYCT's other unions, including MaBSTOA and MTA Bus, which traditionally follow the TWU pattern, were incorporated into Agency baselines as technical adjustments in the February Financial Plan. The settlements include a 2.5% wage increases for 13 months that will be followed by another 2.5% wage increase that will be in place for the remaining 15 months of the contract.

Since the February Plan, the LIRR has settled with several of its largest unions, including the Sheet Metal, Air, Rail, and Transportation union (SMART) and the Transportation Communications Union (TCU). These contracts are patterned after the TWU agreement and are assumed for the remaining LIRR unions. While contract negotiations with unions of MNR are ongoing, the Plan includes projected wage base growth consistent with the LIRR's pattern. MTAHQ currently has agreements with its police union, the Patrolmen's Benevolent Association (PBA), through October of 2018. B&T is currently in negotiations with two of its largest unions - Bridge and Tunnel

Officer's Benevolent Association (BTOBA) and Superior Officer's Benevolent Association (SOBA); contracts with those unions expired on May 17, 2012 and March 14, 2012, respectively. Other unsettled union agreements are assumed to be consistent with the TWU pattern.

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

The November Plan incorporates the resources needed to support the wide-ranging initiatives critical to implementing Phase I of the NYCT Subway Action Plan (SAP). Positions, primarily in maintenance/operations, are expected to increase over existing authorized levels by 2,000 and drive the average annual increase in payroll expense by approximately 4%.

November Plan payroll expenses are projected at \$5,040 million in 2017, \$5,360 million in 2018, \$5,552 million in 2019, \$5,676 million in 2020, and \$5,799 million in 2021. On a year-over-year basis, expenses increase by \$320 million in 2018, \$192 million in 2019, \$124 million in 2020, and \$123 million in 2021.

The 2018 increase mainly reflects the increase in support of the SAP, which includes initiatives such as Enhanced In-Station Customer Service, Major Expansion of Car Repair Programs, and the Accelerated Scheduled Maintenance System (SMS). Other major undertakings driving the increase include the Eighth Avenue Corridor Improvement and Track Defect Reduction projects as well as vacancy levels projected in 2017 not expected to recur in 2018. Other Agency increases in 2018 total \$97 million, reflecting the filling of 2017 vacancies, contractual and non-represented wage increases referenced above and resources required to support various initiatives, including prioritized investments designed to sustain operations and improve the customer experience. In addition, 2018 includes support for Positive Train Control (PTC) maintenance work and safety initiatives.

Aside from the SAP and wage growth assumptions previously discussed, year-to-year annual expense growth through 2021 reflects a continuation of the projects noted above along with East Side Access (ESA) readiness efforts at the LIRR, new hires supporting safety and infrastructure initiatives at MNR, additional MTA Police Department patrol forces required to perform more counter-terrorism tours, establishing a homeless outreach unit and support for the ESA project at MTAHQ, as well as staffing for the Enterprise Asset Management (EAM) program at B&T.

Compared with the July Plan, payroll expenses are projected to increase by \$14 million in 2017, \$134 million in 2018, \$199 million in 2019, and on average \$190 million in 2020 and 2021. The plan-to-plan increase in 2017 is largely due to NYCT (\$22 million), reflecting the partial-year implementation of the SAP which increases staffing by over 700 positions for initiatives, including the Priority Stations Program, Major Expansion of Car Repair Capacity, and the Signal Maintenance Initiative. Other drivers include employee availability-based coverage and pay hour adjustments. The \$2 million

increase at MNR reflects the reallocation of reimbursable forces to operations. These results are partially offset by combined reductions totaling \$11 million at B&T, the LIRR, and MTAHQ, mainly due to higher projected vacancies.

Plan-to-plan increases in 2018 and beyond largely reflect the impact of the SAP at NYCT which includes a continuation of the initiatives noted previously, among other projects, increasing staffing by over 2,000 positions. At the LIRR, the 2018 reduction reflects a rescheduling of ESA readiness efforts to the fourth quarter, while 2019 through 2021 mainly captures increases in support of on-board camera installations and PTC Right-of-Way maintenance work. From 2018 to 2021, major plan-to-plan increases include operating training float activity and programmatic initiatives at MTA Bus, additional hires at MTAHQ, a reallocation of reimbursable workforce resources to support operations at MNR, and the Spot-Tie Track and Enhanced Employee Protection System (EEPS) programs at SIR.

When compared with the February Plan, projected payroll expenses decrease by \$8 million in 2017, then increase by \$160 million in 2018, \$231 million in 2019, and \$221 million in 2020. The expense reduction in 2017 largely reflects vacancy savings at B&T, the LIRR and MTAHQ. Years 2018 and beyond mainly capture the impact of the SAP at NYCT. The other Agencies, in addition to the above noted factors and aside from noted agreement rate changes, expense growth is primarily associated with support for rolling stock maintenance at the LIRR, the Shop Program at MTA Bus, and a reallocation of reimbursable workforce resources to support prioritized operating initiatives at B&T.

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

OVERTIME

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

MTA promotes sustainable management programs that reduce overtime levels in controllable types of overtime, e.g. vacancy/absentee coverage, scheduled service and routine maintenance. Improved forecasting and efficiencies in overtime are expected to provide the lowest cost option through better scheduling of work, optimizing overtime vs. straight-time, accelerating maintenance work during scheduled track outages, and utilizing new management tools to approve and analyze overtime usage.

November Plan expenses are projected at \$879 million in 2017, \$829 million in 2018, \$806 million in 2019, \$819 million in 2020, and \$849 million in 2021, reflecting year-to-year decreases of \$50 million in 2018, \$22 million in 2019, followed by increases of \$13 million in 2020 and \$30 million in 2021.

The 2018 decrease mostly reflects the impact of non-recurring expenses from 2017. The bulk of the reduction, \$44 million, is at NYCT and reflects the impacts of adverse weather in 2017 and vacancy coverage levels not expected to recur in 2018. Other decreases in 2018, totaling \$11 million combined, reflecting lower vacant position coverage and right-of-way maintenance activity at the LIRR; adjustments to MTA Police Department operations at MTAHQ; the winding down of the arrival clock project and a lower weather provision at SIR; and the completion of Open Road Tolling (ORT) and various major maintenance projects at B&T. Offsetting partially those changes are increases totaling \$5 million at MNR and MTA Bus, mainly reflect changes in programmatic activity and contractual rate adjustments. In later Plan years, the projected decrease in 2019 largely reflects reduced SAP requirements at NYCT; projected increases in 2020 and 2021 mainly reflect planned wage increases at NYCT, maintenance activities and East Side Access readiness efforts at the LIRR, and changes across all other Agencies that are consistent with wage growth assumptions and operational requirements.

When compared with the July Plan, overtime expenses increase by \$70 million in 2017, \$59 million in 2018, \$30 million in 2019, and \$26 million in both 2020 and 2021. The bulk of plan-to-plan growth is at NYCT: \$62 million in 2017, \$55 million in 2018, and \$24 million on average for each of the years 2019 to 2021 mainly supports the SAP. Other changes over the plan period reflect greater police coverage requirements at MTAHQ, coverage necessitated by Amtrak Emergency Mitigation work, as well as increased backfill/security coverage; and traffic, platform budget service adjustments, overage-related bus fleet maintenance work, training float and employee availability-related coverage at MTA Bus. At the LIRR, increased maintenance/rolling-stock modification-related overtime over the same time period. Annual reductions from 2017 to 2021 at MNR reflect a lower weather provision.

When compared with the February Plan, overtime expenses increase by \$126 million in 2017, \$67 million in 2018, \$32 million in 2019, and \$28 million in 2020. In addition to the factors noted above, other changes reflect overages caused by severe winter weather conditions experienced during the first quarter of the year that were captured within the July Plan baseline at NYCT, increased requirements caused primarily by traffic conditions and platform budget adjustments at MTA Bus, and updated MTAPD coverage requirements at MTAHQ, partially offset by lower coverage requirements forecasted at MNR.

HEALTH & WELFARE

Empire Plan premium rates provided in August 2017 by the New York State Department of Civil Service are used as the primary assumption for per-employee Health & Welfare premium expenses in 2017 and 2018. Premium forecasts for 2019 through 2021 are based on the 10-year average change in premiums, excluding the largest and smallest annual percent changes. For employee health plans other than the Empire Plan, existing contractual rates, available projected rate changes, and actual claims trends

are used in place of the Empire Plan assumptions. Year-to-year changes in expenses are also impacted by position levels.

MTA Consolidated Health & Welfare expenses are estimated to be \$1,214 million in the 2017 November Forecast. Health & Welfare expenses for the 2018 Final Proposed Budget are projected to be \$1,364 million, \$150 million (12.4%) greater than 2017 expenses, primarily due to increases in headcount and premiums. MTA Consolidated Health & Welfare expenses are forecast to increase annually by 7.7%, 5.9% and 6.4%, for 2019 through 2021, respectively, when expenses are projected to reach \$1,655 million.

In comparison with the July Plan, the November Plan is favorable by \$21 million in 2017, \$24 million unfavorable in 2018, \$43 million unfavorable in 2019, \$41 million unfavorable in 2020 and \$36 million unfavorable in 2021. The unfavorable plan-to-plan changes beginning in 2018 reflect healthcare costs associated with headcount increases for the MTA Subway Action Plan, partially offset by lower claims trends in the self-sponsored medical health programs.

In comparison with the February Plan, the November Plan is favorable by \$76 million in 2017, and unfavorable by \$12 million in 2018, \$29 million in 2019 and \$26 million in 2020. The favorable plan-to-plan change in 2017 reflects savings in the self-sponsored medical health programs due to lower claims trends than projected in the 2017 Adopted Budget as well as higher savings than projected in the February Plan resulting from the Health & Welfare rebid. The unfavorable plan-to-plan changes beginning in 2018 reflect healthcare costs associated with headcount increases for the MTA Subway Action Plan, higher projected premiums for participants in NYSHIP, partially offset by lower claims trends in the self-sponsored medical health programs.

OTHER POST-EMPLOYMENT BENEFITS (OPEB) and GASB FUND

OPEB

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

OPEB Current Payment expenses in the November Plan are \$569 million in 2017, \$638 million in 2018, \$692 million in 2019, \$751 million in 2020 and \$816 million in 2021. Year-to-year increases reflect NYSHIP premium growth assumptions, claims assumptions in the MTA self-sponsored medical plan and growth assumptions in the retiree population.

In comparison with the July Plan, OPEB Current Payment expenses are favorable by \$12 million in 2017, and unfavorable by \$2 million in 2018, \$3 million in 2019, \$4 million in 2020 and \$6 million in 2021. The favorable variance in 2017 is primarily driven by

favorable retiree and beneficiary assumptions than forecasted and lower than projected claims activity in the MTA self-sponsored plan.

In comparison with the February Plan, OPEB Current Payment expenses are favorable by \$23 million in 2017, and unfavorable by \$5 million in each year of 2018 through 2020. The favorable variance in 2017 is primarily driven by more favorable than forecasted retiree and beneficiary assumptions and lower than projected claims activity in the MTA self-sponsored plan. Unfavorable expense changes starting in 2018 are primarily the result of higher premiums than projected for retiree participants in NYSHIP, partially offset by lower-than-projected claim trends in the MTA self-sponsored plan.

Governmental Accounting Standard Board Statement No. 45 (GASB 45), "Accounting and Financial Reporting for Employers for Post-Employment Benefits Other Than Pensions," requires that state and local governmental entities' financial reports reflect systematic, accrual-based measurements of OPEB costs over a period that approximates the employee's years of service, provides information about actuarial accrued liabilities and to what extent progress is made in the funding of any liabilities. The actuarial accrued liability contained in the most recent valuation dated January 1, 2014 is \$18.5 billion, with an annual OPEB expense of \$2.1 billion in each year of the financial plan period. These amounts, reflecting the change in liability, are captured in the Statement of Operations under "Non-Cash Liabilities."

GASB FUND

While the GASB 45 standard only requires the disclosure of this future liability, the MTA has taken measures, when fiscally prudent, to fund this growing liability. 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 OPEB Trust assets. Annual contributions were deposited with the MTA Treasurer in the GASB Reserve, with the intent of periodically moving such funds into the OPEB Trust. Since 2012, the MTA moved \$300 million from the GASB Reserve to the OPEB Trust allowing those monies to grow with investment returns.

In 2014, with a remaining balance of \$350 million, the MTA used \$254 million from the GASB Reserve and suspended contributions from mid-2014 through 2017 to fund the financial impact of labor contract settlements, with contributions resuming in 2018. The 2017 July Financial Plan included the suspension of contributions planned for 2018 through 2021 to fund declining real estate taxes; this proposed policy action was included in Volume 1 as a below-the-line action. Currently, the GASB Reserve Fund contains a balance of \$149 million. In the 2017 November Plan, the MTA is proposing the withdrawal of the remaining balance in the GASB Reserve Fund to fund expenses associated with the MTA's Subway Action Plan. Nevertheless, the MTA remains committed to the importance of funding this growing obligation, and will evaluate opportunities to contribute in future plans. Additional information can be found in MTA Policy Actions section of Volume 1 of the November Financial Plan 2018-2021.

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). Pension expenses also include employer-matched contributions made to defined contribution pension plans MTA-wide, such as the New York State Voluntary Defined Contribution program and MNR’s MTA 401(k) Plan for members who opted out of the MTA Defined Benefit Plan.

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

Projected pension expenses total \$1,326 million in 2017, \$1,351 million in 2018, \$1,371 million in 2019, \$1,369 million in 2020 and \$1,384 million in 2021. Pension expenses are based on actuarial projections and anticipated position increases. Where actuarial projections are unavailable, the forward three-year average of the Consumer Price Index plus one percent—which is a proxy intended to capture anticipated impacts from demographic changes of employees and retirees—is applied to projections.

In comparison with the July Plan, pension expenses are unfavorable by \$1 million in 2017, \$19 million in 2018, \$26 million in 2019, \$24 million in 2020 and \$22 million in 2021. The plan-to-plan change starting in 2018 primarily reflects expenses associated with headcount increases for the implementation of the MTA Subway Action Plan.

In comparison with the February Plan, pension expenses are unfavorable by \$3 million in 2017, \$14 million in 2018, \$34 million in 2019 and \$42 million in 2020. The plan-to-plan change starting in 2018 primarily reflects increased expenses in connection with labor settlements at MTA Bus, the LIRR and MNR as well as costs associated with headcount increases for the implementation of the MTA Subway Action Plan.

OTHER FRINGE BENEFITS

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

November Plan benefit expenses are projected at \$892 million in 2017, \$918 million in 2018, \$951 million in 2019, \$985 million in 2020, and \$1,015 million in 2021, reflecting a year-over-year increase of \$26 million in 2018, followed by average annual increases of \$32 million from 2019 through 2021.

By Agency, the 2018 increase reflects higher expenses totaling \$11 million at the LIRR, \$6 million at NYCT, \$3 million each at MTA Bus and MNR, and \$1 million each at B&T and MTAHQ. These changes are primarily reflective of variations in staffing levels as determined by programmatic initiatives and inflationary payroll rate assumptions across all MTA Agencies. In addition, the increase is further driven by revised Workers' Compensation assumptions and higher employee levels to support the Subway Action Plan (SAP) at NYCT. These changes also capture the latest railroad retirement tax rates, railroad unemployment charges, and Federal Employers Liability Act (FELA) adjustments pertinent to the Commuter Railroads. Specific payroll rate assumptions as well as detailed position impacts are explained further in Agency sections.

For 2019 through 2021, expenses increase on average by \$18 million at NYCT, \$9 million at the LIRR, \$3 million at MNR, and by approximately \$1 million each at B&T, MTAHQ, and MTA Bus. These changes reflect a continuation of the assumptions noted above.

Compared with the July Plan, expenses are projected to increase by \$11 million in 2017, \$5 million in 2018, and from 2019 through 2021 average \$14 million per year. The increases are mainly driven by higher employee levels at NYCT in support of the SAP. Plan-to-plan changes at the other Agencies were modest and consistent with payroll assumptions.

When compared with the February Plan, Other Fringe Benefits expenses increase annually on average by \$15 million from 2017 through 2020. At all Agencies, projected expense levels are consistent with prevailing wage assumptions, changes in staffing levels, and programmatic activity.

ELECTRIC POWER

Electric Power is supplied to the MTA by the New York Power Authority (NYPA), PSEG Long Island (PSEGLI), and Eversource (the successor to Connecticut Light & Power). 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, including 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. Along with NYPA and the LTA governmental customers, MTA also has a long-term operational share in the 550 megawatt Astoria II combined cycle power plant located in Queens.

NYPA LTA expenses are based on NYPA's final 2017 cost of service estimate, amended to reflect actuals through February and NYPA's revised forecast for the remainder of the year. For 2018 through the end of the financial plan period, the NYPA cost of service is based on changes in the national consumer price index as well as projected commodity price changes for natural gas and diesel fuel. Price assumptions for NYPA-supplied electric power also include costs associated with meeting New York State's Clean Energy Standards initiative. MTA and NYPA are negotiating the terms of a new LTA, as well as discussing an extension of the current LTA should negotiations continue into 2018. While the current NYPA LTA expires at the end of 2017, the Plan assumes electric power needs after 2017 will be priced in a similar fashion. Delivery of NYPA-supplied electricity is handled by Consolidated Edison (Con Ed), and delivery cost projections reflect rates recently approved by the State Public Service Commission (PSC). During PSC hearings in 2016 on Con Ed delivery rates, the MTA successfully petitioned the PSC to consider separate delivery rates for high-tension and low-tension power supplied by NYPA. The PSC's approval of this approach is expected to save the MTA approximately \$6 million in 2017, \$12 million in 2018 and \$20 million in subsequent years.

Projections for electricity supplied by PSEGLI and Eversource are based on forecasts of the Producer Price Index for Electric Power along with other energy market trends.

FINANCIAL PLAN ASSUMPTIONS FOR ELECTRIC POWER					
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<u>2017 November Financial Plan</u>					
NYPA - Traction Power	12.1%	20.1%	0.2%	4.6%	4.2%
NYPA - Non-Traction Uses	18.0%	20.1%	0.2%	4.6%	4.2%
Con Edison Delivery	4.7%	3.8%	4.9%	9.0%	8.0%
Producer Price Index, Electric Power	5.1%	2.9%	1.9%	2.2%	2.9%
<u>2017 July Financial Plan</u>					
NYPA - Traction Power	15.6%	6.4%	0.4%	6.2%	4.5%
NYPA - Non-Traction Uses	21.6%	6.4%	0.4%	6.2%	4.5%
Con Edison Delivery	8.5%	7.5%	8.5%	9.0%	8.0%
Producer Price Index, Electric Power	5.1%	3.0%	2.3%	2.9%	3.2%
<u>2017 February Financial Plan</u>					
NYPA - Traction Power	26.6%	2.6%	2.3%	6.4%	
NYPA - Non-Traction Uses	26.6%	2.6%	2.3%	6.4%	
Con Edison Delivery	8.5%	7.5%	8.5%	9.0%	
Producer Price Index, Electric Power	4.1%	3.3%	2.2%	2.8%	

MTA Consolidated Electric Power expenses of \$444 million for the 2017 November Forecast are \$38 million (9.2%) higher than 2016 expenses, and primarily reflect the impact of higher fuel prices on the cost of electric generation and electric rates, as well as a rise in delivery costs. This estimate is \$8 million (1.8%) favorable compared with the Mid-Year Forecast, reflecting the impact of lower-than-projected fuel prices on

electric generation expense. Compared with the Adopted Budget, this estimate is \$61 million (12.0%) favorable.

Expenses for the 2018 Final Proposed Budget are expected to be \$505 million, an increase of \$61 million (13.8%) from the 2017 November Forecast. In addition to increases in the cost of fuel used in the generation of electricity – primarily natural gas – and delivery costs, expenses in 2018 are higher due to the regulatory termination of certain electric power transmission congestion credits. The 2018 Final Proposed Budget is \$3 million (0.6%) unfavorable compared with the July Plan, and is \$13 million (2.5%) favorable to the February Plan.

MTA Consolidated Electric Power expenses, projected to annually increase by 2.7% in 2019, 5.4% in 2020 and 10.4% in 2021, are forecast to total \$604 million in 2021. Compared with the July Plan, forecasts are unfavorable by \$1 million (0.1%) in 2019, and favorable by \$4 million (0.7%) in both 2020 and 2021; compared with the February Plan, these forecasts are favorable by \$14 million (2.6%) in 2019 and by \$24 million (4.3%) in 2020.

FUEL

Fuel expenses reflect operating factors that impact consumption, such as service adjustments, weather impacts and seasonality. Diesel and natural gas prices for the 2017 November Financial Plan include actual prices through August 28, 2017 and reflect commodity futures prices as of August 30, 2017. Where commodity futures prices are unavailable, price changes are projected using IHS Global, Inc. forecasts (July 2017) for New York Harbor No. 2 Distillate for heating oil and diesel fuels and the PPI (Producer Price Index) Utility for Natural Gas. On a year-to-year basis, Ultra Low Sulfur Diesel (ULSD) prices are projected to increase by 17.4%, 1.7%, 0.8%, 23.5% and 6.7% for 2017 through 2021, respectively. For Compressed Natural Gas (CNG), year-to-year prices are forecast to increase by 44.3% from 2016 to 2017, 13.8% in 2018, then decrease by 6.5% in 2019 and 1.1% in 2020, then increase by 0.7% in 2021.

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 \$147 million for the 2017 November Forecast are \$2 million unfavorable in comparison with the 2017 Mid-Year Forecast. The 2017 November Forecast price for ULSD is estimated to be unchanged from the 2017 Mid-Year Forecast, while CNG prices are estimated to be \$0.28 per MMBTU lower than the price assumptions in the 2017 Mid-Year Forecast.

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

Fuel expenses of \$153 million for the 2018 Final Proposed Budget are \$2 million unfavorable in comparison with the 2018 Preliminary Budget. The 2018 Final Proposed Budget price for ULSD is estimated to be \$0.01 per gallon lower, and CNG prices are estimated to be \$0.03 per MMBTU lower, from the price assumptions in the July Plan.

For 2019, November Plan Fuel expenses are estimated to be \$152 million, \$1 million higher than projected in the July Plan. The price for ULSD is estimated to be \$0.02 per gallon lower, and CNG prices are projected to be \$0.07 per MMBTU lower, than assumed in the July Plan.

For 2020, November Plan Fuel expenses are estimated to be \$177 million, \$13 million more than projected in the July Plan. The price for ULSD is estimated to be \$0.18 per gallon higher, while CNG prices are estimated to be \$0.23 per MMBTU lower, than projected in the July Plan.

For 2021, November Plan Fuel expenses are estimated to be \$187 million, \$12 million higher than projected in the July Plan. The price for ULSD is estimated to be \$0.15 per gallon higher, while CNG prices are estimated to be \$0.23 per MMBTU lower, than projected in the July Plan.

In comparison with the February Plan Fuel expenses are favorable by \$13 million, \$13 million, \$22 million and \$13 million for years 2017 through 2020, respectively. Prices for CNG in the November Plan in comparison with the February Plan are favorable by \$0.67, \$0.10, \$0.27 and \$0.45 per MMBTU for years 2017 through 2020, respectively. Prices for ULSD in the November Plan in comparison with the February Plan are unfavorable by \$0.01 per gallon in 2017, favorable by \$0.05 per gallon in 2018, favorable by \$0.12 per gallon in 2019, and unfavorable by \$0.09 per gallon in 2020.

INSURANCE

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

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

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

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

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

The following table measures MTA Consolidated Insurance expenses:

MTA CONSOLIDATED INSURANCE EXPENSES						
Non-Reimbursable						
(\$ in millions)						
	2016	2017	2018			
<u>Insurance Expenses</u>	<u>Actual</u>	<u>November</u>	<u>Final</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
		<u>Forecast</u>	<u>Budget</u>			
NYCT	\$73	\$72	\$76	\$85	\$95	\$107
LIRR	23	21	22	23	25	28
MNR	18	17	18	20	21	23
SIR	1	1	1	1	1	1
MTA Bus	8	6	7	8	8	9
B&T	14	12	12	13	14	15
MTAHQ	4	5	5	2	2	3
Total Gross Insurance Expenses	\$142	\$133	\$141	\$152	\$168	\$187
<u>Insurance Credits</u>						
FMTAC	(\$163)	(\$103)	(\$110)	(\$119)	(\$130)	(\$143)
Net Insurance Expenses	(\$21)	\$30	\$30	\$33	\$38	\$44

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

Insurance forecasts in the 2017 November Plan include expenses associated with supplemental coverage to MTA's property program via catastrophe bonds.

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 Plan, MTA Consolidated Insurance expenses are favorable by \$2 million per year through 2019, and favorable by \$3 million for 2020 and 2021. The

favorable variances are due to MTA's the renewal of policies at slightly more favorable rates than anticipated in the forecast.

In comparison with the February Plan, MTA Consolidated Insurance expenses are favorable by \$21 million in 2017, \$30 million in 2018, \$33 million in 2019 and \$38 million in 2020. The favorable variances are due to MTA's pursuit of insurance-linked securities for reinsurance coverage in connection with MTA's property program, and the renewal of several policies at more favorable rates than projected.

CLAIMS

Claims expenses are based on actuarial valuations of projected claims, actual claims expense paid, any adjustments to reserves and factors contributing to growth in exposure (i.e., vehicle count).

Claims expenses in the November Financial Plan are projected to be \$314 million in 2017, \$320 million in 2018, \$328 million in 2019, \$329 million in 2020 and \$330 million in 2021, and reflect the latest actuarial valuation of projected claims. Claims expenses are virtually unchanged from the July Financial Plan. However, in comparison with the February Financial Plan, Claims expenses are unfavorable by \$33 million, \$33 million, \$33 million, and \$28 million for 2017 through 2020, respectively, due to an increase in reserve requirements based on the latest actuarial analysis.

PARATRANSIT SERVICE CONTRACTS

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

Faced with an annual projected 15% rate of growth in the demand for paratransit services and increases to associated expenses, the MTA, in 2010, embarked on an ambitious plan to administer this critical service more efficiently. These actions, which continue, include reducing non-service related costs and average cost per trip, adherence to eligibility requirements, e-Hail services, and the conversion of contracted trips to fixed route feeder trips, where available and permissible.

Through these efforts, the MTA has been able to maintain the expected level of service while reducing costs. Annual growth is projected at 4.5% per year.

November Plan expenses are projected at \$391 million in 2017, \$416 million in 2018, \$440 million in 2019, \$467 million in 2020, and \$492 million in 2021, reflecting year-to-

year increases of \$26 million in 2018, \$23 million in 2019, \$28 million in 2020, and \$25 million in 2021.

Compared with the July Financial Plan, Paratransit Service Contract expenses are projected to decrease by \$9 million in 2017, increase by \$1 million in 2018, and remain unchanged from 2019 through 2021.

Compared with the February Financial Plan, Paratransit Service Contract expenses are projected to decrease by \$21 million in 2017, \$19 million in 2018, \$33 million in 2019 and \$44 million in 2020, reflecting mainly the impact of lower projected trips.

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

MAINTENANCE AND OTHER OPERATING CONTRACTS

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

November Plan expenses are projected at \$746 million in 2017, \$858 million in 2018, \$780 million in 2019, \$783 million in 2020 and \$810 million in 2021, reflecting a year-over-year increase of \$112 million in 2018 followed by a decrease of \$78 million in 2019, and increases of \$3 million in 2020 and \$28 million in 2021.

The 2018 increase is mainly driven by: NYCT (\$72 million), reflective of higher Subway Action Plan (SAP) requirements; B&T (\$31 million), due to additional costs to support the *Tolls by Mail* program by which non-EZPass customers are charged for using MTA B&T crossings under the Open Road Tolling (ORT) prioritized initiative; MNR (\$9 million), attributable to the timing of BL-20 Locomotive Overhaul Program expenses, the right-of-way clean-up program, Ticket Vending Machine (TVM) chip upgrades, and the Rockland County Weekend Service Program Expansion; MTAHQ (\$9 million), resulting from lower-than-forecasted spending in 2017; and MTA Bus (\$8 million), mainly due to revisions to Select Bus Service (SBS) routes and the shop program. These unfavorable projections are partially offset by a decrease of \$17 million at SIR following the planned conclusion in 2017 of maintenance work performed on the R44 fleet.

The 2019 decrease is mainly driven by the following: NYCT (\$69 million), reflecting lower SAP requirements; the LIRR (\$6 million), mostly from the completion of various maintenance activities and lower non-revenue vehicle repair expenses; MTAHQ (\$5 million), attributable to the disposition of the Madison Avenue properties; and MTA Bus (\$2 million), reflecting previously mentioned initiatives. These results are partially offset by increases at B&T (\$3 million), and MNR (\$2 million), due to inflationary and contractual increases.

The 2020 increase is reflective of higher projected Moynihan Station maintenance and other operating requirements at the LIRR (\$14 million); and contractual and inflationary increases at B&T (\$4 million) and MTAHQ (\$3 million). These increases are partly offset by lower costs of \$9 million at MTA Bus due to the previously mentioned initiatives; \$8 million at NYCT mainly due to the SAP; and \$3 million at MNR due to the timing of repairs required for equipment damaged in the Bridgeport derailment, reduction in real estate expenses, and previously mentioned 2018 initiatives.

The 2021 increase primarily captures programmatic impacts, including East Side Access (ESA) readiness efforts at the LIRR (\$17 million); the replacement/upgrade of the License Plate Recognition (LPR) system at B&T (\$10 million); above-mentioned 2019 initiatives at MTA Bus (\$4 million); revised timing of the BL-20 Locomotive Overhaul Program and the New Haven Line (NHL) share of MTA Police Department expenses at MNR (\$4 million); and inflationary and contractual increases at MTAHQ (\$2 million). These unfavorable projections are partially offset by a decrease of \$10 million at NYCT due to reduced SAP requirements.

Compared with the July Plan, Maintenance and Other Operating Contracts expenses decrease by \$31 million in 2017, increase by \$103 million in 2018 and \$13 million in 2019, and decrease by \$1 million in 2020 and \$13 million in 2021.

The plan-to-plan decrease in 2017 is mainly driven by a myriad of timing-related changes at NYCT; the timing of BL-20 Locomotive Overhaul Program expenses, repairs required for equipment damaged in the Bridgeport derailment; the elimination of the Commissary Operation, TVM chip upgrades, and the NHL share of Police expenses at MNR; revisions to the shop program at MTA Bus; and lower expenses for Enterprise Asset Management (EAM) handheld devices, Gowanus Expressway High Occupancy Vehicle (HOV) lanes, and outside leasing requirements at MTAHQ. These projections are partly offset by higher expenses at the LIRR due to Amtrak emergency repair work at Penn Station.

The 2018 increase is chiefly driven by the full-year implementation of the SAP at NYCT. This, coupled with timing-related increases at the LIRR for a myriad of work, including vegetation management, elevator/escalator work, and TVM repairs not conducted in 2017 as well as TVM chip upgrades and the timing of the BL-20 locomotive overhauls at MNR also contribute to the year-over-year increase. Those factors are partly offset by lower expenses at B&T, resulting from a re-evaluation of major maintenance and bridge painting programs, elimination of various cash collection and processing functions caused by the implementation of Open Road Tolling (ORT), and negotiated lower unit prices for E-ZPass tags.

In 2019, increases are driven by the aforementioned reasons at NYCT; higher shop program requirements at MTA Bus; and the timing of various maintenance agreements at the LIRR. In 2020 and 2021, plan-to-plan decreases at B&T and MNR, as well as increases at NYCT and the LIRR reflect a continuation of the assumptions noted above.

Compared to the February Plan, Maintenance and Other Operating Contracts decrease by \$43 million in 2017, increase by \$93 million in 2018 and \$13 million in 2019, and decrease by \$14 million in 2020. In 2017, plan-to-plan decreases at NYCT, MTA Bus, and MNR, as well as higher expenses at the LIRR are mostly due to factors noted above, with additional savings at MTAHQ resulting from the elimination of the EAM contingency fund, and at MNR due to revised assumptions on Operating Capital. Expense increases at B&T are due mostly to the timing of Hurricane Sandy restoration work. For 2018 through 2020, increases at NYCT and the LIRR, and lower expenses at B&T, MTAHQ, and MNR are due to aforementioned reasons, while increases at MTA Bus reflect revisions to the shop program, SBS, and security requirements.

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* and *Employee* expenses include, but are not limited to, expenses for temporary services, office equipment and related rentals, repair and maintenance, and outside training. *Other Professional Services* includes, but is not limited to, fees for contracted engineering, legal, auditing, and market research services.

November Plan annual expenses are projected to be \$573 million in 2017, \$518 million in 2018, \$466 million in 2019, \$460 million in 2020, and \$458 million in 2021, reflecting year-to-year decreases of \$55 million in 2018, \$52 million in 2019, \$6 million in 2020 and \$2 million in 2021.

The 2018 decrease mostly reflects the impact of timing. The bulk of the reduction, \$41 million at MTAHQ, primarily reflects lower requirements for procured services and the re-assignment of recoverable costs from Reimbursable Overhead; and, \$34 million at NYCT, expense rollovers associated with the Enhanced Station Initiative, bus safety-related priority investments, and other projects. B&T decreases by \$7 million, reflecting the end of an extensive Open Road Tolling (ORT) marketing campaign in 2017. Those changes are offset partially by increases of \$18 million at the LIRR, \$6 million at MTA Bus, and \$5 million at MNR. The bulk of those changes are also timing-related and reflect revised assumptions for Enterprise Asset Management (EAM), Reliability Centered Maintenance (RCM), Select Bus Service (SBS) routes, the NYC DOT Bus Stop contract, and various other consulting services.

Year-to-year changes from 2019 to 2021 mainly reflect expense fluctuations consistent with the reclassification of recoverable costs from Reimbursable Overhead as well as timing shifts in the West Side Yards project development at MTAHQ; lower EAM costs and the completion of various projects at the LIRR; SAP requirements at NYCT; and changes in initiatives mentioned above at MTA Bus.

Compared with the July Plan, expenses increase by \$12 million in 2017 and \$38 million in 2018, followed by decreases by \$10 million in 2019, \$24 million in 2020, and \$28 million in 2021. The major contributors of these changes are:

- NYCT: expenses increase by \$29 million in 2017, \$9 million in 2018, and by approximately \$1 million per year on average in 2019 through 2021, mostly due to SAP requirements, Transit Wireless/Beacon projects, and medical exams.
- MTA Bus: expenses remain basically flat in 2017, and then increase by \$6 million in 2018 and by \$4 million in 2019, with modest increases in 2020 and 2021. These changes reflect expenses associated with NYCT loaning MTA Bus new articulated buses to service SBS routes, and a variety of other services procured to support operations.
- LIRR: expenses decrease by \$12 million in 2017 and increase by \$14 million in 2018, \$7 million in 2019, and by less than \$1 million in 2020 and 2021. Aside from a one-time reduction in 2017 due to the timing of various projects including EAM and the Far Rockaway Shelter Shed Program, changes in subsequent years mainly reflect timing shifts in several operations-support initiatives and a reclassification of various costs from Other Business Expenses.
- MTAHQ: expenses decrease by \$4 million in 2017, increase by \$10 million in 2018, and decrease by approximately \$28 million per year on average for 2019 to 2021. The 2017 reduction primarily reflects the timing of initiatives including EAM, the Energy Management System (EMS), and costs associated with the MTA-wide consolidation of Procurement functions. The 2018 increase captures revised timing from 2017, and expense reductions from 2019 to 2021 mainly reflect non-labor cost recovery re-assigned from Reimbursable Overhead.
- MNR: expense fluctuations between 2017 and 2021 mainly reflect timing impacts, revised assumptions for EAM program activity, and Engineering services for the RCM programs.

When compared with the February Plan, Professional Service Contract expenses increase by \$15 million in 2017, \$41 million in 2018 and \$3 million in 2019, and decrease by \$16 million in 2020. In addition to the factors described above, changes over the life of the Plan are largely driven by provisioning for several high priority initiatives associated with improving the customer experience, especially the SAP program, fortifying IT systems, funding a variety of services in support of operations and maintenance needs, and changes in the timing of project activity.

MATERIALS AND SUPPLIES

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

November Plan expenses are projected at \$617 million in 2017, \$719 million in 2018, \$709 million in 2019, \$730 million in 2020, and \$728 million in 2021, reflecting a year-over-year increase of \$102 million in 2018, a decrease of \$11 million 2019, an increase of \$22 million in 2020, and a decrease of \$2 million in 2021.

Agency changes in Materials and Supplies for 2018 through 2021 reflect timing shifts, programmatic changes and inflation. The 2018 increase is primarily driven by the LIRR and NYCT. The increase is mainly attributable to revised capital project activity assumptions, Reliability Centered Maintenance (RCM) program, production plan material, replacement of communications components, fire alarm upgrades, M7 material, and East Side Access (ESA) ramp-up needs at the LIRR (\$50 million); Subway Action Plan (SAP) requirements at NYCT (\$34 million); RCM requirements at MNR (\$9 million); and the timing of bus fleet maintenance requirements at MTA Bus (\$8 million).

The 2019 decrease is attributable to the LIRR (\$16 million) and MTA Bus (\$7 million) and reflects the completion of programs and scheduled work previously mentioned. These favorable projections are partly offset by an increase in expenses at NYCT (\$14 million) due, in part, to SAP requirements.

The \$22 million increase in 2020 is mainly driven by: the Moynihan Station project and funding for the Lifecycle Asset Management Program (LAMP) at the LIRR (\$40 million), partly offset by decreases of \$16 million at NYCT, due mostly to lower requirements for the SAP; and \$3 million at MTA Bus due to above-mentioned initiatives in 2018.

The 2021 decrease mostly reflects lower expenses at NYCT (\$9 million), partially offset by higher expenses for ESA readiness efforts at the LIRR (\$5 million).

Compared with the July Plan, expenses decrease by \$25 million in 2017, followed by increases of \$82 million in 2018, \$75 million in 2019, \$37 million in 2020 and \$47 million in 2021. The 2017 decrease is mainly due to revised timing assumptions for the RCM program, component replacements, installation of on-board cameras, fire alarm upgrades, ESA ramp-up needs as well as inventory adjustments and delayed purchase of vehicles at the LIRR, \$39 million, and RCM requirements and reductions in the obsolescence reserve at MNR, \$6 million. These changes are partly offset by an increase of \$21 million at NYCT largely for SAP-related initiatives - the needs of which continue and predominately drive the increases in 2018 through 2020. Offsetting partially those factors are lower Positive Train Control (PTC) maintenance material requirements; above-mentioned initiatives at MNR; and revisions in the Shop Program and Janitorial Contract Services at MTA Bus. The 2021 increase is primarily driven by higher SAP requirements at NYCT and RCM requirements at MNR, partly offset by lower requirements at the LIRR and MTA Bus for the reasons also noted above.

Compared with the February Plan, expenses decrease by \$32 million in 2017 and increase by \$79 million in 2018, \$78 million in 2019, and \$34 million in 2020. In 2017, the factors previously described remain the primary causes for plan-to-plan decreases

at the LIRR and MNR; and revisions to the Shop Program and Budget Reduction Programs at MTA Bus, partly offset by an increase at NYCT, due mostly to higher SAP requirements. From 2018 through 2020, increases are mainly attributable to higher SAP requirements and the timing of previously mentioned initiatives at the LIRR and MNR. Those changes are partly offset by lower Positive Train Control (PTC) maintenance requirements at the LIRR in 2020 and 2021.

OTHER BUSINESS EXPENSES

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

November Plan expenses are projected at \$209 million in 2017, \$206 million in 2018, \$217 million in 2019, \$225 million 2020, and \$230 million in 2021, reflecting a year-to-year decrease of \$3 million in 2018, and increases of \$11 million in 2019, \$8 million in 2020 and \$5 million in 2021.

The 2018 decrease is mostly attributable to MNR (\$12 million), which captures the one-time insurance reimbursement for revenue losses and expenses associated with the 2016 Park Avenue Viaduct fire and the write-off of the Grand Central Terminal Truss Expansion Study. Higher expenses associated with the New York Power Authority (NYPA) loan for West End Concourse work and debit/credit fees at the LIRR (\$4 million) and higher MetroCard Vending Machine (MVM) credit card charges at NYCT (\$4 million) partially offset this year's favorable change.

The 2019 increase is mainly due to MNR (\$9 million), reflecting the impact of the insurance reimbursement in 2018 for the Park Avenue Viaduct Fire, higher NJ Transit subsidy expense for West-of-Hudson service enhancements, and higher debit/credit card fees.

The 2020 increase is driven by MNR (\$3 million), reflecting the impact of a recovery (credit) expected in 2019 for damages caused by a fire in a restaurant located in GCT, and higher NJ Transit subsidy expense for West-of-Hudson service enhancements and debit/credit card fees.

The 2021 increase is relatively small with expenses increasing on average by \$1 million each for East Side Access readiness efforts at the LIRR; inflationary increases for West-of-Hudson service and higher debit/credit card fees at MNR; and normal inflation at B&T.

Compared with the July Plan, expenses increase by \$5 million in 2017, \$6 million in 2018, \$4 million in 2019, and \$7 million in 2020 and 2021. The increases from 2017 through 2021 are mainly due to higher MVM credit card charges at NYCT; the write-off of the Grand Central Terminal Truss Expansion Study at MNR; higher debit/credit card fees and the payback of the New York Power Authority (NYPA) loan that funds the

modernization of lighting in the Penn Station West End Concourse at the LIRR; and the truck toll reduction program at MTAHQ in support of Amtrak Emergency repair work conducted at Penn Station.

Compared with the February Plan, expenses increase by \$8 million in 2017, \$6 million in 2018, \$7 million in 2019 and \$9 million in 2020. The increases through 2020 are mainly due to the factors mentioned above for the LIRR and NYCT; additional Owner-Controlled Insurance Program (OCIP) safety expenses at FMTAC; and the same factors mentioned above for MTAHQ. Those expenses are partly offset by lower expenses at MNR, which include the impact of higher recoveries expected from Amtrak based on the Passenger Rail Investment and Improvement Act (PRIIA), inflationary adjustments for West-of-Hudson service, and the recovery of expenses for damages sustained by a fire at a restaurant located in GCT.

Subsidies

SUBSIDIES - OVERVIEW

The following pages provide accrued and cash summary tables for projections of subsidies and dedicated taxes received by the MTA, as well as tables comparing these projections with those from the 2017 July Financial Plan and the 2017 February Plan. Detailed narratives describing each subsidy and the forecast methodologies employed are also included. The details of Bridges and Tunnels operations that produce the Operating Surplus Transfer are discussed in the Bridges and Tunnels portion of the Agency Financial Plans section of this report. Consolidated income and expense information on NYCT's Paratransit operation is also included at the end of this section. (Note that additional details on NYCT's Paratransit operation can be found in the New York City Transit portion of the Agency Financial Plans section of this report.)

On an *accrual basis*, Dedicated Taxes and State and Local Subsidies, which excludes Other Funding Agreements¹, are projected to decline in 2017, and thereafter experience average annual growth of 3 percent. The decline in 2017 is due primarily to the continuing slowdown in Urban Tax transactions, which also experienced a significant decline in 2016. Urban Tax revenues decline from 2016 by 33.6%, reflecting an overall slowdown in commercial real estate activity in New York City. Total real estate transaction tax revenues (combined MRT and Urban Tax) had been trending higher since the Fall of 2010 in contrast with the steep declines that occurred in 2008 and 2009, when MTA saw receipts fall by 73%; however with the declines over the past two years, the 2017 real estate transaction tax forecast remains 38% lower than 2007 receipts. The decline in 2017 was also impacted by an annual reduction of \$65 million in Payroll Mobility Tax Replacement Funds² by New York State.

Beginning in 2018 and through the Plan period, State Dedicated Tax revenues trend higher annually reflecting the impact of projected favorable economic growth in the MTA Commuter Transportation District (MCTD). Metropolitan Mass Transportation Operating Assistance (MMTOA), Payroll Mobility Tax (PMT), and MTA Aid revenues trend higher over the Plan period, and Mortgage Recording Tax (MRT) and Urban Tax also trend upwards. Annual year-over-year increases in the projections for MMTOA reflect higher revenue estimates for sales taxes and corporate surcharges on businesses in the MCTD, higher PMT estimates reflect projected growth in regional wage and salary disbursements, and higher MRT and Urban tax revenue projections reflect higher mortgage activity in the MCTD and higher levels of commercial real estate transactions in New York City. MTA Aid revenues are projected to increase each year, while PBT revenues modestly grow in 2018, followed by slight declines thereafter, based on revised estimates by the State.

The November Plan forecast of Dedicated Taxes and State and Local Subsidies is projected to be \$5,799 million in 2017, a \$247 million decline from 2016. In subsequent years, these subsidies are projected to grow to \$6,606 million by 2021. The annual growth through 2021 primarily reflects higher forecasts of MMTOA, PMT, PBT, Urban Tax and MRT revenues due to regional economic growth projections. On a plan-to-plan basis, the 2017 November Forecast is \$40 million lower than the Mid-Year Forecast, primarily reflecting unfavorable Urban Tax transactions due to a slowdown of large real estate transactions in New York City, partially offset by higher MRT projections than in the July Plan. Accrued subsidy projections are also

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

² As captured in Volume 1 of this Plan, the MTA is assuming that beginning in 2018, NYS will fully restore this funding. While this subsidy was cut in 2017, NYS provided unanticipated capital funding to the MTA of \$65 million which allowed the MTA to redirect that amount from Contribution to Capital Funding to the operating budget which effectively neutralized the 2017 reduction in PMT Replacement funding.

lower than the July Plan forecast by \$116 million in 2018, primarily reflecting unfavorable MMTOA revenues of \$80 million due to lower economic activity in the MCTD, and unfavorable Urban Tax revenues of \$51 million due to lower large real estate transactions in New York City, and partially offset by favorable MRT transactions. The November Plan forecasts are unfavorable by \$32 million in 2019, \$29 million in 2020 and \$20 million in 2021, primarily reflecting unfavorable Urban Tax projections which are mostly offset by higher MRT. Compared to the February Plan, the November Forecast is unfavorable by \$232 million in 2017, by \$291 million in 2018, by \$175 million in 2019 and by \$159 million in 2020. These unfavorable variances are due primarily to lower Urban Tax forecasts in 2017, 2019 and 2020, and lower MMTOA and Urban Tax forecasts in 2018, partially offset by favorable Payroll Mobility Tax and Petroleum Business Tax projections in all the years.

On a *cash basis*, The November Plan forecast of MTA Dedicated Taxes and State and Local Subsidies, excluding Other Funding Agreements, is projected to be \$5,506 million in 2017, growing to \$6,366 million in 2021. Overall growth is due mostly to higher forecasts in future years for MMTOA and PMT revenues. The 2017 November Forecast is \$34 million lower than the Mid-Year Forecast, due primarily to unfavorable Urban Tax projections which are mostly offset by higher MRT. The 2018 November forecast is \$109 million below the July Plan estimate due primarily to unfavorable MMTOA and Urban Tax projections, offset by higher MRT. These forecasts are unfavorable by \$32 million in 2019, \$30 million in 2020 and \$20 million in 2021, reflecting unfavorable Urban Tax, partially offset by higher MRT. Compared with the Adopted Budget forecast, the 2017 November Forecast is \$32 million favorable, reflecting higher favorable transactional adjustments of \$215 million for MTA Capital for the 2015-2019 Capital Program described in the Other Subsidy Adjustment section of this report, as well as higher PMT and PBT revenues due to greater collections of taxes and fees for these subsidies due to favorable economic and transactional activities. These are partially offset by unfavorable Urban Tax receipts due to weak real estate transaction activity in New York City. The November Plan estimate is lower than the February Plan estimates by \$366 million in 2018, primarily reflecting unfavorable MMTOA and Urban Tax, partially offset by favorable Payroll Mobility Tax and Petroleum Business Tax. These estimates are lower than February by \$176 in 2019 and \$209 in 2020. Details of changes for specific taxes and subsidies are described in the sections that follow.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
Consolidated Subsidies
Accrual Basis
(\$ in millions)

<u>Subsidies</u>	<u>Actual</u> <u>2016</u>	<u>November</u> <u>Forecast</u> <u>2017</u>	<u>Final</u> <u>Proposed</u> <u>Budget</u> <u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
Dedicated Taxes						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$1,668.0	\$1,668.0	\$1,748.0	\$1,889.4	\$1,952.4	\$2,017.5
Petroleum Business Tax (PBT) Receipts	633.7	612.8	616.0	615.0	612.4	612.4
Mortgage Recording Tax (MRT)	460.1	460.3	472.5	491.5	508.5	526.9
MRT Transfer to Suburban Counties	(4.1)	(5.1)	(5.6)	(6.0)	(6.4)	(6.8)
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Interest	5.1	5.3	5.3	5.3	5.3	5.3
Urban Tax	771.5	520.0	529.2	547.9	564.7	586.5
Investment Income	<u>1.1</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>
	\$3,525.4	\$3,252.6	\$3,356.7	\$3,534.4	\$3,628.1	\$3,733.0
PMT and MTA Aid						
Payroll Mobility Tax	\$1,372.8	\$1,453.2	\$1,526.4	\$1,602.1	\$1,673.9	\$1,751.2
Payroll Mobility Tax Replacement Funds	309.3	244.3	244.3	244.3	244.3	244.3
MTA Aid	<u>300.3</u>	<u>305.4</u>	<u>306.9</u>	<u>312.9</u>	<u>314.9</u>	<u>316.9</u>
	\$1,982.3	\$2,002.8	\$2,077.6	\$2,159.3	\$2,233.0	\$2,312.3
State and Local Subsidies						
State Operating Assistance (18-b)	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance (18-b)	187.9	187.9	187.9	187.9	187.9	187.9
Station Maintenance	<u>161.8</u>	<u>167.4</u>	<u>170.8</u>	<u>175.3</u>	<u>180.1</u>	<u>184.8</u>
	\$537.6	\$543.2	\$546.6	\$551.2	\$555.9	\$560.6
Subtotal Dedicated Taxes & State and Local Subsidies	\$6,045.4	\$5,798.6	\$5,980.9	\$6,244.8	\$6,417.0	\$6,606.0
Other Funding Agreements						
City Subsidy for MTA Bus Company	\$433.6	\$484.0	\$513.9	\$524.7	\$517.2	\$536.7
City Subsidy for Staten Island Railway	53.0	64.5	45.4	48.0	51.4	55.9
CDOT Subsidy for Metro-North Railroad	<u>134.2</u>	<u>123.1</u>	<u>118.5</u>	<u>131.6</u>	<u>132.9</u>	<u>141.0</u>
	\$620.8	\$671.6	\$677.8	\$704.3	\$701.5	\$733.6
Total Dedicated Taxes & State and Local Subsidies	\$6,666.3	\$6,470.2	\$6,658.6	\$6,949.1	\$7,118.5	\$7,339.5
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	<u>\$742.9</u>	<u>\$669.9</u>	<u>\$634.4</u>	<u>\$586.6</u>	<u>\$548.3</u>	<u>\$501.0</u>
	\$742.9	\$669.9	\$634.4	\$586.6	\$548.3	\$501.0
GROSS SUBSIDIES	\$7,409.2	\$7,140.1	\$7,293.1	\$7,535.7	\$7,666.8	\$7,840.5

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

Subsidies	2017	2018	2019	2020	2021
Dedicated Taxes					
Metropolitan Mass Transportation Operating Assist (MMTOA)	(\$0.0)	(\$80.0)	(\$0.0)	(\$0.0)	(\$0.0)
Petroleum Business Tax (PBT) Receipts	0.0	0.0	0.0	0.0	0.0
Mortgage Recording Tax (MRT)	16.3	18.0	22.9	25.2	28.1
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	(53.9)	(50.9)	(53.3)	(53.2)	(46.6)
Investment Income	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	(\$37.6)	(\$112.9)	(\$30.4)	(\$28.0)	(\$18.5)
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>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
State and Local Subsidies					
State Operating Assistance (18-b)	\$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
Station Maintenance	<u>(2.2)</u>	<u>(3.1)</u>	<u>(2.1)</u>	<u>(1.2)</u>	<u>(1.0)</u>
	(\$2.2)	(\$3.1)	(\$2.1)	(\$1.2)	(\$1.0)
Subtotal Dedicated Taxes & State and Local Subsidies	(\$39.8)	(\$116.0)	(\$32.5)	(\$29.1)	(\$19.6)
Other Funding Agreements					
City Subsidy for MTA Bus Company	(\$5.2)	\$14.2	\$19.4	\$11.4	\$10.2
City Subsidy for Staten Island Railway	(1.5)	2.5	4.3	3.7	3.8
CDOT Subsidy for Metro-North Railroad	<u>4.1</u>	<u>12.1</u>	<u>9.2</u>	<u>4.7</u>	<u>4.7</u>
	(\$2.6)	\$28.9	\$32.9	\$19.8	\$18.7
Total Dedicated Taxes & State and Local Subsidies	(\$42.4)	(\$87.1)	\$0.4	(\$9.3)	(\$0.9)
Inter-agency Subsidy Transactions					
B&T Operating Surplus Transfer	\$10.7	\$17.0	\$8.1	\$5.6	\$5.5
MTA Subsidy to Subsidiaries	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$10.7	\$17.0	\$8.1	\$5.6	\$5.5
GROSS SUBSIDIES	(\$31.7)	(\$70.1)	\$8.6	(\$3.8)	\$4.7

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
Consolidated Subsidies

Cash Basis
(\$ in millions)

<u>Subsidies</u>	<u>Actual 2016</u>	<u>November Forecast 2017</u>	<u>Final Proposed Budget 2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
Dedicated Taxes						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$1,668.0	\$1,668.0	\$1,748.0	\$1,889.4	\$1,952.4	\$2,017.5
Petroleum Business Tax (PBT) Receipts	617.5	612.5	616.1	615.2	612.4	611.8
Mortgage Recording Tax (MRT)	457.6	465.8	470.9	490.1	506.9	525.4
MRT Transfer to Suburban Counties	(3.0)	(4.1)	(5.1)	(5.6)	(6.0)	(6.4)
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
MTA Bus Debt Service	(24.9)	(24.9)	(23.8)	(23.8)	(23.8)	(23.8)
Interest	5.1	5.3	5.3	5.3	5.3	5.3
Urban Tax	811.0	565.5	527.6	546.5	562.9	584.4
Investment Income	<u>1.1</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>
	\$3,522.4	\$3,279.3	\$3,330.2	\$3,508.5	\$3,601.3	\$3,705.4
PMT and MTA Aid						
Payroll Mobility Tax	\$1,372.8	\$1,453.2	\$1,526.4	\$1,602.1	\$1,673.9	\$1,751.2
Payroll Mobility Tax Replacement Funds	309.3	244.3	244.3	244.3	244.3	244.3
MTA Aid	<u>300.3</u>	<u>305.4</u>	<u>306.9</u>	<u>312.9</u>	<u>314.9</u>	<u>316.9</u>
	\$1,982.3	\$2,002.8	\$2,077.6	\$2,159.3	\$2,233.0	\$2,312.3
State and Local Subsidies						
State Operating Assistance (18-b)	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance (18-b)	190.2	185.7	187.9	187.9	187.9	187.9
Station Maintenance	<u>162.2</u>	<u>165.5</u>	<u>168.0</u>	<u>171.7</u>	<u>176.5</u>	<u>181.2</u>
	\$540.4	\$539.1	\$543.9	\$547.6	\$552.4	\$557.1
Other Subsidy Adjustments						
Resource to Reduce Pension Liability	(\$75.0)	\$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)	(29.9)	(0.0)	2.5	1.9	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	0.0	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	0.0
Committed to Capital 2010-2014 Capital Program	0.0	(73.0)	(78.9)	(49.7)	0.0	0.0
Committed to Capital 2015-2019 Capital Program	<u>(754.1)</u>	<u>(227.9)</u>	<u>(144.5)</u>	<u>(147.2)</u>	<u>(179.4)</u>	<u>(194.4)</u>
	(\$873.0)	(\$314.8)	(\$234.9)	(\$209.0)	(\$193.4)	(\$208.4)
Subtotal Dedicated Taxes & State and Local Subsidies	\$5,172.1	\$5,506.3	\$5,716.7	\$6,006.3	\$6,193.3	\$6,366.4
Other Funding Agreements						
City Subsidy for MTA Bus Company	\$355.0	\$571.9	\$498.4	\$519.1	\$521.1	\$526.6
City Subsidy for Staten Island Railway	36.1	53.0	64.5	45.4	48.0	51.4
CDOT Subsidy for Metro-North Railroad	<u>134.2</u>	<u>123.1</u>	<u>118.5</u>	<u>131.6</u>	<u>132.9</u>	<u>141.0</u>
	\$525.3	\$748.0	\$681.3	\$696.1	\$702.1	\$718.9
Total Dedicated Taxes & State and Local Subsidies	\$5,697.4	\$6,254.3	\$6,398.1	\$6,702.4	\$6,895.4	\$7,085.3
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	\$741.8	\$697.4	\$638.0	\$591.4	\$552.1	\$505.7
	\$741.8	\$697.4	\$638.0	\$591.4	\$552.1	\$505.7
GROSS SUBSIDIES	\$6,439.2	\$6,951.6	\$7,036.0	\$7,293.8	\$7,447.5	\$7,591.0

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

<u>Subsidies</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Dedicated Taxes</i>					
Metropolitan Mass Transportation Operating Assist (MMTOA)	(\$0.0)	(\$80.0)	(\$0.0)	(\$0.0)	(\$0.0)
Petroleum Business Tax (PBT) Receipts	0.0	0.0	0.0	0.0	0.0
Mortgage Recording Tax (MRT)	14.8	17.5	22.8	25.0	28.0
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	(49.7)	(50.7)	(53.3)	(53.7)	(47.0)
Investment Income	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	(\$34.9)	(\$113.1)	(\$30.5)	(\$28.8)	(\$19.0)
<i>PMT and MTA Aid</i>					
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>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<i>State and Local Subsidies</i>					
State Operating Assistance (18-b)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Local Operating Assistance (18-b)	(2.3)	0.0	0.0	0.0	0.0
Station Maintenance	<u>(0.8)</u>	<u>(2.6)</u>	<u>(3.2)</u>	<u>(1.7)</u>	<u>(1.0)</u>
	(\$3.1)	(\$2.6)	(\$3.2)	(\$1.7)	(\$1.0)
<i>Other Subsidy Adjustments</i>					
Resource to Reduce Pension Liability	\$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)	4.0	6.8	2.0	0.0	0.0
MNR Repayment for 525 North Broadway	0.0	0.0	0.0	0.0	0.0
Committed to Capital 2010-2014 Capital Program	0.0	0.0	0.0	0.0	0.0
Committed to Capital 2015-2019 Capital Program	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$4.0	\$6.8	\$2.0	\$0.0	\$0.0
Subtotal Dedicated Taxes & State and Local Subsidies	(\$34.0)	(\$109.0)	(\$31.7)	(\$30.5)	(\$20.0)
<i>Other Funding Agreements</i>					
City Subsidy for MTA Bus Company	(\$2.5)	\$4.1	\$16.7	\$15.6	\$10.8
City Subsidy for Staten Island Railway	0.0	(1.5)	2.5	4.3	3.7
CDOT Subsidy for Metro-North Railroad	<u>4.1</u>	<u>12.1</u>	<u>9.2</u>	<u>4.7</u>	<u>4.7</u>
	\$1.6	\$14.7	\$28.4	\$24.5	\$19.3
Total Dedicated Taxes & State and Local Subsidies	(\$32.3)	(\$94.2)	(\$3.2)	(\$6.0)	(\$0.7)
<i>Inter-agency Subsidy Transactions</i>					
B&T Operating Surplus Transfer	<u>\$9.7</u>	<u>\$16.4</u>	<u>\$9.0</u>	<u>\$5.8</u>	<u>\$5.5</u>
	\$9.7	\$16.4	\$9.0	\$5.8	\$5.5
GROSS SUBSIDIES	(\$22.7)	(\$77.9)	\$5.8	(\$0.2)	\$4.8

METROPOLITAN MASS TRANSPORTATION OPERATING ASSISTANCE (MMTOA)

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

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

Tax law changes implemented in January 2015 require general business corporations deriving at least \$1 million in receipts from activity in New York State, or those that are part of a combined group with New York-derived receipts totaling at least \$1 million, to pay the Corporate Franchise Tax and the Corporate Surcharge, if operating in the MCTD. The changes effectively merge Article 32 of the New York Tax Law, that was applicable to banking corporations into Article 9-A, applicable to general corporations, to streamline the tax rules for equitability for taxpayers engaged in similar activities. To offset the impact of these tax changes, NYS Department of Taxation and Finance annually adjusts the rate of the Corporate Surcharge to reflect a dollar amount equal to the financial projections in the State's Enacted Budget; for 2017-18, the Corporate Surcharge was increased from 28.0% to 28.3%.

2017 November Forecast

The estimate of total tax revenue in the MMTOA fund allocated for downstate mass transit operations for 2017 is \$2,154 million. Of this allotment, \$190 million is earmarked to fund the State's 18b¹ obligation, which includes \$175 million for the MTA, with \$154 million allotted for NYCT/SIR and \$21 million for the Commuter Railroads. An additional amount of \$1,668 million of non-18b MMTOA funds is appropriated for the benefit of MTA, with \$1,124 million for NYCT/SIR and \$544 million for the Commuter Railroads. The State 18b amounts combined with the non-18b amounts appropriated in the New York State 2017-18 Enacted Budget reflect a 59.3% share of the downstate portion of MMTOA for NYCT/SIR and 26.2% for the Commuter Railroads. State 18b funds and non-18b MMTOA funds are also allotted to MTA Bus and other downstate transportation properties. The 2017 MTA MMTOA receipts are unchanged from 2016 and from both the 2017 Mid-Year Forecast and Adopted Budget levels, reflecting NYS Enacted Budget 2017-18 appropriation, which was held flat at the 2016-17 level.

2018 Final Proposed Budget

The 2018 Final Proposed Budget estimates MTA MMTOA revenue at \$1,748 million, which is \$80

¹State 18-b Operating Assistance is a statewide mass transportation program that provides direct State aid to the MTA, which is appropriated by the State Legislature on an annual basis. Since 1994, the State has funded most of its 18-b payments with MMTOA.

million (4.8%) more than the 2017 November Forecast. This forecast is \$80 million below both the 2018 Preliminary Budget and February Plan estimate, reflecting lower economic activity in the MCTD compared with assumptions in the earlier Plans. The MTA now anticipates that the balance in the MMTOA Account, from which the State transfers MMTOA funds to the MTA and other entities, will be lower than previously projected. Of the total 2018 revised estimate, \$1,180 million is earmarked for NYCT/SIR and \$568 million is earmarked for the Commuter Railroads.

The Final Proposed Budget assumes that the State's funding of its 18b obligation for NYCT/SIR and the Commuter Railroads will be \$175 million, unchanged from both the 2018 Preliminary Budget and the February Plan.

2019 – 2021

MTA MMTOA forecasts are \$1,889 million in 2019, \$1,952 million in 2020, and \$2,017 million in 2021, which increase year-over-year by 8.1% in 2019 and by 3.3% in both 2020 and 2021. These forecasts are unchanged from the July and February Plans, and reflect unchanged revenue estimates for sales tax, PBT, corporate tax surcharge and corporate franchise tax.

MMTOA STATE DEDICATED TAXES
November Financial Plan 2018-2021
(\$ in millions)

	ACTUAL	FORECAST				
	2016	2017	2018	2019	2020	2021
<i>Forecast of MMTOA Gross Receipts (SFY):</i>						
Sales Tax	\$923.0	\$963.0	\$1,002.0	\$1,037.0	\$1,074.0	\$1,112.3
PBT	128.4	125.0	127.1	125.8	125.2	124.6
Corporate Franchise	57.3	57.0	56.6	56.4	56.2	56.0
Corporate Surcharge	1,110.3	1,155.5	1,214.7	1,252.4	1,289.5	1,327.7
Investment Income	17.5	17.5	17.5	17.5	17.5	17.5
Total Gross Receipts Available for Allocation	\$2,236.5	\$2,318.0	\$2,417.9	\$2,489.1	\$2,562.4	\$2,638.1

Allocation of Total Gross Receipts to Downstate:

Total Gross Receipts	\$2,236.5	\$2,318.0	\$2,417.9	\$2,489.1	\$2,562.4	\$2,638.1
Less: Upstate Share of PBT	(57.8)	(56.3)	(57.2)	(56.6)	(56.3)	(56.1)
Less: Upstate Share of Transmission	(19.8)	(19.8)	(19.8)	(19.8)	(19.8)	(19.8)
Plus: NYS GF Transfer - Hold Harmless	(4.9)	(88.0)	0.0	0.0	0.0	0.0
Upstate Percent Share of Investment Income	2.60%	2.45%	2.38%	2.29%	2.21%	2.14%
Less: Upstate Share of Investment Income	(0.5)	(0.4)	(0.4)	(0.4)	(0.4)	(0.4)
Total Net Downstate Share Available for Allocation	\$2,153.6	\$2,153.6	\$2,340.5	\$2,412.3	\$2,485.9	\$2,561.9
Less: 18-B Adjustment	(189.5)	(189.5)	(189.5)	(189.5)	(189.5)	(189.5)
Adjusted Total Net Downstate Share for Allocation	\$1,964.0	\$1,964.0	\$2,150.9	\$2,222.7	\$2,296.3	\$2,372.3
Add: NYS Reimbursement	0.0	0.0	0.0	0.0	0.0	0.0
Adjusted Total Net Downstate Share + Other	\$1,964.0	\$1,964.0	\$2,150.9	\$2,222.7	\$2,296.3	\$2,372.3

Allocation of Total Net Downstate Share to NYCT/SIR:

NYCT/SIR Share	59.35%	59.35%	59.35%	59.35%	59.35%	59.35%
From Total Net Downstate Share	\$1,278.1	\$1,278.1	\$1,389.1	\$1,431.7	\$1,475.4	\$1,520.5
Less: 18-B Adjustment	(153.9)	(153.9)	(153.9)	(153.9)	(153.9)	(153.9)
Reduced Economic Activity	0.0	0.0	(55.5)	0.0	0.0	0.0
Adjusted Total Net Downstate Share	\$1,124.3	\$1,124.3	\$1,179.7	\$1,277.8	\$1,321.5	\$1,366.6
Less: Transfer to Capital Program	0.0	0.0	0.0	0.0	0.0	0.0
Total NYCT/SIR Share of Net Downstate Share	\$1,124.3	\$1,124.3	\$1,179.7	\$1,277.8	\$1,321.5	\$1,366.6
SIR Share (Accrued)	4.006	4.006	4.203	4.553	4.708	4.869
Total SIR Share (Cash)	4.0	4.0	4.2	4.6	4.7	4.9
Total NYCT Share of Net Downstate Share	\$1,120.3	\$1,120.3	\$1,175.5	\$1,273.3	\$1,316.8	\$1,361.7

Allocation of Total Net Downstate Share to MTA:

MTA Share	26.23%	26.23%	26.23%	26.23%	26.23%	26.23%
From Total Net Downstate Share	\$564.9	\$564.9	\$614.0	\$632.8	\$652.1	\$672.1
Less: 18-B Adjustment	(21.2)	(21.2)	(21.2)	(21.2)	(21.2)	(21.2)
Reduced Economic Activity	0.0	0.0	(24.5)	0.0	0.0	0.0
Adjusted Total Net Downstate Share	\$543.7	\$543.7	\$568.3	\$611.6	\$630.9	\$650.9
Less: Transfer to Capital Program	0.0	0.0	0.0	0.0	0.0	0.0
Total MTA Share of Net Downstate Share	\$543.7	\$543.7	\$568.3	\$611.6	\$630.9	\$650.9

PETROLEUM BUSINESS TAXES (PBT)

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

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

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

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

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.

2017 November Forecast

PBT receipts are projected to be \$614 million for 2017, a \$3 million (0.6%) decline from 2016 due to slightly lower estimates for petroleum and motor fuel tax receipts. Projected revenues are \$1 million (0.2%) favorable to the Mid-Year forecast and \$6 million (1.0%) favorable to the Adopted Budget. The November Forecast reflects actual collections through September 2017. Of the total PBT allocation, \$522 million is earmarked for New York City Transit and \$92 million for the Commuter Railroads.

2018 Final Proposed Budget

The 2018 Final Proposed Budget for PBT is \$617 million, a \$3 million (0.5%) increase from the 2017 November Forecast due to higher petroleum tax estimates. The forecast is \$1 million (0.2%) higher than the July Plan forecast and \$15 million (2.5%) higher than the February Plan forecast, reflecting a higher 2017 base.

2019 - 2021

For the remainder of the Plan period, PBT forecasts are \$616 million in 2019, \$613 million in 2020 and \$610 million in 2021, reflecting year-to-year declines of \$1 million (0.2%) in 2019, \$3

million (0.5%) in 2020 and \$3 million (0.5%) in 2021. These estimates are higher than the July Plan by \$1.0 million (0.2%) in 2019 and \$0.6 million (0.1%) in 2020, and lower by \$1.8 million (0.3%) in 2021. Compared with February Plan, these estimates are higher by \$17 million (2.9%) in 2019 and \$16 million (2.7%) in 2020, reflecting a higher 2017 base.

PETROLEUM BUSINESS TAX PROJECTIONS
November Financial Plan 2018-2021
(\$ in millions)

	ACTUAL	FORECAST				
	2016	2017	2018	2019	2020	2021
Total Net PBT Collections Available for Distribution	\$1,816.0	\$1,801.5	\$1,812.0	\$1,809.5	\$1,801.2	\$1,799.4

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	\$617.5	\$612.5	\$616.1	\$615.2	\$612.4	\$611.8
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Accrued

NYCT/SIR Share of MTA Total	\$538.7	\$520.9	\$523.6	\$522.8	\$520.5	\$520.5
Commuter Railroad Share of MTA Total	95.1	91.9	92.4	92.3	91.9	91.9
MTA Total of Net Collections	\$633.7	\$612.8	\$616.0	\$615.0	\$612.4	\$612.4

Cash

NYCT/SIR Share of MTA Total	\$524.8	\$520.6	\$523.7	\$523.0	\$520.5	\$520.0
Commuter Railroad Share of MTA Total	92.6	91.9	92.4	92.3	91.9	91.8
MTA Total of Net Collections	\$617.5	\$612.5	\$616.1	\$615.2	\$612.4	\$611.8

MORTGAGE RECORDING TAXES (MRT)

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

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

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

Forecast Methodology

MRT forecasts consist of receipts through October 2017, with the remainder of 2017 based on recent trends in collection activity. For 2018 and subsequent years, forecasts are consistent with estimates in the City of New York's June 2017 Adopted Budget and, for the suburban counties, real estate activity projections provided by IHS Global, Inc. Receipts from unusually large transactions¹ are excluded from the base that is used to project receipts over the forecast period.

2017 November Forecast

MRT receipts are forecast to be \$466 million in 2017, a \$10 million (2.3%) increase from 2016 receipts; this projection is 39 percent lower than when MRT receipts peaked in 2006. Compared with 2016, MRT-1, which is collected on all mortgages, is projected to decrease \$3 million (1.0%) while MRT-2, which is only paid on residential properties with fewer than seven units in the structure, is forecast to increase \$13 million (10.5%). The 2017 November Forecast is \$15 million (3.3%) greater than the Mid-Year Forecast; MRT-1 is estimated to be \$13 million (4.2%) improved, while MRT-2 is projected to be \$2 million (1.3%) improved, indicating increased mortgage activity in both the residential and commercial mortgage markets compared with the expectations in the Mid-Year Forecast. For 2017, MRT receipts are projected to exceed the Adopted Budget forecast by \$9 million (1.9%).

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

2018 Final Proposed Budget

MRT receipts are projected to be \$471 million in 2018, \$5 million (1.1%) more than estimated for the 2017 November Forecast; MRT-1 receipts are projected to decrease \$2 million (0.6%), while MRT-2 receipts are forecast to increase \$7 million (5.0%). The forecast assumes New York City commercial mortgage activity will decline from its 2017 level while year-over-year residential mortgage activity throughout the region will improve. The 2018 Final Proposed Budget is \$18 million (3.9%) more than the July Plan forecast, reflecting stronger activity in both the commercial and residential mortgage markets than was previously assumed. MRT-1 is estimated to be \$15 million (4.8%) higher, while MRT-2 is projected to be \$3 million (1.9%) more than the July Plan forecast. Compared with the February Plan, MRT receipts in the 2018 Final Proposed Budget are \$2 million (0.4%) lower.

2019 - 2021

MRT receipts are expected to grow annually, increasing \$19 million in 2019, \$17 million in 2020 and \$19 million in 2021. The projected growth in MRT receipts reflects 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, 2021 MRT receipts, which are projected to reach \$525 million, will still be 31 percent below receipts from fifteen years earlier, when MRT receipts peaked in 2006. Compared with the July Plan, MRT receipts are \$23 million (4.9%) higher in 2019, \$25 million (5.2%) higher in 2020 and \$28 million (5.6%) higher in 2021. These forecasts reflect a higher 2017 base and stronger year-to-year growth relative to with the July Plan. Compared with the February Plan, MRT receipts are expected to be unchanged in 2019 and \$8 million (1.6%) greater in 2020.

Other MRT-2 Adjustments (Cash)

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

In addition, the Plan assumes that funds from subsidies will be used to cover debt service cash flow requirements and loan repayment on behalf of MTA Bus. In negotiations with the City leading to the formation of MTA Bus, a package that consisted of bond proceeds (\$209 million) and inter-agency loans (\$114 million) was used to finance MTA Bus's capital investment. Pursuant to the agreement with the City, the MTA pays the capital costs of the MTA Bus 2005-2009 Capital Program to the extent that it is otherwise not paid from Federal grants, matching City funds, or other funding sources specifically dedicated to MTA Bus capital projects. 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 MTA Bus 2005-2009 Capital Program projects, until such amounts are paid in full, which would require payments through the Plan period and beyond. The Plan estimates the required amounts to be \$25 million annually during the Plan period, reflecting no change in assumptions from the July Plan.

MRT-2 receipts are also earmarked for the MTA General Reserve, which is set at approximately one percent of total expenses. In the November Plan, the General Reserve is \$155 million for 2017, \$160 million for 2018, \$165 million for 2019, \$175 million for 2020 and \$180 for 2021. Adjustments to the 2017 General Reserve are captured and explained in Volume 1 of this 2017 November Financial Plan.

MORTGAGE RECORDING TAX PROJECTIONS
November Financial Plan 2018-2021
(\$ in millions)

Cash Basis

	ACTUAL	FORECAST				
	2016	2017	2018	2019	2020	2021
MORTGAGE RECORDING TAX #261-1						

Receipts Available for Transfer to NYCT and CRs:

Total Gross Receipts	\$327.1	\$323.9	\$321.9	\$334.9	\$346.1	\$358.5
Less: MTAHQ Operating Expenses Net of Reimbursements	(556.9)	(696.9)	(722.9)	(705.3)	(727.7)	(733.4)
Receipts Available for Transfer	(\$229.8)	(\$373.0)	(\$401.1)	(\$370.4)	(\$381.5)	(\$374.8)
MRT-2 Required to Balance	229.8	373.0	401.1	370.4	381.5	374.8
Adjusted Receipts Available for Transfer	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

Allocation of Net Receipts to NYCT/SIR Account:

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

Allocation of Net Receipts to Commuter Railroad Account:

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

MORTGAGE RECORDING TAX #261-2

Receipts Available

Total Receipts to Corporate Account	\$130.5	\$141.9	\$149.0	\$155.2	\$160.8	\$166.9
All Agency Security Pool	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
MTA Bus Debt Service	(24.9)	(24.9)	(23.8)	(23.8)	(23.8)	(23.8)
General Reserve	0.0	(155.0)	(160.0)	(165.0)	(175.0)	(180.0)
Investment Income	5.1	5.3	5.3	5.3	5.3	5.3
Total Receipts Available for Transfer	\$100.7	(\$42.6)	(\$39.5)	(\$38.3)	(\$42.7)	(\$41.6)

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	(\$7.4)	(8.6)	(9.6)	(10.0)	(10.5)	(10.9)
Less: Transfer to MTAHQ Funds	(229.8)	(373.0)	(401.1)	(370.4)	(381.5)	(374.8)
Net Receipts Available	(\$132.1)	(\$419.8)	(\$445.7)	(\$414.3)	(\$430.3)	(\$422.8)

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 the recorded mortgage amount for New York City commercial property mortgages on properties valued in excess of \$500,000; and, a Real Property Transfer Tax (RPTT) imposes a one percent levy on the property value for New York City commercial real estate transactions with a real property 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 general operations and 6% used for the partial reimbursement of NYCT Paratransit costs. The remaining 4% is assigned as subsidy to New York City for private franchise buses, and the City applies these funds toward its reimbursement of MTA Bus expenses. Figures below reflect the 90% of Urban Tax receipts earmarked to NYCT general operations.

Forecast Methodology

Forecasts of Urban Tax receipts consist of actual receipts through October 2017, with projections for the remainder of 2017 based on recent trends in collection activity. For 2018 and subsequent years, forecasts are consistent with estimates in the City of New York's June 2017 Adopted Budget. Receipts from unusually large transactions¹ are excluded from the base that is used to estimate Urban Tax receipts over the forecast period.

2017 November Forecast

Urban Tax receipts are forecast to be \$565 million in 2017, \$245 million (30.3%) less than 2016 receipts. This follows a \$130 million (13.8%) decline in 2016 compared with 2015 collections. Eighty-five percent of the 2017 decline is the result of lower RPTT receipts, which are projected to decrease \$209 million (38.8%), while MRT receipts are forecast to decrease \$37 million (13.4%), with the year-to-year variance attributable to a continuing slowdown in transactions. The 2017 forecast is \$416 million (278%) greater than the 2009 nadir, when Urban Tax receipts totaled just \$150 million in the aftermath of the \$734 million (83%) decline that occurred between 2007 and 2009. The declines over the past two years, however, leave the 2017 forecast below the 2007 high mark by \$318 million (36.0%). Compared with the Mid-Year Forecast, the November Forecast is unfavorable by \$50 million, an 8.1% decline, with RPTT receipts unfavorable by \$74 million (18.3%) while MRT receipts are favorable by \$24 million (11.2%). Urban Tax receipts in the November Forecast are projected to be unfavorable by \$218 million, a 27.9% decline, compared with the Adopted Budget.

2018 Final Proposed Budget

Urban Tax receipts are forecast to be \$528 million in 2018, a \$38 million (6.7%) decline from the 2017 November Forecast. RPTT receipts are forecast to decline by \$10 million (3.0%) while MRT receipts are expected to decrease by \$28 million (11.9%). The declines, particularly with regard to the RPTT, are impacted by several large transactions in 2017 that for forecasting purposes are assumed to not recur in 2018. When the receipts from these large transactions are factored out, the remaining Urban Tax is projected to modestly increase by 1.8 percent. The 2018 Preliminary Budget is lower than the July Plan forecast by \$51 million (8.8%), with RPTT unfavorable by \$75

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

million (19.1%) while MRT is favorable by \$24 million (13.2%). Compared with the February Plan, the November Plan for 2018 is unfavorable by \$253 million, a 32.4% decline, with RPTT receipts unfavorable by \$205 million (39.2%) while MRT receipts are unfavorable by \$48 million (18.6%).

2019 - 2021

Urban Tax receipts are expected to increase \$19 million (3.6%) in 2019, increase \$17 million (3.0%) in 2020, and increase \$21 million (3.8%) in 2021. Receipts in 2021 are projected to be \$584 million, 33.9 percent below the 2007 pre-recession peak. Urban Tax projections are projected to fall short of the July Plan by \$53 million (8.9%) for 2019, by \$54 million (8.7%) for 2020, and by \$47 million (7.4%) for 2021. Compared with February Plan, projections are lower by \$234 million (30.0%) for 2019 and by \$229 million (28.9%) for 2020.

PAYROLL MOBILITY TAX (PMT)

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

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

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

2017 November Forecast

PMT revenues for the 2017 November Forecast are projected to be \$1,453 million, an \$80 million (5.9%) increase over 2016 receipts. The November Forecast, which reflects year-to-date actual collections through September and wage and salary forecasts for the remainder of the year, is unchanged from the Mid-Year Forecast and favorable to the Adopted Budget forecast by \$28 million (2.0%). PMT Replacement Funds are projected to total \$244 million, unchanged from both the Mid-Year Forecast and Adopted Budget. PMT revenues, including the replacement funds, total \$1,697 million for 2017.

2018 Final Proposed Budget

The 2018 Final Proposed forecast for PMT is \$1,526 million, \$73 million (5.0%) higher than the 2017 November Forecast. The forecast is unchanged from the 2018 Preliminary Budget forecast and \$31 million (2.1%) higher than the February Plan, and reflects the latest regional wage and salary forecasts. The forecast for PMT Replacement Funds of \$244 million is

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

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

unchanged from the 2017 level and both the July Plan and February Plan projections. Including the replacement funds, PMT revenues are projected to total \$1,771 million in 2018.

2019 - 2021

PMT is forecast to be \$1,602 million in 2019, \$1,674 million in 2020 and \$1,751 in 2021; these forecasts are unchanged from the July Plan. Compared with the February Plan, these forecasts are favorable by \$38 million (2.4%) in 2019 and \$41 million (2.5%) in 2020. PMT Replacement Funds of \$244 million annually is unchanged from both the July and February Plan projections. Including the replacement funds, PMT revenues are projected to total \$1,846 million in 2019, \$1,918 million in 2020 and \$1,995 million in 2021.

MTA AID TRUST REVENUES

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

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

MTA Aid receipts for the 2017 November forecast are projected to be \$305 million, a \$5 million (1.7%) increase over 2016 receipts due to higher projected revenues from License and Motor Vehicle Registration Fees and the Auto Rental Fees, offset by declining revenues in the Taxicab Tax component. The November Forecast is unchanged from both the Mid-Year Forecast and the Adopted Budget, reflecting year-to-date revenues that are on target with the forecast.

Lower receipts from the Taxicab Tax portion of MTA Aid have significantly impacted MTA Aid revenues in recent years due to the decline in pickups made by Yellow and Green taxicabs. From 2014 to 2016, receipts from the Taxicab Tax fell by \$18 million, a 21 percent decline. This fall-off has continued in 2017, with receipts through September down an additional 16 percent, an \$8 million decline, compared with the same period in 2016; these declines were anticipated and incorporated into both the Adopted Budget and the Mid-Year Forecast.

For the 2018 Final Proposed Budget, MTA Aid is forecast to be \$307 million, a \$2 million (0.5%) increase from the 2017 November Forecast, which like the prior year increase is due to higher projected revenues from License and Motor Vehicle Registration Fees and the Auto Rental Fees, offset by declining revenues in the Taxicab Tax component. This forecast, which reflects the latest MTA projections provided by the New York State Division of the Budget, is unchanged from the July Plan, and it is \$2 million (0.5%) above the February Plan forecast. Out-year projections are \$313 million in 2019, \$315 million in 2020 and \$317 million in 2021, reflecting year-to-year increases of \$6 million (2.0%) in 2019, \$2 million (0.6%) in 2020 and \$2 million (0.6%) in 2021. These estimates are unchanged from the July Plan and reflect the State’s latest annual growth rate projections. Compared with the February Plan, these estimates are higher by \$7 million (2.5%) in 2019 and \$9 million (3.1%) in 2020.

STATE AND LOCAL DIRECT SUBSIDIES

State and Local Direct Subsidies consist of the following:

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

2017 November Forecast

The 2017 November cash forecast of State and Local Direct Subsidies is \$539 million, a \$1 million (0.2%) decrease from 2016; the forecast is \$3 million (0.6%) unfavorable to the Mid-Year Forecast and \$5 million (0.9%) below the Adopted Budget. These variances reflect re-estimates of Station Maintenance subsidies and lower Local Operating Assistance subsidies due to early receipt in 2016 of a portion of the 2017 payment.

2018 Final Proposed Budget

The 2018 Final Proposed Budget for State and Local Direct Subsidies, on a cash basis, is \$544 million or \$5 million (0.9%) above the 2017 November Forecast, while the estimate is \$3 million (0.5%) below the July Plan forecast and \$5 million (0.8%) below the February Plan forecast. Re-estimated Station Maintenance subsidies are the driver of the variances.

2019 - 2021

State and Local Direct Subsidies are forecast to annually increase by \$4 million in 2019, by \$5 million in 2020, and by \$5 million in 2021. The estimates are less than the July Plan by \$3 million in 2019, \$2 million in 2020 and \$1 million in 2021, and below the February Plan by \$5 million for 2019 and \$4 million in 2020. As with the prior years, variances reflect re-estimates of station maintenance subsidies.

OTHER SUBSIDY ADJUSTMENTS

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

Resource to Reduce Pension Liability – As of the January 1, 2013 valuation, the “LIRR Additional Plan” was the least funded of the MTA Pension Plans, at only 24.8% funded with a \$1.7 billion liability. MTA adopted a policy of applying funds from non-recurring financial resources to reduce long-term obligations such as this. Since 2013, the MTA has invested \$590 million in this Plan; the source of these investments has been unused general reserve funds and non-recurring real estate transaction tax receipts. These investments, reflected in previous plans, increased the estimated funded ratio to 54.0% and decreased future pension costs for the LIRR. Since 2016, no further investments to reduce pension liability have been made.

NYCT Charge Back of MTA Bus Debt Service – Consistent with prior Plans, 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, amounting to \$11.5 million annually for the duration of the Plan. These amounts reflect reimbursement to MTA Bus under a swap agreement with NYCT in which Federal capital grant money earmarked for MTA Bus is paid directly to NYCT; NYCT applies these funds to cover its own capital projects and in turn reimburses MTA Bus. This is in addition to the MTA’s funding of all capital costs associated with the MTA Bus 2005-2009 Capital Program, currently \$25 million for 2017. [For details, see *Other MRT-2 Adjustments* in the Mortgage Recording Taxes section.]

Forward Energy Contracts Program – Since 2008, MTA has hedged a portion of its projected fuel expense to reduce 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. To effectuate the strategy of reducing the budgetary impact from fuel price volatility, new hedges are executed on a monthly basis. With approximately half of MTA’s fuel needs covered by hedges at any time, the net effect is essentially a halving of adverse impact from price increases, but also a halving of savings during price declines. MTA’s hedging strategy is not designed to achieve financial savings, which is speculative in nature, but rather to reduce the financial impacts of fuel price changes.

Compared with the July Plan, it is projected that hedges are favorable by \$4.0 million in 2017, \$6.8 million in 2018 and \$2.0 million in 2019.

MNR Repayment for 525 North Broadway – In 2007, MTA advanced funds for Metro-North Railroad’s capital project at 525 North Broadway in North White Plains, with MTA being reimbursed over time from MNR’s operating budget. The November Financial Plan, like previous plans, includes repayment of this loan in the amount of \$2.4 million annually.

Committed to Capital – A portion of the new tax revenues authorized by New York State in May 2009 is used for the MTA Capital Program. Monies are being used to support both the 2010-2014 and 2015-2019 programs. Some of this funding has been, or is being, converted to debt service; the remaining funds are assumed to be used for “Pay-As-You-Go” Capital (PAYGO).

2010-2014 Capital Program: The November Financial Plan, consistent with prior plans, assumes: (i) the transfer of operating funds to the Capital Program, which began in 2012, with an initial payment of \$150 million increasing by increments of \$50 million annually

through 2018 and a steady payment of \$450 million thereafter; and (ii) annual operating budget contributions of \$100 million beginning in 2017. From these contributions, the following debt service payment assumptions are netted out and captured within consolidated MTA debt service: \$427 million in 2017, \$471 million in 2018, \$493 million¹ in 2019, and \$497 million¹ in 2020 and each year thereafter.

2015-2019 Capital Program: To support the 2015-2019 Capital Program, consistent with prior plans, the November Plan assumes annual operating budget contributions of \$415 million per year beginning in 2015. In 2016, savings from lower debt service rates starting at \$84 million in 2016 and growing to \$125 million in 2021 were diverted to Committed to Capital.

In 2017, the Capital Program received a \$100 million insurance reimbursement for Tropical Storm Sandy business interruption, and an additional \$65 million State funding appropriation. The MTA is, therefore, redirecting \$165 million from Contribution to Capital funding to the operating budget.

In previous plans the MTA accelerated contributions to capital in order to achieve debt service savings. In February, the MTA adjusted the accelerations by deferring \$50 million of the planned 2017 contribution until 2018 and \$25 million of the planned 2019 acceleration into 2020. From these accelerated contributions, there were \$39 million in debt service payment reductions from 2017 to 2020, which were reinvested in committed to capital. From these 2015-2019 Committed to Capital contributions, the following debt service payment assumptions are netted out and captured within consolidated MTA debt service: \$65 million in 2017, \$140 million in 2018, \$233 million in 2019, \$320 million in 2020 and \$399 million in 2021.

¹ Beginning in 2019, the funding capacity required for the 2010-2014 Capital Program will be reached. Consequently, excess contributions of \$7.5 million in 2019 and \$53.0 million per year thereafter will be diverted to the 2015-2019 Capital Program.

OTHER FUNDING AGREEMENTS

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

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

2017 November Forecast

The 2017 November Forecast cash projection for total Other Funding Agreements is \$748 million; this is \$223 million (29.8%) higher than 2016, \$2 million (0.2%) greater than the Mid-Year Forecast, and \$57 million (8.2%) above the Adopted Budget.

CDOT Subsidy for Metro-North Railroad of \$123 million is \$11 million (8.3%) below 2016, \$4 million (3.5%) favorable to the Mid-Year Forecast, and \$15 million (13.4%) more than the Adopted Budget. Higher revenues and lower expenses in 2017 reduced the projected MNR cash deficit and subsidy requirements of both CDOT and the MTA compared with the 2016 actuals. Compared with the Mid-Year Forecast and the Adopted Budget, higher expenses and lower revenues in 2017 increased the projected MNR cash deficit and the subsidy requirements of both CDOT and the MTA. The cash forecast for City Subsidy for MTA Bus of \$572 million is \$217 million (61.1%) above 2016, \$2 million (0.4%) below the Mid-Year Forecast and \$45 million (8.6%) more than the Adopted Budget; these variances are due to cash timing adjustments and changes in the MTA Bus operating deficit. The 2017 cash forecast for City Subsidy for Staten Island Railway of \$53 million is \$17 million (46.8%) favorable to 2016; this is unchanged from the Mid-Year Forecast, and \$3 million (6.0%) less than the Adopted Budget. The variance versus 2016 is due to higher expenses, and the variance to the Adopted Budget is due to unfavorable cash timing adjustments.

2018 Final Proposed Budget

The 2018 Final Proposed Budget cash forecast for total Other Funding Agreements is \$681 million, or \$67 million (9.8%), below the 2017 November Forecast, and is \$15 million (2.2%) above the 2018 Preliminary Budget Forecast and \$32 million (4.9%) favorable to the February Plan estimate. The year-over-year variance reflects unfavorable cash timing adjustments affecting City Subsidy for MTA Bus, favorable New Haven Line expense re-estimates which lower the CDOT subsidy, and an estimated SIR cash deficit increase.

The 2018 cash forecast for CDOT Subsidy for Metro-North Railroad is unfavorable compared with the 2017 November Forecast by \$5 million (3.7%), greater than the July Plan by \$12 million (11.4%), and less than the February Plan by \$1 million (0.6%). The 2018 forecast for City Subsidy for MTA Bus is unfavorable compared with the 2017 November forecast by \$73 million (12.9%), while plan-to-plan variances reflect favorable changes from the July Plan of \$4 million (0.8%) and from the February Plan of \$27 million (5.6%). City Subsidy for Staten Island Railway is \$11 million (21.6%) favorable compared with the 2017 November Forecast, \$2 million (2.3%) unfavorable compared with the July Plan, and \$6 million (10.5%) favorable relative to the February Plan.

2019 – 2021

Other Funding Agreements, on a cash basis, total \$696 million for 2019, \$702 million for 2020 and \$719 million for 2021, reflecting year-over-year increases of \$15 million (2.1%) in 2019, \$6 million (0.9%) in 2020 and \$17 million (2.3%) in 2021. These estimates are higher than the July Plan by \$28 million (4.2%) in 2019, \$25 million (3.6%) in 2020 and \$19 million (2.8%) in 2021. Compared with the February Plan, the forecast is \$47 million (7.3%) higher in 2019 and \$37 million (5.5%) higher in 2020; variances reflect revised expense assumptions to meet operational requirements.

The cash forecasts for CDOT Subsidy for Metro-North Railroad are \$132 million for 2019, \$133 million for 2020, and \$141 million for 2021, reflecting year-over-year increases of \$13 million (11.1%) in 2019, \$1 million (1.0%) in 2020 and \$8 million (6.1%) in 2021. These estimates, compared with the July Plan, are favorable by \$9 million (7.6%) in 2019, \$5 million (3.6%) in 2020 and \$5 million (3.5%) in 2021; the forecasts are favorable to the February Plan by \$8 (6.2%) in 2019 and by \$1 million (0.8%) in 2020. The cash forecasts for City Subsidy for MTA Bus are \$519 million for 2019, \$521 million for 2020 and \$527 million for 2021, reflecting year-over-year increases of \$21 million (4.2%) in 2019, \$2 million (0.4%) in 2020 and \$5 million (1.0%) in 2021. These estimates are higher than the July Plan by \$17 million (3.3%) in 2019, \$16 million (3.1%) in 2020 and \$11 million (2.1%) in 2021. Compared with the February Plan, the forecasts are higher by \$34 million (6.9%) in 2019 and by \$29 million (6.0%) in 2020.

The cash forecasts for City Subsidy for Staten Island Railway are \$45 million in 2019, \$48 million in 2020 and \$51 million in 2021, reflecting a year-over-year decline of \$19 million (29.9%) in 2019 and increases of \$3 million (6.3%) in 2020 and \$3 million (6.9%) in 2021; these estimates are favorable to the July Plan by \$2 million (5.4%) in 2019, \$4 million (9.8%) in 2020 and \$4 million (7.8%) in 2021; compared with the February Plan, the forecasts are favorable by \$6 million (15.8%) in 2019 and \$6 million (14.7%) in 2020.

MTA NEW YORK CITY TRANSIT SUBSIDY ALLOCATION
November Financial Plan 2018-2021

Cash Basis

(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Subsidies						
Dedicated Taxes						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$1,120.3	\$1,120.3	\$1,175.5	\$1,273.3	\$1,316.8	\$1,361.7
Petroleum Business Tax (PBT) Receipts	524.8	520.6	523.7	523.0	520.5	520.0
Mortgage Recording Tax (MRT)	0.0	0.0	0.0	0.0	0.0	0.0
Urban Tax	<u>811.0</u>	<u>565.5</u>	<u>527.6</u>	<u>546.5</u>	<u>562.9</u>	<u>584.4</u>
	\$2,456.1	\$2,206.4	\$2,226.8	\$2,342.7	\$2,400.2	\$2,466.2
New State Taxes and Fees						
Payroll Mobility Tax	\$948.5	\$978.3	\$766.6	\$943.5	\$918.2	\$887.7
Payroll Mobility Tax Replacement Funds	236.4	231.2	173.2	194.0	180.3	163.2
MTA Aid	<u>229.6</u>	<u>289.1</u>	<u>217.7</u>	<u>248.5</u>	<u>232.5</u>	<u>211.8</u>
	\$1,414.5	\$1,498.6	\$1,157.5	\$1,386.0	\$1,331.0	\$1,262.7
State and Local Subsidies						
State Operating Assistance (18-b)	\$158.1	\$158.1	\$158.1	\$158.1	\$158.1	\$158.1
Local Operating Assistance (18-b)	<u>159.5</u>	<u>156.7</u>	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>
	\$317.6	\$314.8	\$316.2	\$316.2	\$316.2	\$316.2
Other Subsidy Adjustments						
NYCT Charge Back of MTA Bus Debt Service	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)
Forward Energy Contracts Program - Gain/(Loss)	(21.0)	(0.0)	1.7	1.3	0.0	0.0
Committed to Capital 2010-2014 Capital Program	(101.5)	(162.0)	(169.6)	(149.6)	(113.3)	(113.3)
Committed to Capital 2015-2019 Capital Program	<u>(565.6)</u>	<u>(170.9)</u>	<u>(108.4)</u>	<u>(110.4)</u>	<u>(134.6)</u>	<u>(145.8)</u>
	(\$699.6)	(\$344.4)	(\$287.8)	(\$270.2)	(\$259.4)	(\$270.6)
Total Dedicated Taxes & State and Local Subsidies	\$3,488.7	\$3,675.4	\$3,412.8	\$3,774.8	\$3,788.0	\$3,774.5
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	<u>\$311.8</u>	<u>\$288.8</u>	<u>\$259.0</u>	<u>\$233.4</u>	<u>\$214.3</u>	<u>\$191.4</u>
	\$311.8	\$288.8	\$259.0	\$233.4	\$214.3	\$191.4
GROSS SUBSIDIES	\$3,800.5	\$3,964.2	\$3,671.8	\$4,008.2	\$4,002.4	\$3,965.9

MTA COMMUTER RAILROAD SUBSIDY ALLOCATION
November Financial Plan 2018-2021
Cash Basis
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Subsidies						
Dedicated Taxes						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$543.7	\$543.7	\$568.3	\$611.6	\$630.9	\$650.9
Petroleum Business Tax (PBT) Receipts	92.6	91.9	92.4	92.3	91.9	91.8
Mortgage Recording Tax (MRT)	0.0	0.0	0.0	0.0	0.0	0.0
Investment Income	<u>1.1</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>
	\$637.5	\$636.8	\$661.9	\$705.1	\$724.0	\$743.8
New State Taxes and Fees						
Payroll Mobility Tax	\$292.2	\$55.1	\$314.2	\$244.3	\$325.5	\$440.6
Payroll Mobility Tax Replacement Funds	72.8	13.0	71.0	50.2	63.9	81.0
MTA Aid	<u>70.7</u>	<u>16.3</u>	<u>89.2</u>	<u>64.4</u>	<u>82.4</u>	<u>105.1</u>
	\$435.7	\$84.4	\$474.4	\$358.9	\$471.8	\$626.7
State and Local Subsidies						
State Operating Assistance (18-b)	\$29.3	\$29.3	\$29.3	\$29.3	\$29.3	\$29.3
Local Operating Assistance (18-b)	30.1	28.4	29.3	29.3	29.3	29.3
Station Maintenance	<u>162.2</u>	<u>165.5</u>	<u>168.0</u>	<u>171.7</u>	<u>176.5</u>	<u>181.2</u>
	\$221.6	\$223.1	\$226.5	\$230.2	\$235.0	\$239.7
Other Subsidy Adjustments						
Resource to Reduce Pension Liability	(\$75.0)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Forward Energy Contracts Program - Gain/(Loss)	(9.0)	(0.0)	0.7	0.6	0.0	0.0
MNR Repayment for 525 North Broadway	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)
Committed to Capital 2010-2014 Capital Program	101.5	89.0	90.7	99.9	113.3	113.3
Committed to Capital 2015-2019 Capital Program	<u>(188.5)</u>	<u>(57.0)</u>	<u>(36.1)</u>	<u>(36.8)</u>	<u>(44.9)</u>	<u>(48.6)</u>
	(\$173.5)	\$29.6	\$52.9	\$61.2	\$66.0	\$62.2
Total Dedicated Taxes & State and Local Subsidies	\$1,121.4	\$973.9	\$1,415.7	\$1,355.5	\$1,496.8	\$1,672.5
Other Funding Agreements						
CDOT Subsidy for Metro-North Railroad	<u>\$134.2</u>	<u>\$123.1</u>	<u>\$118.5</u>	<u>\$131.6</u>	<u>\$132.9</u>	<u>\$141.0</u>
	\$134.2	\$123.1	\$118.5	\$131.6	\$132.9	\$141.0
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	<u>\$430.0</u>	<u>\$408.6</u>	<u>\$379.0</u>	<u>\$357.9</u>	<u>\$337.8</u>	<u>\$314.3</u>
	\$430.0	\$408.6	\$379.0	\$357.9	\$337.8	\$314.3
GROSS SUBSIDIES	\$1,685.6	\$1,505.6	\$1,913.1	\$1,845.0	\$1,967.5	\$2,127.9

MTA STATEN ISLAND RAILWAY SUBSIDY ALLOCATION
November Financial Plan 2018-2021
Cash Basis
(\$ in millions)

	<u>Actual</u> <u>2016</u>	<u>November</u> <u>Forecast</u> <u>2017</u>	<u>Final</u> <u>Proposed</u> <u>Budget</u> <u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<u>Subsidies</u>						
<i>Dedicated Taxes</i>						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$4.0	\$4.0	\$4.2	\$4.6	\$4.7	\$4.9
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>
	\$4.0	\$4.0	\$4.2	\$4.6	\$4.7	\$4.9
<i>State and Local Subsidies</i>						
State Operating Assistance (18-b)	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6
Local Operating Assistance (18-b)	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>
	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1
Total Dedicated Taxes & State and Local Subsidies	\$5.1	\$5.1	\$5.3	\$5.7	\$5.8	\$6.0
City Subsidy to Staten Island Railway	\$36.1	\$53.0	\$64.5	\$45.4	\$48.0	\$51.4
GROSS SUBSIDIES	\$41.3	\$58.2	\$69.8	\$51.1	\$53.9	\$57.4

MTA HEADQUARTERS SUBSIDY ALLOCATION
November Financial Plan 2018-2021
Cash Basis
(\$ in millions)

	<u>Actual</u> <u>2016</u>	<u>November</u> <u>Forecast</u> <u>2017</u>	<u>Final</u> <u>Proposed</u> <u>Budget</u> <u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
Net Funding Required for MTA Headquarters	(\$556.9)	(\$696.9)	(\$722.9)	(\$705.3)	(\$727.7)	(\$733.4)
<u>Mortgage Recording Tax-1</u>						
<i>MRT-1 Gross Receipts</i>	\$327.1	\$323.9	\$321.9	\$334.9	\$346.1	\$358.5
<u>Adjustments to MRT-1:</u>						
<i>Diversion of MRT to Suburban Highway</i>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>
<i>Total Adjustments to MRT-1</i>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total MRT-1 Available to Fund MTAHQ	\$327.1	\$323.9	\$321.9	\$334.9	\$346.1	\$358.5
Remaining Requirement to Fund MTA HQ, after MRT-1	(\$229.8)	(\$373.0)	(\$401.1)	(\$370.4)	(\$381.5)	(\$374.8)
<u>Mortgage Recording Tax - 2</u>						
<i>MRT-2 Gross Receipts</i>	\$130.5	\$141.9	\$149.0	\$155.2	\$160.8	\$166.9
<u>Adjustments to MRT-2:</u>						
<i>Funding of General Reserve</i>	\$0.0	(\$155.0)	(\$160.0)	(\$165.0)	(\$175.0)	(\$180.0)
<i>Diversion of MRT to Suburban Counties</i>	(3.0)	(4.1)	(5.1)	(5.6)	(6.0)	(6.4)
<i>Investment Income</i>	5.1	5.3	5.3	5.3	5.3	5.3
<i>Agency Security Costs</i>	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
<i>MTA Bus Debt Service</i>	<u>(24.9)</u>	<u>(24.9)</u>	<u>(23.8)</u>	<u>(23.8)</u>	<u>(23.8)</u>	<u>(23.8)</u>
<i>Total Adjustments to MRT-2</i>	(\$32.8)	(\$188.7)	(\$193.6)	(\$199.1)	(\$209.5)	(\$214.9)
Total MRT-2 Available to Fund MTAHQ	\$97.7	(\$46.8)	(\$44.6)	(\$43.9)	(\$48.8)	(\$48.0)
Remaining Requirement to Fund MTA HQ, after MRT-2	(\$132.1)	(\$419.8)	(\$445.7)	(\$414.3)	(\$430.3)	(\$422.8)
<u>Payroll Mobility Tax Offset (if required)</u>	\$132.1	\$419.8	\$445.7	\$414.3	\$430.3	\$422.8

MTA BUS COMPANY SUBSIDY ALLOCATION
November Financial Plan 2018-2021
Cash Basis
(\$ in millions)

	<u>Actual 2016</u>	<u>November Forecast 2017</u>	<u>Final Proposed Budget 2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<u>Subsidies</u>						
City Subsidy for MTA Bus Company	\$355.0	\$571.9	\$498.4	\$519.1	\$521.1	\$526.6

MTA BRIDGES AND TUNNELS
November Financial Plan 2018-2021
Surplus Transfer
(\$ in millions)

	ACTUAL	FORECAST				
	2016	2017	2018	2019	2020	2021
Net Surplus/(Deficit)	\$1,430.826	\$1,380.675	\$1,346.980	\$1,346.969	\$1,344.634	\$1,333.074

Deductions from Net Operating Income:

Total Debt Service	\$639.877	\$657.431	\$662.455	\$709.146	\$743.543	\$777.685
Capitalized Assets	19.900	24.813	20.517	20.966	21.551	22.122
Reserves	27.505	27.515	27.961	28.573	29.370	30.149
GASB Reserves	0.000	0.000	0.364	0.462	0.678	0.905
Total Deductions from Net Operating Income	\$687.282	\$709.759	\$711.298	\$759.147	\$795.143	\$830.861
Net Income Available for Transfer to MTA and NYCT	\$743.544	\$670.916	\$635.683	\$587.822	\$549.491	\$502.213

Distributable Income:

Distribution of Funds to MTA:

Investment Income in Current Year	\$0.635	\$0.987	\$1.240	\$1.240	\$1.240	\$1.240
Accrued Current Year Allocation	430.008	391.386	377.595	355.764	335.752	311.929
Accrued Amount Distributed to MTA	\$430.643	\$392.373	\$378.835	\$357.004	\$336.992	\$313.169

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	288.901	254.543	232.848	206.818	188.499	165.044
Accrued Amount Distributed to NYCT	\$312.901	\$278.543	\$256.848	\$230.818	\$212.499	\$189.044
Total Distributable Income:	\$743.544	\$670.916	\$635.683	\$587.822	\$549.491	\$502.213

Cash Transfers:

Actual Cash Transfer to MTA and NYCT:

From Current Year Surplus	\$429.984	\$408.582	\$378.974	\$357.947	\$337.753	\$314.311
Investment Income in Prior Year	0.183	0.635	0.987	1.240	1.240	1.240
Cash Amount Distributed to MTA	\$430.167	\$409.217	\$379.961	\$359.187	\$338.993	\$315.551
Cash Amount Distributed to NYCT	\$311.825	\$288.789	\$259.017	\$233.421	\$214.331	\$191.389
Total Cash Transfer:	\$741.992	\$698.006	\$638.978	\$592.608	\$553.324	\$506.941

MTA BRIDGES AND TUNNELS
November Financial Plan 2018-2021
Surplus Transfer
(\$ in millions)

	ACTUAL	FORECAST				
	2016	2017	2018	2019	2020	2021
<i>Debt Service Detail by Agency:</i>						
B&T Own Purpose Debt Service	\$257.344	\$288.993	\$278.390	\$313.938	\$352.834	\$387.960
NYCT Transportation Debt Service	261.820	252.640	264.406	272.077	268.981	268.305
MTA Transportation Debt Service	120.713	115.798	119.659	123.131	121.728	121.420
Total Debt Service by Agency	\$639.877	\$657.431	\$662.455	\$709.146	\$743.543	\$777.685

Total Accrued Amount for Transfer to MTA and NYCT:

Total Adjusted Net Income Available for Transfer	\$1,382.786	\$1,327.360	\$1,296.898	\$1,295.727	\$1,291.794	\$1,278.657
Less: B&T Total Debt Service	(257.344)	(288.993)	(278.390)	(313.938)	(352.834)	(387.960)
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	\$1,101.442	\$1,014.367	\$994.508	\$957.789	\$914.960	\$866.697

Calculation of Actual Cash Transfer to MTA:

<u>Distribution of Remainder to MTA</u>						
Fifty Percent of Total Accrued Amount for Transfer	\$550.721	\$507.184	\$497.254	\$478.895	\$457.480	\$433.349
Less: MTA Total Debt Service	(120.713)	(115.798)	(119.659)	(123.131)	(121.728)	(121.420)
MTA's Accrued Current Year Allocation	\$430.008	\$391.386	\$377.595	\$355.764	\$335.752	\$311.929
<u>Cash Conversion of MTA's Accrued Amount</u>						
Current Year Amount	\$373.673	\$352.247	\$339.835	\$320.187	\$302.177	\$280.736
Balance of Prior Year	56.311	56.335	39.139	37.759	35.576	33.575
Cash Transfer to MTA	\$429.984	\$408.582	\$378.974	\$357.947	\$337.753	\$314.311

Calculation of Actual Cash Transfer to NYCT:

<u>Distribution of Remainder to NYCT</u>						
Fifty Percent of Total Accrued Amount for Transfer	\$550.721	\$507.184	\$497.254	\$478.895	\$457.480	\$433.349
Less: NYCT Total Debt Service	(261.820)	(252.640)	(264.406)	(272.077)	(268.981)	(268.305)
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	\$312.901	\$278.543	\$256.848	\$230.818	\$212.499	\$189.044
<u>Cash Conversion of NYCT's Accrued Amount</u>						
Current Year Amount	\$274.801	\$250.689	\$231.163	\$207.736	\$191.249	\$170.139
Balance of Prior Year	37.023	38.100	27.854	25.685	23.082	21.250
Cash Transfer to NYCT	\$311.825	\$288.789	\$259.017	\$233.421	\$214.331	\$191.389

SUMMARY
MTA STATEN ISLAND RAILWAY
2017 NOVEMBER FINANCIAL PLAN
2018-2021
(\$ in millions)

Line

	ACTUAL	FORECAST				
	2016	2017	2018	2019	2020	2021
9						
10	<u>Revenue Summary:</u>					
11						
12	Farebox Revenue	\$6.5	\$6.8	\$6.9	\$7.0	\$7.0
13	Other Revenue	2.8	2.4	2.4	2.4	2.4
14	State/City Subsidies	5.1	5.1	5.3	5.7	6.0
15						
16	Total Revenues	\$14.5	\$14.3	\$14.7	\$15.0	\$15.4
17						
18	<u>Non-Reimbursable Expense Summary:</u>					
19						
20	Labor Expenses	\$41.2	\$46.8	\$48.1	\$49.0	\$48.5
21	Non-Labor Expenses	22.7	28.8	12.1	11.3	11.5
22	Depreciation	7.8	8.3	8.3	8.3	8.3
23	OPEB Liability Adjustment	7.2	7.5	7.5	7.5	7.5
24	GASB 68 Pension Expense Adjustment	(0.3)	0.3	0.6	0.5	(0.1)
25	Environmental Remediation	0.1	0.0	0.0	0.0	0.0
26						
27	Total Non-Reimbursable Expenses	\$78.7	\$91.7	\$76.6	\$76.5	\$74.7
28						
29						
30	Total Net Revenue/(Deficit)	(\$64.3)	(\$77.4)	(\$61.9)	(\$61.5)	(\$59.3)
31						
32	<u>Cash Adjustment Summary:</u>					
33	Operating Cash Adjustments	\$12.1	\$13.3	\$17.9	\$17.8	\$17.2
34	GASB Cash Adjustments	0.0	0.0	(0.0)	(0.1)	(0.1)
35	Subsidy Cash Adjustments (Other than SIRTOA Recovery)	0.0	(0.0)	0.0	0.0	0.0
36						
37	Total Cash Adjustments	\$12.1	\$13.3	\$17.9	\$17.7	\$16.1
38						
39	Gross Cash Balance	(\$52.1)	(\$64.1)	(\$44.1)	(\$43.7)	(\$43.2)
40						
41	<u>Other Adjustments:</u>					
42	Debt Service	(0.9)	(0.4)	(1.3)	(4.3)	(9.0)
43						
44	Total Billable Adjusted Cash Balance after Debt Service	(\$53.0)	(\$64.5)	(\$45.4)	(\$48.0)	(\$55.9)
45						
46	<u>City Subsidy Cash Adjustments:</u>					
47	Cash Balance Due from the City of New York	(53.0)	(64.5)	(45.4)	(48.0)	(51.4)
48	Cash Subsidy Received from City of New York for SIRTOA	36.1	53.0	64.5	45.4	51.4
49	Subsidy Cash Timing	(\$16.9)	(\$11.5)	\$19.1	(\$2.6)	(\$4.5)
50						
51	Net Cash Balance from Previous Year	(36.1)	(53.0)	(64.5)	(45.4)	(51.4)
52						
53	Baseline Net Cash Surplus/(Deficit)	(\$53.0)	(\$64.5)	(\$45.4)	(\$48.0)	(\$55.9)

SUMMARY
MTA BUS COMPANY
2017 NOVEMBER FINANCIAL PLAN
2018-2021
(\$ in millions)

Line

	ACTUAL		FORECAST				
	2016	2017	2018	2019	2020	2021	
9							
10	Revenue Summary:						
11							
12	Farebox Revenue	\$212.5	\$215.6	\$219.0	\$220.1	\$221.2	\$220.7
13	Other Revenue	22.0	21.1	20.5	20.7	20.8	21.5
14							
15	Total Revenues	\$234.5	\$236.7	\$239.6	\$240.8	\$242.0	\$242.2
16							
17	Non-Reimbursable Expense Summary:						
18							
19	Labor Expenses	\$525.6	\$551.8	\$571.3	\$588.4	\$590.2	\$598.6
20	Non-Labor Expenses	191.8	175.3	201.7	196.7	185.5	192.9
21	Depreciation	57.2	53.9	54.3	54.3	54.3	54.8
22	OPEB Liability Adjustment	63.5	100.2	100.2	100.2	100.2	100.2
23	GASB 68 Pension Expense Adjustment	(5.7)	114.6	45.6	44.6	40.4	30.7
24	Environmental Remediation	0.0	0.0	0.0	0.0	0.0	0.0
25							
26	Total Non-Reimbursable Expenses	\$832.4	\$995.8	\$973.1	\$984.2	\$970.6	\$977.2
27							
28							
29	Total Net Revenue/(Deficit)	(\$597.9)	(\$759.1)	(\$733.5)	(\$743.5)	(\$728.7)	(\$735.0)
30							
31	Cash Adjustment Summary:						
32	Operating Cash Adjustments	\$166.8	\$277.9	\$224.2	\$225.5	\$221.1	\$210.9
33	GASB Cash Adjustments	0.0	0.0	0.0	(0.1)	(0.2)	(0.3)
34							
35	Total Cash Adjustments	\$166.8	\$277.9	\$224.2	\$225.4	\$220.9	\$210.6
36							
37	Gross Cash Balance	(\$431.1)	(\$481.1)	(\$509.4)	(\$518.1)	(\$507.7)	(\$524.3)
38							
39	Other Adjustments:						
40	Non-Billable GASB Cash Adjustments	0.0	0.0	0.0	0.1	0.2	0.3
41	Debt Service	(35.0)	(6.8)	(20.8)	(23.4)	(27.0)	(30.0)
42	Non-Billable Debt Service (2005-2011 Capital Program)	32.5	4.0	16.3	16.6	17.3	17.3
43							
44	Total Billable Adjusted Cash Balance after Debt Service	(\$433.6)	(\$484.0)	(\$513.9)	(\$524.7)	(\$517.2)	(\$536.7)
45							
46	City Subsidy Cash Adjustments:						
47	Cash Balance Due from NYC (adjusted for Non-Billable GASB)	(\$433.6)	(\$484.0)	(\$513.9)	(\$524.7)	(\$517.2)	(\$536.7)
48	Cash Subsidy Received from City of New York for MTA Bus	\$355.0	\$571.9	\$498.4	\$519.1	\$521.1	\$526.6
49	Subsidy Cash Timing	(\$78.6)	\$87.8	(\$15.5)	(\$5.6)	\$3.9	(\$10.1)
50							
51	Net Cash Balance from Previous Year	(\$73.7)	(\$152.3)	(\$64.5)	(\$80.0)	(\$85.7)	(\$81.8)
52							
53							
54	Baseline Net Cash Surplus/(Deficit)	(\$152.3)	(\$64.5)	(\$80.0)	(\$85.7)	(\$81.8)	(\$91.9)
55							

MTA NEW YORK CITY TRANSIT
November Financial Plan 2018-2021
Paratransit Operations
(\$ in thousands)

	2017	2018	2019	2020	2021
ADA Trips:	6,327,539	6,844,529	7,152,533	7,474,397	7,810,745
<i>Pct Change from Previous Year</i>	-1.1%	8.2%	4.5%	4.5%	4.5%

Revenue:

Fares	\$ 17,244	\$ 19,276	\$ 20,144	\$ 21,050	\$ 21,998
Urban Tax	34,669	35,280	36,525	37,646	39,101
<i>Sub-total</i>	\$ 51,913	\$ 54,556	\$ 56,669	\$ 58,696	\$ 61,099
City Reimbursements	134,116	153,369	158,744	169,865	182,341
Total Revenue	\$ 186,029	\$ 207,925	\$ 215,413	\$ 228,561	\$ 243,440

Expenses:

<i>Operating Expenses:</i>					
Salaries & Benefits	\$ 22,585	\$ 25,543	\$ 26,052	\$ 26,571	\$ 27,101
Rental & Miscellaneous	451,425	509,071	526,961	562,171	601,849
Total Expenses	\$ 474,010	\$ 534,614	\$ 553,013	\$ 588,742	\$ 628,950
Net Paratransit Surplus/(Deficit)	\$ (287,981)	\$ (326,689)	\$ (337,600)	\$ (360,181)	\$ (385,510)

Paratransit Details

Total Paratransit Reimbursement:	\$ 168,785	\$ 188,649	\$ 195,269	\$ 207,511	\$ 221,442
Urban Tax	\$ 34,669	\$ 35,280	\$ 36,525	\$ 37,646	\$ 39,101
City Reimbursements	134,116	153,369	158,744	169,865	182,341

Rental & Miscellaneous Expense:

<i>Paratransit Service Contracts</i>					
Carrier Services	\$ 350,739	\$ 375,733	\$ 397,571	\$ 422,614	\$ 447,855
Command Center	30,670	31,989	33,124	35,859	35,175
Eligibility Certification	2,699	3,729	3,808	3,964	4,039
Other	7,240	5,031	5,031	5,031	5,031
Subtotal	\$ 391,348	\$ 416,481	\$ 439,534	\$ 467,469	\$ 492,101
<i>Other Than Personnel Service:</i>					
Insurance	40,970	43,928	50,009	57,493	66,090
Fuel	11,306	12,123	12,648	15,854	17,808
Other	5,139	35,117	23,348	19,934	24,428
Subtotal	\$ 57,415	\$ 91,168	\$ 86,006	\$ 93,280	\$ 108,326
<i>Non-City Reimbursable OTPS:</i>	\$ 2,663	\$ 1,422	\$ 1,421	\$ 1,422	\$ 1,422

Total Rental & Miscellaneous Expense	\$ 451,425	\$ 509,071	\$ 526,961	\$ 562,171	\$ 601,849
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<i>Annual Growth in Total Expenses</i>	1.5%	12.8%	3.4%	6.5%	6.8%
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Debt Service

Debt Service in the Financial Plan

The following table includes debt service projections for 2017 through 2021 in connection with the bond financed portion of approved Capital Programs.

The favorable variance below reflects: the impact of projected favorable interest rates on existing variable rate debt, the accelerated use of PAYGO and other cash previously programmed for capital purposes, and the impact of increasing the term of our Bond Anticipation Note (BAN) issuances. These savings were partially offset by an increase in forecasted interest rates on future issuances.

Debt Service Forecast			
(in millions)*			
Year	July Plan Debt Service	November Plan Debt Service	Difference Favorable/ (Unfavorable)
2017	\$2,557	\$2,525	\$32
2018	2,712	2,604	108
2019	2,835	2,800	35
2020	3,025	3,029	(4)
2021	3,243	3,225	18
Total 2017-2021	\$14,372	\$14,183	\$189

*Totals may not add due to rounding.

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

Forecasted Borrowing Schedule	2017¹	2018	2019	2020	2021
<i>(\$ in millions)</i>					
TR New Money Bonds ²	\$ -	\$195	\$4,151	\$2,800	\$ 2,495
DTF New Money Bonds	-	-	-	-	-
TBTA New Money Bonds	-	412	587	764	481
Total New Money Bonds	\$ -	\$607	\$4,738	\$3,565	\$2,987

¹ Forward looking forecast not including Bonds already issued in 2017.

² Bonds issued to retire BANs and BAN interest.

Forecasted Interest Rates	2017	2018	2019	2020	2021
Assumed Fixed-Rates					
Transportation Revenue Bonds	3.46%	3.59%	4.01%	4.26%	4.39%
Transportation Revenue Bond Anticipation Notes	1.02%	1.40%	2.07%	2.54%	2.72%
Triborough Bridge & Tunnel Authority	3.16%	3.29%	3.71%	3.96%	4.09%
Assumed Variable Rates	2.00%	2.00%	4.00%	4.00%	4.00%

Debt Issuance Assumptions:

- All debt is assumed to be issued as 30-year level debt service debt with principal amortized over the life of the bonds, except for the Railroad Rehabilitation and Improvement Financing (RRIF) loan which is amortized over 20 years on a level debt service basis, based on an interest rate of 2.38%.
- Current fixed-rate estimates are derived from the September 1, 2017 Municipal Market Data High Grade -1 year rate for BAN interest and 25 year interpolated rate for bond interest both adjusted for the projected increase through the plan period in the one-month US Treasury Bill and 10-year US Treasury Note respectively (source: The June 2017 Baseline Forecast of the Congressional Budget Office) and both further adjusted for a credit premium for each assumed credit issued based on recent market spreads.
- New bond issues calculated interest rate at time of issuance use fixed Rate assumption.
- Cost of issuance is assumed to be 2% of the gross bonding amount.
- Due to the Additional Bonds Test constraints of the DTF credit, no additional DTF new money bonds are assumed to be issued over the Financial Plan period.
- All bonds issued to finance TBTA capital projects are assumed to be issued under the TBTA General Revenue Resolution.
- The Build America Bonds subsidy has been reduced by 6.6% annually through and including Federal Fiscal Year 2021 reflecting the sequester reduction for payments to issuers of direct-pay bonds.
- No reserve funds are assumed in these projections.

METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2018-2021

Summary of Total Budgeted Debt Service

(\$ in millions)

Line Number		ACTUAL						FORECAST						
		2016	2017	2018	2019	2020	2021	2016	2017	2018	2019	2020	2021	
9	<u>New York City Transit (NYCT):</u>													
10	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$906.179	\$927.081	\$952.925	\$961.921	\$954.473	\$955.525							
11	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	2.643	56.957	144.496	212.778							
12	2 Broadway Certificates of Participation - NYCT Share	16.082	3.225	0.000	0.000	0.000	0.000							
13	2 Broadway Certificates of Participation - Additional NYCT Share of MTA Lease Portion	0.000	0.000	0.000	0.000	0.000	0.000							
14	Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000							
15	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	315.168	344.256	347.617	352.696	354.217	353.610							
16	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	0.000	0.000							
17	<i>Sub-Total MTA Paid Debt Service</i>	\$1,237.429	\$1,274.561	\$1,303.185	\$1,371.574	\$1,453.186	\$1,521.913							
18														
19	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$174.718	\$183.395	\$195.514	\$201.372	\$198.490	\$197.436							
20	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	69.951	69.246	68.892	70.705	70.491	70.869							
21	<i>Sub-Total B&T Paid Debt Service</i>	\$244.669	\$252.640	\$264.406	\$272.077	\$268.981	\$268.305							
22														
23	Total NYCT Debt Service	\$1,482.098	\$1,527.202	\$1,567.592	\$1,643.651	\$1,722.167	\$1,790.218							
24														
25	<u>Commuter Railroads (CRR):</u>													
26	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$565.459	\$594.564	\$623.635	\$629.522	\$624.648	\$625.336							
27	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	3.275	70.582	179.061	263.676							
28	2 Broadway Certificates of Participation - CRR Share	0.000	0.986	0.000	0.000	0.000	0.000							
29	2 Broadway Certificates of Participation - Additional CRR Share of MTA Lease Portion	0.000	0.000	0.000	0.000	0.000	0.000							
30	Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000							
31	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	69.326	70.664	70.691	71.724	72.033	71.910							
32	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	0.000	0.000							
33	<i>Sub-Total MTA Paid Debt Service</i>	\$634.785	\$666.214	\$697.601	\$771.828	\$875.742	\$960.923							
34														
35	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$82.125	\$85.119	\$88.662	\$91.319	\$90.012	\$89.534							
36	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	30.734	30.678	30.997	31.812	31.716	31.886							
37	<i>Sub-Total B&T Paid Debt Service</i>	\$112.858	\$115.798	\$119.659	\$123.131	\$121.728	\$121.420							
38														
39	Total CRR Debt Service	\$747.643	\$782.012	\$817.260	\$894.959	\$997.470	\$1,082.342							
40														
41	<u>Bridges and Tunnels (B&T):</u>													
42	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$250.474	\$270.050	\$254.118	\$261.732	\$257.987	\$256.617							
43	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	27.632	26.911	25.950	26.633	26.552	26.694							
44	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	6.787	34.039	76.760	113.114							
45	2 Broadway Certificates of Participation - TBTA Share	2.274	0.483	0.000	0.000	0.000	0.000							
46	2 Broadway Certificates of Participation - Additional TBTA Share of MTA Lease Portion	0.000	0.000	0.000	0.000	0.000	0.000							
47	Total B&T Debt Service	\$280.380	\$297.445	\$286.855	\$322.403	\$361.299	\$396.425							
48														
49	<u>MTA Bus:</u>													
50	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$35.065	\$6.917	\$20.777	\$20.973	\$20.811	\$20.834							
51	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	0.115	2.471	6.268	9.230							
52	Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000							
53														
54	Total MTA Bus Debt Service	\$35.065	\$6.917	\$20.892	\$23.444	\$27.079	\$30.064							
55														
56	<u>Staten Island Railway (SIRTOA):</u>													
57	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$0.889	\$0.387	\$1.170	\$1.181	\$1.172	\$1.173							
58	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	0.144	3.093	7.848	11.556							
59	Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000							
60														
61	Total SIRTOA Debt Service	\$0.889	\$0.387	\$1.314	\$4.274	\$9.020	\$12.729							
62														
63	Total MTA HQ Debt Service for 2 Broadway Certificates of Participation	\$2.206	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000							

METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2018-2021

Summary of Total Budgeted Debt Service

(\$ in millions)

Line Number		ACTUAL	FORECAST				
		2016	2017	2018	2019	2020	2021
64	<u>MTA Total:</u>						
65							
66	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$1,507.592	\$1,528.950	\$1,598.507	\$1,613.598	\$1,601.103	\$1,602.868
67	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	384.494	414.919	418.308	424.420	426.251	425.520
68	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	507.317	538.565	538.294	554.422	546.489	543.588
69	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	128.316	126.835	125.839	129.150	128.759	129.449
70	2 Broadway Certificates of Participation	20.563	4.694	0.000	0.000	0.000	0.000
71	Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
72	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	6.176	133.103	337.673	497.240
73	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	0.000	0.000
74	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	6.787	34.039	76.760	113.114
75							
76	Total Debt Service	\$2,548.282	\$2,613.962	\$2,693.912	\$2,888.732	\$3,117.035	\$3,311.778
77							
78	<u>MTA Investment Income by Resolution</u>						
79							
80	Investment Income from Transportation Revenue Bond Debt Service Fund	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
81	Investment Income from Dedicated Tax Fund Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
82	Investment Income from TBTA (B&T) General Revenue Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
83	Investment Income from TBTA (B&T) Subordinate Revenue Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
84	Investment Income from 2 Broadway Certificates of Participation Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
85							
86	Total MTA Investment Income	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
87							
88	<u>MTA Net Total</u>						
89							
90	Net Transportation Revenue Bonds Debt Service	\$1,507.592	\$1,528.950	\$1,604.684	\$1,746.701	\$1,938.776	\$2,100.108
91	Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
92	Net Dedicated Tax Fund Bonds Debt Service	384.494	414.919	418.308	424.420	426.251	425.520
93	Net TBTA (B&T) General Revenue Bonds Debt Service	507.317	538.565	545.081	588.461	623.249	656.702
94	Net TBTA (B&T) Subordinate Revenue Bonds Debt Service	128.316	126.835	125.839	129.150	128.759	129.449
95	Net 2 Broadway Certificates of Participation Debt Service	20.563	4.694	0.000	0.000	0.000	0.000
96	Build America Bonds Interest Subsidy - TRB	(54.679)	(54.269)	(54.517)	(53.927)	(53.260)	(52.553)
97	Build America Bonds Interest Subsidy - DTF	(26.377)	(26.454)	(26.496)	(26.345)	(26.181)	(26.003)
98	Build America Bonds Interest Subsidy - TBTA GR Bonds	(8.443)	(8.452)	(8.465)	(8.465)	(8.465)	(8.465)
99							
100	Total MTA Net Debt Service	\$2,458.783	\$2,524.788	\$2,604.434	\$2,799.996	\$3,029.128	\$3,224.757
101							
102	Total MTA Wide Debt Service including Sandy Programs	\$2,458.783	\$2,524.788	\$2,604.434	\$2,799.996	\$3,029.128	\$3,224.757

Debt Service Affordability Statement

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METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2018-2021

Debt Affordability Statement ⁽¹⁾

\$ in millions

Forecasted Debt Service and Borrowing Schedule	Notes	2016 ACTL	2017	2018	2019	2020	2021
Combined MTA/TBTA Forecasted Debt Service Schedule	1, 2, 3	\$2,438.2	\$2,520.1	\$2,604.4	\$2,800.0	\$3,029.1	\$3,224.8
Forecasted New Money Bonds Issued	4	1,838.6	-	607.1	4,737.6	3,564.7	2,986.6
Forecasted Debt Service by Credit ⁹	Notes	2016 ACTL	2017	2018	2019	2020	2021
Transportation Revenue Bonds							
Pledged Revenues	5	\$13,093.0	\$13,199.9	\$13,263.6	\$13,553.6	\$13,735.9	\$13,877.7
Debt Service	9	1,452.9	1,474.7	1,550.2	1,692.8	1,885.5	2,047.6
Debt Service as a % of Pledged Revenues		11%	11%	12%	12%	14%	15%
Dedicated Tax Fund Bonds							
Pledged Revenues	6	\$617.5	\$612.5	\$616.1	\$615.2	\$612.4	\$611.8
Debt Service	9	358.1	388.5	391.8	398.1	400.1	399.5
Debt Service as a % of Pledged Revenues		58%	63%	64%	65%	65%	65%
Triborough Bridge and Tunnel Authority General Revenue Bonds							
Pledged Revenues	7	\$1,382.8	\$1,327.4	\$1,296.9	\$1,295.7	\$1,291.8	\$1,278.7
Debt Service	9	498.9	530.1	536.6	580.0	614.8	648.2
Debt Service as a % of Total Pledged Revenues		36%	40%	41%	45%	48%	51%
Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds							
Pledged Revenues	8	\$883.9	\$797.2	\$760.3	\$715.7	\$677.0	\$630.4
Debt Service	9	128.3	126.8	125.8	129.2	128.8	129.4
Debt Service as a % of Total Pledged Revenues		15%	16%	17%	18%	19%	21%
Cumulative Debt Service (Excluding State Service Contract Bonds)	Notes	2016 ACTL	2017	2018	2019	2020	2021
Total Debt Service	1, 2, 3	\$2,438.2	\$2,520.1	\$2,604.4	\$2,800.0	\$3,029.1	\$3,224.8
Fare and Toll Revenues		\$7,919.9	\$8,078.7	\$8,200.7	\$8,244.9	\$8,293.2	\$8,305.7
Total Debt Service as a % of Fare and Toll Revenue		31%	31%	32%	34%	37%	39%
Operating Revenues (including Fare and Toll Revenues) and Subsidies		\$15,274.5	\$15,217.0	\$15,544.3	\$15,890.9	\$16,141.6	\$16,377.3
Total Debt Service as a % of Operating Revenues and Subsidies		16%	17%	17%	18%	19%	20%
Non-Reimbursable Expenses with Non-Cash Liabilities		\$16,251.6	\$17,250.1	\$18,189.7	\$18,681.3	\$19,293.9	\$19,926.3
Total Debt Service as % of Non-reimbursable Expenses		15%	15%	14%	15%	16%	16%

Notes on the following page are integral to this table.

Notes

- 1 Floating rate notes assumed at 4.00% plus the current fixed spread to maturity.
- 2 Synthetic fixed-rate debt assumed at swap rate; floating rate notes assumed at swap rate plus the current fixed spread to maturity.
- 3 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.
- 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 SIRTTOA.
- 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 through December 31, 2016 (\$ 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
2017	1,474.7	-	1,474.7	388.5	-	388.5	530.1	-	530.1	126.8	-	126.8	2,520.1	-	2,520.1
2018	1,544.0	6.2	1,550.2	391.8	-	391.8	529.8	6.8	536.6	125.8	-	125.8	2,591.5	13.0	2,604.4
2019	1,559.7	133.1	1,692.8	398.1	-	398.1	546.0	34.0	580.0	129.2	-	129.2	2,632.9	167.1	2,800.0
2020	1,547.8	337.7	1,885.5	400.1	-	400.1	538.0	76.8	614.8	128.8	-	128.8	2,614.7	414.4	3,029.1
2021	1,550.3	497.2	2,047.6	399.5	-	399.5	535.1	113.1	648.2	129.4	-	129.4	2,614.4	610.4	3,224.8
2022	1,542.3	625.0	2,167.3	396.5	-	396.5	520.8	135.8	656.5	128.9	-	128.9	2,588.6	760.7	3,349.3
2023	1,558.0	706.7	2,264.7	399.5	-	399.5	571.2	148.6	719.8	127.9	-	127.9	2,656.7	855.3	3,512.0
2024	1,547.3	737.9	2,285.3	400.0	-	400.0	580.5	154.3	734.8	116.9	-	116.9	2,644.6	892.3	3,536.9
2025	1,527.2	739.5	2,266.6	398.7	-	398.7	546.4	155.5	701.9	114.4	-	114.4	2,586.6	894.9	3,481.6
2026	1,555.5	742.9	2,298.4	398.1	-	398.1	546.7	157.9	704.6	114.5	-	114.5	2,614.8	900.8	3,515.6
2027	1,551.3	742.9	2,294.2	398.9	-	398.9	549.6	158.8	708.4	116.5	-	116.5	2,616.2	901.7	3,517.9
2028	1,547.3	742.9	2,290.2	398.7	-	398.7	534.3	158.9	693.3	126.7	-	126.7	2,607.1	901.9	3,508.9
2029	1,555.5	742.9	2,298.4	400.2	-	400.2	546.2	158.9	705.2	114.5	-	114.5	2,616.5	901.9	3,518.3
2030	1,551.1	742.9	2,294.0	400.2	-	400.2	551.8	159.0	710.8	114.7	-	114.7	2,617.8	901.9	3,519.7
2031	1,566.8	742.9	2,309.7	397.4	-	397.4	557.5	159.0	716.5	110.7	-	110.7	2,632.5	901.9	3,534.4
2032	1,492.9	742.9	2,235.9	400.7	-	400.7	434.0	159.0	593.0	76.5	-	76.5	2,404.2	901.9	3,306.1
2033	1,218.4	742.9	1,961.3	382.2	-	382.2	277.8	159.0	436.8	-	-	-	1,878.4	901.9	2,780.4
2034	1,219.6	742.9	1,962.5	276.3	-	276.3	286.9	159.0	445.9	-	-	-	1,782.8	901.9	2,684.7
2035	1,198.8	742.9	1,941.7	287.7	-	287.7	317.8	159.0	476.8	-	-	-	1,804.4	901.9	2,706.3
2036	1,037.6	742.9	1,780.5	352.5	-	352.5	311.4	159.0	470.5	-	-	-	1,701.5	901.9	2,603.4
2037	1,011.2	742.9	1,754.1	369.7	-	369.7	313.0	159.0	472.0	-	-	-	1,693.9	902.0	2,595.8
2038	944.8	730.6	1,675.3	358.4	-	358.4	292.5	159.0	451.5	-	-	-	1,595.6	889.6	2,485.2
2039	881.3	718.5	1,599.8	307.3	-	307.3	151.7	159.0	310.7	-	-	-	1,340.2	877.5	2,217.8
2040	779.4	708.6	1,488.1	68.8	-	68.8	109.3	159.1	268.4	-	-	-	957.6	867.7	1,825.2
2041	626.2	701.5	1,327.7	38.2	-	38.2	89.0	159.1	248.1	-	-	-	753.4	860.5	1,614.0
2042	562.9	698.9	1,261.8	38.2	-	38.2	87.3	159.1	246.4	-	-	-	688.4	857.9	1,546.3
2043	420.1	696.2	1,116.4	38.2	-	38.2	74.9	159.1	234.0	-	-	-	533.2	855.3	1,388.5
2044	277.6	694.3	971.9	38.2	-	38.2	70.0	159.1	229.1	-	-	-	385.7	853.4	1,239.2
2045	181.7	690.9	872.6	38.2	-	38.2	56.0	159.1	215.1	-	-	-	275.8	850.0	1,125.8
2046	130.5	690.9	821.4	38.2	-	38.2	49.8	159.1	208.9	-	-	-	218.5	850.0	1,068.5
2047	116.7	690.9	807.6	35.7	-	35.7	30.5	159.1	189.7	-	-	-	182.9	850.0	1,032.9
2048	108.9	690.9	799.8	21.5	-	21.5	13.7	136.9	150.6	-	-	-	144.1	827.8	971.8
2049	108.9	461.5	570.3	21.5	-	21.5	13.7	104.1	117.8	-	-	-	144.1	565.6	709.6
2050	105.1	303.7	408.8	21.5	-	21.5	12.0	60.1	72.1	-	-	-	138.5	363.9	502.4
2051	79.4	159.4	238.8	21.5	-	21.5	-	31.4	31.4	-	-	-	100.9	190.8	291.6
2052	79.4	58.0	137.4	21.5	-	21.5	-	14.8	14.8	-	-	-	100.9	72.9	173.7
2053	79.4	1.2	80.6	21.4	-	21.4	-	5.7	5.7	-	-	-	100.9	6.9	107.7
2054	79.4	0.0	79.4	21.4	-	21.4	-	3.4	3.4	-	-	-	100.9	3.5	104.3
2055	77.4	-	77.4	21.5	-	21.5	-	1.0	1.0	-	-	-	98.8	1.0	99.9
2056	56.9	-	56.9	20.2	-	20.2	-	0.1	0.1	-	-	-	77.1	0.1	77.3
2057	9.1	-	9.1	11.4	-	11.4	-	-	-	-	-	-	20.6	-	20.6

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

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

Positions are added to meet the requirements of a myriad of initiatives and activities scheduled or already underway, including: critical operational and maintenance needs, customer-focused amenities and safety initiatives, and support to improve service. Included in the November Plan are positions in connection with the implementation of the MTA Subway Action Plan, which aims to stabilize and improve the subway system and lay the foundation for modernizing the New York City Subway. Position levels also capture resources required to support capital projects, as well as the operation, maintenance and cleaning requirements of those projects once they are completed and put into operational service. These additional positions, as well as Budget Reduction Proposals (BRPs) which have a partially offsetting impact to the positions, are captured in the tables and narrative on the following pages and detailed in the Agency sections.

METROPOLITAN TRANSPORTATION AUTHORITY					
November Financial Plan 2018-2021					
Favorable/(Unfavorable)					
Total Position Changes at a Glance					
	2017	2018	2019	2020	2021
2017 July Plan - Total Baseline Positions¹	73,047	72,838	72,769	72,588	72,829
Total Plan-to-Plan Changes	(811)	(2,727)	(2,678)	(2,360)	(2,407)
2017 November Plan - Total Baseline Positions¹	73,858	75,565	75,447	74,948	75,236
Total Year-to-Year Changes, November Plan		(1,707)	118	499	(288)
Total Plan-to-Plan Changes by Reporting Category:					
<i>Non-Reimbursable</i>	(779)	(2,276)	(2,512)	(2,293)	(2,286)
<i>Reimbursable</i>	(32)	(451)	(166)	(67)	(121)
Total	(811)	(2,727)	(2,678)	(2,360)	(2,407)
<i>Full-Time</i>	(811)	(2,727)	(2,678)	(2,360)	(2,407)
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	(811)	(2,727)	(2,678)	(2,360)	(2,407)
By Function Category					
- Administration	(32)	(65)	(54)	(54)	(53)
- Operations	(87)	(558)	(444)	(442)	(442)
- Maintenance	(675)	(2,046)	(2,122)	(1,807)	(1,855)
- Engineering/Capital	(8)	(43)	(43)	(42)	(42)
- Public Safety	(9)	(15)	(15)	(15)	(15)
Total	(811)	(2,727)	(2,678)	(2,360)	(2,407)
By Occupational Group					
- Managers/Supervisors	(183)	(557)	(466)	(376)	(381)
- Professional, Technical, Clerical	(10)	(162)	(152)	(169)	(168)
- Operational Hourlies	(619)	(2,009)	(2,061)	(1,815)	(1,858)
Total	(811)	(2,727)	(2,678)	(2,360)	(2,407)
Total Plan-to-Plan Changes by Major Category:					
2017 BRPs	0	(8)	(13)	(13)	(13)
New Needs	(838)	(2,384)	(2,446)	(2,308)	(2,308)
Change in Reimbursable Positions	(25)	(447)	(162)	(63)	(117)
Re-estimates & All Other ²	52	112	(57)	24	31
Total	(811)	(2,727)	(2,678)	(2,360)	(2,407)

¹ Reflects positions at year end (December 31).

² Includes Full-Time Equivalents

Year-to-Year Position Changes

It is important to note that the 2016 Actual value shown in consolidated positions tables reflects only paid positions (incumbents); whereas, the projections for 2017 and beyond reflect authorized positions (including vacancies). To illustrate, in 2016 there were 71,809 authorized positions at year end but only 70,263 incumbents. Thus, the growth between 2016 and 2017, as captured in position tables, is overstated.

2018 vs. 2017

The consolidated 2018 baseline includes 75,565 positions, an overall net increase of 1,707 positions from the 2017 level of 73,858. This is primarily due to:

- **NYCT** – an increase of 1,253 positions, mainly due to support for the MTA Subway Action Plan (SAP) and the MTA Capital Program.
- **LIRR** – a net increase of 311 positions, comprised of 396 non-reimbursable positions, partially offset by 85 reimbursable positions, primarily to support East Side Access (ESA) readiness efforts. Changes between non-reimbursable and reimbursable positions reflect the timing of capital and maintenance activities.
- **MNR** – an increase of 67 positions, comprised of 144 reimbursable positions, partially offset by 77 non-reimbursable positions, mainly to support the following initiatives: the Cyclical Track Program, Priority Repairs & Maintenance for Highbridge Yard, Grand Central Terminal Weekend Personnel, Track Geometry Car Support, Enterprise Asset Management, support for various capital projects, and support for drug policies and programs.
- **MTAHQ** – an increase of 4 positions due to the addition of Information Technology positions.
- **SIR** – an increase of 5 non-reimbursable positions due to both increases in Maintenance of Way positions through 2019 to support the new SIR Mainline Track Tie Replacement Program.
- **MTA Capital Construction** – an increase of 35 positions to assist with the management of Penn Station Access and new LIRR projects (Third Track, Double Track and Enhanced Station Initiatives).
- **MTA Bus** – increases by 32 non-reimbursable positions, primarily due to position adjustments for platform budget/normal service, the TWU contract agreement, and the Investigation and Training Unit, partially offset by shop program changes.

2019 – 2021

Total positions are projected at 75,447 in 2019, representing a decrease of 118 positions from 2018. Net decreases in positions are expected to be 168 at NYCT, mainly due to the MTA Subway Action Plan and offset by reduction in Capital Program support. Staffing levels increase by a net 27 positions at LIRR, comprised of an increase of 191 non-reimbursable positions, partially offset by a decrease of 164 reimbursable positions, and are mainly related to ESA readiness efforts and the completion of the Audio Video Recording Monitoring System (AVRM) initiative at the end of 2019. The change in year-end non-reimbursable and reimbursable headcount at the LIRR is due largely to the timing of and completion of Maintenance of Equipment's PTC (Positive Train Control) initiative in 2018. Net increases in positions are expected to be 4 at MNR, mainly for Communications & Signals (C&S) activity in support of several critical capital projects. B&T increases by 2 positions to support Enterprise Asset Management (EAM). MTAHQ positions increase by 23 positions, due to the addition of 4 non-reimbursable Information Technology positions and the hiring of 20 additional Police Officers as part of the "ramp up" for East Side

Access, partially offset by the reduction of one Excelsior position. SIR decreases by 34 positions, reflecting the anticipated completion of the SIR Mainline Track Tie Replacement Program. MTA Bus positions increase by 28, mainly related to Shop Overhaul Program adjustments.

Total forecasted positions are projected at 74,948 in 2020, a decrease of 499 positions from 2019. Position decreases are expected to be 508 at NYCT, mainly due to changes in the MTA Subway Action Plan, capital project completion and Sandy Recovery & Resiliency program. The LIRR decreases by 46 net positions mainly due to reimbursable decreases from the timing and completion of the AVRMS initiative at the end of 2018, partially offset by non-reimbursable increases for ESA readiness efforts. MNR increases by 2 C&S positions to support several critical capital projects. B&T increases by 6 positions to support EAM. MTAHQ increases by 54 positions primarily to support the MTAPD, which will be ramping up for ESA and its anticipated opening in 2022. Decreases of 7 at MTA Bus are mainly related to the Shop Overhaul Program.

Total forecasted positions are projected at 75,236 in 2021, an increase of 288 positions from 2020. Net position decreases of 247 at NYCT are mainly due to changes in capital project completion, changes in the Subway SMS program and bus shop plan. Net position increases at the LIRR are expected to be 521, primarily to support ESA readiness efforts. MTAHQ increases by 10 positions to support the MTAPD hiring plan for ESA that anticipates a projected opening in 2022, partially offset by a reduction of 6 IT positions. MTA Bus increases by 4 positions, mainly related to SBS engineers and shop program changes.

November Plan vs. July Plan Position Changes

2017

Total positions of 73,858 reflect an increase of 811 positions from the July Plan, primarily due to:

- **NYCT** – increases by 821 positions, comprising 755 non-reimbursable and 66 reimbursable positions. Non-reimbursable increases of 784 positions are to support the MTA Subway Action Program. Reimbursable increases are to support the Platform Budget – Construction, Capital Program and SAP – Continuous Welded Rail. Partially offsetting these increases are reductions in support for Platform Budget Normal Business.
- **LIRR** – decreases by 27 positions, mainly due to the timing of the initiative to install on-board cameras on rolling stock from 2017 to 2019.
- **MNR** – decreases by 32 positions, mainly due to the elimination of 36 positions in connection with the Commissary group in Customer Service, partially offset by the addition of 3 Conductors to ensure compliance with recent FRA requirements and one position increase to assist with the enforcement of MNR drug policies and programs. The reallocation of 42 positions from reimbursable to non-reimbursable reflect work requirements.
- **MTAHQ** – increases by 34 positions, comprised of 25 positions in Administration and 9 MTA Police positions. Positions in Administration are primarily to support the following initiatives: 8 new BSC positions to support the MTA Subway Action Plan; 3 project management positions to support EAM; 2 Chief Operating Officer positions, one of which is a position for the Excelsior program; 2 IT positions transferred from NYCT; and 13 positions within the Chief Development Officer's group to manage the work that results from the MTA Genius Challenge, including increased advertising and planning needs. Partially offsetting these are 2 positions transferred to MTA Capital Construction, and the transfer of one Procurement position to the LIRR.
- **SIR** – increases by 8 Maintenance of Way positions in support of the Mainline Track Tie Replacement Program.
- **MTA Capital Construction** – an increase of 7 positions to assist with the management of Penn Station Access and new LIRR projects (Third Track, Double Track and Enhanced Station Initiatives).

2018

Total positions of 75,565 reflect an increase of 2,727 positions from the July Plan, mainly attributable to:

- **NYCT** – increases by 2,555 positions, comprising 2,264 non-reimbursable and 291 reimbursable positions. Non-reimbursable increases of 2,262 positions are to support the MTA Subway Action Program. Reimbursable increases are to support the following programs: Platform Budget – Construction, Capital Program, SAP – Continuous Welded Rail, Fiber Optic Cable Replacement, New Fare Payments, Signals Construction, Enhanced Station Initiatives and R179 Car Delivery.
- **LIRR** – increases by 49 total positions, including 143 reimbursable positions increases, partially offset by 94 non-reimbursable position reductions. Reimbursable increases are partially due to the continuation of 2017 project activity levels resulting in 28 new positions. The non-reimbursable position reductions are driven by the timing of capital and maintenance activity, partially offset by position increases in support of PTC Right-of-Way Maintenance.

- **MNR** – decreases by 25 positions, comprised of a decrease of 25 reimbursable positions with no change in non-reimbursable positions. The net decrease is mainly due to the reallocation of 28 reimbursable positions to perform non-reimbursable work, partially offset by headcount increases that continue from 2017 as well as those in connection with the following initiatives: Labor Relations to support the increase in agreement workforce; Trainmaster to support increased levels of infrastructure improvements; and an additional position to support expanded drug and alcohol testing.
- **MTAHQ** – increases by 34 positions which carry forward initiatives from 2017.
- **SIR** – increases by 24 positions, including 20 Maintenance of Way positions in support of the Mainline Track Tie Replacement Program, and 4 Transportation Supervisory positions for the implementation of the Enhanced Employee Protection System (EEPS).
- **MTA Capital Construction** – an increase of 42 positions to assist with the management of MTA's various mega projects, including the Second Avenue Subway, East Side Access, 7 Line Extension, Lower Manhattan, Penn Station Access, new LIRR projects (Third Track, Double Track and Enhanced Station Initiatives) and system-wide security projects.
- **MTA Bus** – increases by 48 positions, comprised of 10 positions in connection with new needs and 38 positions related to re-estimates for platform budget/TWU contract agreement (28) and platform budget/normal service (10). Headcount increases for new needs include: 5 positions for the Investigation Unit, one Depot Training Supervisor, one position in Safety, one Training Superintendent and two Assistant General Superintendents.

2019

Total positions of 75,447 positions in 2019 reflect increases of 2,678 from the July Plan. This unfavorable variance is mainly due to:

- **NYCT** – increases by 2,504 positions, comprised of 2,382 non-reimbursable and 122 reimbursable positions. Non-reimbursable increases are primarily related to position increases in connection with the MTA Subway Action Plan. Reimbursable increases reflect carryover initiatives from 2018 at reduced headcount levels.
- **LIRR** – increases by 72 positions, including 44 non-reimbursable and 28 reimbursable positions, mainly to support the AVR camera installation project originally scheduled to be completed in 2018 as well as programmatic initiatives that continue from 2018.
- **MNR** – decreases by 25 positions, reflecting changes incorporated beginning in 2018.
- **MTAHQ** – increases by 33 positions, which carry forward programmatic initiatives from 2017 and reflects a reduction in the Chief Operating Officer's group for the Excelsior position.
- **SIR** – increases by 4 Transportation Supervisory positions for the implementation of the Enhanced Employee Protection System (EEPS).
- **MTA Capital Construction** – an increase of 42 positions to support programmatic initiatives that carry forward from 2018.
- **MTA Bus** – increases by 48 positions that carry forward programmatic initiatives from 2018.

2020

Total positions of 74,948 in 2020 reflect increases of 2,360 positions from the July Plan. This unfavorable variance is mainly due to:

- **NYCT** – increases by 2,247 positions, comprised of 2,228 non-reimbursable and 19 reimbursable positions, primarily to support programmatic initiatives that carry forward from 2019.
- **LIRR** – increases by 11 non-reimbursable positions and reflects the completion of the AVRМ camera installation project as well as programmatic initiatives that carry forward from 2019.
- **MNR** – decreases by 25 positions, reflecting changes incorporated beginning in 2018.
- **MTAHQ** – increases by 33 positions carry forward programmatic initiatives from 2019.
- **SIR** – increases by 4 that carry forward programmatic initiatives from 2019.
- **MTA Capital Construction** – an increase of 42 positions to support programmatic initiatives that carry forward from 2018.
- **MTA Bus** – increases by 48 positions that carry forward programmatic initiatives from 2019.

2021

Total positions of 75,236 in 2021 reflect increases of 2,407 positions from the July Plan. This unfavorable variance is mainly due to:

- **NYCT** – increases by 2,295 positions, comprised of 2,276 non-reimbursable and 19 reimbursable positions, primarily to support programmatic initiatives that carry forward from 2020.
- **LIRR** – increases by 10 positions non-reimbursable positions that carry forward programmatic initiatives from 2020.
- **MNR** – decreases by 25 positions, reflecting changes incorporated beginning in 2018.
- **MTAHQ** – increases by 33 positions carry forward programmatic initiatives from 2020.
- **SIR** – increases by 4 that carry forward programmatic initiatives from 2020.
- **MTA Capital Construction** – an increase of 42 positions to support programmatic initiatives that carry forward from 2020.
- **MTA Bus** – increases by 48 positions that carry forward programmatic initiatives from 2020.

November Plan vs. February Plan Position Changes

2017

Total positions of 73,858 reflect an increase of 1,074 positions from the February Plan, primarily due to:

- **NYCT** – increases by 1,044 positions, comprising 787 non-reimbursable and 257 reimbursable positions. Non-reimbursable increases are mainly to support the MTA Subway Action Program. Reimbursable increases are mainly to support the Platform Budget/TA service support, the Capital Program and SBS (Select Bus Service) MTA Bus, Platform Budget – Construction, Capital Program and SAP – Continuous Welded Rail. Partially offsetting these increases are reductions in support for Platform Budget Normal Business.
- **LIRR** – decreases by 36 positions, mainly due to the timing of the initiative to install on-board cameras on rolling stock and the timing of new hire trainees.
- **MNR** – decreases by 27 positions, primarily due to the reallocation of 42 reimbursable positions to perform non-reimbursable work. Partially offsetting these include position

increases for expanded alcohol and drug testing, support for increased recruiting efforts and increased staffing levels in the Conductor title.

- **MTAHQ** – increases by 53 positions, mainly comprised of positions to support the following functions: MTA Consolidated Pensions; MTA Occupational Health Services office to support LIRR employees; related BSC positions to support the MTA Subway Action Plan; support for EAM project management; and MTA Police.
- **SIR** – increases by 20 Maintenance of Way positions in support of the new SIR Track Spot Tie Replacement Program.
- **MTA Capital Construction** – an increase of 7 positions to assist with the management of Penn Station Access and new LIRR projects (Third Track, Double Track and Enhanced Station Initiatives).
- **MTA Bus** – increases by 13 positions, mainly due to adjustments in Bus Operator Training Float, partially offset by decreases in positions for facilities maintenance and bus operator relief.

2018

Total positions of 75,565 reflect an increase of 3,272 positions from the February Plan, mainly attributable to:

- **NYCT** – increases by 2,835 positions, comprising 2,489 non-reimbursable and 346 reimbursable positions. Non-reimbursable increases of 2,262 positions are to support the MTA Subway Action Program and Track Defect Reduction program. Reimbursable increases are to support the following programs: Platform Budget – Construction, Capital Program, SAP – Continuous Welded Rail, Fiber Optic Cable Replacement, New Fare Payments, Signals Construction, Enhanced Station Initiatives and R179 Car Delivery.
- **LIRR** – increases by 239 total positions, including 288 reimbursable positions, partially offset by 49 non-reimbursable position reductions. Reimbursable increases are due to the continuation of 2017 project activity levels resulting in an additional 28 positions in the November Plan. The non-reimbursable position reductions are driven by the timing of capital and maintenance activity, partially offset by position increases in support of PTC Right-of-Way Maintenance.
- **MNR** – net increases of 15 positions, consisting of 26 non-reimbursable positions, primarily due to the reallocation of reimbursable positions to perform non-reimbursable work, partially offset by position increases to support the following initiatives: Labor Relations to support the increase in agreement workforce; Trainmaster to support increased levels of infrastructure improvements; and an additional position to support expanded drug and alcohol testing.
- **MTAHQ** – increases by 53 positions which carry forward initiatives from 2017.
- **SIR** – increases by 24 positions, including 20 Maintenance of Way positions in support of the Mainline Track Tie Replacement Program, and 4 Transportation Supervisory positions for the implementation of the Enhanced Employee Protection System (EEPS).
- **MTA Capital Construction** – an increase of 42 positions to assist with the management of MTA's various mega projects, including the Second Avenue Subway, East Side Access, 7 Line Extension, Lower Manhattan, Penn Station Access, new LIRR projects (Third Track, Double Track and Enhanced Station Initiatives) and system-wide security projects.
- **MTA Bus** – increases by 64 positions, comprised of 10 positions in connection with new needs, 16 positions for adjustments in Bus Operating Training Float and 38 positions related to re-estimates for platform budget/TWU contract agreement (28) and platform budget/normal service (10).

2019

Total positions of 75,447 positions in 2019 reflect increases of 3,207 from the February Plan. This unfavorable variance is mainly due to:

- **NYCT** – increases by 2,758 positions, comprised of 2,614 non-reimbursable and 144 reimbursable positions. Position increases carry forward programmatic initiatives from 2018.
- **LIRR** – increases by 267 positions, including 170 reimbursable and 97 non-reimbursable positions to support the AVRМ camera installation project originally scheduled to be completed in 2018 as well as programmatic initiatives that continue from 2018.
- **MNR** – net increases of 15 positions, primarily to support programmatic initiatives that carry forward from 2018.
- **MTAHQ** – increases by 52 positions that carry forward programmatic initiatives from 2018 and reflects the expiration of the Excelsior position in the Chief Operating Officer group.
- **SIR** – increases by 4 Transportation Supervisory positions for the implementation of the Enhanced Employee Protection System (EEPS).
- **MTA Capital Construction** – an increase of 42 positions to support programmatic initiatives that carry forward from 2018.
- **MTA Bus** – increases by 69 positions that carry forward programmatic initiatives from 2018.

2020

Total positions of 74,948 in 2020 reflect increases of 2,777 positions from the February Plan. This unfavorable variance is mainly due to:

- **NYCT** – increases by 2,519 positions, comprised of 2,488 non-reimbursable and 31 reimbursable positions, primarily to support programmatic initiatives that carry forward from 2019.
- **LIRR** – increases by 73 positions, comprised of 11 reimbursable and 62 non-reimbursable positions that carry forward programmatic initiatives from 2019.
- **MNR** – net increases of 15 positions, primarily to support programmatic initiatives that carry forward from 2019.
- **MTAHQ** – increases by 52 positions that carry forward programmatic initiatives from 2019.
- **SIR** – increases by 4 positions that carry forward programmatic initiatives from 2019.
- **MTA Capital Construction** – an increase of 42 positions to support programmatic initiatives that carry forward from 2019.
- **MTA Bus** – increases by 72 positions that carry forward programmatic initiatives from 2019.

New Needs

Programmatic changes referred to earlier and explained further in Agency sections include the MTA Subway Action Plan, EAM, safety initiatives, IT support, new service and platform budget adjustments, and critical operational and maintenance needs. Major New Needs are listed in the following table:

METROPOLITAN TRANSPORTATION AUTHORITY					
November Financial Plan 2018-2021					
Change Between 2017 November Financial Plan vs. 2017 July Financial Plan					
Favorable/(Unfavorable)					
Position Impacts of New Needs					
	2017	2018	2019	2020	2021
NYCT					
<i>Subway Action Plan</i>					
Track and Infrastructure	(257)	(568)	(592)	(460)	(460)
Signals	(82)	(91)	(91)	(91)	(91)
Power	(15)	(29)	(29)	(29)	(29)
Car Equipment	(183)	(584)	(621)	(675)	(675)
Stations	(132)	(494)	(499)	(455)	(455)
Communications	(64)	(313)	(312)	(312)	(312)
Training Float/Flagging/Support/Other	(51)	(183)	(201)	(185)	(185)
Total	(784)	(2,262)	(2,345)	(2,207)	(2,207)
LIRR					
None	0	0	0	0	0
Total	0	0	0	0	0
MNR					
Labor Relations Staffing	0	(2)	(2)	(2)	(2)
Trainmaster Staffing - Non-Reimbursable Positions	0	(1)	(1)	(1)	(1)
Trainmaster Staffing - Reimbursable Positions	0	(3)	(3)	(3)	(3)
Conductor Staffing	(3)	(3)	(3)	(3)	(3)
Expanded Drug & Alcohol Testing Staffing	(1)	(2)	(2)	(2)	(2)
Total	(4)	(11)	(11)	(11)	(11)
B&T					
None	0	0	0	0	0
Total	0	0	0	0	0
MTAHQ					
BSC Positions to support Subway Action Plan	(8)	(8)	(8)	(8)	(8)
Excelsior Position for Chief Operating Officer	(1)	(1)	0	0	0
EAM Positions	(3)	(3)	(3)	(3)	(3)
Chief Development Officer	(13)	(13)	(13)	(13)	(13)
Executive Vice President	(1)	(1)	(1)	(1)	(1)
Increase in MTA Police staffing	(9)	(9)	(9)	(9)	(9)
Total	(35)	(35)	(34)	(34)	(34)
SIR					
SIR Track Spot Tie Replacement Program-Phase I & II	(8)	(20)	0	0	0
Dispatchers	0	(4)	(4)	(4)	(4)
Total	(8)	(24)	(4)	(4)	(4)
MTACC					
Increased Staffing Agency Goals	(7)	(42)	(42)	(42)	(42)
Total	(7)	(42)	(42)	(42)	(42)
MTA Bus Co					
Investigation Unit Positions	0	(5)	(5)	(5)	(5)
Depot Training Supervisor (DTS)	0	(1)	(1)	(1)	(1)
Safety Position	0	(1)	(1)	(1)	(1)
Training Superintendent	0	(1)	(1)	(1)	(1)
AGS/Manager - Bus Operator	0	(2)	(2)	(2)	(2)
Total	0	(10)	(10)	(10)	(10)
Total New Needs	(838)	(2,384)	(2,446)	(2,308)	(2,308)

Changes in Reimbursable Positions

Major reimbursable positions in comparison with the November Plan are listed below.

METROPOLITAN TRANSPORTATION AUTHORITY					
November Financial Plan 2018-2021					
Change Between 2017 November Financial Plan vs. 2017 July Financial Plan					
Favorable/(Unfavorable)					
Position Impact of Reimbursable					
	2017	2018	2019	2020	2021
NYCT					
<i>Platform Budget - Construction</i>	(39)	(33)	(19)	(19)	(19)
<i>Capital Program Support</i>	(5)	(62)	(44)	0	0
<i>Subway Action Plan - Continuous Welded Rail (CWR)</i>	(22)	(46)	0	0	0
<i>Fiber Optic Cable Replacement</i>	0	(19)	(14)	0	0
<i>New Fare Payments</i>	0	(13)	(12)	0	0
<i>Signals Construction/Support</i>	0	(86)	(33)	0	0
<i>Enhanced Station Initiatives</i>	0	(11)	0	0	0
<i>R179 Car Delivery</i>	0	(20)	0	0	0
<i>Miscellaneous Other</i>	<u>0</u>	<u>(1)</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	(66)	(291)	(122)	(19)	(19)
LIRR					
<i>LIRR Capital Project Support and Construction</i>	(1)	(28)	(30)	(1)	0
<i>Reallocation based on Revised Project Schedules</i>	<u>0</u>	<u>(115)</u>	<u>2</u>	<u>1</u>	<u>0</u>
Total	(1)	(143)	(28)	0	0
MNR					
<i>Reimbursable Headcount & Overtime Adjustments</i>	<u>42</u>	<u>25</u>	<u>26</u>	<u>(6)</u>	<u>(60)</u>
Total	42	25	26	(6)	(60)
B&T					
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MTAHQ					
<i>Reimbursable Headcount Adjustments</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
SIR					
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MTA CC					
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MTA Bus Co					
<i>Platform Budget TWU Contract Agreement</i>	0	(28)	(28)	(28)	(28)
<i>Platform Budget/Normal Service</i>	<u>0</u>	<u>(10)</u>	<u>(10)</u>	<u>(10)</u>	<u>(10)</u>
Total	0	(38)	(38)	(38)	(38)
Total Reimbursable	(25)	(447)	(162)	(63)	(117)

Re-Estimates & All Other

Major drivers of re-estimates are captured in the table below, with more information contained in Agency sections:

METROPOLITAN TRANSPORTATION AUTHORITY					
November Financial Plan 2018-2021					
Change Between 2017 November Financial Plan vs. 2017 July Financial Plan					
Favorable/(Unfavorable)					
Position Impact of Re-Estimates					
	2017	2018	2019	2020	2021
NYCT					
<i>OBI - Security Cameras</i>	(6)	(8)	(8)	(8)	(8)
<i>Miscellaneous Other/SAP Inflation</i>	(9)	0	19	35	(13)
<i>Platform Budget Normal Business</i>	44	(37)	(37)	(37)	(37)
<i>Advertising Contract Support</i>	0	(40)	(40)	(40)	(40)
<i>Availability/Pay Hour Adjust/Training Float</i>	0	65	29	29	29
<i>SBS Adjustments</i>	0	13	13	13	13
<i>Miscellaneous Other</i>	<u>0</u>	<u>13</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	29	6	(24)	(8)	(56)
LIRR					
<i>Vacant Positions and Additional Positions in lieu of Overtime</i>	1	(1)	(1)	(1)	(1)
<i>Power Department support for New Initiatives</i>	0	0	(2)	(2)	(2)
<i>PTC- Right of Way Maintenance</i>	0	(16)	(16)	(16)	(16)
<i>Reliability Centered Maintenance/Rolling Stock Mod Updates</i>	(4)	0	0	0	0
<i>Restoration of 1 Position from MTA Procurement</i>	(1)	(1)	(1)	(1)	(1)
<i>Manager Contractor Responsibility</i>	0	(1)	(1)	(1)	(1)
<i>Onboard Camera Installations (AVRM)</i>	32	0	(32)	0	0
<i>Onboard Ticket Issuing Machines and Support</i>	0	(2)	0	0	0
<i>Reallocation based on Revised Project Schedules</i>	0	115	(2)	(1)	0
<i>Other</i>	<u>0</u>	<u>0</u>	<u>11</u>	<u>11</u>	<u>11</u>
Total	28	94	(44)	(11)	(10)
MNR					
<i>Headcount & Overtime Adjustments</i>	<u>(6)</u>	<u>11</u>	<u>10</u>	<u>42</u>	<u>96</u>
Total	(6)	11	10	42	96
B&T					
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MTAHQ					
<i>Transfer of Telecom/Mobile Device Positions from NYCT</i>	(2)	(2)	(2)	(2)	(2)
<i>Transfer of HQ Positions to Capital Construction</i>	2	2	2	2	2
<i>Transfer of procurement position to LIRR</i>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>1</u>
Total	1	1	1	1	1
SIR					
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MTACC					
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MTA Bus Co					
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
Total Re-Estimates	52	112	(57)	24	31

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Agency

Category	2016 Actual ¹	2017 November Forecast	2018 Final Proposed Budget	2019	2020	2021
Baseline Total Positions	70,263	73,858	75,565	75,447	74,948	75,236
NYC Transit	48,611	50,354	51,607	51,439	50,931	50,684
Long Island Rail Road	7,114	7,414	7,725	7,752	7,706	8,227
Metro-North Railroad	6,359	6,939	7,006	7,010	7,012	7,012
Bridges & Tunnels	1,451	1,589	1,589	1,591	1,597	1,597
Headquarters	2,517	3,126	3,130	3,153	3,207	3,217
Staten Island Railway	297	338	343	309	309	309
Capital Construction Company	130	146	181	181	181	181
Bus Company	3,784	3,952	3,984	4,012	4,005	4,009
Non-Reimbursable	64,246	65,915	67,839	68,196	68,334	68,736
NYC Transit	44,256	44,752	46,316	46,442	46,392	46,232
Long Island Rail Road	6,195	6,106	6,502	6,693	6,830	7,362
Metro-North Railroad	5,981	6,332	6,255	6,262	6,260	6,276
Bridges & Tunnels	1,364	1,502	1,502	1,504	1,510	1,510
Headquarters	2,410	2,987	2,991	3,014	3,068	3,078
Staten Island Railway	292	324	329	309	309	309
Capital Construction Company	-	-	-	-	-	-
Bus Company	3,748	3,912	3,944	3,972	3,965	3,969
Reimbursable	6,016	7,943	7,726	7,251	6,614	6,500
NYC Transit	4,355	5,602	5,291	4,997	4,539	4,452
Long Island Rail Road	919	1,308	1,223	1,059	876	865
Metro-North Railroad	377	607	751	748	752	736
Bridges & Tunnels	87	87	87	87	87	87
Headquarters	107	139	139	139	139	139
Staten Island Railway	5	14	14	-	-	-
Capital Construction Company	130	146	181	181	181	181
Bus Company	36	40	40	40	40	40
Total Full-Time	69,992	73,640	75,347	75,229	74,730	75,018
NYC Transit	48,355	50,152	51,405	51,237	50,729	50,482
Long Island Rail Road	7,114	7,414	7,725	7,752	7,706	8,227
Metro-North Railroad	6,358	6,938	7,005	7,009	7,011	7,011
Bridges & Tunnels	1,451	1,589	1,589	1,591	1,597	1,597
Headquarters	2,517	3,126	3,130	3,153	3,207	3,217
Staten Island Railway	297	338	343	309	309	309
Capital Construction Company	130	146	181	181	181	181
Bus Company	3,770	3,937	3,969	3,997	3,990	3,994
Total Full-Time-Equivalents	271	218	218	218	218	218
NYC Transit	256	202	202	202	202	202
Long Island Rail Road	-	-	-	-	-	-
Metro-North Railroad	1	1	1	1	1	1
Bridges & Tunnels	-	-	-	-	-	-
Headquarters	-	-	-	-	-	-
Staten Island Railway	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-
Bus Company	14	15	15	15	15	15

¹ 2016 Actual represents paid positions and are net of vacancies. For 2017 and beyond, the table captures authorized positions at year end (December 31).

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Function and Agency

Function	2016 Actual¹	2017 November Forecast	2018 Final Proposed Budget	2019	2020	2021
Administration	4,360	5,079	5,134	5,159	5,135	5,108
NYC Transit	1,431	1,434	1,475	1,462	1,425	1,425
Long Island Rail Road	458	508	519	526	534	545
Metro-North Railroad	482	605	609	609	609	609
Bridges & Tunnels	81	92	92	92	92	92
Headquarters	1,762	2,244	2,248	2,251	2,251	2,245
Staten Island Railway	20	29	29	29	29	29
Capital Construction Company	14	16	16	16	16	16
Bus Company	112	151	146	174	179	147
Operations	31,213	31,916	32,296	32,154	32,120	32,198
NYC Transit	23,672	24,231	24,404	24,251	24,120	24,052
Long Island Rail Road	2,422	2,504	2,669	2,680	2,777	2,923
Metro-North Railroad	1,969	1,926	1,930	1,930	1,930	1,930
Bridges & Tunnels	523	586	586	586	586	586
Headquarters	-	-	-	-	-	-
Staten Island Railway	111	107	111	111	111	111
Capital Construction Company	-	-	-	-	-	-
Bus Company	2,516	2,562	2,596	2,596	2,596	2,596
Maintenance	30,945	32,893	34,110	34,105	33,685	33,908
NYC Transit	21,447	22,677	23,710	23,708	23,443	23,264
Long Island Rail Road	4,058	4,188	4,323	4,336	4,191	4,557
Metro-North Railroad	3,799	4,281	4,331	4,335	4,337	4,337
Bridges & Tunnels	369	382	382	382	382	382
Headquarters	-	-	-	-	-	-
Staten Island Railway	161	188	189	169	169	169
Capital Construction Company	-	-	-	-	-	-
Bus Company	1,111	1,177	1,175	1,175	1,163	1,199
Engineering/Capital	2,037	2,133	2,177	2,161	2,086	2,084
NYC Transit	1,398	1,358	1,358	1,358	1,283	1,283
Long Island Rail Road	176	214	214	210	204	202
Metro-North Railroad	109	127	136	136	136	136
Bridges & Tunnels	207	253	253	255	261	261
Headquarters	-	-	-	-	-	-
Staten Island Railway	5	14	14	-	-	-
Capital Construction Company	116	130	165	165	165	165
Bus Company	26	37	37	37	37	37
Public Safety	1,708	1,837	1,848	1,868	1,922	1,938
NYC Transit	663	654	660	660	660	660
Long Island Rail Road	-	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-	-
Bridges & Tunnels	271	276	276	276	276	276
Headquarters	755	882	882	902	956	972
Staten Island Railway	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-
Bus Company	19	25	30	30	30	30
Baseline Total Positions	70,263	73,858	75,565	75,447	74,948	75,236

¹ 2016 Actual represents paid positions and are net of vacancies. For 2017 and beyond, the table captures authorized positions at year end (December 31).

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
Baseline Total Full-time Positions and Full-time Equivalents by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION/OCCUPATIONAL GROUP	2016 Actual ¹	2017 November Forecast	2018 Final Proposed Budget	2019	2020	2021
Administration						
Managers/Supervisors	1,344	1,588	1,601	1,596	1,576	1,573
Professional, Technical, Clerica	2,888	3,346	3,395	3,400	3,391	3,399
Operational Hourlies	130	146	139	164	168	136
Total Administration	4,362	5,079	5,134	5,159	5,135	5,108
Operations						
Managers/Supervisors	3,731	3,906	3,902	3,873	3,868	3,903
Professional, Technical, Clerica	824	906	904	904	901	910
Operational Hourlies	26,658	27,104	27,490	27,377	27,351	27,385
Total Operations	31,213	31,916	32,296	32,154	32,120	32,198
Maintenance						
Managers/Supervisors	5,477	5,814	6,065	5,974	5,914	5,960
Professional, Technical, Clerica	1,830	2,050	2,125	2,107	2,045	2,070
Operational Hourlies	23,638	25,029	25,920	26,024	25,726	25,878
Total Maintenance	30,943	32,893	34,110	34,105	33,685	33,908
Engineering/Capital						
Managers/Supervisors	557	607	607	601	539	539
Professional, Technical, Clerica	1,475	1,515	1,559	1,558	1,545	1,543
Operational Hourlies	5	11	11	2	2	2
Total Engineering/Capital	2,037	2,133	2,177	2,161	2,086	2,084
Public Safety						
Managers/Supervisors	494	518	525	525	539	539
Professional, Technical, Clerica	136	159	162	162	163	163
Operational Hourlies	1,078	1,160	1,161	1,181	1,220	1,236
Total Public Safety	1,708	1,837	1,848	1,868	1,922	1,938
Baseline Total Positions						
Managers/Supervisors	11,603	12,433	12,700	12,569	12,436	12,514
Professional, Technical, Clerica	7,151	7,976	8,145	8,131	8,045	8,085
Operational Hourlies	51,509	53,450	54,721	54,748	54,467	54,637
Baseline Total Positions	70,263	73,858	75,565	75,447	74,948	75,236

¹ 2016 Actual represents paid positions and are net of vacancies. For 2017 and beyond, the table captures authorized positions at year end (December 31).

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
Year to Year Changes for Positions by Agency
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents
Favorable/(Unfavorable)

CATEGORY	Change 2017-2018	Change 2018-2019	Change 2019-2020	Change 2020-2021
Baseline Total Positions	(1,707)	118	499	(288)
NYC Transit	(1,253)	168	508	247
Long Island Rail Road	(311)	(27)	46	(521)
Metro-North Railroad	(67)	(4)	(2)	-
Bridges & Tunnels	-	(2)	(6)	-
Headquarters	(4)	(23)	(54)	(10)
Staten Island Railway	(5)	34	-	-
Capital Construction Company	(35)	-	-	-
Bus Company	(32)	(28)	7	(4)
Non-Reimbursable	(1,924)	(356)	(138)	(402)
NYC Transit	(1,564)	(126)	50	160
Long Island Rail Road	(396)	(191)	(137)	(532)
Metro-North Railroad	77	(6)	2	(16)
Bridges & Tunnels	-	(2)	(6)	-
Headquarters	(4)	(23)	(54)	(10)
Staten Island Railway	(5)	20	-	-
Capital Construction Company	-	-	-	-
Bus Company	(32)	(28)	7	(4)
Reimbursable	217	474	637	114
NYC Transit	311	294	458	87
Long Island Rail Road	85	164	183	11
Metro-North Railroad	(144)	2	(4)	16
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	14	-	-
Capital Construction Company	(35)	-	-	-
Bus Company	-	-	-	-
Total Full-Time	(1,707)	118	499	(288)
NYC Transit	(1,253)	168	508	247
Long Island Rail Road	(311)	(27)	46	(521)
Metro-North Railroad	(67)	(4)	(2)	-
Bridges & Tunnels	-	(2)	(6)	-
Headquarters	(4)	(23)	(54)	(10)
Staten Island Railway	(5)	34	-	-
Capital Construction Company	(35)	-	-	-
Bus Company	(32)	(28)	7	(4)
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 2018-2021
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 2017-2018	Change 2018-2019	Change 2019-2020	Change 2020-2021
Administration	(55)	(25)	24	27
NYC Transit	(41)	13	37	-
Long Island Rail Road	(11)	(7)	(8)	(11)
Metro-North Railroad	(4)	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	(4)	(3)	-	6
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	5	(28)	(5)	32
Operations	(380)	142	34	(78)
NYC Transit	(173)	153	131	68
Long Island Rail Road	(165)	(11)	(97)	(146)
Metro-North Railroad	(4)	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	(4)	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	(34)	-	-	-
Maintenance	(1,217)	5	420	(223)
NYC Transit	(1,033)	2	265	179
Long Island Rail Road	(135)	(13)	145	(366)
Metro-North Railroad	(50)	(4)	(2)	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Long Island Bus	-	-	-	-
Staten Island Railway	(1)	20	-	-
Capital Construction Company	-	-	-	-
Bus Company	2	-	12	(36)
Engineering/Capital	(44)	16	75	2
NYC Transit	-	-	75	-
Long Island Rail Road	-	4	6	2
Metro-North Railroad	(9)	-	-	-
Bridges & Tunnels	-	(2)	(6)	-
Headquarters	-	-	-	-
Staten Island Railway	-	14	-	-
Capital Construction Company	(35)	-	-	-
Bus Company	-	-	-	-
Public Safety	(11)	(20)	(54)	(16)
NYC Transit	(6)	-	-	-
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	(20)	(54)	(16)
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	(5)	-	-	-
Baseline Total Positions	(1,707)	118	499	(288)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
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 2017-2018	Change 2018-2019	Change 2019-2020	Change 2020-2021
Administration				
Managers/Supervisors	(13)	5	20	3
Professional, Technical, Clerical	(49)	(5)	9	(8)
Operational Hourlies	7	(25)	(4)	32
Total Administration	(55)	(25)	24	27
Operations				
Managers/Supervisors	4	29	5	(35)
Professional, Technical, Clerical	2	-	3	(9)
Operational Hourlies	(386)	113	26	(34)
Total Operations	(380)	142	34	(78)
Maintenance				
Managers/Supervisors	(251)	91	60	(46)
Professional, Technical, Clerical	(75)	18	62	(25)
Operational Hourlies	(891)	(104)	298	(152)
Total Maintenance	(1,217)	5	420	(223)
Engineering/Capital				
Managers/Supervisors	-	6	62	-
Professional, Technical, Clerical	(44)	1	13	2
Operational Hourlies	-	9	-	-
Total Engineering/Capital	(44)	16	75	2
Public Safety				
Managers/Supervisors	(7)	-	(14)	-
Professional, Technical, Clerical	(3)	-	(1)	-
Operational Hourlies	(1)	(20)	(39)	(16)
Total Public Safety	(11)	(20)	(54)	(16)
Baseline Total Positions				
Managers/Supervisors	(267)	131	133	(78)
Professional, Technical, Clerical	(169)	14	86	(40)
Operational Hourlies	(1,271)	(27)	281	(170)
Baseline Total Positions	(1,707)	118	499	(288)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
Baseline Change Between 2017 November Financial Plan vs. 2017 July Financial Plan
Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Agency
Favorable/(Unfavorable)

Category	2017	2018	2019	2020	2021
Baseline Total Positions	(811)	(2,727)	(2,678)	(2,360)	(2,407)
NYC Transit	(821)	(2,555)	(2,504)	(2,247)	(2,295)
Long Island Rail Road	27	(49)	(72)	(11)	(10)
Metro-North Railroad	32	25	25	25	25
Bridges & Tunnels	-	-	-	-	-
Headquarters	(34)	(34)	(33)	(33)	(33)
Staten Island Railway	(8)	(24)	(4)	(4)	(4)
Capital Construction Company	(7)	(42)	(42)	(42)	(42)
Bus Company	-	(48)	(48)	(48)	(48)
Non-Reimbursable	(779)	(2,276)	(2,512)	(2,293)	(2,286)
NYC Transit	(755)	(2,264)	(2,382)	(2,228)	(2,276)
Long Island Rail Road	28	94	(44)	(11)	(10)
Metro-North Railroad	(10)	0	(1)	31	85
Bridges & Tunnels	-	-	-	-	-
Headquarters	(34)	(34)	(33)	(33)	(33)
Staten Island Railway	(8)	(24)	(4)	(4)	(4)
Capital Construction Company	-	-	-	-	-
Bus Company	-	(48)	(48)	(48)	(48)
Reimbursable	(32)	(451)	(166)	(67)	(121)
NYC Transit	(66)	(291)	(122)	(19)	(19)
Long Island Rail Road	(1)	(143)	(28)	-	-
Metro-North Railroad	42	25	26	(6)	(60)
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	(7)	(42)	(42)	(42)	(42)
Bus Company	-	-	-	-	-
Total Full-Time	(811)	(2,727)	(2,678)	(2,360)	(2,407)
NYC Transit	(821)	(2,555)	(2,504)	(2,247)	(2,295)
Long Island Rail Road	27	(49)	(72)	(11)	(10)
Metro-North Railroad	32	25	25	25	25
Bridges & Tunnels	-	-	-	-	-
Headquarters	(34)	(34)	(33)	(33)	(33)
Staten Island Railway	(8)	(24)	(4)	(4)	(4)
Capital Construction Company	(7)	(42)	(42)	(42)	(42)
Bus Company	-	(48)	(48)	(48)	(48)
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 2018-2021
Baseline Change Between 2017 November Financial Plan vs. 2017 July Financial Plan
Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Function and Agency
Favorable/(Unfavorable)

Function	2017	2018	2019	2020	2021
Administration	(32)	(65)	(54)	(54)	(53)
NYC Transit	(1)	(27)	(17)	(17)	(17)
Long Island Rail Road	(2)	(5)	(5)	(5)	(4)
Metro-North Railroad	(4)	(6)	(6)	(6)	(6)
Bridges & Tunnels	-	-	-	-	-
Headquarters	(25)	(25)	(24)	(24)	(24)
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	(2)	(2)	(2)	(2)
Operations	(87)	(558)	(444)	(442)	(442)
NYC Transit	(119)	(539)	(438)	(438)	(438)
Long Island Rail Road	-	(3)	10	12	12
Metro-North Railroad	32	28	28	28	28
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	(4)	(4)	(4)	(4)
Capital Construction Company	-	-	-	-	-
Bus Company	-	(40)	(40)	(40)	(40)
Maintenance	(675)	(2,046)	(2,122)	(1,807)	(1,855)
NYC Transit	(701)	(1,988)	(2,048)	(1,791)	(1,839)
Long Island Rail Road	30	(40)	(76)	(18)	(18)
Metro-North Railroad	4	3	3	3	3
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	(8)	(20)	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	(1)	(1)	(1)	(1)
Engineering/Capital	(8)	(43)	(43)	(42)	(42)
NYC Transit	-	-	-	-	-
Long Island Rail Road	(1)	(1)	(1)	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	(7)	(42)	(42)	(42)	(42)
Bus Company	-	-	-	-	-
Public Safety	(9)	(15)	(15)	(15)	(15)
NYC Transit	-	(1)	(1)	(1)	(1)
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	(9)	(9)	(9)	(9)	(9)
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	(5)	(5)	(5)	(5)
Baseline Total Positions	(811)	(2,727)	(2,678)	(2,360)	(2,407)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
Baseline Change Between 2017 November Financial Plan vs. 2017 July Financial Plan
Non-Reimbursable and Reimbursable
Full-time Positions and Full-time Equivalents by Occupational Group and Agency
Favorable/(Unfavorable)

FUNCTION/OCCUPATIONAL GROUP	Change				
	2017	2018	2019	2020	2021
Administration					
Managers/Supervisors	(15)	(25)	(25)	(24)	(24)
Professional, Technical, Clerical	(19)	(42)	(31)	(32)	(31)
Operational Hourlies	1	1	1	2	2
Total Administration	(32)	(65)	(54)	(54)	(53)
Operations					
Managers/Supervisors	(32)	(40)	(29)	(31)	(31)
Professional, Technical, Clerical	14	18	17	19	19
Operational Hourlies	(69)	(536)	(432)	(430)	(430)
Total Operations	(87)	(558)	(444)	(442)	(442)
Maintenance					
Managers/Supervisors	(121)	(475)	(395)	(349)	(354)
Professional, Technical, Clerical	7	(88)	(88)	(62)	(62)
Operational Hourlies	(561)	(1,483)	(1,639)	(1,396)	(1,439)
Total Maintenance	(675)	(2,046)	(2,122)	(1,807)	(1,855)
Engineering/Capital					
Managers/Supervisors	5	5	5	50	50
Professional, Technical, Clerical	(13)	(48)	(48)	(92)	(92)
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	(8)	(43)	(43)	(42)	(42)
Public Safety					
Managers/Supervisors	(20)	(22)	(22)	(22)	(22)
Professional, Technical, Clerical	1	(2)	(2)	(2)	(2)
Operational Hourlies	10	9	9	9	9
Total Public Safety	(9)	(15)	(15)	(15)	(15)
Baseline Total Positions					
Managers/Supervisors	(183)	(557)	(466)	(376)	(381)
Professional, Technical, Clerical	(10)	(162)	(152)	(169)	(168)
Operational Hourlies	(619)	(2,009)	(2,061)	(1,815)	(1,858)
Baseline Total Positions	(811)	(2,727)	(2,678)	(2,360)	(2,407)

III. Other MTA Consolidated Materials

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
MTA Consolidated Statement Of Operations By Category
(\$ in millions)

Line No.	Non-Reimbursable	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
10	Operating Revenue						
11	Farebox Revenue	\$6,050	\$6,172	\$6,277	\$6,308	\$6,347	\$6,353
12	Toll Revenue	1,870	1,906	1,923	1,937	1,946	1,953
13	Other Revenue	688	668	685	697	730	732
14	Capital and Other Reimbursements	0	0	0	0	0	0
15	Total Operating Revenue	\$8,608	\$8,747	\$8,886	\$8,942	\$9,023	\$9,038
17	Operating Expense						
18	Labor Expenses:						
19	Payroll	\$4,839	\$5,040	\$5,360	\$5,552	\$5,676	\$5,799
20	Overtime	771	879	829	806	819	849
21	Health & Welfare	1,172	1,214	1,364	1,469	1,556	1,655
22	OPEB Current Payment	562	569	638	692	751	816
23	Pensions	1,370	1,326	1,351	1,371	1,369	1,384
24	Other-Fringe Benefits	948	892	918	951	985	1,015
25	Reimbursable Overhead	(425)	(476)	(426)	(410)	(388)	(384)
26	Total Labor Expenses	\$9,238	\$9,444	\$10,033	\$10,433	\$10,768	\$11,133
28	Non-Labor Expenses:						
29	Electric Power	\$406	\$444	\$505	\$519	\$547	\$604
30	Fuel	125	147	153	152	177	187
31	Insurance	(21)	30	30	33	38	44
32	Claims	464	314	320	328	329	330
33	Paratransit Service Contracts	384	391	416	440	467	492
34	Maintenance and Other Operating Contracts	631	746	858	780	783	810
35	Professional Service Contracts	401	573	518	466	460	458
36	Materials & Supplies	586	617	719	709	730	728
37	Other Business Expenses	193	209	206	217	225	230
38	Total Non-Labor Expenses	\$3,168	\$3,471	\$3,726	\$3,644	\$3,757	\$3,883
40	Other Expense Adjustments:						
41	Other	\$47	\$52	\$49	\$50	\$52	\$53
42	General Reserve	0	155	160	165	175	180
43	Total Other Expense Adjustments	\$47	\$207	\$209	\$215	\$227	\$233
45	Total Operating Expense before Non-Cash Liability Adj.	\$12,454	\$13,122	\$13,968	\$14,292	\$14,752	\$15,249
47	Depreciation	\$2,443	\$2,615	\$2,674	\$2,741	\$2,808	\$2,870
48	OPEB Liability Adjustment	1,562	1,681	1,776	1,871	1,975	2,084
49	GASB 68 Pension Expense Adjustment	(219)	(172)	(235)	(229)	(246)	(284)
50	Environmental Remediation	12	4	6	6	6	6
51		\$3,798	\$4,128	\$4,222	\$4,390	\$4,542	\$4,677
52	Total Operating Expense after Non-Cash Liability Adj.	\$16,252	\$17,250	\$18,190	\$18,681	\$19,294	\$19,926
54	Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$3,798)	(\$4,128)	(\$4,222)	(\$4,390)	(\$4,542)	(\$4,677)
56	Debt Service (excludes Service Contract Bonds)	2,459	2,525	2,604	2,800	3,029	3,225
58	Total Operating Expense with Debt Service	\$14,912	\$15,647	\$16,573	\$17,092	\$17,781	\$18,474
60	Dedicated Taxes and State/Local Subsidies	\$6,666	\$6,470	\$6,659	\$6,949	\$7,119	\$7,340
62	Net Surplus/(Deficit) After Subsidies and Debt Service	\$362	(\$430)	(\$1,028)	(\$1,201)	(\$1,639)	(\$2,097)
64	Conversion to Cash Basis: GASB Account	0	0	(8)	(18)	(29)	(42)
65	Conversion to Cash Basis: All Other	(594)	88	9	207	97	24
67	CASH BALANCE BEFORE PRIOR-YEAR CARRYOVER	(\$232)	(\$342)	(\$1,028)	(\$1,012)	(\$1,572)	(\$2,114)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
MTA Consolidated Statement Of Operations By Category
(\$ in millions)

Line No	Reimbursable	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
10	Operating Revenue						
11	Farebox Revenue	\$0	\$0	\$0	\$0	\$0	\$0
12	Toll Revenue	0	0	0	0	0	0
13	Other Revenue	0	0	0	0	0	0
14	Capital and Other Reimbursements	1,950	2,171	2,167	2,050	1,912	1,887
15	Total Operating Revenue	\$1,950	\$2,171	\$2,167	\$2,050	\$1,912	\$1,887
17	Operating Expense						
18	Labor Expenses:						
19	Payroll	\$618	\$688	\$743	\$728	\$679	\$682
20	Overtime	227	249	182	168	167	169
21	Health & Welfare	66	74	80	78	76	78
22	OPEB Current Payment	8	10	10	11	11	12
23	Pensions	82	98	105	100	95	97
24	Other-Fringe Benefits	222	246	254	248	233	233
25	Reimbursable Overhead	421	474	423	408	386	384
26	Total Labor Expenses	\$1,643	\$1,839	\$1,797	\$1,741	\$1,647	\$1,654
28	Non-Labor Expenses:						
29	Electric Power	\$2	\$1	\$0	\$0	\$0	\$0
30	Fuel	0	0	0	(0)	(0)	(0)
31	Insurance	11	13	14	13	12	12
32	Claims	0	0	0	0	0	0
33	Paratransit Service Contracts	0	0	0	0	0	0
34	Maintenance and Other Operating Contracts	79	76	78	59	58	54
35	Professional Service Contracts	78	71	108	102	73	60
36	Materials & Supplies	134	170	170	134	121	106
37	Other Business Expenses	5	2	1	1	0	0
38	Total Non-Labor Expenses	\$308	\$332	\$370	\$308	\$264	\$233
40	Other Expense Adjustments:						
41	Other	\$0	\$0	\$0	\$0	\$0	\$0
42	Total Other Expense Adjustments	\$0	\$0	\$0	\$0	\$0	\$0
44	Depreciation	\$0	\$0	\$0	\$0	\$0	\$0
45	OPEB Obligation	0	0	0	0	0	0
46	Environmental Remediation	0	0	0	0	0	0
48	Total Operating Expense	\$1,950	\$2,171	\$2,167	\$2,050	\$1,912	\$1,887
50	Baseline Surplus/(Deficit)	\$0	\$0	\$0	\$0	\$0	\$0

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
MTA Consolidated Statement Of Operations By Category
(\$ in millions)

Line No.	Non-Reimbursable/Reimbursable	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
10	Operating Revenue						
11	Farebox Revenue	\$6,050	\$6,172	\$6,277	\$6,308	\$6,347	\$6,353
12	Toll Revenue	1,870	1,906	1,923	1,937	1,946	1,953
13	Other Revenue	688	666	683	695	728	729
14	Capital and Other Reimbursements	1,950	2,171	2,167	2,050	1,912	1,887
15	Total Operating Revenue	\$10,558	\$10,916	\$11,050	\$10,989	\$10,932	\$10,922
17	Operating Expense						
18	Labor Expenses:						
19	Payroll	\$5,457	\$5,728	\$6,102	\$6,278	\$6,354	\$6,480
20	Overtime	998	1,127	1,005	971	984	1,015
21	Health & Welfare	1,238	1,288	1,443	1,548	1,632	1,733
22	OPEB Current Payment	570	579	648	703	762	828
23	Pensions	1,452	1,424	1,455	1,471	1,464	1,480
24	Other-Fringe Benefits	1,170	1,138	1,171	1,198	1,217	1,247
25	Reimbursable Overhead	(5)	(2)	(3)	(2)	(2)	(1)
26	Total Labor Expenses	\$10,880	\$11,282	\$11,822	\$12,168	\$12,411	\$12,783
28	Non-Labor Expenses:						
29	Electric Power	\$408	\$445	\$505	\$519	\$547	\$604
30	Fuel	125	148	153	152	177	187
31	Insurance	(9)	43	44	46	50	56
32	Claims	464	314	320	328	329	330
33	Paratransit Service Contracts	384	391	416	440	467	492
34	Maintenance and Other Operating Contracts	709	822	933	837	839	862
35	Professional Service Contracts	479	643	626	568	533	518
36	Materials & Supplies	719	787	889	843	851	835
37	Other Business Expenses	197	211	207	218	226	231
38	Total Non-Labor Expenses	\$3,476	\$3,803	\$4,093	\$3,951	\$4,020	\$4,115
40	Other Expense Adjustments:						
41	Other	\$47	\$52	\$49	\$50	\$52	\$53
42	General Reserve	0	155	160	165	175	180
43	Total Other Expense Adjustments	\$47	\$207	\$209	\$215	\$227	\$233
45	Total Operating Expense before Non-Cash Liability Adjs.	\$14,404	\$15,292	\$16,125	\$16,334	\$16,657	\$17,130
47	Depreciation	\$2,443	\$2,615	\$2,674	\$2,741	\$2,808	\$2,870
48	OPEB Obligation	1,562	1,681	1,776	1,871	1,975	2,084
49	GASB 68 Pension Expense Adjustment	(219)	(172)	(235)	(229)	(246)	(284)
49	Environmental Remediation	12	4	6	6	6	6
51	Total Operating Expense	\$18,202	\$19,420	\$20,346	\$20,724	\$21,199	\$21,807
53	Net Operating Deficit Before Subsidies and Debt Service	(\$7,643)	(\$8,504)	(\$9,296)	(\$9,734)	(\$10,267)	(\$10,885)
55	Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$3,798)	(\$4,128)	(\$4,222)	(\$4,390)	(\$4,542)	(\$4,677)
57	Debt Service (excludes Service Contract Bonds)	2,459	2,525	2,604	2,800	3,029	3,225
59	Total Operating Expense with Debt Service	\$16,863	\$17,816	\$18,729	\$19,134	\$19,686	\$20,355
61	Dedicated Taxes and State/Local Subsidies	\$6,666	\$6,470	\$6,738	\$6,949	\$7,119	\$7,340
63	Net Deficit After Subsidies and Debt Service	\$362	(\$430)	(\$941)	(\$1,195)	(\$1,636)	(\$2,093)
65	Conversion to Cash Basis: GASB Account	0	0	(8)	(18)	(29)	(42)
66	Conversion to Cash Basis: All Other	(594)	93	15	209	101	29
68	CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER	(\$232)	(\$338)	(\$934)	(\$1,004)	(\$1,564)	(\$2,106)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
MTA Consolidated Cash Receipts and Expenditures
(\$ in millions)

Line No.	Actual	November Forecast	Final Proposed Budget	2019	2020	2021
7	Cash Receipts and Expenditures					
10	Receipts					
11	\$6,083	\$6,190	\$6,283	\$6,314	\$6,353	\$6,358
12	706	715	681	819	762	745
13	1,780	2,150	2,237	2,056	1,890	1,854
14	\$8,569	\$9,056	\$9,201	\$9,188	\$9,005	\$8,957
16	Expenditures					
17	<u>Labor:</u>					
18	\$5,303	\$5,529	\$5,912	\$6,075	\$6,160	\$6,267
19	972	1,095	984	945	958	986
20	1,192	1,256	1,403	1,507	1,589	1,688
21	554	559	626	680	739	803
22	1,405	1,376	1,412	1,429	1,422	1,438
23	841	870	904	920	936	958
24	0	0	8	18	29	42
25	(0)	0	0	0	0	0
26	\$10,266	\$10,685	\$11,250	\$11,574	\$11,834	\$12,181
28	<u>Non-Labor:</u>					
29	\$405	\$443	\$500	\$514	\$541	\$598
30	120	143	150	148	173	184
31	(29)	34	31	32	38	38
32	295	256	252	259	261	264
33	379	391	414	438	465	490
34	578	701	761	654	636	678
35	406	614	593	510	470	455
36	698	762	899	845	847	839
37	200	215	191	202	202	206
38	\$3,051	\$3,560	\$3,792	\$3,601	\$3,633	\$3,752
40	<u>Other Expenditure Adjustments:</u>					
41	\$130	\$89	\$143	\$90	\$133	\$144
42	0	155	160	165	175	180
43	\$130	\$244	\$303	\$255	\$308	\$324
45	\$13,446	\$14,489	\$15,345	\$15,430	\$15,775	\$16,258
47	(\$4,878)	(\$5,433)	(\$6,144)	(\$6,242)	(6,770)	(7,301)
49	\$6,439	\$6,952	\$7,036	\$7,294	\$7,447	\$7,591
50	(\$1,793)	(\$1,860)	(\$1,920)	(\$2,063)	(\$2,250)	(\$2,404)
52	(\$232)	(\$342)	(\$1,028)	(\$1,012)	(\$1,572)	(\$2,114)

METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2018-2021

Cash Conversion Detail

(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
<u>Depreciation</u>						
New York City Transit	\$1,650	\$1,778	\$1,828	\$1,878	\$1,928	\$1,978
Long Island Rail Road	334	338	341	343	346	350
Metro-North Railroad	236	236	247	247	247	247
MTA Headquarters	23	52	60	65	68	65
MTA Bus Company	57	54	54	54	54	55
Staten Island Railway	8	8	8	8	8	8
Bridges & Tunnels	135	150	137	146	156	167
<i>Sub-Total</i>	\$2,443	\$2,615	\$2,674	\$2,741	\$2,808	\$2,870
<u>OPEB Liability Adjustment</u>						
New York City Transit	\$1,193	\$1,269	\$1,350	\$1,437	\$1,529	\$1,627
Long Island Rail Road	90	88	90	93	96	99
Metro-North Railroad	57	58	58	58	58	58
MTA Headquarters	85	87	94	96	101	106
MTA Bus Company	64	100	100	100	100	100
Staten Island Railway	7	8	8	8	8	8
Bridges & Tunnels	67	72	75	79	83	87
<i>Sub-Total</i>	\$1,562	\$1,681	\$1,776	\$1,871	\$1,975	\$2,084
<u>GASB 68 Pension Expense Adjustment</u>						
New York City Transit	(\$184)	(\$296)	(\$306)	(\$296)	(\$303)	(\$309)
Long Island Rail Road	(12)	0	0	0	0	0
Metro-North Railroad	(10)	(7)	4	0	(7)	(24)
MTA Headquarters	0	4	5	5	3	(2)
MTA Bus Company	(6)	115	46	45	40	31
Staten Island Railway	(0)	0	1	1	(0)	(1)
Bridges & Tunnels	(7)	12	15	17	20	21
<i>Sub-Total</i>	(219)	(172)	(235)	(229)	(246)	(284)
<u>Environmental Remediation</u>						
New York City Transit	\$10	\$0	\$0	\$0	\$0	\$0
Long Island Rail Road	(2)	2	2	2	2	2
Metro-North Railroad	4	2	4	4	4	4
MTA Bus Company	0	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>	\$12	\$4	\$6	\$6	\$6	\$6
<u>Net Operating Surplus/(Deficit)</u>						
New York City Transit	\$262	\$255	\$285	\$250	\$217	\$195
Long Island Rail Road	29	(7)	(35)	(12)	(14)	(23)
Metro-North Railroad	(48)	(73)	(58)	(51)	(78)	(18)
MTA Headquarters	98	90	3	182	80	71
MTA Bus Company	52	9	24	26	26	25
Staten Island Railway	(3)	(3)	1	1	1	1
First Mutual Transportation Assurance Company	(36)	2	(2)	(5)	(17)	(30)
Other	32	4	16	17	47	(13)
<i>Sub-Total</i>	\$386	\$277	\$234	\$407	\$263	\$208
<u>Subsidies</u>						
New York City Transit	(\$679)	(\$290)	(\$287)	(\$269)	(\$259)	(\$271)
Commuter Railroads	(180)	44	51	60	64	61
MTA Headquarters	(26)	(18)	(25)	(25)	(25)	(25)
MTA Bus Company	(79)	88	(16)	(6)	4	(10)
Staten Island Railway	(17)	(11)	19	(3)	(3)	(5)
<i>Sub-Total</i>	(\$980)	(\$189)	(\$257)	(\$242)	(\$219)	(\$249)
Total Cash Conversion	\$3,204	\$4,216	\$4,198	\$4,555	\$4,585	\$4,636

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
Changes Year-to-Year By Category
 Favorable/(Unfavorable)
 (\$ in millions)

Line Number	Non-Reimbursable	November Forecast	Final Proposed Budget	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019-2020	2021	Change 2020-2021
13	Operating Revenue									
14	Farebox Revenue	\$6,172	\$6,277	\$105	\$6,308	\$31	\$6,347	\$39	\$6,353	\$5
15	Toll Revenue	1,906	1,923	17	1,937	14	1,946	9	1,953	7
16	Other Revenue	666	683	17	695	12	728	33	729	2
17	Capital and Other Reimbursements	0	0	0	0	0	0	0	0	0
18	Total Operating Revenue	\$8,745	\$8,883	\$139	\$8,940	\$56	\$9,021	\$81	\$9,035	\$14
20	Operating Expense									
21	Labor Expenses:									
22	Payroll ¹	\$5,040	\$5,359	(\$319)	\$5,551	(\$191)	\$5,675	(\$124)	\$5,798	(\$123)
23	Overtime	878	823	55	803	20	816	(13)	846	(30)
24	Health & Welfare	1,213	1,364	(150)	1,470	(106)	1,556	(86)	1,655	(99)
25	OPEB Current Payment	569	638	(70)	692	(54)	751	(59)	816	(65)
26	Pensions	1,326	1,350	(24)	1,371	(21)	1,369	2	1,384	(15)
27	Other-Fringe Benefits	892	917	(25)	950	(33)	984	(34)	1,014	(30)
28	Reimbursable Overhead	(476)	(426)	(50)	(410)	(16)	(388)	(22)	(384)	(4)
29	Sub-total Labor Expenses	\$9,443	\$10,025	(\$582)	\$10,427	(\$401)	\$10,763	(\$337)	\$11,128	(\$365)
31	Non-Labor Expenses:									
32	Traction and Propulsion Power	\$444	\$505	(\$61)	\$519	(\$14)	\$547	(\$28)	\$604	(\$57)
33	Fuel for Buses and Trains	147	153	(5)	152	1	177	(25)	187	(10)
34	Insurance	30	30	(0)	33	(2)	38	(5)	44	(6)
35	Claims	314	320	(6)	328	(8)	329	(1)	330	(0)
36	Paratransit Service Contracts	391	416	(26)	440	(23)	467	(28)	492	(25)
37	Maintenance and Other Operating Contracts	746	856	(110)	779	77	781	(2)	808	(28)
38	Professional Service Contracts	573	518	55	466	52	460	6	458	2
39	Materials & Supplies	617	719	(102)	709	10	731	(22)	728	2
40	Other Business Expenses	209	206	3	217	(11)	225	(8)	230	(5)
41	Sub-total Non-Labor Expenses	\$3,470	\$3,724	(\$254)	\$3,643	\$81	\$3,756	(\$113)	\$3,882	(\$126)
43	Other Expense Adjustments:									
44	Other	\$52	\$49	3	\$50	(1)	\$52	(2)	\$53	(2)
45	General Reserve	155	160	(5)	165	(5)	175	(10)	180	(5)
46	Sub-total Other Expense Adjustments	\$207	\$209	(\$2)	\$215	(\$6)	\$227	(\$12)	\$233	(\$7)
48	Depreciation	2,615	2,674	(59)	2,741	(67)	2,808	(66)	2,870	(63)
49	OPEB Liability Adjustment	1,681	1,776	(95)	1,871	(95)	1,975	(103)	2,084	(110)
50	GASB 68 Pension Expense Adjustment	(172)	(235)	63	(229)	(6)	(246)	17	(284)	38
51	Environmental Remediation	4	6	(2)	6	0	6	0	6	0
53	Total Operating Expense after Non-Cash Liability Adj.	\$17,249	\$18,180	(\$931)	\$18,674	(\$494)	\$19,288	(\$614)	\$19,920	(\$632)
55	Conversion to Cash Basis: Non-Cash Liability Adjs.	(4,128)	(4,222)	(\$94)	(4,390)	(\$168)	(4,542)	(\$153)	(4,677)	(\$135)
57	Debt Service (excludes Service Contract Bonds)	2,525	2,604	80	2,800	196	3,029	229	3,225	196
59	Total Operating Expense with Debt Service	\$15,645	\$16,563	\$917	\$17,084	\$522	\$17,775	\$691	\$18,468	\$693
61	Dedicated Taxes and State/Local Subsidies	6,470	6,738	\$268	6,949	\$211	7,119	\$169	7,340	\$221
63	Net Surplus/(Deficit) After Subsidies and Debt Service	(\$430)	(\$941)	(\$510)	(\$1,195)	(\$255)	(\$1,636)	(\$440)	(\$2,093)	(\$458)
65	Conversion to Cash Basis: GASB Account	0	(8)	8	(18)	10	(29)	11	(42)	12
66	Conversion to Cash Basis: All Other	93	15	78	209	(194)	101	108	29	72
68	CASH BALANCE BEFORE PRIOR YEAR CARRYOVER	(\$338)	(\$934)	(\$596)	(\$1,004)	(\$71)	(\$1,564)	(\$560)	(\$2,106)	(\$542)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
Non-Recurring Revenue and Savings
(\$ in millions)

Agency	Description	2017 November Forecast	2018 Final Proposed Budget	2019 Plan	2020 Plan	2021 Plan
		Explanation	Explanation	Explanation	Explanation	
B&T	Vacancies	\$ 8.2 Vacancies - Payroll and Fringe Benefits				
LIRR	Labor	\$ 9.6 OPEB - Fewer Retirees				
LIRR	Labor	\$ 1.7 Vacancy Savings				
LIRR	Utility Consumption	\$ 5.6 Lower Fuel Consumption				
LIRR	Maintenance/ Operations		\$ 19.2 East Side Access Readiness			
MTA Bus	Maintenance/ Operations	\$ 1.5 CNG Rebate				
MTA HQ	Administration	\$ 30.0 Revision of 2017 Spending				
MTA HQ	Administration	\$ 14.0 Revised Capital Needs				
MTA HQ	Administration	\$ 7.1 MTA IT Efficiencies				
MTA HQ	Administration	\$ 3.0 Lower current year salaries				
NYCT	Transit Adjudication Bureau	\$ 4.1 One time additional state tax withheld gain	\$ -			
NYCT	Administration	\$ 2.1 Vacancies for two years only	\$ 2.1 Vacancies for two years only			
Total Non-Recurring Resources (> or = \$1 million)		\$ 86.8	\$ 21.3	\$ -	\$ -	

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2018-2021
Operating Budget Reserves - Baseline
(\$ in millions)

	<u>Actual</u> <u>2016</u>	<u>November</u> <u>Forecast</u> <u>2017</u>	<u>Final</u> <u>Proposed</u> <u>Budget</u> <u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
MTA General Reserve (annual) ¹	\$0.0	\$155.0	\$160.0	\$165.0	\$175.0	\$180.0
GASB Fund Reserve ^{2,3}	\$148.2	\$149.5	\$159.2	\$179.1	\$210.5	\$254.4
MTA Retiree Welfare Benefits Trust ^{2,4}	\$323.0	\$358.0	\$358.0	\$358.0	\$358.0	\$358.0
B&T Necessary Reconstruction Fund ^{2,5}	\$421.6	\$343.9	\$397.4	\$452.0	\$507.8	\$565.0

¹ In Volume 1, outlined in the July Plan, the MTA proposed a drawdown of \$135 million from the 2017 General Reserve. In the November Plan, the MTA proposes drawing down the remaining balance of \$20 million from the 2017 General Reserve.

² Cumulative balances.

³ Contributions to the GASB Fund are expected to resume in 2018 in the baseline; however, as outlined in Volume 1 of the July and November Plans, the MTA is proposing to suspend contributions to the GASB Fund Reserve. This suspension of contributions will lower the projected balances shown above for 2018 to 2021. Additionally, in the November Plan, the MTA proposes using the GASB Fund to advance funding for the Subway Action Plan in 2017 and to offset declining revenues in 2018.

⁴ Funds were moved from the GASB Fund Reserve into the Trust in order to achieve better financial returns. 2016 represents the year-end balance which includes investment returns. There are no return assumptions for 2017 and beyond.

⁵ B&T makes an annual contribution to a Necessary Reconstruction Fund. This Fund is intended to be used by B&T for PAYGO investment to its Capital Program. It is also expected to be available as a "back-stop" should Open Road Tolling (ORT) result in any material reduction in B&T's Support to Mass Transit. In Volume 1, outlined in the July and November Plans, the MTA proposed suspending contributions to the Necessary Reconstruction Fund from 2018 to 2021. This suspension of contributions will lower the projected balances shown above.

IV. MTA Capital Program Information

New York City Transit/Staten Island Railway
2017 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
ES0703/03	Sandy Mitigation: St. George	\$1.7
	Element Total	\$1.7
ET0402/22	Sandy Repairs: Shaft Excavation - 1 Avenue / canarsie [2016]	\$13.9
	Element Total	\$13.9
ET0403/	Sandy Mitigation: 138 St - Gr Concourse/JER (Vent Battery A)	\$6.0
ET0403/07	Sandy Mitig: Lower Mhhtn Flood Drs /Hatches-Rem Work [SBFP]	\$1.4
ET0403/17	Sandy Mitigation: Upgrade Emergency Booth Comm System (EBCS)	\$67.1
ET0403/23	Sandy Mitigation: Backup Command Center Upgrade	\$1.5
ET0403/25	Sandy Mitigation: Internal Station Hardening	\$0.7
ET0403/27	Sandy Mitigation:Street Level Openings (7 Stns + 1 FP) [2016]	\$57.1
ET0403/28	Sandy Mitigation: 9 Stations (9 Stns BK/Q Initiative) [2016]	\$56.9
ET0403/29	Sandy Mitigation: Internal Station Hardening (7 Stns + 1 FP) [2016]	\$1.4
	Element Total	\$192.0
ET0502/09	Sandy Repairs: Track canarsie [2016] Tube	\$39.9
	Element Total	\$39.9
ET0602/13	Sandy Repairs: Tunnel Lighting canarsie [2016] Tube 14 St	\$54.0
ET0602/19	Sandy Repairs: 1 Pump Room (canarsie [2016] Tube)	\$19.9
	Element Total	\$73.9
ET0603/17	Work Train & Special Equipment: Sandy Resiliency: Conversion of 2 Pump Trains	\$9.8
ET0603/19	Sandy Mitigation: DOB Mobile Pumps and Generators	\$2.0
ET0603/25	Sandy Mitigation: 14 Fan Plants, LT - 2 Locations	\$20.7
ET0603/26	Sandy Mitigation: 14 Fan Plants, LT - 1 Location [SBFP]	\$0.2
	Element Total	\$32.7
ET0802/11	Sandy Repairs: Signals in the canarsie [2016] Tube	\$35.6
	Element Total	\$35.6
ET0902/11	Sandy Repairs: 2 CBHs canarsie [2016] Tube	\$36.5
ET0902/12	Sandy Repairs: Power/Cable/Ducts: canarsie [2016] Tube	\$304.0
	Element Total	\$340.6
ET0903/04	Sandy Mitigation: Montague-Furman Substation / BWY	\$2.1
ET0903/08	Sandy Resiliency: Deployable Substations	\$1.2
ET0903/09	Sandy Mitigation: Power/Cable/Ducts: Cansarie Tube	\$189.6
	Element Total	\$192.9
ET1002/09	Sandy Repairs: Power Cable Replacement - 148th St Yard [2015]	\$16.8
ET1002/10	Sandy Repairs: Power Cable Replacement - 207th St Yard	\$32.5
	Element Total	\$49.3
ET1003/09	Sandy Mitigation:Long-Term Perimeter Protection, 148 St Yard [2015]	\$101.3
ET1003/10	Sandy Mitigation:Long-Term Perimeter Protection, 207 St Yd[2016]	\$142.0
ET1003/11	Yard Rehabilitation: Sandy Mitigation: 148th Street Yard Portal [2015]	\$6.8
ET1003/12	Sandy Mitigation: 207th Street Yard Portal [2016]	\$21.8
	Element Total	\$271.9
ET1203/07	Sandy Mitigation: Various Depots	\$55.2
	Element Total	\$55.2
ET1603/09	Sandy Mitigation: LTFP Stillwell Terminal Facilities [SBFP]	\$2.1
ET1603/10	Sandy Mitigation: Consolidated Revenue Facility	\$0.5
ET1603/11	Sandy Mitigation: Zerega Central Maintenance Facility	\$11.3
ET1603/12	Sandy Mitigation: Tiffany Central Warehouse	\$11.7
	Element Total	\$25.5
S70701/01	Purchase 75 SIR Passenger Railcars -R211	\$278.8
S70701/03	SIR Mainline Track Rehabilitation	\$1.7
S70701/05	SIR: Power: New Power Substation: Tottenville	\$23.0
S70701/06	SIR: Power: New Power Substation: New Dorp	\$29.9
S70701/07	SIR: Power: New Power Station: Clifton	\$30.9
S70701/10	Rehabilitation of Amboy Rd Bridge - SIR	\$0.3

New York City Transit/Staten Island Railway
2017 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
	Element Total	\$364.6
T50414/19	Intermodal: Rockaway Parkway / Canarsie	\$1.0
	Element Total	\$1.0
T50703/33	Alleviate Flooding at 1 Location - Manhattan	\$10.6
	Element Total	\$10.6
T51203/05	Jamaica Depot: Demolition at New Properties [SBMP Tier2]	\$2.3
T51203/12	Replace Roof at East New York Bus Depot	\$6.8
	Element Total	\$9.1
T51607/49	Ulmer Park Depot: Mezzanine Extension	\$1.3
	Element Total	\$1.3
T60404/05	New Fare Payment System, Phase 2	\$107.3
	Element Total	\$107.3
T60412/B1	Station Component: 3 Locations / Crosstown	\$9.4
T60412/C4	Station Components: 3 Locations / 8th Avenue	\$24.7
	Element Total	\$34.1
T60413/07	ADA: 68 St-Hunter College / Lexington [2016]	\$103.7
T60413/11	ADA: Phase 2: 57 Street - 7 Avenue / Broadway [2014]	\$73.2
T60413/18	ADA: 8 Avenue Southbound Elevator / Sea Beach	\$7.5
	Element Total	\$184.4
T60703/16	Priority Repairs: 4th Avenue	\$29.5
T60703/27	Overcoating: Portal - King's Hwy / Culver	\$28.7
T60703/28	Overcoating: King's Hwy - West 8th St / Culver	\$21.9
	Element Total	\$80.1
T60803/06	CBTC Flushing: Equipment Removals	\$5.0
	Element Total	\$5.0
T60806/	Upgrade Penta Voice Communication System	\$1.4
T60806/02	Cutover of SONET Main Hubs	\$0.7
T60806/13	Antenna Cable Upgrade/Replacement Ph 1	\$1.6
	Element Total	\$3.8
T60904/09	CBH 275: Pearl Street / Clark	\$7.4
	Element Total	\$7.4
T61004/10	Yard Rehabilitation: Yard CCTV, Phase 2	\$14.3
T61004/39	2-Ton Overhead Crane - Concourse	\$3.0
T61004/53	2-Ton Overhead Crane 207th Street Shop	\$3.0
	Element Total	\$20.4
T61203/09	Chassis Wash Lift Replacement @ MJQ- Outstanding Work [SBFP]	\$1.2
T61203/17	Kingsbridge Depot Annex Roof [SBMP Tier2]	\$2.9
T61203/18	Jackie Gleason Depot CNG Compressor	\$2.2
T61203/21	East New York Depot Windows and Facade	\$5.8
	Element Total	\$12.1
T61204/02	BRT: Traffic Signal Priority Rollout 1100 Buses (SBS)	\$3.1
T61204/20	Jamaica Bus Terminal Reconfiguration	\$3.4
T61204/36	Replacement of Oil-Water Separators at 4 Locations	\$11.8
T61204/42	Upgrade One and Install New Paint Booth -Zerega [SBMP Tier2]	\$3.3
	Element Total	\$21.5
T61302/02	Purchase 54 Flat Cars [2015]	\$33.5
	Element Total	\$33.5
T61606/11	Fire Alarm Systems: 16 DOS Locations	\$0.8
	Element Total	\$0.8
T61607/03	RTO Master Tower Hardening	\$2.0
T61607/05	Employee Facilities: Chambers St / Nassau Loop	\$6.5
T61607/28	Upgrade HVAC 130 Livingston Plaza Data Center [SBMP Tier2]	\$3.7
	Element Total	\$12.2

New York City Transit/Staten Island Railway
2017 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
T70101/01	Purchase Purchase 200 B-Division Cars - R211	\$1,195.4
T70101/02	Purchase Purchase 10 Open Gangway Prototype Cars (R211)	\$60.3
	Element Total	\$1,255.7
T70302/01	Purchase 618 Diesel & 10 Hybrid Standard Buses	\$429.4
T70302/03	Purchase 200 Standard Diesel Buses	\$0.4
T70302/06	Purchase 50 Express Buses	\$0.3
T70302/12	Depot Bus Location System (DBL) - NYCT DOB	\$6.4
T70302/13	Automatic Passenger Counting (APC) - Pilot & Phase 1 Rollout	\$5.7
T70302/14	Purchase 110 CNG Articulated Buses	\$110.3
T70302/15	Radio & Data Communication: AVL: Paratransit Vehicles	\$19.0
	Element Total	\$571.6
T70404/01	New Fare Payment System, Ph2	\$418.6
T70404/02	AFC Low Turnstile Procurement	\$6.6
	Element Total	\$425.2
T70407/01	Replace 11 Hydraulic Elevators / Various	\$2.7
T70407/02	Replace 12 Traction Elevators / Broadway-7th Avenue	\$2.1
T70407/03	Replace 8 Traction Elevators / Various	\$1.6
T70407/04	Replace 6 Traction Elevators / 8 Avenue	\$1.1
T70407/05	Replace 2 Hydraulic Elevators: Franklin Avenue / Shuttle	\$1.5
T70407/07	Replace Replace 7 Escalators / Various (Bronx & Manhattan)	\$0.8
T70407/09	Replace 9 Escalators / Various	\$1.5
T70407/10	Replace Jay St Escalator Realignment	\$13.6
	Element Total	\$24.8
T70412/	Enhanced Stations: VENTS - 163 St / 8AV	\$17.5
T70412/02	Station Renewal: 138 Street-Grand Concourse / Jerome	\$21.4
T70412/03	Station Renewal: Astoria-Ditmars Boulevard / Astoria [2016]	\$8.7
T70412/13	Station Renewal: Woodhaven Boulevard / Jamaica	\$0.5
T70412/14	Station Renewal: 85 Street-Forest Parkway / Jamaica	\$0.5
T70412/15	Station Renewal: 75 Street - Elderts Lane / Jamaica	\$1.1
T70412/16	Station Renewal: Cypress Hills / Jamaica	\$1.2
T70412/22	Platform Components: 2 Locations / 4th Avenue	\$3.9
T70412/24	Platform Components: 4 Locations / Jerome	\$1.5
T70412/26	Elevated Street Stairs: 2 Locations / BW7 [SBMP]	\$3.9
T70412/29	Subway Street Stairs: 6 Locs / Various (2015) [SBMP]	\$2.7
T70412/31	Station Lighting: 8 Locations / Various (2015) [SBMP]	\$0.6
T70412/36	Platform Components: Longwood Ave / Pelham	\$1.0
T70412/37	Platform Components: 2 Locations / Lenox	\$4.3
T70412/40	Elevated Interior Stairs: Junction Blvd / Flushing [SBMP]	\$0.3
T70412/41	Subway Interior Stairs: 5 Locations / Various [SBMP]	\$0.8
T70412/42	Elevated Street Stairs: 2 Locations / WPR [SBMP]	\$1.2
T70412/43	Subway Street Stairs: 10 Locs / Various (2016) [SBMP]	\$2.5
T70412/44	Mezzanine Columns: Atlantic Avenue / Canarsie [SBMP]	\$0.2
T70412/45	Mezzanine Ceiling Finishes: 2 Loc / ARC, FLS [SBMP]	\$0.3
T70412/46	Platform Components: 5 Locations / Queens Boulevard, Archer	\$2.6
T70412/47	Station Lighting: 8 Locations / Various (2016) [SBMP]	\$0.3
T70412/50	Platform Components: 3 Locations / Nassau Loop	\$1.2
T70412/51	Platform Components: 7 Locations / Canarsie	\$0.7
T70412/52	Platform Components: 3 Locations / EPK, CLK	\$0.3
T70412/56	Elevated Street Stairs: Atlantic Avenue / CNR [SBMP]	\$0.1
T70412/57	Subway Street Stairs: 9 Locs / Various (2017) [SBMP]	\$0.2
T70412/58	Mezzanine Components: Nevins Street / EPK [SBMP]	\$1.7
T70412/60	Platform Components: 3 Locations / Queens Boulevard	\$1.1
T70412/61	Platform Edges: 4 Locations / Queens Boulevard	\$3.0

New York City Transit/Staten Island Railway
2017 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
T70412/62	Station Lighting: 8 Locations / Various (2017) [SBMP]	\$2.4
T70412/63	Platform Components: 3 Locations / Nostrand	\$0.4
T70412/66	Platform Components: 9 Locations / 8th Avenue	\$1.9
T70412/67	Platform Components: 11 Locations / Broadway-7th Avenue	\$0.9
T70412/70	Subway Interior Stairs: 7 Locations / 8AV, BW7 [SBMP]	\$1.1
T70412/71	Elevated Street Stairs: 2 Locations / Brighton [SBMP]	\$0.2
T70412/72	Subway Street Stairs: 4 Locs / 8AV, BW7 (2018) [SBMP]	\$0.3
T70412/78	Platform Edges: 2 Locations / White Plains Road	\$0.3
T70412/80	Elevated Interior Stairs: 4 Av-9 St / 6 AV [SBMP]	\$0.1
T70412/81	Subway Interior Stairs: 8 Locations / 8AV, WPR [SBMP]	\$1.4
T70412/82	Elevated Street Stairs: 3 Locations / WPR [SBMP]	\$0.0
T70412/83	Subway Street Stairs: 50 St 8AV [SBMP]	\$0.3
T70412/84	Mezzanine Components: 4 Locations / 8AV, WPR [SBMP]	\$0.2
T70412/85	Mezzanine Floors: 23 Street / 8 Avenue [SBMP]	\$0.2
T70412/91	Subway Interior Stairs: Canal Street (UL & LL) / BWY [SBMP]	\$3.7
T70412/A1	Elevated Street Stairs: 238th St / Broadway (S1) [SBMP]	\$1.4
T70412/A2	Elevated Street Stairs: 215th St / Broadway (S2/S4) [SBMP]	\$2.0
T70412/A3	Elevated Street Stairs: 215th St / Broadway (S1/S3) [SBMP]	\$2.0
T70412/A4	Elevated Street Stairs: 238th St / Bway (S2/S3) [SBMP Tier2]	\$2.0
T70412/B1	Subway Stairs: 34 St-Herald Sq / Broadway (S2/M1) [SBMP]	\$0.7
T70412/B2	Subway Stairs: 34 St-Herald Sq / Bdwy (S7/M7) [SBMP]	\$1.1
T70412/B3	Subway Stairs: 59 St / 4th Ave (S1/M1) [SBMP]	\$0.8
Element Total		\$108.5
T70413/01	ADA: Bedford Avenue / canarsie [2016]	\$98.4
T70413/03	ADA: Bedford Park Boulevard / Concourse	\$39.8
T70413/04	ADA: 86 Street / 4th Avenue	\$27.2
T70413/05	ADA: Gun Hill Rd / Dyre	\$37.8
T70413/06	ADA: Eastern Parkway-Brooklyn Museum / EPK	\$2.1
T70413/07	ADA: Times Square, Phase 3 - Shuttle	\$4.4
T70413/08	ADA: Chambers Street / Nassau Loop	\$1.5
T70413/09	ADA: Greenpoint Avenue / Crosstown	\$1.9
T70413/10	ADA: 59 Street / 4th Avenue	\$2.3
T70413/11	ADA: Canarsie-Rockaway Pkwy / Canarsie	\$0.1
T70413/12	ADA: 1 Avenue / canarsie [2016]	\$27.2
T70413/17	ADA: Systemwide Study	\$10.0
T70413/20	ADA: Court Square / Crosstown (Stairs Phase)	\$11.7
Element Total		\$264.4
T70414/02	Access Improvements: Grand Central: Phase 2	\$66.7
T70414/03	Station Entrance: 8 Avenue / Sea Beach	\$14.1
T70414/04	Station Reconstruction: Times Square, Phase 3 - Shuttle	\$0.5
T70414/06	Station Entrance Railings: Station Railings - 2015-2019	\$3.5
T70414/08	Water Condition Remedy - 2017	\$0.2
T70414/11	New Stairs: 2 Locations / canarsie [2016]	\$10.7
Element Total		\$95.7
T70502/03	Mainline Track - 2017 DES/EFA	\$3.5
T70502/04	Mainline Track Replacement - 2018	\$2.2
T70502/14	Track Force Account - 2017	\$35.0
T70502/40	Mainline Track Replacement 2016 / Canarsie Tube	\$54.6
T70502/51	Mainline Track Replacement 2017 / Brighton	\$6.8
T70502/52	Mainline Track Replacement 2017 / Sea Beach	\$3.8
T70502/53	Mainline Track Replacement 2017 / Broadway	\$5.5
T70502/54	Mainline Track Replacement 2017 / 4th Avenue	\$2.7
T70502/55	Mainline Track Replacement 2017 / Canarsie	\$13.5

New York City Transit/Staten Island Railway
2017 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
T70502/56	Mainline Track Replacement 2017 / Crosstown	\$19.2
T70502/57	Mainline Track Replacement 2017 / Culver	\$4.1
T70502/58	Mainline Track Replacement 2017 / Eastern Parkway	\$23.6
T70502/59	Mainline Track Replacement 2017 / Jerome	\$23.8
T70502/60	Mainline Track Replacement 2017 / Lexington	\$9.3
T70502/61	Mainline Track Replacement 2017 / Pelham	\$8.4
T70502/62	Mainline Track Replacement 2017 / 7th Avenue	\$5.6
T70502/63	Mainline Track Replacement 2017 / Broadway-7th Ave	\$8.9
T70502/64	Mainline Track Replacement 2017 / Concourse	\$27.3
T70502/65	Mainline Track Replacement 2017 / Liberty	\$3.2
T70502/66	Mainline Track Replacement 2017 / Flushing	\$28.7
T70502/67	Mainline Track Replacement 2017 / Myrtle	\$14.3
T70502/68	Mainline Track Replacement 2017 / White Plains Road	\$8.0
Element Total		\$312.0
T70503/03	Mainline Switches - 2017 DES/EFA	\$5.8
T70503/04	Mainline Track Switches - 2018	\$3.3
T70503/21	Mainline Track Switches 2017 / Brighton	\$4.6
T70503/22	Mainline Track Switches 2017 / Astoria	\$15.5
T70503/23	Mainline Track Switches 2017 / Eastern Parkway	\$5.5
T70503/24	Mainline Track Switches 2017 / 7th Avenue	\$9.8
T70503/25	Mainline Track Switches 2017 / Broadway-7th Ave	\$9.3
T70503/26	Mainline Track Switches 2017 / Lenox-White Plains Rd	\$11.1
Element Total		\$64.9
T70605/02	Fan Plant Motor Control System Replacement - 9 Locations	\$12.2
T70605/03	Replace Supervisory Vent Controls - Various Locations	\$1.6
T70605/04	New Fan Plant - Grand Central - LEX	\$2.0
T70605/05	Rehab Fan Plant Damper System - Various Locations	\$3.2
T70605/06	Rehabilitate Forsyth St. Fan Plant	\$4.5
T70605/07	Ventilation System Strategy Study	\$5.0
T70605/08	Rehab 4 Pump Rooms : Various Locations	\$1.7
T70605/09	Replace Supervisory Vent Controls-2 Locs (#5110, #5111)/CNR	\$4.8
Element Total		\$35.0
T70703/	LSCRП: 1 Avenue, Bedford Avenue / CNR	\$1.5
T70703/03	Elev Structural Rehab: Livonia Yard Overpass & Retaining Wall	\$14.4
T70703/05	Elevated Structures Repair (Over-land Sections) - RKY	\$0.8
T70703/08	Rehab Emergency Exits - Various Locs (3rd Party)	\$1.4
T70703/10	Overcoating: 17 Bridges & East 180 Street Flyover / Dyre Av	\$22.9
T70703/12	Overcoating: Portal to 164 Street / Jerome	\$10.3
T70703/13	Overcoating: 72 Street - 103 Street / Flushing	\$31.9
T70703/17	Overcoating: 48 Street - 72 St / Flushing	\$0.6
T70703/21	Struct Rehab: s/o 36 St - 59 St Station 4AV - Ph2	\$55.0
T70703/23	Structural Component Repairs: LSCRП: Brooklyn (EPK)	\$1.0
T70703/31	Structural Component Repairs: LSCRП: The Bronx (BXC)	\$0.9
T70703/33	Structural Component Repairs: LSCRП: Uptown Manhattan (BW7, 8AV)	\$0.7
Element Total		\$141.4
T70803/04	CBTC: 8 Avenue R211 Carborne Installation	\$7.1
T70803/06	Automatic Signals on Canarsie Line to Facilitate Work Trains	\$4.3
T70803/07	Ditmas Interlocking: CBTC Culver	\$1.1
T70803/22	AC Line Relay Upgrade (Crosstown) - (96 Signal)	\$28.8
T70803/24	Code Cable Replacement / BW7	\$0.1
T70803/25	Signal Room Fire Suppression, Phase 2	\$0.7
T70803/26	Replacement of Centracode II Systems / BW7	\$1.9
T70803/27	Life Cycle Replacement of Speed Enforcement Systems	\$4.5

New York City Transit/Staten Island Railway
2017 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
T70803/32	CBTC: Culver (Church Ave to W8th St)	\$1.7
T70803/33	Ave X Interlocking: CBTC Culver	\$2.7
T70803/35	2 Interlockings: 30 St & 42 St North/ 8Ave	\$4.2
Element Total		\$57.2
T70806/02	Upgrade of Asynchronous Fiber Optic Network -SONET Rings A,C	\$38.2
T70806/03	PBX Upgrade: Phase 2	\$45.2
T70806/04	Fiber Optic Cable Replacement Phase 2	\$26.5
T70806/13	PA/CIS Electronics Replacement - Canarsie Line	\$8.0
T70806/14	Public Address/Customer Info Systems: ISIM B-DIV: Module 3	\$91.7
T70806/17	Liftnet Transition to Ethernet	\$0.9
T70806/18	Security: Track Intrusion Detection: Pilot Phase 2	\$2.6
T70806/19	Comm Room Upgrade and Expansion [SBDP]	\$2.5
T70806/27	Help Point: Myrtle-Wyckoff Avs / Myrtle [SBMP]	\$1.7
T70806/29	Help Point: 2 Stations / Flushing [SBMP]	\$1.4
T70806/30	Help Point: 2 Stations / Flushing & BW7 [SBMP]	\$1.7
T70806/36	Connection--Oriented Ethernet (COE), Ph 3 Station Expansion	\$3.9
T70806/38	Help Point: Ocean Pkwy / BRT [SBMP]	\$0.9
T70806/40	B-Division Beacon Train Arrival System, Phase 2	\$70.0
Element Total		\$295.2
T70902/01	Burnside Ave Substation Renewal - BXC	\$1.3
T70902/02	Avenue Z Substation Renewal / CUL	\$0.9
T70902/03	Central Substation Renewal Including New Rectifier / 6AV	\$1.1
T70902/04	Rehab Substation Roof & Enclosure: Washington Heights / 8 AV	\$1.0
T70902/05	Retrofit Existing 25 Hz Frequency Converters @10 Substations	\$20.6
T70902/06	Replace High Tension Switchgear - various Locations	\$3.4
T70902/09	Rehab Substat Roof & Encl Gates Av/Ridgewood [SBMP Tier2]	\$4.7
T70902/10	Installation of Low-Resistance Contact Rail - canarsie [2016] Tube	\$28.6
T70902/15	Supplemental Negative Cables / Queens Blvd Line	\$1.1
T70902/19	New Substation: Canal Street / 8th Avenue	\$1.8
T70902/20	New Substation: 34 Street / 8th Avenue	\$1.0
T70902/21	New Substation: 14 St-Avenue B / canarsie [2016]	\$53.6
T70902/22	New Substation: Maspeth Av-Humboldt St / Canarsie	\$55.2
T70902/23	New Substation: Harrison Pl / Canarsie	\$63.4
T70902/24	Rehab Substation Roof & Encl Stanton St [SBMP Tier2]	\$4.6
Element Total		\$242.4
T70904/	New Ducts: Bedford-North 6th St Substation / CNR	\$4.2
T70904/01	Rehab CBH #586 / CUL	\$0.8
T70904/03	CBH # 210 at 239th Street / WPR	\$24.9
T70904/04	CBH # 86 Wilson Avenue / Canarsie	\$7.0
T70904/06	CBH # 85 - Myrtle Avenue	\$14.5
T70904/07	Rehab CBH # 5 - 53rd Street	\$0.7
T70904/12	Negative Cables: 4th Ave Line - 36 St to Pacific Ave (Ph 3)	\$5.0
T70904/13	Upgrade SCADA System (BMT)	\$2.5
T70904/14	Repl Control & Battery Cable: 4 Substn Cntrl Zones (2/3/5/8)	\$0.9
T70904/15	Reconstruction of CBH # 392 - Flushing River Bridge	\$1.4
Element Total		\$61.9
T71004/01	DCE Shop Components, Ph 1:180 St, C.I. Pelham, Pelham Diesel	\$1.0
T71004/02	207 St Maintenance and Overhaul Shop Roof & Component Repair	\$2.3
T71004/03	DCE Shop Components, Phase 2: 239 St, Concourse, ENY	\$0.9
T71004/04	DCE Shop Components - Ph 3: Jerome [SBMP]	\$0.5
T71004/05	DCE Shop Components, Phase 4: 207 St, Admin	\$1.2
T71004/06	Livonia Maintenance Facility Rehab/Reconstruct Phase 1	\$2.0
T71004/07	Upgrade Central Electronics Shop, Woodside Facility	\$12.1

New York City Transit/Staten Island Railway
2017 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
T71004/09	Heavy Shop Equipment Purchase & Replacement 2015-19	\$8.8
T71004/12	Yard Track - 2017	\$2.3
T71004/13	Yard Track - 2018	\$0.0
T71004/18	Yard Switches - 2017	\$3.6
T71004/19	Yard Switches - 2018	\$0.1
T71004/22	Yard Lighting: Yard Lighting: 207th Street	\$21.3
T71004/29	Structural Remediation: E 180 St Maint Shop & Retaining Wall	\$5.6
T71004/32	207th Street Overhaul Shop	\$37.5
Element Total		\$99.2
T71203/	HVAC: Zerega Consolidated Maintenance Facility NYPA	\$4.5
T71203/01	Artic Modification, Office - East New York Depot	\$3.4
T71203/02	Roof: Gun Hill Depot	\$15.2
T71203/03	Roof, HVAC: Queens Village Depot	\$1.4
T71203/04	Chassis Wash: Grand Ave Depot [SBDP]	\$1.4
T71203/05	Windows, HVAC: Casey Stengel Depot NYPA	\$9.3
T71203/06	Generator: Yukon Depot NYPA	\$1.7
T71203/08	HVAC: Manhattanville Depot NYPA	\$23.2
T71203/11	Office: Zerega Consolidated Maintenance Facility [SBDP2]	\$3.5
T71203/12	Chassis Wash: Gun Hill Depot [SBMP]	\$1.4
Element Total		\$65.0
T71204/02	Paint Booth: Yukon Depot [SBDP]	\$0.6
T71204/05	Storage Tank Components: Jackie Gleason and Castleton Depots	\$23.5
T71204/07	Shoreline Upgrade: Kingsbridge Depot	\$4.7
T71204/08	Elevator Upgrades: Various Depots	\$1.9
T71204/12	Portable Bus Lift Replacement	\$7.3
T71204/13	Bus Washer: Zerega Consolidated Maint Facility [SBDP]	\$1.0
T71204/14	Chassis Wash: Casey Stengel Depot [SBDP]	\$1.1
T71204/17	Replace 2 Queens Village Depot [SBFP]	\$3.8
T71204/18	Automated Fuel Management System Upgrade	\$2.6
Element Total		\$46.6
T71302/07	Purchase of 27 Refuse Flat Cars	\$22.7
T71302/11	Purchase of 52 Diesel Electric Locomotives	\$128.3
T71302/12	Purchase 202 Non-Revenue Vehicles 2015-2017	\$34.3
Element Total		\$185.3
T71602/05	Capital Revolving Fund (CRF) - 2017	\$5.0
Element Total		\$5.0
T71604/01	Upgrade Copper Cable: Livingston Plaza	\$3.5
T71604/02	Data Storage & Virtual Server Enhancements @ 2 Bdwy & 130 Liv	\$5.0
T71604/03	Purchase HP SAN Hardware for Disaster Recovery: 2 Broadway	\$1.4
T71604/05	Replace Superdome Server: 2 Broadway	\$1.4
T71604/06	CADD/BIM/DMS Disaster Recovery/ Business Continuity	\$1.2
Element Total		\$12.5
T71605/01	2017 Scope Development	\$12.5
T71605/10	Boring Services: Bk/Q/SI	\$1.9
T71605/11	Boring Services Manhattan & Bronx	\$2.2
T71605/12	Test Pit Services	\$12.4
Element Total		\$29.0
T71606/01	Fire Alarm System Replacement at 3 Bus Depots	\$19.5
T71606/05	Consultant Services: UST Remediation - 2015	\$6.5
Element Total		\$26.0
T71607/01	Rehab: Police District Office #4 - 14 Street-Union Square	\$0.5
T71607/14	Livingston Plz Electrical and Mechanical Sys Improvements	\$62.7
T71607/16	Facilities: Power Upgrade: RCC, PCC - Phase 2 [2016]	\$55.2

New York City Transit/Staten Island Railway
2017 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
T71607/17	Refurbish Keene Vacuum Systems	\$5.2
T71607/18	Money Room: Security Systems Upgrade	\$3.3
Element Total		\$126.9
Grand Total		\$6,785.1

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

Long Island Rail Road
2017 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
EL0303/ZH	Emergency Mgmt Eqpt Mitig	\$4.0
	Element Total	\$4.0
EL0602/ZD	West Side Strge Yd Restor	\$0.2
EL0602/ZL	Long Island City Yd Rstor	\$8.0
	Element Total	\$8.2
EL0702/ZM	1st Avenue Substation Restoration	\$0.0
	Element Total	\$0.0
L50206/VJ	Station Masters Office	\$2.3
	Element Total	\$2.3
L50304/TQ	MLC-Hicksville Nrth Sidng	\$0.8
L50304/TR	MLC-Hicksville Stn Impvmt	\$1.4
	Element Total	\$2.2
L50601/61	Diesel Locomotive Shop Up	\$2.6
L50601/YF	Shea Yard Improvements	\$0.1
	Element Total	\$2.7
L60304/TU	Jamaica Capacity Impr-Ph1	\$36.2
L60304/TX	2nd Track CI-Ronkonkoma	\$1.1
	Element Total	\$37.3
L60601/YB	Hillside Maint Fac- Roof	\$0.2
L60601/YN	New Mid Suffolk Electr Yd	\$72.6
	Element Total	\$72.8
L60701/AR	Richmond Hill SS Replacem	\$7.7
	Element Total	\$7.7
L60904/N8	Speonk Yard Metal System	\$1.1
	Element Total	\$1.1
L70204/UJ	Enhanced Station Initiatives - 5 Stations	\$6.9
L70204/UM	Murray Hill Stn-Elevators	\$13.2
L70204/UN	Nostrand Ave Stn Rehab	\$0.3
L70204/VR	Penn Stn Complex Imprvmts	\$4.0
L70204UJ	Enhanced Stn Initiatives	\$1.7
	Element Total	\$26.1
L70206/VN	Penn Sta-33rd St Corridor	\$7.0
L70206/VP	Penn Stn Elev/Escal Repl	\$9.0
L70206/VQ	Penn Sta Customer facilities	\$2.6
	Element Total	\$18.6
L70301/WC	2017 Track Program	\$75.0
L70301/WF	Right of Way Fencing	\$1.4
L70301/WG	Construction Equipment	\$5.4
	Element Total	\$81.8
L70304/WU	Jamaica Capacity Impr-Ph1	\$23.3
L70304/WX	Main Line Double Trk Ph 2	\$69.3
L70304WX	Main Line Double Track Phse II	\$7.1
	Element Total	\$99.7
L70401/BQ	Bridge Prgm-Struct Rnwals	\$18.2
L70401/BR	Main Line Brdg Comp Rnwls	\$1.0
L70401/BS	Bridge Paintg/Waterprfng	\$4.8
L70401/BV	N. Main and Accabonac Bri	\$6.8
L70401/BW	Flushing Main St Bridge R	\$1.9
L70401/BX	Springfield & Union Tpk	\$6.8
L70401/C3	Rehab of Lynbrook & RVC Viaducts	\$3.0
	Element Total	\$42.5
L70501/SD	Fiber Optic Network	\$1.0
L70501/SF	Improved Radio Coverage	\$2.0

Long Island Rail Road
2017 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
L70501/SJ	Public Address System	\$2.5
L70501/SN	Penn Sta Radio Retrofit/ERT Antenna	\$3.4
L70501/SQ	Atlantic Tunnel Intrusion Alarm	\$0.5
L70501SN	Penn Sta Radio Retrofit/ERT Antenna	\$0.1
Element Total		\$9.6
L70502/LK	Positive Train Control	\$61.2
L70502/LP	Lightning Protection	\$4.7
Element Total		\$65.9
L70601/YG	Diesel Locomotive Shop Impr	\$106.1
L70601/YR	Yard Improvements	\$51.3
Element Total		\$157.4
L70701/XA	Substation Replacements	\$8.0
L70701/XB	Substation Components	\$7.2
L70701/XJ	Substation Battery Repl	\$0.0
L70701/XK	Signal Pwr Motor Genratr	\$2.0
L70701/XP	Atlantic Ave Tunnel Lighting	\$4.3
Element Total		\$21.5
L70904/NQ	Program Administration	\$21.2
Element Total		\$21.2
N40905/FV	Lynbrook Stn Improvements	\$2.5
Element Total		\$2.5
Grand Total		\$685.2

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

Metro-North Railroad
2017 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
EM03-02-02	Right of Way Restoration: Various Locations	\$0.3
	Element Total	\$0.3
EM03-03-01	Specialized Equipment (Resiliency)	\$4.5
	Element Total	\$4.5
EM04-03-01	Power and Signal Mitigation	\$20.6
	Element Total	\$20.6
M603-02-12	Overhead Bridge Program - E of H	\$6.1
	Element Total	\$6.1
M604-01-01	Positive Train Control (2016 Goal)	\$57.0
M604-01-02	West of Hudson Signal Improvements	\$0.8
M604-01-18	Harlem & Hudson Wayside Communication & Signal Systems	\$24.2
	Element Total	\$82.0
M701-01-01	M-3 Replacement	\$2.2
M701-01-02	M-8 Fleet Purchase	\$84.9
	Element Total	\$87.1
M702-01-01	GCT Trainshed/Tunnel Struct (incl Roof Exp. Jts)	\$19.0
M702-01-05	GCT Utilities	\$0.4
M702-01-06	GCT Elevator Imprvmnts-Final Phase	\$1.0
M702-01-07	GCT PA Head End and VIS Systems	\$32.6
	Element Total	\$53.0
M702-02-01	Harlem - 125th Street Improvements	\$0.1
M702-02-07	Customer Communication	\$21.3
M702-02-09	Mentoring Program - Stations	\$1.0
M702-02-10	Enhanced Station Initiative, 5 Stations	\$1.0
M702-02-11	Customer Communication-Systems	\$13.7
M702-02-12	Customer Cummunications - CM	\$8.0
	Element Total	\$45.0
M703-01-01	2016 Cyclical Track Program	\$0.3
M703-01-04	Turnouts - Mainline/High Speed **	\$8.9
M703-01-07	Rebuild Retaining Walls	\$2.1
M703-01-09	Purchase MoW Equipment	\$10.1
	Element Total	\$21.4
M703-02-01	Overhead Bridge Program - E of H	\$12.0
M703-02-03	Undergrade Bridge Rehabilitation **	\$0.1
M703-02-06	Railtop Culverts	\$1.1
M703-02-07	Bridge Walkways	\$0.3
M703-02-08	Replace Timbers - Undergrade Bridges	\$1.2
M703-02-09	Harlem River Lift Bridge	\$1.4
M703-02-11	ROW Fencing	\$0.4
	Element Total	\$16.5
M703-03-02	West of Hudson Track Improvements	\$3.5
M703-03-03	Undergrade Bridge Rehabilitation	\$5.4
M703-03-05	West of Hudson Improvements	\$0.7
	Element Total	\$9.6
M704-01-01	Network Infrastructure Replacement	\$26.9
M704-01-02	Harmon to Poughkeepsie SignalSystem **	\$55.4
M704-01-03	Positive Train Control (2016 Goal)	\$45.3
M704-01-03	Positive Train Control	\$19.4
M704-01-07	Replace High Cycle Relays	\$0.1
M704-01-09	Fire Suppression Systems	\$0.7
	Element Total	\$147.8
M705-01-01	Replace MA's in Signal Substations	\$2.6
M705-01-05	Harlem and Hudson Power Improvements	\$0.0

Metro-North Railroad
2017 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
	Element Total	\$2.6
M706-01-01	Harmon Shop Replacement - Phase V	\$8.1
M706-01-05	Mentoring Program - Shops and Yards	\$2.9
	Element Total	\$11.0
M708-01-02	Environmental Remediation	\$0.5
M708-01-06	Program Administration	\$11.0
M708-01-07	Program Scope Development	\$4.2
	Element Total	\$15.7
M703-03-01	Rock Slope Remediation (West of Hudson) (2016 Goal)	\$15.0
	Element Total	\$15.0
Grand Total		\$538.3

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

MTA Bus Company
2017 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
U6030204	Security: JFK & Spring Creek	\$9.2
U6030214	Storage Room Expansion - Baisley Park	\$3.0
U6030210	Bus Wash - Spring Creek	\$2.5
U6030229	Bus Wash - College Point	\$4.8
U6030231	Bus Wash - Far Rockaway	\$1.3
Element Total		\$20.8
U7030207	Depot Rehab: Windows - LaGuardia	\$3.3
U7030207	Depot Rehab: Windows - Baisley Park	\$2.2
U7030208	Depot Component: Spring Creek Roof	\$2.5
Element Total		\$8.0
Grand Total		\$28.8

MTA Police Department and Interagency
2017 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
N5100105	Harriman District Office	\$0.7
N5100103	Nassau County District Office	\$7.0
	Element Total	\$7.7
N7100101	Public Radio Phase 3	\$16.9
N7100104	Rep-ESU Fleet	\$0.7
	Element Total	\$17.6
	PD Total	\$25.3
N7110101	NYC Origins & Destinations Study	\$2.5
	Element Total	\$2.5
	Interagency Total	\$2.5
	Grand Total	\$27.8

MTA Capital Construction Company
2017 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
E6140202	Penn Station - Consequence Management Phase I - FLS LIRR Edges	\$4.3
E6140205	IESS East River Tunnel Portal - Manhattan Penn Station	\$1.7
	Element Total	\$6.0
E6140406	Brighton Line Column - Atlantic Ave - Repackaging (Construction)	\$12.2
	Element Total	\$12.2
G4090119	Manhattan Tunnels Excavation - MNR F/A	-\$0.2
	Element Total	-\$0.2
G4140203	Penn Station Perimeter Protection -7th Ave	\$1.0
G5090119	Harold & Point CIL	\$2.0
G5140207	Atlantic Terminal Glass Block	\$0.2
G6090114	GCT Concourse & Facilities	\$1.6
G6090118	Procure Harold Materials Stage 2	\$7.1
G6090120	Plaza Substation Structure	\$4.4
G6090125	Harold Structures - Part 1 (Amtrak - F/A)	\$1.7
G6090126	Harold Structures - Part 1 (LIRR - F/A)	\$2.2
G6090131	250 Hz Track Circuit	\$17.2
G6090135	Facility Systems	\$1.0
G6090149	48th Street Entrance	\$3.2
G6090154	250 & 280 Park Ave & 335 Madison	\$0.3
	Element Total	\$41.7
G6140101	WBBP & EBRR F/A Connections	\$7.1
G6140103	Harold Structures- Part 3A Amtrak	\$29.4
G6140104	Loop Interlocking	\$3.0
G6140105	General Conditions	\$6.8
G6140107	Elevators & Escalator	\$0.7
G6140109	Design	\$5.2
G6140110	OCIP	\$10.8
G6140111	Consultant Construction Management	\$5.0
G6140112	Harold Structures - Part 3	\$40.0
	Element Total	\$108.0
G7090102	General Engineer Consultant	\$35.2
G7090105	Manhattan Structures Part 1 - MNR F/A	\$8.0
G7090111	OCIP	\$27.7
G7090115	Elevators & Escalator	\$9.0
G7090118	Facility Systems	\$24.5
G7090121	Mid-Day Storage Yard Facility - Amtrak (2016 goal)	\$298.9
G7090123	Harold Structures EBRR & WBBP	\$16.1
G7090134	Protect Locomotives	\$10.8
G7090135	System Package 1	\$13.3
G7090139	Systemwide Utilities Relocations	\$10.0
G7090141	Tunnel A Cut and Cover - Amtrak	\$5.6
G7090144	Art In Transit	\$0.5
G7090145	48th Street Entrance	\$33.3
G7090152	Force Account Support - CPS	\$0.5
G7090154	Cab Simulator	\$4.3
G7090158	Queens Mentoring Program Civil & Neighborhood Beautification	\$1.2
G7090158	Queens Mentoring Program CCTV Security	\$0.3
G70901xx	Systemwide NYCT Flagging FA	\$2.5
	Element Total	\$501.6
G7100101	PE In-House Design Admin	\$29.0
	Element Total	\$29.0
G7110101	Pre-Design/Design	\$37.0
G7110102	PM	\$1.1

MTA Capital Construction Company
 2017 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
G71101xx	Design/PM	\$6.0
	Element Total	\$44.1
G71401XX	Regional Investments	\$10.2
	Element Total	\$10.2
T7041409	Reconstruct Cortlandt St BW7	\$24.4
	Element Total	\$24.4
Grand Total		\$776.9

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

MTA Bridges & Tunnels
2017 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
D505QM01	Service Building Rehab.	\$1.4
	Element Total	\$1.4
D601TN52	Miscellaneous Structural Rehabilitation	\$8.1
	Element Total	\$8.1
D701HH89	Skewback Retrofit	\$87.0
	Element Total	\$87.0
D701RK19	Seismic/Wind Retrofit & Structural Rehab Ph1	\$3.5
D701RK20	Cable Inspection and Rehabilitation	\$3.1
D701RK22	Interim Repairs - FDR Ramp	\$23.3
D701RK70	Miscellaneous Structural Rehabilitation	\$3.7
	Element Total	\$33.6
D701VN32	Steel Repair & Concrete Rehabilitation	\$0.1
D701VN34	Main Cable & Suspender Rope Testing - Phase 1	\$39.2
	Element Total	\$39.3
D702RK23	Construction of New Harlem River Drive Ramp	\$0.5
D702RK65	Interim Repairs - RFK	\$12.8
	Element Total	\$13.3
D702TN55	Study for Bx/Queens Approach Viaduct Replacement	\$11.3
	Element Total	\$11.3
D702VN80	Prelim Design for Suspended Span Lower Level Deck	\$0.1
	Element Total	\$0.1
D703AW65	Toll Collection System Rehab.	\$3.5
	Element Total	\$3.5
D703BW63	Open Road Tolling Initiative - BW Bridge	\$2.1
	Element Total	\$2.1
D703CB63	Open Road Tolling Initiative - CB Bridge	\$12.0
	Element Total	\$12.0
D703HH88	Toll Plazas & Southbound Approach Reconstruction	\$76.6
	Element Total	\$76.6
D703MP63	Open Road Tolling Initiative - MP Bridge	\$13.3
	Element Total	\$13.3
D703RK63	Open Road Tolling Initiative - RFK Bridge	\$41.0
	Element Total	\$41.0
D703VN63	Open Road Tolling Initiative - VN Bridge	\$23.5
	Element Total	\$23.5
D704AW81	Installation of Digital Roadway Signage at all Facilities	\$0.5
	Element Total	\$0.5
D704BW39	Install Electronic Monitoring & Detection Systems	\$26.7
	Element Total	\$26.7
D704HC07	Rehabilitation of HCT Ventilation Systems	\$0.8
	Element Total	\$0.8
D704HH13	Replacement of Facility Lighting System	\$14.3
	Element Total	\$14.3
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	\$19.6
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System (2016 Goal)	\$17.0
D704RK60	Install Electronic Monitoring & Detection Systems	\$38.5
	Element Total	\$75.2
D704TN27	Install Service Building Alarm Systems & Upgrades (SBMP)	\$1.2
	Element Total	\$1.2
D705AW66	Operations Command Center Rehab/Replacement	\$10.7
	Element Total	\$10.7
D705RK58	Rehab Robert Moses Bldg & Ancillary Facilities	\$2.8
	Element Total	\$2.8

MTA Bridges & Tunnels
2017 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
D706AW18	Protective Liability Insurance	\$2.5
D706AW21	Program Administration	\$3.1
D706AW28	Scope Development	\$1.6
	Element Total	\$7.2
D707RK70	Paint Suspended Span/Bronx Truss Steel	\$0.3
	Element Total	\$0.3
ED050302	Flood Mitigation	\$2.0
	Element Total	\$2.0
Grand Total		\$507.8

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

New York City Transit
2017-2020 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T50404/05	Fare Marketing/Distribution Equipment: MetroCard Vending Machine: Bill Handler Upgrade	\$3.3	Jan-17
T40806/T1	Communications Cable And Equipment: TIS Command Center At RCC	\$1.3	Jan-17
T61606/08	Groundwater And Soil Remediation: Consult: UST & Remed (2011)	\$6.0	Jan-17
T61604/04	Information Technology: Enterprise LAN/WAN Replacement	\$9.6	Jan-17
T61604/02	Computer Hardware & Communications: Enterprise-Wide SAN/Disaster Recovery Phase 2	\$11.7	Jan-17
T40806/T1	Communications Cable And Equipment: Cable: Network Management (CNMMS)	\$10.8	Jan-17
T60412/C5	Station Component Investments: 2 Street Stairs: Broadway / Astoria (S1/S3) [SBMP]	\$1.4	Jan-17
ET0602/24	Ventilation Facilities: Sandy Repairs: 3 Fan Plants (Southern Manhattan)	\$25.7	Jan-17
T61004/07	Car Maintenance Shops: Shop Repairs/ Upgrades: Pitkin and Concourse	\$23.6	Jan-17
T61204/32	Misc: Bus Projects: Paint Booth Replacement at Qns Village Depot [SBMP Tier2]	\$2.2	Jan-17
ET0602/18	Pumping Facilities: Sandy Repairs: 2 Pump Rooms (Southern Manhattan)	\$7.2	Jan-17
T51204/13	Depot Equipment And Machinery: Replace Generator at Casey Stengel Depot	\$2.4	Jan-17
T70806/21	Misc: Stations: Help Point: 2 Stations / West End [SBMP]	\$1.3	Feb-17
T70806/22	Misc: Stations: Help Point: 2 Stations / Jamaica [SBMP]	\$1.3	Feb-17
T61302/06	Rubber-Tired Vehicles: Purchase 65 Non-Rev Vehicles	\$11.2	Feb-17
T60407/04	Elevator Replacement: Replace 11 Hydraulic Elevators	\$27.7	Feb-17
T61004/27	Car Maintenance Shops: Car Washer Repairs: 2 Yards	\$17.4	Feb-17
T60412/F4	Station Rehabilitation: Hard Rail Track Panel @ 9 Stations/Sea Beach	\$8.1	Mar-17
T60412/H3	Station Component Investments: 1 Street Stairs: 168 Street / 8th Avenue (S7) [SBMP]	\$1.2	Mar-17
T60412/H5	Station Component Investments: 2 Street Stairs: 168 Street / 8th Avenue (S5/S6) [SBMP]	\$1.4	Mar-17
T61602/02	Capital Revolving Fund: Capital Revolving Fund - 2011	\$5.0	Mar-17
ES0702/14	SIR: Track: Sandy Repairs: St. George Interlocking	\$106.0	Mar-17
ES0702/13	SIR: Shops & Facilities: Sandy Repairs: Tower B Restoration - Long Term	\$5.4	Mar-17
S60701/03	SIR: Track: St. George Interlocking	\$1.9	Mar-17
S60701/03	SIR: Track: St. George Interlocking (Misc Work)	\$12.3	Mar-17
S60701/08	SIR: Passenger Stations: Station Construction: Arthur Kill	\$28.7	Mar-17
T70502/02	Mainline Track Rehabilitation: Mainline Track - 2016 DES/EFA	\$6.4	Mar-17
T60806/22	Misc: Stations: Help Point: 9 Stations (3rd Party PSLAN Locations)	\$0.5	Mar-17
T71607/05	Consolidated Employee Facilities:Subways: Employee Facility Component Repairs:3 Locations/Queens (Ph1)	\$1.1	Mar-17
T70503/01	Mainline Track Switches: Mainline Switches - 2015 DES/EFA	\$7.2	Mar-17
T70502/01	Mainline Track Rehabilitation: Mainline Track - 2015 DES/EFA	\$4.0	Mar-17
T40409/PW	Public Address/Customer Info Systems: PA/CIS Wrap-Up (TIS)	\$2.7	Mar-17
T61203/19	Depot Rehabilitation: East NY Depot 2nd Floor Locker Room (at 1 Jamaica Av)	\$2.8	Mar-17
T61203/09	Depot Rehabilitation: Chassis Wash Lift Replacement @ MJQ- Outstanding Work [SBFP]	\$0.6	Mar-17
T71607/04	Consolidated Employee Facilities:Subways: EFR Component Repairs: 10 Locations / Manhattan	\$9.7	Mar-17
E61404/02	Security Program: Electronic Security: 10TSG Boro Hall-Court St	\$18.2	Mar-17
T70806/32	Misc: Stations: Help Point: 39 Stations (I/H)	\$22.5	Mar-17
T50806/16	Station Communication Rooms: Comm Rooms: HVAC at 7 Locations, Wrap up at 10 Locations	\$12.6	Mar-17
T70503/10	Mainline Track Switches: Mainline Track Switches 2015 / Broadway-7th Avenue	\$10.3	Mar-17
T60806/06	Communications - RTO: RTO: Portable Radio Unit Replacement	\$6.8	Mar-17
T70502/20	Mainline Track Rehabilitation: Mainline Track Replacement 2015 / Flushing	\$26.9	Mar-17
T70503/02	Mainline Track Switches: Mainline Switches - 2016 DES/EFA	\$9.5	Mar-17
T51605/24	Capital Program Management: Concrete Cylinder Testing	\$0.7	Apr-17
T51605/21	Materiel: Concrete Batch Plant Inspection	\$1.2	Apr-17
ET0802/15	Signal Systems: Sandy Repairs: Signals - 53 St Tube QBL	\$10.4	Apr-17
ET0902/25	Power Distribution Facilities: Sandy Repairs: Comm/Power Cable Replacement- 53 St Tube QBL	\$49.6	Apr-17
ET0902/26	Power Distribution Facilities: Sandy Repairs: CBH (#565 & 603) 53 St Tube QBL	\$5.0	Apr-17
ET0902/38	Substation Equipment (IND): Sandy Repairs: Substation Equipment (SS#216) - 53 St Tube	\$20.2	Apr-17
ET0502/12	Mainline Track Rehabilitation: Sandy Repairs: Track - 53 St Tube QBL	\$12.0	Apr-17
ET0602/20	Pumping Facilities: Sandy Repairs: Pump #2057 / 8 Ave	\$3.5	Apr-17
ET0602/28	Tunnel Lighting Rehabilitation: Sandy Repairs: 200 St - 207 St Yard Tunnel Lighting	\$18.9	Apr-17
T60413/12	Station Accessibility (ADA): ADA: Ozone Park-Lefferts Blvd / Liberty	\$21.3	Apr-17
T61204/34	Depot Equipment And Machinery: Chassis Wash Installation at Queens Village Bus Depot [SBMP]	\$1.2	Apr-17
S60701/05	SIR: Power: New Power Substation: Prince's Bay	\$25.2	Apr-17
T70503/17	Mainline Track Switches: Mainline Track Switches 2015 / 6th Avenue	\$8.9	Apr-17
T70502/42	Mainline Track Rehabilitation: Mainline Track Replacement 2015 / Broadway-7th Avenue	\$14.4	Apr-17
T70502/34	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / 6th Ave/Culver	\$6.6	Apr-17
T60604/03	Pumping Facilities: Pumps: 4 Locations / Pelham - Jerome - Lenox	\$19.1	Apr-17
T60412/32	Station Renewal: Ozone Park-Lefferts Blvd / Liberty	\$7.6	Apr-17
T70503/13	Mainline Track Switches: Mainline Track Switches - 2016 / 6th Ave	\$10.1	Apr-17
T70806/23	Misc: Stations: Help Point: 2 Stations / Liberty [SBMP]	\$1.3	May-17
T70806/24	Misc: Stations: Help Point: 2 Stations / Culver and West End [SBMP]	\$1.3	May-17
T70806/31	Misc: Stations: Help Point: Pelham Pkwy & E. Tremont Ave / WPR [SBMP]	\$1.4	May-17
T70806/25	Misc: Stations: Help Point: Simpson St & Prospect Av / WPR [SBMP]	\$1.5	May-17
T61605/13	Capital Program Management: Boring Services: Manhattan & Bronx	\$2.1	May-17
T61605/14	Capital Program Management: Boring Services: Bklyn, Qns & SI	\$1.9	May-17
ET0603/23	Pumping Facilities: Sandy Resiliency: 2 Pump Rooms (Cranberry Tube)	\$3.1	May-17

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ET0602/30	Pumping Facilities: Sandy Repairs: 2 Pump Rooms (Cranberry Tube)	\$11.0	May-17
T70414/03	Misc: Stations: Station Entrance: 8 Avenue/Sea Beach (Stair P6)	\$0.2	May-17
ET0602/31	Ventilation Facilities: Sandy Repairs: Fan Plant (#6330, #6332)/Cranberry Tube	\$15.6	May-17
ET0802/14	Signal Systems: Sandy Repairs: Signals in the Cranberry Tube	\$15.0	May-17
ET0902/32	Power Distribution Facilities: Sandy Repairs: CBH #502/Cranberry Tube	\$3.4	May-17
ET0902/33	Substation Equipment (IND): Sandy Repairs: Substation Equipment (SS#90)/ Cranberry Tube	\$3.9	May-17
ET0902/20	Power Distribution Facilities: Sandy Repairs: Comm/Power Cable - Cranberry Tube	\$54.2	May-17
ET0403/15	Misc: Stations: Sandy Mitigation: Hatches (5 of 8 Stations) [SBFP]	\$3.8	May-17
T71204/03	Misc: Bus Projects: Bus Rapid Transit: Advance 240 MFCs	\$5.5	May-17
T71004/11	Yard Track Rehabilitation: Yard Track - 2016	\$3.1	May-17
T71004/16	Yard Switches: Yard Switches - 2015	\$2.7	May-17
T70503/16	Mainline Track Switches: Mainline Track Switches - 2016 / Queens Blvd	\$18.4	May-17
T71604/05	Information Technology: Replace Superdome Server: 2 Broadway	\$1.4	Jun-17
ET0603/13	Pumping Facilities: Sandy Mitigation: 2 Pump Rooms, Joralemon Tube	\$7.4	Jun-17
T61204/33	Depot Equipment And Machinery: Removal of In-ground Lifts at 5 Depots	\$2.4	Jun-17
ET0502/13	Mainline Track Rehabilitation: Sandy Repairs: South Ferry Track	\$18.8	Jun-17
T70502/18	Mainline Track Rehabilitation: Mainline Track Replacement 2015 / Queens Blvd	\$78.6	Jun-17
T70502/46	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / 8th Avenue	\$55.8	Jun-17
ET0602/27	Tunnel Lighting Rehabilitation: Sandy Repairs: South Ferry Tunnel Lighting	\$9.2	Jun-17
T70502/21	Mainline Track Rehabilitation: Mainline Track Replacement 2015 / 8th Avenue	\$60.4	Jun-17
ET0902/35	Power Distribution Facilities: Sandy Repairs: South Ferry CBHs # 367 & 368	\$18.9	Jun-17
T70503/19	Mainline Track Switches: Mainline Track Switches 2016 / Broadway-7th Avenue	\$8.9	Jun-17
ET0802/01	Signal Systems: Sandy Repairs: South Ferry Interlocking	\$66.5	Jun-17
ET0402/13	Misc: Stations: Sandy Repairs: South Ferry Station Complex	\$190.1	Jun-17
T70502/08	Welded Rail: Continuous Welded Rail - 2016 / Queens Blvd	\$27.4	Jun-17
ET1602/11	Consolidated Employee Facilities:Subways: Sandy Repairs: Employee Facility at Whitehall Station BWY	\$2.8	Jun-17
T41204/01	Radio & Data Communication: AVL: Paratransit - 2,273 Vehicles	\$39.2	Jun-17
T70502/13	Mainline Track Rehabilitation: Track Force Account - 2016	\$35.0	Jun-17
T70803/21	Signal Systems: AC to DC Line Relay Conversions Phase 2 / FUL	\$13.6	Jun-17
T71604/03	Computer Hardware & Communications: Purchase HP SAN Hardware for Disaster Recovery: 2 Broadway	\$1.4	Jun-17
T61607/27	Maintenance Of Way: RTO Facility Hardening: South Ferry Terminal BW7	\$1.2	Jun-17
T70502/30	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Brighton	\$22.4	Jun-17
T70503/09	Mainline Track Switches: Mainline Track Switches 2015 / 8th Avenue	\$2.9	Jun-17
T70502/33	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Dyre	\$13.8	Jun-17
T61602/01	Capital Revolving Fund: Capital Revolving Fund - 2010	\$5.0	Jun-17
T60806/21	Communications Cable And Equipment: Passenger Station LAN: 30 Stations	\$26.5	Jun-17
ET0902/21	Power Distribution Facilities: Sandy Repairs: Comm/Power Cable & Ducts - Joralemon Tube	\$59.7	Jun-17
T70502/17	Mainline Track Rehabilitation: Mainline Track Replacement 2015 / Brighton	\$16.0	Jun-17
T70502/07	Welded Rail: Continuous Welded Rail 2015 / QBL	\$19.9	Jun-17
T70502/19	Mainline Track Rehabilitation: Mainline Track Replacement 2015 / West End	\$7.0	Jun-17
ET0602/23	Ventilation Facilities: Sandy Repairs: Fan Plant South Ferry	\$7.3	Jun-17
T70502/32	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Queens Blvd	\$46.8	Jun-17
T70502/37	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Pelham	\$7.1	Jun-17
ET0502/16	Mainline Track Switches: Sandy Repairs: Mainline Switches South Ferry	\$6.8	Jun-17
T30803/CN	Mainline Track Rehabilitation: CBTC Canarsie: I/H Track Wrap-Up	\$5.2	Jun-17
T70503/12	Mainline Track Switches: Mainline Track Switches - 2016 / Jamaica	\$5.3	Jun-17
ET1602/12	Water Conditions Remedy: Sandy Repair: South Ferry Leak Mitigation	\$11.3	Jun-17
T60302/26	Misc: Bus Projects: DOB: Integrated Asset Management Planning System (EAM)	\$7.0	Jun-17
ET0602/16	Tunnel Lighting Rehabilitation: Sandy Repairs: Tunnel Lighting - Joralemon Tube	\$44.5	Jun-17
ET0602/17	Pumping Facilities: Sandy Repairs: 1 Pump Room (South Ferry)	\$5.4	Jun-17
T70503/18	Mainline Track Switches: Mainline Track Switches - 2016 / 8th Ave	\$6.8	Jun-17
T61607/13	Consolidated Employee Facilities:Subways: 207 Street / 8th Avenue	\$8.8	Jun-17
ET0902/18	Substation Equipment (IRT-BMT): Sandy Repairs: Substation Equipment - Joralemon Tube	\$5.6	Jun-17
T70502/43	Mainline Track Rehabilitation: Mainline Track Replacement 2015 / Dyre	\$4.1	Jun-17
T50803/32	Signal Systems: Alstom Relay Replacement - Room @ 211th St/BW	\$0.2	Jun-17
T60412/49	Station Renewal: Sutter Avenue-Rutland Road / New Lots	\$13.2	Jun-17
T71604/02	Computer Hardware & Communications: Data Storage & Virtual Server Enhancements @ 2 Bdw & 130 Liv	\$5.0	Jun-17
T60412/50	Station Renewal: Van Siclen Avenue / New Lots	\$14.4	Jun-17
T60412/92	Station Component Investments: New Lots Av Station / New Lots Line	\$3.5	Jun-17
T60412/48	Station Renewal: Junius Street / New Lots	\$13.3	Jun-17
T60412/45	Station Renewal: Pennsylvania Avenue / New Lots	\$13.6	Jun-17
T60412/47	Station Renewal: Saratoga Avenue / New Lots	\$13.1	Jun-17
T60412/46	Station Renewal: Rockaway Avenue / New Lots	\$13.5	Jun-17
T71604/06	Computer Hardware & Communications: CADD/BIM/DMS Disaster Recovery/ Business Continuity	\$1.2	Jul-17
T60414/05	Misc: Stations: New Stair P16: Grand-Central-42 Street / Lexington	\$1.0	Jul-17
T60414/05	Misc: Stations: Access Improvements: Grand Central / LEX	\$22.3	Jul-17
T70806/28	Misc: Stations: Help Point: 2 Stations / Jerome [SBMP]	\$1.3	Jul-17

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T60803/13	Signal Systems: Dyre Avenue Line Signals	\$226.1	Jul-17
T70502/45	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Flushing	\$7.7	Jul-17
T70502/31	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Jamaica	\$18.7	Jul-17
T70502/38	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / WPR	\$6.3	Jul-17
T60806/20	Station Communication Rooms: Hydrogen Gas Ventilation: 19 Communications Rooms	\$10.9	Jul-17
T70502/47	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Lenox-White Plains Rd	\$1.1	Jul-17
T61605/15	Capital Program Management: Test Pits Contract (2014)	\$5.4	Jul-17
T61004/52	Mainline Track Rehabilitation: Integrated Wheel/Rail Monitoring and Analytics	\$4.6	Jul-17
T61604/02	Computer Hardware & Communications: Replace Server Hardware: RCC and BCC	\$3.2	Aug-17
T70502/36	Welded Rail: Continuous Welded Rail 2016 / 8th Ave	\$61.5	Aug-17
T71004/17	Yard Switches: Yard Switches - 2016	\$4.7	Aug-17
T50414/26	Public Address/Customer Info Systems: PA/CIS: B Division Furnish/Deliver CIS 89 Stations	\$8.4	Aug-17
T70502/28	Welded Rail: Continuous Welded Rail 2015 / 8th Ave	\$44.5	Aug-17
T70806/26	Misc: Stations: Help Point: West 8 St / CIT [SBMP]	\$1.0	Aug-17
T60703/32	Line Structure Overcoating: Bridge Work at Dyre Ave Station	\$2.6	Sep-17
T60412/A4	Station Component Investments: Eastchester-Dyre Av / Dyre	\$25.7	Sep-17
T61606/10	Asbestos Abatement: Asbestos/Lead: Air Monitor	\$9.1	Sep-17
T61606/04	Asbestos Abatement: Asbestos Disposal	\$0.9	Sep-17
T61606/09	Asbestos Abatement: Asbestos Abatement - 2013	\$9.7	Sep-17
ET0402/17	Fare Marketing/Distribution Equipment: Sandy Repairs: Purchase and Install AFC Equipment	\$12.0	Sep-17
T51302/10	Rubber-Tired Vehicles: Diesel Particulate Filters: Non-Rev Fleet	\$5.0	Sep-17
T70302/02	New Buses: 138 Standard CNG Buses	\$85.1	Sep-17
T40803/C1	Mainline Track Rehabilitation: SSI Bergen: I/H Track Wrap-Up	\$1.8	Sep-17
E61404/03	Security Program: Electronic Security: 10TSG Atlantic/Pacific	\$24.3	Sep-17
ET0403/07	Misc: Stations: Sandy Mitig: Lower Mhntn Flood Drs /Hatches-Rem Work [SBFP]	\$1.4	Sep-17
T70502/63	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Broadway-7th Ave	\$8.9	Sep-17
ET0403/14	Misc: Stations: Sandy Mitigation:Stairwell Prot (Flexgates) - 6 of 8 Station	\$18.7	Sep-17
T60302/29	Radio & Data Communication: Digital Information Signs: 3 Route Pilot	\$3.0	Sep-17
T60404/10	Fare Control Modernization: Passenger Station LAN: 6 Stations	\$6.1	Oct-17
T61607/20	Maintenance Of Way: RTO Facilities Hardening Ph 2	\$11.6	Oct-17
T60604/04	Pumping Facilities: Pumps: 2 Locations - Manhattan	\$13.3	Oct-17
T61204/22	Depot Rehabilitation: Manhattanville: Comprehensive Facade Repairs	\$21.9	Oct-17
T70806/29	Misc: Stations: Help Point: 2 Stations / Flushing [SBMP]	\$1.4	Nov-17
T60407/05	Elevator Replacement: 7 Hydraulic Elevators / Lexington	\$29.3	Nov-17
T61607/28	Facilities: Upgrade HVAC 130 Livingston Plaza Data Center [SBMP Tier2]	\$3.9	Nov-17
T71204/15	Bus Washers: Replace 2 Bus Washers: Fresh Pond Depot [SBMP Tier2]	\$3.1	Nov-17
T50803/08	Communication-Based Train Control: CBTC Flushing Line	\$384.8	Nov-17
T60302/34	New Buses: 139 Articulated Buses (New Flyer)	\$120.3	Nov-17
T70412/98	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #1) - Prospect Ave / 4th Ave	\$31.5	Nov-17
T61204/29	Radio & Data Communication: Bus Command Center Construction - NYCT	\$59.5	Nov-17
T60803/06	Communication-Based Train Control: CBTC Flushing: Additional Support Costs	\$152.6	Nov-17
T60412/95	Station Component Investments: Station Ventilators: Ph 6 - 5 Loc / Upper Manhattan & Bronx	\$5.9	Nov-17
T60404/11	Communications Cable And Equipment: Passenger Station LAN: 188 Stations (Transit Wireless)	\$61.1	Nov-17
T70412/99	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #1) - 53 St / 4th Ave	\$34.2	Nov-17
T70412/97	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #1) - Bay Ridge Avenue / 4th Avenue	\$34.7	Nov-17
T70503/11	Mainline Track Switches: Mainline Track Switches 2015 / Dyre	\$7.6	Dec-17
T61004/25	Car Maintenance Shops: 207 St Overhaul: Equipment for Car HVAC Repair & Maintenance	\$2.2	Dec-17
T61004/39	Car Maintenance Shops: 2-Ton Overhead Crane - Concourse	\$3.0	Dec-17
T60902/07	Substation Enclosures (IRT-BMT): Roof and Enclosure: Concourse E. 144th St [SBMP]	\$1.4	Dec-17
T61004/53	Car Maintenance Shops: 2-Ton Overhead Crane 207th Street Shop	\$3.0	Dec-17
T51203/05	New Depots & Facilities: Jamaica Depot: Demolition at New Properties [SBMP Tier2]	\$0.1	Dec-17
T70503/15	Mainline Track Switches: Mainline Track Switches - 2016 / Dyre	\$4.9	Dec-17
T70502/55	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Canarsie	\$13.5	Dec-17
T70502/23	Mainline Track Rehabilitation: Mainline Track Replacement 2015 / Pelham	\$3.5	Dec-17
T71605/08	Capital Program Management: Construction Support Reserve 2016	\$6.5	Dec-17
T70414/05	Misc: Stations: Water Condition Remedy - 2015	\$3.8	Dec-17
T60703/06	Demolition Of Abandoned Structures: Demolition of Abandoned Structures - Various - Ph1	\$15.2	Dec-17
T71605/05	Capital Program Management: GO Support - Traffic Checkers 2017	\$9.0	Dec-17
T61203/11	Depot Rehabilitation: Upgrade 3rd Floor HVAC & Rehab Office - ENY	\$4.8	Dec-17
T70806/20	Misc: Stations: Help Point: 23 Stations (Transit Wireless)	\$9.6	Dec-17
T70502/22	Mainline Track Rehabilitation: Mainline Track Replacement 2015 / Jerome	\$6.4	Dec-17
T70502/68	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / White Plains Road	\$8.0	Dec-17
T70703/30	Line Structure Rehabilitation: Rehabilitation of Emergency Exits - 2 Locations	\$7.0	Dec-17
T71204/13	Depot Equipment And Machinery: Bus Washer: Zerega Consolidated Maint Facility [SBMP]	\$1.3	Jan-18
T60806/31	Public Address/Customer Info Systems: ISIM B-Div Module 2: Comm Room Upgrades	\$2.5	Jan-18
T60806/05	Station Communication Rooms: Comm Room Upgrade And Expansion-Phase 1	\$15.4	Jan-18
T60412/43	Station Renewal: Ditmas Avenue / Culver	\$21.0	Jan-18

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T60412/42	Station Renewal: 18 Avenue / Culver	\$19.6	Jan-18
T60412/38	Station Renewal: Avenue X / Culver	\$19.5	Jan-18
T60412/39	Station Renewal: Avenue U / Culver	\$16.8	Jan-18
T60412/81	Station Component Investments: 2 Locations / Culver	\$21.3	Jan-18
T60412/41	Station Renewal: Bay Parkway / Culver	\$14.2	Jan-18
T60412/44	Station Renewal: Avenue I / Culver	\$17.0	Jan-18
N61201/03	MN: Miscellaneous: Tappan Zee Bridge Rail Study	\$0.9	Jan-18
T60412/40	Station Renewal: Avenue P / Culver	\$15.3	Jan-18
T70806/05	Communications Cable And Equipment: Copper Cable Upgrade/Replacement Phase 4	\$12.1	Jan-18
T61606/06	Fire Protection: Fire Alarm: 207 Street Overhaul Shop	\$12.8	Jan-18
E61402/04	Security Program: Penn Stn: Perim Protection-Ph III-31/33 St Ldng Dcks	\$8.6	Jan-18
T50806/15	Public Address/Customer Info Systems: PA/CIS: 45 Stns: Furnish-Install Cabinets	\$21.4	Jan-18
T60404/01	Fare Control Modernization: AFC Replacement, Phase 2: Electronic Boards	\$30.0	Jan-18
T60302/18	Fare Control Modernization: Replace Integrated Farebox Unit (IFU) Components, Phase 2	\$21.9	Jan-18
T60902/06	Misc: Power: Substation Hatchways: Phase 3	\$11.3	Jan-18
ET0603/06	Ventilation Facilities: Sandy Mitigation: 14 Fan Plants, NT -Above Grade Prot,6 Locs	\$6.5	Jan-18
T60806/04	Public Address/Customer Info Systems: PA/CIS: 45 Stations: Install Cable	\$56.0	Jan-18
T50806/15	Public Address/Customer Info Systems: PA/CIS: 44 Stns: Furnish-Install Cabinets	\$20.5	Jan-18
T61606/07	Groundwater And Soil Remediation: Groundwater & Soil Remed - 2011	\$6.5	Feb-18
T60412/G5	Station Component Investments: Station Ventilators: Ph 8 - 3 Loc / Southeast Brooklyn	\$6.5	Feb-18
T60414/12	Station Reconstruction: Reconstruct Cortlandt St Station BW7	\$158.4	Feb-18
T60412/H7	Station Component Investments: Station Ventilators: Ph 9 - 2 Loc / Southwest Brooklyn	\$2.9	Feb-18
ET1603/09	Consolidated Employee Facilities:Subways: Sandy Mitigation: NTFP Stillwell Terminal Facilities [SBFP]	\$0.6	Feb-18
T70703/12	Line Structure Overcoating: Portal to 164 Street / Jerome	\$11.0	Feb-18
ET0403/18	Misc: Stations: Sandy Mitigation: Coastal Storm MCD	\$10.4	Feb-18
T71204/07	Depot Rehabilitation: Shoreline Upgrade: Kingsbridge Depot	\$5.5	Feb-18
T60803/10	Signal Systems: 2 Interlockings: Union Turnpike & 71 Av	\$297.8	Feb-18
T60412/F2	Station Component Investments: Station Ventilators: Ph 7 - 8 Loc /Lower Manhattan	\$5.1	Feb-18
T71204/14	Depot Equipment And Machinery: Chassis Wash: Casey Stengel Depot [SBDP]	\$1.2	Mar-18
T60603/04	Ventilation Facilities: Vent Plant: 46th Street-Northern Blvd / Queens Blvd Line	\$87.4	Mar-18
T71004/29	Car Maintenance Shops: Structural Remediation: E 180 St Maint Shop & Retaining Wall	\$6.1	Mar-18
T60412/C8	Station Component Investments: 5 Street Stairs: Rector Street / Broadway (SB) [SBMP Tier2]	\$3.9	Mar-18
EU0302/01	Depot Rehabilitation: Sandy Repairs: Depot Rehabilitation, Far Rockaway	\$15.0	Mar-18
T60302/35	New Buses: 92 Articulated Buses (Nova)	\$81.9	Mar-18
T70806/18	Security: Track Intrusion Detection: Pilot Phase 2	\$2.6	Mar-18
T61203/18	Depot Rehabilitation: Jackie Gleason Depot CNG Compressor	\$2.4	Apr-18
T61204/02	Misc: Bus Projects: BRT: Traffic Signal Priority Rollout 1100 Buses (SBS)	\$3.1	Apr-18
T61605/11	Capital Program Management: Concrete Batch Plant (2012)	\$1.3	Apr-18
T61602/03	Capital Revolving Fund: Capital Revolving Fund - 2012	\$5.0	Apr-18
T71604/01	Information Technology: Upgrade Copper Cable: Livingston Plaza	\$3.6	Apr-18
T70407/10	Escalator Replacement: Jay St Escalator Realignment	\$15.0	Apr-18
T70902/09	Substation Enclosures (IRT-BMT): Rehab Substat Roof & Encl Gates Av/Ridgewood [SBMP Tier2]	\$5.6	Apr-18
T61602/04	Capital Revolving Fund: Capital Revolving Fund - 2013	\$5.0	Apr-18
T61607/19	Roofing Repair & Replacement: DOS Roof Replacement Phase 4	\$16.4	Apr-18
T70902/08	Substation Enclosures (IRT-BMT): Rehab Substation Roof & Enclosure: Jerome/E 162 St	\$8.0	Apr-18
T60603/05	Ventilation Facilities: Replace Vent Controls: 22 Locations	\$16.2	Apr-18
T60806/23	Communications Cable And Equipment: Passenger Station LAN: Solarwinds Network Management System	\$5.0	Apr-18
T61004/10	Yard Rehabilitation: Yard CCTV, Phase 2	\$3.1	Apr-18
T61602/09	Owner-Controlled Insurance Program: 2012-2014 Owner Controlled Insurance Program	\$101.4	Apr-18
T51203/12	Depot Rehabilitation: Replace Roof at East New York Bus Depot	\$6.8	May-18
T70902/24	Substation Enclosures (IRT-BMT): Rehab Substation Roof & Encl Stanton St [SBMP Tier2]	\$5.3	May-18
T71004/12	Yard Track Rehabilitation: Yard Track - 2017	\$2.3	May-18
T60302/32	Radio & Data Communication: Digital Information Signs: Depot Wi-Fi	\$3.2	May-18
T61204/42	Misc: Bus Projects: Upgrade One and Install New Paint Booth -Zerega [SBMP Tier2]	\$0.3	May-18
T71203/04	Depot Equipment And Machinery: Chassis Wash: Grand Ave Depot [SBDP]	\$2.6	May-18
T70502/51	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Brighton	\$6.8	May-18
T60602/03	Tunnel Lighting Rehabilitation: 36 St To Jackson-Roosevelt / Queens Blvd	\$52.2	Jun-18
T70803/19	Maintenance Of Way: Signal Circuit Modifications Phase 6 - Part 1	\$15.2	Jun-18
T61204/20	Misc: Bus Projects: Jamaica Bus Terminal Reconfiguration	\$3.4	Jun-18
T70502/14	Mainline Track Rehabilitation: Track Force Account - 2017	\$35.0	Jun-18
T70414/03	Misc: Stations: Station Entrance: 8 Avenue / Sea Beach	\$14.9	Jul-18
T61302/07	Work Train & Special Equipment: Purchase 3 Vacuum Trains	\$34.7	Jul-18
T61605/12	Capital Program Management: Concrete Cylinder Testing (2012)	\$0.8	Aug-18
T61204/02	Misc: Bus Projects: BRT - Bus Rapid Transit 2010-2014 (SBS)	\$25.4	Aug-18
T70412/22	Station Component Investments: Platform Components: 2 Locations / 4th Avenue	\$5.4	Aug-18
T71204/05	Misc: Bus Projects: Storage Tank Components: Jackie Gleason and Castleton Depots	\$7.9	Aug-18
T60806/58	Communication Equipment: Police: Police Radio System: Enhanced Coverage	\$4.5	Aug-18

New York City Transit
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ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T61606/05	Fire Protection: Sprinkler & Fire Alarm System, Ph 2: 6 Av Passageway	\$0.8	Sep-18
T60803/15	Signal Systems: Interlocking Modernization: 34 St / 6th Avenue	\$180.0	Sep-18
E61403/03	Security Program: '16TSGHarlem River Lift Bridge	\$7.8	Sep-18
T60803/24	Communication-Based Train Control: CBTC: Equipment Supplier Interoperability	\$20.0	Sep-18
T61607/17	Facilities: Livingston Plaza: Elevators, Roof, Facade	\$27.3	Sep-18
T61607/07	Security: Perimeter Hardening: 130 Livingston	\$7.3	Sep-18
N61101/02	Information Technology: Jay St Systems Reloc: War Memorial & Museum Items	\$0.4	Sep-18
T71302/12	Rubber-Tired Vehicles: 202 Non-Revenue Vehicles 2015-2017	\$34.3	Sep-18
ET0403/20	Misc: Stations: Sandy Mitigation: Critical Room Resiliency	\$22.7	Sep-18
T71204/17	Bus Washers: Replace 2 Bus Washers: Queens Village Depot [SBFP]	\$3.8	Sep-18
T60803/16	Signal Systems: West 4 St Interlocking / 6th Avenue	\$174.1	Sep-18
T51607/49	Depot Rehabilitation: Ulmer Park Depot: Mezzanine Extension	\$2.9	Oct-18
T60412/C4	Station Component Investments: Station Components: 3 Locations / 8th Avenue	\$26.5	Oct-18
T71302/10	Work Train & Special Equipment: Track Inspection Car 3: Platform Measuring System	\$4.5	Oct-18
T70806/13	Public Address/Customer Info Systems: PA/CIS Electronics Replacement - Canarsie Line	\$8.4	Oct-18
T61203/21	Depot Rehabilitation: East New York Depot Windows and Facade	\$0.8	Oct-18
T70703/10	Line Structure Overcoating: 17 Bridges & East 180 Street Flyover / Dyre Av	\$25.0	Oct-18
T71203/06	Depot Rehabilitation: Generator: Yukon Depot NYPA	\$21.6	Oct-18
T71203/11	Depot Rehabilitation: Office: Zerega Consolidated Maintenance Facility [SBDP2]	\$10.0	Oct-18
T61203/17	Depot Rehabilitation: Kingsbridge Depot Annex Roof [SBMP Tier2]	\$3.1	Nov-18
T50703/33	Water Conditions Remedy: Alleviate Flooding at 1 Location - Manhattan	\$0.4	Nov-18
T60806/26	Public Address/Customer Info Systems: ISIM B-Div: Module 1	\$56.2	Dec-18
T60412/13	Station Renewal: 20 Avenue / Sea Beach	\$34.2	Dec-18
T60412/15	Station Renewal: Fort Hamilton Parkway / Sea Beach	\$33.3	Dec-18
T60703/12	Line Structure Rehabilitation: Rehab Retaining Walls / Sea Beach (Southern 3)	\$19.7	Dec-18
T60412/20	Station Renewal: Avenue U / Sea Beach	\$36.5	Dec-18
T60412/16	Station Renewal: 18 Avenue / Sea Beach	\$38.0	Dec-18
T60703/12	Line Structure Rehabilitation: Rehab Retaining Walls / Sea Beach (Northern 6)	\$30.3	Dec-18
T60412/21	Station Renewal: 86 Street / Sea Beach	\$30.9	Dec-18
T60412/14	Station Renewal: 8 Avenue / Sea Beach	\$42.9	Dec-18
T60413/17	Station Accessibility (ADA): ADA: New Utrecht Av-62 St. Complex / Sea Beach	\$18.2	Dec-18
T60413/18	Station Accessibility (ADA): ADA: 8 Avenue Southbound Elevator / Sea Beach	\$0.3	Dec-18
T60412/19	Station Renewal: Bay Parkway / Sea Beach	\$42.6	Dec-18
T60412/17	Station Renewal: Kings Highway / Sea Beach	\$34.8	Dec-18
T60413/18	Station Accessibility (ADA): ADA: 8 Avenue Northbound Ramp / Sea Beach	\$13.7	Dec-18
T60412/18	Station Renewal: New Utrecht Av / Sea Beach	\$30.3	Dec-18
T60101/02	New Subway Cars: 300 B Division Cars - R179	\$740.6	Dec-18
ET0603/16	Pumping Facilities: Sandy Mitigation: Pumping Capacity Improvements: Annex Pumps	\$1.4	Dec-18
T60904/08	Power Distribution Facilities: Negative Cables: 4th Avenue - Phase 2	\$5.0	Dec-18
T70703/04	Structural Component Repairs: Rehab Viaduct & Deck Sections - Bushwick Cut / MYR	\$130.7	Dec-18
T70302/14	New Buses: 110 CNG Articulated Buses	\$106.4	Dec-18
ET0703/07	Maintenance Of Way: Sandy Mitigation: Internal Tunnel Sealing	\$0.5	Dec-18
T60806/59	Public Address/Customer Info Systems: B-Division Beacon Train Arrival System, Phase 1	\$20.0	Dec-18
T70502/64	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Concourse	\$27.3	Dec-18
T70503/03	Mainline Track Switches: Mainline Switches - 2017 DES/EFA	\$58.9	Dec-18
T70502/59	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Jerome	\$23.9	Dec-18
T70502/58	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Eastern Parkway	\$23.6	Dec-18
T70703/02	Structural Component Repairs: Elev Structural Rehab: Bridge Over Atlantic RR - MYR	\$22.1	Dec-18
T70502/39	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Bushwick Cut	\$10.2	Dec-18
T70502/03	Mainline Track Rehabilitation: Mainline Track - 2017 DES/EFA	\$52.5	Dec-18
T70502/66	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Flushing	\$28.7	Dec-18
T60412/G9	Station Component Investments: Station Ventilators: Ph 10 - 4 Loc / North Brooklyn	\$5.3	Dec-18
T71605/05	Capital Program Management: GO Support - Traffic Checkers 2018	\$9.0	Dec-18
T70904/17	Power Distribution Facilities: Negative Cables: 36 St to 59 St 4Av - Ph 2	\$16.1	Dec-18
ET0902/08	Power Distribution Facilities: Sandy Repairs: Rust Inhibiting Coating, Montague Tube	\$6.7	Jan-19
ET0902/24	Power Distribution Facilities: Sandy Repairs:Comm & Power Cables-Clark St Tube(Design Only)	\$6.5	Jan-19
ET0602/26	Ventilation Facilities: Sandy Repairs: 1 Fan Plant (Old Slip) Clark	\$5.2	Jan-19
ET0603/25	Ventilation Facilities: Sandy Mitigation: 14 Fan Plants, LT - 2 Locations	\$0.1	Jan-19
T70703/13	Line Structure Overcoating: 72 Street - 103 Street / Flushing	\$32.8	Jan-19
ET0603/24	Pumping Facilities: Sandy Resiliency: 3 Pump Rooms (Clark Tube)	\$6.1	Jan-19
ET0902/24	Power Distribution Facilities: Sandy Repairs: Comm & Power Cables - Clark Street Tube	\$71.6	Jan-19
ET0502/11	Mainline Track Rehabilitation: Sandy Repairs: Mainline Track - Clark St Tube	\$9.6	Jan-19
ET0802/12	Signal Systems: Sandy Repairs: Signals in the Clark St Tube	\$9.2	Jan-19
T70803/23	Signal Systems: Signals Key-By Circuit Modification Phase 4	\$18.4	Jan-19
ET0703/08	Line Structure Rehabilitation: Sandy Mitigation: Steinway Portal(9 Stns Bk/Q Initiative)	\$0.3	Jan-19
ET0602/34	Pumping Facilities: Sandy Repairs: Pump #3166 / Clark Tube	\$8.0	Jan-19
T71605/04	Capital Program Management: MTA Independent Engineering Consultant 2015-2019	\$10.5	Feb-19

New York City Transit
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ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T61204/36	Depot Equipment And Machinery: Replacement of Oil-Water Separators at 4 Locations	\$13.6	Feb-19
T71203/02	Depot Rehabilitation: Roof: Gun Hill Depot	\$12.0	Feb-19
T60412/60	Station Component Investments: 4 Stations / Jamaica	\$82.1	Feb-19
T71204/11	Depot Equipment And Machinery: Oil-Water Separator: Casey Stengel Depot	\$6.6	Feb-19
T60412/F7	Station Component Investments: Station Painting at Component Locations: 3 Loc / Jamaica	\$2.8	Feb-19
T61602/05	Capital Revolving Fund: Capital Revolving Fund - 2014	\$5.0	Mar-19
T71204/02	Bus Paint Booths: Paint Booth: Yukon Depot [SBDP]	\$7.6	Mar-19
T60806/31	Public Address/Customer Info Systems: ISIM B-Div: Module 2: Flushing Line PA/CIS	\$62.7	Mar-19
T60904/09	Power Distribution Facilities: CBH 275: Pearl Street / Clark	\$0.5	Mar-19
T60806/01	Communications Cable And Equipment: Fiber Optic Cable Replacement: Phase 1	\$8.8	Mar-19
T71004/22	Yard Lighting: Yard Lighting: 207th Street	\$23.3	Apr-19
T70412/29	Station Component Investments: Subway Street Stairs: 6 Locs / Various (2015) [SBMP]	\$4.6	May-19
T71004/07	MOW Maintenance Shops And Buildings: Upgrade Central Electronics Shop, Woodside Facility	\$14.8	May-19
T61607/05	Consolidated Employee Facilities:Subways: RTO Fac: Chambers St / Nassau Loop	\$7.1	May-19
T71204/05	Misc: Bus Projects: Storage Tank Components: East New York and Gun Hill Depots	\$12.4	May-19
T71204/04	Misc: Bus Projects: Traffic Signal Priority, Phase 2	\$5.0	Jun-19
T70414/10	Misc: Stations: Church Street Corridor Improvements	\$70.0	Jun-19
T71204/16	Bus Washers: Replace 2 Bus Washers: Jackie Gleason Depot [SBFP]	\$3.8	Jun-19
T70502/15	Mainline Track Rehabilitation: Track Force Account - 2018	\$35.0	Jun-19
T70302/12	Misc: Bus Projects: Depot Bus Location System (DBL) - NYCT DOB	\$6.4	Jul-19
T60806/13	Antenna Cable Replacement: Antenna Cable Upgrade/Replacement Ph 1	\$2.3	Jul-19
ET1203/07	Misc: Bus Projects: Sandy Mitigation: Various Depots	\$5.6	Aug-19
ET1003/06	Maintenance Of Way: Sandy Mitigation:Near Term Per Prot Maint Contract Cl Yd	\$1.2	Aug-19
T70302/13	Misc: Bus Projects: Automatic Passenger Counting (APC) - Pilot & Phase 1 Rollout	\$5.7	Aug-19
S70701/08	SIR: Miscellaneous Projects: SIR: Install Customer Information Signs	\$1.2	Aug-19
T70302/15	Radio & Data Communication: AVL: Paratransit Vehicles	\$19.0	Sep-19
T71204/12	Depot Equipment And Machinery: Portable Bus Lift Replacement	\$9.0	Sep-19
T70902/05	Substation Equipment (IRT-BMT): Retrofit Existing 25 Hz Frequency Converters @10 Substations	\$24.8	Sep-19
T50414/19	Intermodal/Transfer Facilities: Intermodal: Rockaway Parkway / Canarsie	\$2.4	Sep-19
T70413/05	Station Accessibility (ADA): ADA: Gun Hill Rd / Dyre	\$41.5	Sep-19
E61404/12	Security Program: IESS Wrap-Up (Design)	\$2.4	Sep-19
T70413/11	Station Accessibility (ADA): ADA: Canarsie-Rockaway Pkwy / Canarsie	\$6.1	Sep-19
T70703/16	Line Structure Overcoating: Broadway - End Of Line / Myrtle	\$37.9	Oct-19
T70703/03	Structural Component Repairs: Elev Structural Rehab:Livonia Yard Overpass & Retaining Wall	\$15.7	Oct-19
T60703/17	Line Structure Overcoating: West 8 Street - Church Avenue Portal / Culver (Design Only)	\$0.8	Nov-19
T71204/03	Misc: Bus Projects: Select Bus Service 2015-19	\$18.5	Nov-19
T70904/11	Power Distribution Facilities: Duct Reconstruction: Stanton Street Substation / 6th Avenue	\$14.1	Nov-19
T71203/05	Depot Rehabilitation: Windows, HVAC: Casey Stengel Depot NYPA	\$20.9	Nov-19
ET0903/08	Misc: Power: Sandy Resiliency: Deployable Substations	\$0.4	Nov-19
T60703/16	Subway Tunnel Rehabilitation: Priority Repairs: 4th Avenue	\$30.8	Dec-19
T70703/21	Subway Tunnel Rehabilitation: Struct Rehab: s/o 36 St - 59 St Station 4AV - Ph2	\$40.0	Dec-19
ET0403/23	Rapid Transit Operations: Sandy Mitigation: Backup Command Center Upgrade	\$0.3	Dec-19
T70302/01	New Buses: 628 Standard Diesel Buses	\$397.8	Dec-19
T70302/06	New Buses: 50 Express Buses	\$36.6	Dec-19
T71004/04	Car Maintenance Shops: DCE Shop Components - Ph 3: Jerome [SBMP]	\$3.8	Dec-19
T71004/13	Yard Track Rehabilitation: Yard Track - 2018	\$2.3	Dec-19
T70502/10	Welded Rail: Continuous Welded Rail - 2018	\$35.9	Dec-19
T70503/04	Mainline Track Switches: Mainline Track Switches - 2018	\$57.3	Dec-19
T70502/04	Mainline Track Rehabilitation: Mainline Track Replacement - 2018	\$194.0	Dec-19
T71004/19	Yard Switches: Yard Switches - 2018	\$3.8	Dec-19
T71605/05	Capital Program Management: GO Support - Traffic Checkers 2019	\$9.0	Dec-19
T71605/08	Capital Program Management: Construction Support Reserve 2018	\$6.5	Dec-19
T70414/08	Misc: Stations: Water Condition Remedy - 2017	\$5.2	Jan-20
ET1603/10	Facilities: Sandy Mitigation: Consolidated Revenue Facility	\$0.4	Jan-20
ET1603/11	Misc: Bus Projects: Sandy Mitigation: Zerega Central Maintenance Facility	\$0.4	Jan-20
ET1603/12	Facilities: Distribution: Sandy Mitigation: Tiffany Central Warehouse	\$0.4	Jan-20
T70806/03	Information Technology: PBX Upgrade: Phase 2	\$41.5	Jan-20
ET0403/24	Misc: Stations: Sandy Mitigation: Internal Station Hardening - 8 Stns	\$5.0	Jan-20
ET0403/22	Misc: Stations: Sandy Mitigation: Street Level Opening - 8 Stns	\$45.9	Jan-20
T70413/03	Station Accessibility (ADA): ADA: Bedford Park Boulevard / Concourse	\$30.2	Jan-20
T60806/60	Public Address/Customer Info Systems: ISIM B-Div: Module 5A Station Network Infrastructure	\$20.0	Feb-20
ET0603/05	Ventilation Facilities: Sandy Mitigation: 17 Fan Plants - 16 Locations	\$44.0	Feb-20
T70302/05	New Buses: 180 Articulated & 10 Hybrid Art Buses	\$168.3	Feb-20
ET0403/28	Misc: Stations: Sandy Mitigation: 9 Stations (9 Stns BK/Q Initiative)	\$0.2	Feb-20
T70302/03	New Buses: 200 Standard Diesel Buses	\$127.8	Feb-20
S70701/05	SIR: Power: New Power Substation: Tottenville	\$25.5	Feb-20
T61602/12	Contingency Funds: Sandy Studies: Seal St Opening, Vent Hardening & Tunnel Seal	\$3.5	Feb-20

New York City Transit
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ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
S70701/07	SIR: Power: New Power Station: Clifton	\$25.5	Mar-20
S70701/06	SIR: Power: New Power Substation: New Dorp	\$28.9	Mar-20
T70413/04	Station Accessibility (ADA): ADA: 86 Street / 4th Avenue	\$28.9	Mar-20
T70806/02	Communications Cable And Equipment: Upgrade of Asynchronous Fiber Optic Network -SONET Rings A,C	\$46.9	Mar-20
T71302/07	Work Train & Special Equipment: Purchase of 27 Refuse Flat Cars	\$24.6	Mar-20
T71302/13	Rubber-Tired Vehicles: 92 Non-Revenue Vehicles 2018-2019	\$14.5	Apr-20
T70413/08	Station Accessibility (ADA): ADA: Chambers Street / Nassau Loop	\$32.5	Apr-20
T71204/08	Depot Rehabilitation: Elevator Upgrades: Various Depots	\$16.1	Apr-20
T70902/04	Substation Enclosures (IRT-BMT): Rehab Substation Roof & Enclosure: Washington Heights / 8 AV	\$9.0	Apr-20
T70904/01	Power Distribution Facilities: Rehab CBH #586 / CUL	\$14.4	Apr-20
ET0603/21	Ventilation Facilities: Sandy Mitigation: 14 Fan Plants, LT - 4 Locations	\$33.0	Apr-20
ET0603/20	Ventilation Facilities: Sandy Mitigation: 14 Fan Plants, LT - 11 Locations	\$27.5	May-20
T70412/01	Station Renewal: Water Remediation: Borough Hall / Lexington	\$43.4	May-20
T71602/01	Protective Insurance Program: 2015-2019 All-Agency Liability Insurance & Deductible	\$6.4	May-20
ES0703/03	SIR: Track: Sandy Mitigation: St. George	\$1.7	May-20
T71203/01	Depot Rehabilitation: Artic Modification, Office - East New York Depot DESIGN ONLY	\$11.1	May-20
T60806/02	Communications Cable And Equipment: Cutover of SONET Main Hubs	\$2.5	May-20
T71606/03	Asbestos Abatement: Asbestos Abatement - 2017	\$12.0	Jun-20
T71606/02	Asbestos Abatement: Asbestos/Lead Air Monitoring - 2017	\$11.0	Jun-20
T71606/04	Asbestos Abatement: Asbestos Disposal	\$1.1	Jun-20
T71607/16	Facilities: Power Upgrade: RCC, PCC - Phase 2	\$55.5	Jun-20
T61607/12	Facilities: Power Upgrade: RCC, PCC	\$22.3	Jun-20
T70806/17	Information Technology: Liftnet Transition to Ethernet	\$17.8	Jun-20
T70502/16	Mainline Track Rehabilitation: Track Force Account - 2019	\$35.0	Jun-20
T71606/05	Groundwater And Soil Remediation: Consultant Services: UST Remediation - 2015	\$6.5	Jul-20
T70413/06	Station Accessibility (ADA): ADA: Eastern Parkway-Brooklyn Museum / EPK	\$31.1	Jul-20
T70902/22	Substations (IRT-BMT): New Substation: Maspeth Av-Humboldt St / Canarsie	\$32.8	Jul-20
ET0402/	Misc: Stations: Sandy Repairs: Canopies at Astoria Blvd / Astoria	\$0.6	Jul-20
T70413/10	Station Accessibility (ADA): ADA: 59 Street / 4th Avenue	\$48.6	Jul-20
T70413/09	Station Accessibility (ADA): ADA: Greenpoint Avenue / Crosstown	\$25.7	Jul-20
ES0703/02	SIR: Shops & Facilities: Sandy Mitigation: Clifton Shop	\$159.0	Jul-20
T70904/04	Power Distribution Facilities: CBH # 86 Wilson Avenue / Canarsie	\$2.5	Jul-20
T71004/01	Car Maintenance Shops: DCE Shop Components, Ph 1:180 St, C.I. Pelham, Pelham Diesel	\$25.7	Jul-20
T70803/19	Maintenance Of Way: Signal Circuit Modifications Phase 6 - Part 2	\$17.8	Jul-20
T70904/06	Power Distribution Facilities: CBH # 85 - Myrtle Avenue	\$16.1	Jul-20
ES0702/11	SIR: Shops & Facilities: Sandy Repairs: Clifton Shop	\$34.9	Jul-20
S70701/11	SIR: Shops & Facilities: SIR: Relocate HQ to Clifton Shop	\$9.1	Jul-20
ET0403/17	Misc: Stations: Sandy Mitigation: Upgrade Emergency Booth Comm System (EBCS)	\$2.9	Aug-20
T71203/03	Depot Rehabilitation: Roof, HVAC: Queens Village Depot	\$35.7	Aug-20
T71203/08	Depot Rehabilitation: Paving: Manhattanville Depot [SBDP Tier2]	\$27.0	Aug-20
T71203/07	Depot Rehabilitation: Roof, Office: Fresh Pond Depot	\$30.0	Aug-20
ET0903/04	Substation Equipment (IRT-BMT): Sandy Mitigation: Montague-Furman Substation / BWY	\$1.5	Sep-20
ET0902/12	Power Distribution Facilities: Sandy Repairs: Power/Cable/Ducts: Canarsie Tube	\$248.9	Sep-20
T70902/21	Substations (IRT-BMT): New Substation: 14 St-Avenue B / Canarsie	\$32.8	Sep-20
T71302/06	Work Train & Special Equipment: Purchase of 2 Signal Supply Cars	\$13.5	Sep-20
T70502/40	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Canarsie Tube	\$50.0	Sep-20
T70902/10	Contact Rail Replacement: Installation of Low-Resistance Contact Rail - Canarsie Tube	\$19.9	Sep-20
T70605/09	Ventilation Facilities: Replace Supervisory Vent Controls-2 Locs (#5110, #5111)/CNR	\$4.8	Sep-20
ET0602/19	Pumping Facilities: Sandy Repairs: 1 Pump Room (Canarsie Tube)	\$11.1	Sep-20
T70414/11	Misc: Stations: New Stairs: 2 Locations / Canarsie	\$40.6	Sep-20
E61404/13	Security Program: Electronic Security: 59 St Columbus Circle (Design)	\$2.3	Sep-20
T60413/11	Station Accessibility (ADA): ADA: 57 Street-7 Avenue / Broadway, Ph 2 (55 St Mezz Scheme)	\$3.7	Sep-20
T70904/07	Power Distribution Facilities: Rehab CBH # 5 - 53rd Street	\$13.7	Sep-20
T70413/12	Station Accessibility (ADA): ADA: 1 Avenue / Canarsie	\$59.2	Sep-20
T71004/08	MOW Maintenance Shops And Buildings: Upgrade Atlantic Avenue Cable Shop, Phase 1	\$17.5	Sep-20
ET0903/09	Power Distribution Facilities: Sandy Mitigation: Power/Cable/Ducts: Canarsie Tube	\$153.4	Sep-20
T70413/01	Station Accessibility (ADA): ADA: Bedford Avenue / Canarsie	\$39.3	Sep-20
ET0802/11	Signal Systems: Sandy Repairs: Signals in the Canarsie Tube	\$73.3	Sep-20
ET0402/22	Station Accessibility (ADA): Sandy Repairs: Shaft Excavation - 1 Avenue / Canarsie	\$7.9	Sep-20
T70803/06	Signal Systems: Automatic Signals on Canarsie Line to Facilitate Work Trains	\$5.0	Sep-20
ET0502/09	Mainline Track Rehabilitation: Sandy Repairs: Track Canarsie Tube	\$165.4	Sep-20
ET0902/11	Power Distribution Facilities: Sandy Repairs: 2 CBHs Canarsie Tube	\$6.9	Sep-20
T60413/11	Station Accessibility (ADA): ADA: Phase 2: 57 Street - 7 Avenue / Broadway	\$5.3	Sep-20
T70902/23	Substations (IRT-BMT): New Substation: Harrison Pl / Canarsie	\$32.8	Oct-20
ET0603/17	Work Train & Special Equipment: Sandy Resiliency: Conversion of 2 Pump Trains	\$1.8	Oct-20
T60413/07	Station Accessibility (ADA): ADA: 68 St-Hunter College / Lexington	\$8.7	Oct-20
N70001/01	Capital Program Management: Small Business Mentoring Administration - 2015-2019	\$29.1	Oct-20

New York City Transit
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ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T70414/02	Misc: Stations: Access Improvements: Grand Central: Phase 2	\$75.2	Oct-20
T70803/25	Fire Protection: Signal Room Fire Suppression, Phase 2	\$15.6	Nov-20
T70414/01	Station Signage: Station Signage (2016)	\$10.8	Dec-20
T71605/11	Capital Program Management: Boring Services Manhattan & Bronx	\$2.3	Dec-20
T71004/20	Yard Switches: Yard Switches - 2019	\$3.8	Dec-20
T71302/08	Work Train & Special Equipment: Purchase of 12 3-Ton Crane Cars	\$28.5	Dec-20
T71004/14	Yard Track Rehabilitation: Yard Track - 2019	\$2.3	Dec-20
T71605/10	Capital Program Management: Boring Services: Bk/Q/SI	\$1.9	Dec-20
T70502/05	Mainline Track Rehabilitation: Mainline Track Replacement - 2019	\$189.2	Dec-20
T71605/12	Capital Program Management: Test Pit Services	\$12.4	Dec-20
T70502/11	Welded Rail: Continuous Welded Rail - 2019	\$35.9	Dec-20
T70503/05	Mainline Track Switches: Mainline Track Switches - 2019	\$57.3	Dec-20
T71004/09	Shop Equipment And Machinery: Heavy Shop Equipment Purchase & Replacement 2015-19	\$10.0	Dec-20

Long Island Rail Road
2017-2020 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
EL0902/ZF	Infrastructure/System Upgrades (Various Locs)	\$9.7	Jan-17
L60401/BK	150th Street - Jamaica Bridge Rehabilitation	\$24.8	Jan-17
EL0602/ZD	West Side Storage Yard Restoration	\$0.6	Feb-17
EL0702/ZM	1st Avenue Substation Restoration	\$8.4	Mar-17
L60204/UD	Escalator Replacement Program	\$11.2	Mar-17
EL0402/ZB	Wreck Lead Bridge Systems Restoration	\$14.9	Apr-17
L60402/BP	East River Tunnel Fire and Life Safety	\$16.6	Jun-17
L50502/SZ	Signal Project Support	\$0.8	Jul-17
L60604/YT	Employee Facilities Renewal	\$10.5	Jul-17
L60304/TV	Massapequa Pocket Track	\$19.6	Nov-17
L60301/TF	Construction Equipment	\$7.0	Dec-17
L60502/LC	Speonk to Montauk Signalization	\$73.0	Dec-17
L70301/WC	2017 ANNUAL TRACK PROGRAM	\$75.0	Dec-17
EL0702/ZE	Systemwide Substation Restoration	\$51.6	Jan-18
L50601/YF	Shea Yard Improvements	\$18.3	Jan-18
L60304/TX	Second Track Central Islip to Ronkonkoma - Phase 1	\$137.2	Jan-18
N40905/FW	Stewart Manor Improvements	\$2.1	Jan-18
L40703/C1	Circuit Brkr House - "F" Tower	\$7.2	Feb-18
L50206/NJ	Station Masters Office	\$3.8	Feb-18
EL0403/ZJ	Atlantic Avenue Tunnels Mitigation	\$9.9	Mar-18
L30204/9H	Wantagh Station Platfunn Replacement	\$4.4	Mar-18
L50204/2E	New Elevators - Flushing - Main St	\$24.6	Mar,18
L60204/UC	Wantagh Station Platfonn Replacement	\$22.5	Mar-18
L60502/LF	Centralized Train Control - Movement Bureau	\$12.9	May-18
L60701/AQ	Port Washington Substation Replacement	\$26.2	May-18
L50904/8A	Substations Environmental Remediation	\$10.3	43257
L50304/TR	MLC-Hicksville Station Improvements	\$70.6	Aug-18
L70204/UN	NOSTRAND AVE. STATION REHABILITATION	\$21.0	Aug-18
L60206/NL	Penn Station Heating, Ventilation &AirConditioning	\$11.0	Oct-18
L70304/WX	MAIN LINE DOUBLE TRACK PHASE 2	\$250.0	Oct-18
L50904/8E	Long Island City Yard Remediation	\$2.9	Nov-18
L50502/SM	PTC DES only	\$9.5	Dec-18
L60304fTW	Extend Great Neck Pocket Track	\$25.4	Dec-18
L60502/LA	Positive Train Control (PTC)	\$241.4	Dec-18
L60701/AR	Richmond Hill Substation Replacement	\$12.0	Dec-18
L70204/UW	GCT/ESA UNIFIED TRASH FACILITY	\$11.1	Dec-18
L70301/WD	2018 ANNUAL TRACK PROGRAM	\$60.0	Dec-18
L70401/BR	MAIN LINE BRIDGE COMPONENT RENEWALS	\$47.8	Dec-18
L70502/LK	PO ITIVE TRAIN CONTROL (PTC)	\$126.0	Dec-18
EL0602/ZL	Long Island City Yard Restoration	\$4.5	Jan-19
EL0603/ZK	Long Island City Yard Resiliency	\$26.8	Jan-19
L60904/N3	Chlordane Remediation - 20 Substations	\$6.5	Jan-19
N40905/FV	Lynbrook Station Improvements	\$3.7	Jan-19
L70204/UM	MURRAY HILL STATION - NEW ELEVATORS	\$5.7	Mar-19
EL0303/ZH	Emergency Management Equipment Mitigation	\$20.0	Apr-19
EL0602/ZD	West Side Storage Yard Restoration	\$43.3	Apr-19
L70206/VP	PENN STA ELEVATOR/ESCALATOR REPLACEMENT	\$40.0	Apr-19
L70401/BV	N. Main and Accabonac Bridge Replacements	\$15.1	May-19
L60904/N6	Smithtown Viaduct Remediation	\$3.2	Jun-19
L70401/BQ	BRIDGE PROGRAM - STRUCTURAL RENEWALS	\$47.4	Jun-19
L70501/SN	PENN STA RADIO RETROFIT/ERT ANTENNA	\$6.5	Jul-19
EL0502/ZC	Long Beach Branch - Systems Restoration	\$64.9	Sep-19
L50304/TQ	MLC-Hicksville North Siding	\$50.6	Sep-19
L60304/TU	Jamaica Capacity Improvements - Phase One	\$301.7	Oct-19
L70701/XJ	SUBSTATION BATTERY REPLACEMENT	\$0.8	Oct-19
L70301/WE	2019 ANNUAL TRACK PROGRAM	\$55.0	Dec-19
L70301/WH	RETAINING WALLS / RIGHT OF WAY PROJECTS	\$12.0	Dec-19
L70501/SD	FIBER OPTIC NETWORK	\$34.5	Dec-19
L70701/XC	3rd RAIL - 2000 MILLION CUBIC METER CABLE	\$2.4	Dec-19
L70701/XD	3rd RAIL- DISCONNECT SWITCHES	\$1.6	Dec-19
L70701/XE	3rd RAIL PROTECTION BOARD	\$8.8	Dec-19
L70701/XF	3rd RAIL - COMPOSITE RAIL	\$12.0	Dec-19
L70701/XG	3rd RAIL - FEEDER CABLE REPLACEMENT	\$3.2	Dec-19
L70701/XH	NEGATIVE REACTOR UPGRADE	\$3.2	Dec-19
L70701/XK	SIGNAL POWER MOTOR GENERATOR REPLACEMENT	\$6.4	Dec-19
L70701/XL	DC RELAY CONTROLS REPLACEMENT	\$1.6	Dec-19
L70701/XM	SIGNAL POWER LINE REPLACEMENT	\$3.2	Dec-19

Long Island Rail Road
2017-2020 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
L70701/XN	POWER POLE REPLACEMENT	\$3.2	Dec-19
L70701/XQ	4,160 VOLT FEEDERS	\$1.6	Dec-19
L70701/XR	NEW SUBSTATIONS	\$5.0	Dec-19
L60701/AS	Penn Station Substation Replacement	\$22.1	Feb-20
L60601/YN	New Mid Suffolk Electric Yard	\$67.6	Mar-20
L70601/YG	DIESEL LOCOMOTIVE SHOP IMPROVEMENTS	\$106.5	Mar-20
L70601/YR	YARD IMPROVEMENTS	\$40.0	Mar-20
L60904/N4	Yaphank Landfill Remediation	\$9.1	May-20
L70401/BS	BRIDGE PAINTING / WATERPROOFING	\$17.1	Dec-20
L70501/SE	COMM. POLE LINE	\$7.7	Dec-20
L70701/XB	SUBSTATION COMPONENTS	\$42.4	Dec-20
L70701/XP	ATLANTIC AVENUE TUNNEL LIGHTING	\$12.0	Dec-20

Metro-North Railroad
2017-2020 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
M603-01-05	M o f W Equipment/RS	\$5.3	Mar-17
M604-01-03	Replace Fiber/Communication & Signals Cables	\$4.6	Apr-17
M605-01-04	Replace Motors Alternators	\$1.5	Apr-17
M602-01-06	GCT Elevator Rehab Phase 4	\$9.6	May-17
M508-01-12	WHRTAS Phase II Study	\$4.0	May-17
M602-02-01	Poughkeepsie Station Building	\$1.1	Jun-17
M602-01-05	GCT Leaks Remediation Phase II	\$31.7	Jun-17
M602-02-04	Station Building Rehabilitation/Net Lease	\$8.6	Jul-17
M605-01-01	Substation Bridge 23 - Construction	\$41.7	Aug-17
EM05-02-08	Power Infrastructure Restoration-Substations	\$43.8	Nov-17
M603-01-02	Turnouts: Mainline / High Speed	\$61.3	Jan-18
M502-02-09	Bronx Stations/Capacity Improvements	\$10.4	Jan-18
M703-01-01	2016 Cyclical Track Program	\$23.6	Jan-18
M603-02-05	Bridge Walkways Installation	\$0.8	Jan-18
M603-02-14	Park Avenue Viaduct Direct Fixation	\$1.7	Jan-18
M501-01-10	M-9 Specification Development	\$2.5	Jan-18
M503-02-18	Systemwide Flood Control	\$2.0	Jan-18
M606-01-03	Other Shops/Yards Renewal	\$9.3	Jan-18
M606-01-01	Harmon Shop Improvements	\$315.6	Jan-18
M502-02-11	System Wide Vending Machines	\$0.6	Jan-18
EM05-02-06	Power Infrastructure Restoration-Phase 1	\$88.1	Jan-18
EM04-02-05	Comm & Signal Infrastructure Restoration Phase 1	\$46.6	Jan-18
N612-01-03	Tappan Zee Bridge Rail Study	\$0.9	Jan-18
M307-01-06	Penn Station Access	\$6.6	Jan-18
M605-01-03	Harlem & Hudson Lines Power Improvements	\$33.7	Feb-18
M503-02-12	Clearance Inventory and Video	\$2.2	Mar-18
M602-01-08	GCT Utilities	\$33.3	Mar-18
M702-02-01	Harlem - 125th Street Improvements	\$4.3	May-18
M701-01-01	M-3 Replacement	\$439.6	Jun-18
EM03-02-02	Right of Way Restoration: Various Locations	\$8.0	Aug-18
EM03-03-01	Specialized Equipment (Resiliency)	\$6.0	Aug-18
EM04-03-01	Power and Signal Mitigation	\$50.0	Oct-18
EM05-02-09	Power Infrastructure Restoration-HRLB	\$7.1	Nov-18
M703-02-08	Replace Timbers - Undergrade Bridges	\$5.0	Dec-18
M602-03-02	Strategic Facilities	\$2.5	Dec-18
M702-02-09	Mentoring Program - Stations	\$6.7	Dec-18
M702-02-10	Enhanced Station Initiative, 5 Stations	\$15.0	Dec-18
M404-01-07	Optimize Signal Relay Circuits	\$2.6	Dec-18
M603-03-05	W of H Replace/Renew Undergrade Bridges	\$6.2	Dec-18
M604-01-04	Replace Field code System - Mott Haven	\$1.4	Dec-18
M502-02-06	Station Building Rehabilitation	\$11.3	Dec-18
M608-01-09	Systemwide Security Initiatives	\$1.1	Dec-18
M702-01-02	Park Av Tunnel Fire&LifeSafetyImpvmts	\$1.0	Jan-19
M703-01-10	2017 Cyclical Track Program	\$24.0	Jan-19
M604-01-01	Positive Train Control	\$187.1	Jan-19
M504-01-18	Positive Train Control	\$9.9	Jan-19
M508-01-14	Positive Train Control	\$4.0	Jan-19
M501-01-12	Positive Train Control	\$5.3	Jan-19
M704-01-03	Positive Train Control	\$93.8	Jan-19
M703-01-08	Systemwide Drainage	\$10.0	Feb-19
M605-01-09	Replace 3rd Rail Brackets - Park Avenue Tunnel	\$6.1	Mar-19
M602-02-03	Harlem Line Station Renewal	\$4.1	Jun-19
M703-01-11	2018 Cyclical Track Program	\$24.7	Aug-19
M604-01-18	Harlem & Hudson Wayside Communication & Signal Systems	\$7.7	Oct-19
M703-02-07	Bridge Walkways	\$2.0	Dec-19
M704-01-07	Replace High Cycle Relays	\$1.0	Dec-19
M708-01-08	OCIP - GCT Fire Suppression Project	\$29.0	Dec-19
M708-01-07	Program Scope Development	\$18.0	Dec-19
M602-02-08	Customer Communications/Connectivity Improve	\$39.8	Dec-19
M603-02-10	Replace/Repair Undergrade Bridges Program	\$24.9	Jan-20
M603-02-12	Overhead Bridge Program - E of H	\$18.9	Jan-20
M708-01-02	Environmental Remediation	\$2.5	Feb-20
M705-01-05	Harlem and Hudson Power Improvements	\$11.0	Feb-20
M702-01-07	GCT PA Head End and VIS Systems	\$37.1	Feb-20
EM05-02-10	Power Infrastr Restoration-Remote Terminal Houses	\$1.3	Feb-20
M503-02-06	Overhead Bridge Program-E of H (MNR Share)	\$6.8	Feb-20
M604-01-02	West of Hudson Signal Improvements	\$67.6	Feb-20

Metro-North Railroad
2017-2020 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
M703-02-03	Undergrade Bridge Rehabilitation **	\$58.6	Mar-20
M703-01-07	Rebuild Retaining Walls	\$7.5	Mar-20
M703-01-05	GCT Turnouts/Switch Renewal	\$24.9	May-20
M703-03-05	West of Hudson Improvements	\$3.5	Jun-20
EM04-02-06	Comm & Signal Infrastructure Restoration Phase 2	\$35.0	Jul-20
M702-01-06	GCT Elevator Imprvmnts-Final Phase	\$7.2	Jul-20
EM05-02-07	Power Infrastructure Restoration-Phase 2	\$72.5	Jul-20
EM04-03-01	Power and Signal Mitigation	\$50.0	Jul-20
EM04-03-02	Hudson Line Power and Signal Resiliency	\$31.0	Jul-20
M703-01-02	Cyclical Repl. Insulated Joint	\$2.0	Aug-20
M703-01-12	2019 Cyclical Track Program	\$24.7	Aug-20
M703-02-11	ROW Fencing	\$1.0	Nov-20
M703-02-06	Railtop Culverts	\$3.4	Dec-20
M706-01-04	West of Hudson Yard Improvements	\$24.2	Dec-20

MTA Bus
2017-2020 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
U6030230	Depot Rehab: LGA Annex Roof	\$.7M	Mar-17
U5030225	Security-FR/BP	\$9.9M	Apr-17
U6030221	Engineering Design Svcs - 2011	\$2.3M	May-17
U5030299	Engineering Design Svcs	\$5.3M	Jun-17
U5030298	Construction Mgmt Svcs	\$5.0M	Jun-17
U5030216	JFK, BP, LGA - Add'l Fueling Capacity	\$4.0M	Jul-17
U6030219	75 Articulated Buses	\$61.6M	Jul-17
U6030225	Bus Command Ctr	\$17.1M	Nov-17
U6030217	45 Diesel Buses (10 buses, 2 pts)	\$5.3M	Dec-17
U6030217	45 Diesel Buses (35 buses, 2 pts)	\$18.5M	Dec-17
U6030216	89 CNG Buses	\$40.9M	Feb-18
EU030201	Hurricane Sandy: Depot Rehab.-FR	\$15.0M	Mar-18
U6030210	Bus Wash - SC	\$2.7M	Apr-18
U6030201	Project Admin. (2011&2012)	\$4.3M	May-18
U6030231	Bus Wash - FR	\$1.3M	May-18
U7030207	Depot Rehab: Windows - BP	\$2.2M	Jun-18
U7030207	Depot Rehab: Windows - LGA	\$3.3M	Jun-18
U7030208	Depot Component: SC - Roof	\$8.2M	Jul-18
U6030201	Project Admin. (2012 - 2014)	\$13.3M	Aug-18
U6030214	Storeroom Expansion - BP	\$3.0M	Sep-18
U6030229	Bus Wash - CP	\$3.9M	Dec-18
U6030204	Security: JFK & SC	\$9.2M	Jan-19
U6030222	Construction Mgmt Svcs - 2011	\$2.1M	Feb-19
U6030222	Construction Mgmt Svcs - 2012	\$2.1M	Feb-19
U6030221	Engineering Design Svcs - 2012 - 2014	\$4.5M	May-19
U6030212	CNG Upgrade - CP	\$5.0M	Jul-19
U6030211	HVAC - SC	\$3.9M	Jan-20
U6030232	HVAC - CP	\$8.5M	Jul-20
U7030201	53 Articulated Buses	\$48.1M	Dec-20

MTA PD
2017-2020 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
E6100102	S. I. District Office	\$10.4	Mar-18
E6100103	Nassau County District Office	\$8.0	Feb-17
N7100101	Public Radio Phase 3	\$16.9	2019
N5100105	Harriman District Office	\$0.7	Dec-17
N7100104	Rep-ESU Fleet	\$0.7	May-17
E6100104	MTAPD Radio Project Monopoles	\$5.5	Dec-19
N5100109	MTAPD Radio Project Design/Build - AAT	\$14.0	Sep-19

MTACC
2017-2020 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
G6090114	GCT Concrse&Facilities (14A)	\$59.7	Mar-17
G6090120	Plaza Substation & Structures	\$258.0	Mar-17
G6090142	Manhattan North Structures	\$361.6	Jun-17
G6140112	Harold Structures - Part 3A	\$35.8	Jun-17
G6090123	Harold Structures - Part 3A	\$79.5	Jun-17
G5100108	Contract 3: 63rd St Stn Rehab *	\$204.0	Dec-17
G6100108	Contract 3: 63rd St Stn Rehab *	\$26.0	Dec-17
G5100113	2B/C: Shell/Finishes/MEP 96 St *	\$8.0	Dec-17
G6100101	2B/C: Shell/Finishes/MEP 96 St *	\$408.3	Dec-17
G5100112	4C: Station Finishes/MEP 72 St *	\$12.8	Dec-17
G6100102	4C: Station Finishes/MEP 72 St *	\$320.0	Dec-17
G6100104	5C: Station Finishes/MEP 86 St *	\$256.1	Dec-17
G5100104	Contract 6: SAS Systems *	\$318.6	Dec-17
G6100113	Contract 6: SAS Systems *	\$16.1	Dec-17
G6140103	Harold Structures Part 3A: W-Bnd By-Pass	\$165.2	Jan-18
G7090141	Harold Track A Cut & Cover	\$54.2	May-18
T6041412	Reconstruct Cortlandt St BW7	\$129.2	Aug-18
T7041409	Reconstruct Cortlandt St BW7	\$48.5	Aug-18
G5090119	Harold & Point CIL	\$39.5	Sep-18
G5110112	Construction: Core&Shell (Site P)	\$102.2	2018
G6090146	GCT Concourse&Facilities	\$434.2	Jan-19
G6140107	GCT Concourse&Facilities	\$2.2	Jan-19
G6090121	Mid-Day Storage Yard CIL Procurement	\$19.4	May-19
G7090142	Manhattan GCT Caverns	\$712.6	Jan-20
G6090135	Facility Systems	\$368.8	Jul-20
G7090135	Facility Systems	\$238.5	Jul-20
G6090137	Signal Equipment	\$21.8	Jul-20
G6090143	Traction Power	\$79.7	Jul-20
G7090136	Signal Installation	\$37.5	Jul-20
G7090121	Mid-Day Storage Yard Facility	\$266.0	Jul-20
G5090118	Harold Interlocking Stage 1-4	\$128.0	Dec-20

Note: Beneficial use was achieved prior to revenue service which began January 1, 2017.

B&T
2017-2020 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
ED050301	Flood Mitigation-Relocate Rev Equip -VN	\$8.2	Apr-17
ED040303	Flood Mitigation-Generator at GIVB	\$5.0	May-17
D601VN35	Steel Repair & Concrete Rehab. & Drainage Systems	\$11.1	Jun-17
D602VN80	VN80C Replace Upper Level Suspended Span	\$84.8	Jun-17
D607VN35	Paint - Brooklyn & Staten Island Lower Level Ramps	\$15.9	Jun-17
D607RK65	RK44: Paint - Plaza and Approach Ramps	\$6.1	Sep-17
D601RK23	Miscellaneous Rehab - Manhattan Approach Ramps	\$102.9	Oct-17
D602VN80	VN80B Replace Upper Level Suspended Span	\$243.9	Nov-17
D607VN80	Paint - Upper Level Superstructure	\$32.9	Nov-17
ED010324	MPB / CBB Master Plan & Resiliency Needs (CB-24)	\$10.0	Dec-17
D602VN84	Widening of Belt Parkway Ramps DES	\$7.7	Dec-17
D604MP03	Programmable Logic Controller & Mechanical Rehab.	\$10.2	2018
ED040207	Replace MPB Electrical Equipmt at North Abutment	\$8.4	2018
ED040210	Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	\$13.5	2018
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	\$65.6	2018
D602BB54	Replacement Brooklyn Plaza Structural Slab	\$18.6	2018
ED010228	Restore Hugh L. Carey Tunnel - Structural	\$151.4	2018
ED020202	Restore Hugh L. Carey Tunnel - Rdway	\$7.5	2018
ED040243	Restore Hugh L. Carey Tunnel - Utility	\$137.4	2018
ED050202	Restore Hugh L. Carey Tunnel - Bldg	\$16.5	2018
D604QM30	Tunnel Ventilation Building Electrical Upgrade	\$56.2	2018
D704TN60	Anchorage Dehumidification	\$43.5	2018
D707TN60	Anchorage Dehumidification - Painting	\$8.2	2018
D702TN27	Install Service Building Alarm Systems & Upgrades (SBMP)	\$1.3	2018
ED010301	HLCT Plaza Mitigation	\$36.2	2018
ED050303	HLCT GIVB Sea Wall	\$31.0	2018
ED010304	QMT Plaza Mitigation	\$29.3	2018
D701BW14	Miscellaneous Structural Rehabilitation	\$20.3	2018
D701BW84	Cable & Suspender Rope Investigation/ Testing	\$10.5	2018
D707BW84	Paint Tower Interior Base Cells and Struts	\$33.0	2018
D601MPXB	Miscellaneous Structural Rehab	\$28.0	2018
D604MPXA	Mechanical Systems Rehab	\$38.8	2018
D607MPXC	Zone and Spot Painting of Roadway Structures	\$27.5	2018
D704BW39	Install Electronic Monitoring & Detection	\$29.9	2019
D704RK60	Install Electronic Monitoring & Detection	\$42.4	2019
D601QM18	Entrance and Exit Plazas Structural Rehabilitation	\$16.5	2018
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	\$62.7	2018
ED010240	Restore Queens Midtown Tunnel - Structural	\$141.7	2018
ED020203	Restore Queens Midtown Tunnel Roadway	\$1.5	2018
ED040281	Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals	\$105.9	2018
ED050203	Queens Midtown Tunnel Environmental Cleanup	\$10.8	2018
D701AW98	Tunnel Vulnerability Improvements - Phase II	\$5.1	2019
D704RK21	Install Fire Standpipe/Upgrade Protection System	\$22.6	2019
D701HH89	Skewback Retrofit	\$83.2	2020
D701BW07	Fender Protection around Tower Piers (Const)	\$19.3	2020
D704BW32	Installation of Fire Standpipe Connections	\$7.3	2020
D704HC30	Installation of Smoke Detection/Alarm Systems	\$10.6	2020
D704HC64	Brooklyn Service Building Electrical Rehab.	\$7.3	2020
D704QM91	Installation of Smoke Detection/Alarm Systems	\$7.0	2020
D701RK22	Interim Repairs - FDR Ramp	\$25.9	2020
D701VN89	Tower Pier Rehab/Construct Mooring Platform	\$21.8	2020
D704VN30	Elevator Rehabilitation	\$8.6	2020
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	\$22.0	2020
D702TN55	Study for Bx/Queens Approach Viaduct Replacement	\$12.8	2020
D701CB18	CB Scour Protect/Repair/Rpl CB/MP Pier Fender Sys	\$48.9	2020
D705HC80	Rehabilitation of Ventilation Buildings	\$4.7	2020
D705QM36	Rehabilitation of Ventilation Building	\$3.2	2020
D704RK66	Relocation of 13KV Substation	\$35.1	2020

**OPERATING IMPACTS EXCEEDING \$1 MILLION
FOR CAPITAL PROJECTS REACHING BENEFICIAL USE 2017-2020**

NEW YORK CITY TRANSIT CAPITAL PROJECTS

Project: Flushing CBTC. This project is to overlay a new state of the art Communications Based Train Control (CBTC) system in the automatic signal area of the Flushing Line. The Flushing line is the second line to undergo an upgrade to CBTC within the transit system. The project will also replace obsolete air operated 25 Hz fixed-block signal systems with 60 Hz electric equipment in the Times Square Interlocking and install a new solid state interlocking (SSI) at 1st Avenue. Installation is projected for substantial completion in 2017. This project will have a multi-million dollar operating impact.

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

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

Project: Passenger Station LAN (PSLAN). The purpose of the PSLAN is to provide IP network connectivity throughout passenger stations across the subway system. The proposed work under this project will be to furnish and install LAN infrastructure for passenger stations, which can be used as an access network for all IP applications. Applications include New Fare Payment System, Help Point, IP intercoms, IP phones, workstations, IP cameras etc. The total annual operating impact is currently still undetermined.

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

Project: Bus Radio & Command Center Upgrade. The Bus Radio Upgrade operating budget impact is currently under review and the cost of the increased maintenance needs for the upgraded radio consoles based on existing radio maintenance efforts is being evaluated. Areas include Bus Depots for MTA and NYCT, the Central Electronics Shop repairs, and Network Operations Support as well as the maintenance of the new Bus Command Center consoles and radio sites. Construction completion is currently estimated to be late-2017. Total annual operating impact is currently still undetermined.

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 are projected to begin in 2017 when much of the equipment would be installed or shortly thereafter. An annual total increase of \$3.3M 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: Main Line Second Track. The 17.9-mile LIRR Main Line between Ronkonkoma and Farmingdale comprises 12.6 miles of single electrified track and 5.3 miles of double electrified track. The projects calls for the addition of a second track and crossovers in the remaining single-track segments of the ROW. The project also includes new, unimproved maintenance roadways parallel to the tracks within the ROW in certain locations, new side-platforms at existing stations (Wyandanch and Pinelawn) and some new retaining walls where required. Construction for Phase 1 from Ronkonkoma to west of Central Islip is nearing completion. Phase 2 construction, from west of Central Islip to Farmingdale is ongoing. Headcount increase is required for Track, Signal and Power maintenance. At completion in 2018 the project is expected to have an operating budget impact of cost of \$1.25M.

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

Project: Main Line Expansion. The project will add a third track along a 9.8-mile of Main Line corridor between the LIRR's Floral Park and Hicksville train stations. The project will eliminate seven grade crossings, upgrade to railroad infrastructure and stations, and add new parking facilities. The project will reduce train congestion and delays, and enable true bi-directional service during peak hours, as well as more intra-Island service. The responses to the RFP for third party design build construction are currently being reviewed. Estimated completion is for 2022. Headcount increase is required for Track, Signal and Power maintenance. Initial estimate are approximately \$1.25M

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 \$4M (NYS portion) once all 405 cars are in service.

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

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

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

MTA POLICE DEPARTMENT CAPITAL PROJECTS

Project: Upgrade Police Radio System. This project provides for the upgrade and enhancement of the MTAPD radio system and associated infrastructure through strategic partnerships with local and state agencies, as well as the installation of contemporary equipment and technologies throughout the 14 counties served by the MTAPD. It is expected that at completion the project will result in increased maintenance expenses of approximately \$4.4M or more per year. These expenses will be partially offset by an estimated \$2.4M per year of savings as MTAPD moves from 2 person patrols to 1 person patrols in districts outside of New York City. Full budget impacts of the project are expected after 2018.

MTA BRIDGES AND TUNNELS CAPITAL PROJECTS

Project: Implementation of cashless Open Road Tolling (ORT). This project is constructing ORT gantries at all MTA crossings (two Tunnels and seven Bridges), as well as installing, integrating and testing all hardware and software to ensure the accuracy of the tolling systems. In addition, toll booths at all facilities are being removed. ORT is the next generation of tolling technology and its implementation will enhance the travel experience of customers at all TBTA facilities. This will result in approximately \$65M in annual expenses starting in 2018, the first full year of agency-wide ORT operation.

MTA SYSTEM-WIDE CAPITAL PROJECTS

Project: Enterprise Asset Management. This project, which has already begun, will not be completed until after 2020. It is expected that the project will result in significant operating budget impacts leading up to and after its full implementation. Impacts will include both necessary investments and efficiency savings.

OTHER AGENCIES

MTA Bus has no capital projects entering beneficial use in 2017-2020 that have impacts on the operating budget over \$1M.

V. Agency Financial Plans

Bridges and Tunnels

MTA BRIDGES AND TUNNELS
2018 Final Proposed Budget
November Financial Plan 2018–2021

FINANCIAL OVERVIEW

MTA Bridges and Tunnels (B&T) continues to be a strong source of fiscal stability to the MTA. In 2017 and 2018 combined, B&T is projected to contribute over \$2 billion in Support to Mass Transit. B&T is able to provide this substantial support to mass transit by efficiently carrying out its operations and maintaining its facilities in a state of good repair, while at the same time providing high levels of customer service and maintaining a strong safety focus for both employees and the travelers utilizing its facilities. B&T's mission is being advanced in new and unprecedented ways through initiatives included in the Governor's New York Crossings Project.

New York Crossings Project (NYCP)

Under the NYCP, B&T has implemented Open Road Tolling (ORT) at all its facilities. ORT significantly enhances traffic flow, reduces congestion and decreases commute times, making it easier for New Yorkers to get where they need to go. Sensors and cameras are suspended over the highway on structures called gantries and vehicles are not required to stop. As in the pre-ORT/toll plaza environment, vehicles with E-ZPass are automatically charged as they pass under the gantries. A non-E-ZPass vehicle has its license plate recorded and a bill is mailed to the registered owner of the vehicle. ORT began rolling out in November 2016 at the Henry Hudson Bridge, continued throughout 2017 with implementation at the Hugh L. Carey Tunnel, the Queens Midtown Tunnel, the RFK Bridge and the Verrazano-Narrows Bridge, and was completed on September 30th when both the Throgs Neck Bridge and the Bronx-Whitestone Bridge went live. ORT is now fully functional at all B&T facilities and this was achieved three months ahead of the original implementation schedule.

The NYCP also includes several collaborative initiatives with New York State agencies that significantly enhance B&T's safety and security efforts. Security teams have been combined with traffic enforcement at crossings and new operating protocols have been developed across agencies. Approximately 500 B&T officers provide security and traffic management at the facilities and collaborate with State Police on toll enforcement; 150 members of State Police Troop NYC have been assigned at crossings to handle security and anti-terror activities.

Safety

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 between 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 asset management best practices such as rigorous bridge and tunnel inspection programs that exceed 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;
- Developing and implementing a Safety Management System (SMS) as part of a comprehensive Enterprise Asset Management (EAM) program that complies with international best practice standards (ISO 55000) and focuses on both strategic and tactical business objectives including Strategic Direction, Operations Planning, Performance and Risk Management, Capital and Maintenance Investment programming, Safety and Reliability, Project Delivery, Asset Inspections and Condition Monitoring, Asset Data, Information and Systems, Change and Knowledge Management, Organizational Capabilities and Culture, and others;
- Emphasizing inter-departmental initiatives and matrix management principles between Engineering, Operations, Safety and Health and other departments in the areas of safety training, field operations with the FDNY, and support in construction/maintenance activities.

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 year-to-date 2017, over 70,800 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. Year-to-date, over 2,000 potholes have been repaired and over 6,000 miles of roadway have been swept across all facilities.

E-ZPass

B&T continues to focus on making E-ZPass more available to all of its customers. Year-to-date, E-ZPass usage has averaged 89% of total traffic, which is approximately 3%

points greater than 2016. The following efforts have contributed toward this growth in usage.

- The E-ZPass On-the-Go program has been a major driver in expanding E-ZPass usage. While sales in facility cash lines are no longer possible because all facilities are now operating in an ORT environment, B&T has established E-ZPass sales at all downstate New York State Department of Motor Vehicle offices, and is exploring other ways to improve E-ZPass availability, including additional retail outlets.
- E-ZPass marketing efforts promoting savings (30-50% on all B&T tolls) and convenience (flexible account reload options to help avoid Tolls by Mail bills) include a major media campaign on TV, radio and print supported by an informational campaign on MTA.info, social media, and travel-related mobile sites, as well as direct marketing on B&T plazas and surrounding communities through handouts, door hangers, and pop-ups at community events.
- The MTA Reload Card has made it significantly 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 170,000 cards have been issued to customers and approximately 19% of total cash replenishments are currently made using the reload cards.
- E-ZPass “Pay per Trip” 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 107,000 account holders have signed up for this program.
- Spanish language versions of the E-ZPass application, interactive website, and the customer service telephone voice response system are all currently available and additional efforts to reach out to other potential customers whose primary language is not English or Spanish are being investigated.

Enterprise Asset Management (EAM)

B&T’s EAM program is based on the international asset management standard ISO 55000. In 2015, a gap assessment was completed comparing the current state of the agency versus ISO 55000. The gap assessment validated good practices in some areas (operational planning and control, understanding the needs and expectations of stakeholders, and others) and identified other areas for improvement (communication, policy, asset management systems). The areas needing improvement informed the development of the program’s strategic themes. Initial projects undertaken throughout 2016 included the creation of a communications strategy, development of governance arrangements, and identification of data sources, all of which focused on creating a strong administrative foundation for the implementation phase.

In 2017, the EAM program progressed from the foundation phase into the implementation phase. One of the major milestones achieved this year was the creation of the B&T EAM Presidential Policy which was signed into effect in March

2017. This project was critical for two reasons: 1) It provided clarity to the vision of what EAM would look like at B&T and 2) It provided a basis for B&T to assess itself in its performance against the policy.

Other major milestones in 2017 include:

- Linking the Operations reporting system (CARS) to the computerized maintenance management system (Infor EAM) to improve response time to property damage from incidents and provide the ability to track availability of asset classes;
- Automating the fleet management process by moving the team from a spreadsheet based operation to a database operation that is available for all management on an as needed basis;
- Completion of a scope of work and the selection of a third-party vendor to analyze inspection software to determine the best fit for B&T and the EAM program;
- Development of an asset class management strategy template that streamlines the ways in which B&T collects and documents detailed information for any specific asset class, thereby ensuring efficient and effective life cycle management.

Plans for 2018 include:

- Completion of the analysis of the inspection software and an additional scope of work to roll out that software selection across departments;
- Finalizing a systems architecture and the development of a strategic plan to move information from where it currently resides into the EAM architecture;
- Further development and enhancement of asset class management strategies for critical agency assets;
- The development of a Safety Management Program;
- Finalizing an asset handover procedure and implementing related process changes.

Key Changes Between the November and July Financial Plans

2017 November Forecast

In the 2017 November Forecast, a total of \$1,380.7 million is projected in baseline operating income compared to \$1,378.6 million in the 2017 Mid-Year Forecast, an increase of \$2.1 million.

Total revenue is currently estimated at \$1,950.2 million, which is \$6.5 million less than the Mid-Year Forecast due to revised toll revenue projections. The November Forecast includes \$1,906.4 million in toll revenue compared to \$1,912.8 million included in the Mid-

Year Forecast. The reduction is due to a downward adjustment to the average toll resulting from increased E-ZPass usage.

The 2017 November Forecast includes expenses totaling \$569.5 million before depreciation and GASB adjustments. Labor costs are \$279.1 million and non-labor costs are \$290.4 million. Total expenses are \$8.5 million below the Mid-Year Forecast.

Labor expenses have been decreased by \$7.6 million. Payroll and fringe benefits are a combined \$8.2 million below the Mid-Year Forecast due to vacancies. Partially offsetting these savings is an increase of \$0.6 million in Other Post-Employment Benefits (OPEB) due to increased retiree participation in health insurance plans.

Non-labor expenses are lower by \$0.9 million primarily due to reduced insurance costs.

Total Support to Mass Transit is \$1,039.4 million compared to \$1,020.3 million in the 2017 Mid-Year Forecast, an increase of \$19.1 million resulting from \$2.1 million more in baseline operating income (nearly \$6.5 million less in revenue offset by over \$8.5 million in lower expenses), \$5.4 million in lower Capitalized Assets due to project re-estimates and \$11.6 million less in B&T debt service.

In 2017, total planned year-end headcount is 1,589, including 87 capital reimbursable full-time equivalents, which is the same level as the Mid-Year Forecast.

2018 Final Proposed Budget - Baseline

In the 2018 Final Proposed Budget, a total of \$1,347.0 million is projected in baseline operating income compared to \$1,351.7 million in the 2018 Preliminary Budget, a decrease of \$4.7 million.

Total revenues are \$1,967.0 million, which is \$14.7 million lower than the Preliminary Budget due to revised toll revenue projections. The Final Proposed Budget includes \$1,923.2 million in toll revenue compared to \$1,938.0 million included in the Preliminary Budget. As in 2017, the reduction is due to a downward adjustment to the average toll resulting from increased E-ZPass usage.

Expenses before depreciation and GASB adjustments total \$620.0 million and are comprised of \$301.9 million in labor costs and \$318.1 million in non-labor expenses. Overall expenses are \$10.0 million lower than the Preliminary Budget.

Labor costs are projected to be higher by \$0.6 million due to re-estimates of retirees participating in post-employment health insurance plans. Non-labor expenses are lower by nearly \$10.7 million. Annual savings of \$5.9 million have been realized through a comprehensive re-evaluation of the Major Maintenance and Bridge Painting Program that supplements and supports the large construction projects carried out through the Capital Programs. An additional \$4.3 million in non-labor cost reductions have been achieved primarily from the elimination of various cash collection and processing functions now that ORT has been successfully implemented and is fully operational at all of B&T's crossings.

Total Support to Mass Transit is \$1,019.7 million compared to \$986.2 million in the July Financial Plan, an increase of \$33.5 million resulting from \$4.7 million less in baseline operating income (\$14.7 million less revenue partially offset by \$10.0 million in lower expenses), offset by \$38.1 million less in B&T debt service and a combined \$0.1 million reduction to Deductions from Operating Income (capitalized assets, capital reserves and GASB reserves).

In 2018, total headcount is budgeted at 1,589, including 87 reimbursable positions, which is unchanged from the Preliminary Budget.

2019-2021 Projections

The 2019 projection for baseline operating income is \$1,347.0 million compared to \$1,348.1 million in the July Financial Plan. This consists of \$1,981.2 million in revenues less over \$634.2 million in expenses. The expenses are comprised of \$311.8 million in labor costs and \$322.4 million in non-labor expenses.

The 2020 projection for baseline operating income is \$1,344.6 million compared to \$1,343.9 million in the July Financial Plan. This consists of \$1,990.6 million in revenues, offset by nearly \$646.0 million in expenses. The expenses are comprised of over \$315.1 million in labor costs and over \$330.8 million in non-labor expenses.

In 2021, the projection for baseline operating income is \$1,333.1 million compared to \$1,333.0 million in the July Financial Plan.. This consists of \$1,998.3 million in revenues, offset by nearly \$665.3 million in expenses. The expenses are comprised of \$322.2 million in labor costs and \$343.1 million in non-labor expenses.

Total headcount is planned at 1,591 in 2019 and at 1,597 in both 2020 and 2021, including 87 capitally-reimbursable positions each year.

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

MTA BRIDGES AND TUNNELS
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Non-Reimbursable						
Operating Revenue						
Toll Revenue	\$1,869.693	\$1,906.354	\$1,923.208	\$1,936.945	\$1,945.889	\$1,953.136
Other Operating Revenue	25.352	18.936	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.635	0.987	1.240	1.240	1.240	1.240
Total Revenues	\$1,895.680	\$1,926.277	\$1,943.385	\$1,957.122	\$1,966.066	\$1,973.313
Operating Expense						
Labor:						
Payroll	\$120.285	\$128.459	\$146.144	\$151.988	\$151.836	\$154.357
Overtime	23.626	28.000	26.807	27.347	27.895	28.455
Health and Welfare	24.918	28.783	34.158	34.896	36.415	38.022
OPEB Current Payments	18.293	20.247	22.070	22.555	23.638	24.772
Pension	42.546	38.928	37.167	37.177	36.412	37.112
Other Fringe Benefits	20.448	18.183	19.558	21.496	22.265	22.458
Reimbursable Overhead	(6.680)	(7.420)	(7.568)	(7.720)	(7.874)	(8.032)
Total Labor Expenses	\$243.436	\$255.180	\$278.335	\$287.739	\$290.586	\$297.144
Non-Labor:						
Electric Power	\$5.803	\$5.184	\$7.027	\$7.134	\$7.559	\$7.966
Fuel	1.362	1.762	1.882	1.897	2.411	2.573
Insurance	14.314	11.699	12.426	13.143	13.947	14.816
Claims	0.046	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	132.537	183.797	215.103	218.577	222.753	233.250
Professional Services Contracts	32.250	47.544	40.177	39.745	41.042	40.326
Materials and Supplies	3.808	4.785	4.711	4.377	4.499	4.618
Other Business Expenses	31.299	35.651	36.743	37.541	38.634	39.546
Total Non-Labor Expenses	\$221.418	\$290.422	\$318.069	\$322.414	\$330.845	\$343.095
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$464.854	\$545.602	\$596.405	\$610.153	\$621.432	\$640.239
Depreciation	\$135.035	\$150.000	\$136.766	\$146.300	\$156.499	\$167.409
OPEB Liability Adjustment	67.289	71.832	75.424	79.195	83.155	87.312
GASB 68 Pension Expense Adjustment	(6.848)	11.828	15.242	17.184	20.001	21.451
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$660.330	\$779.262	\$823.836	\$852.832	\$881.086	\$916.411
Less: Depreciation	135.035	150.000	136.766	146.300	156.499	167.409
Less: OPEB Liability Adjustment	67.289	71.832	75.424	79.195	83.155	87.312
Less: GASB 68 Pension Exp Adjustment	(6.848)	11.828	15.242	17.184	20.001	21.451
Total Expenses	\$464.854	\$545.602	\$596.405	\$610.153	\$621.432	\$640.239
Net Surplus/(Deficit)	\$1,430.826	\$1,380.675	\$1,346.980	\$1,346.969	\$1,344.634	\$1,333.074

MTA BRIDGES AND TUNNELS
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Reimbursable						
Operating Revenue						
Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	21.069	23.898	23.575	24.046	24.527	25.018
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$21.069	\$23.898	\$23.575	\$24.046	\$24.527	\$25.018
Operating Expense						
<u>Labor:</u>						
Payroll	\$7.974	\$8.340	\$8.506	\$8.676	\$8.850	\$9.027
Overtime	1.404	2.745	1.999	2.039	2.080	2.121
Health and Welfare	1.830	1.795	1.831	1.867	1.905	1.943
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.146	2.432	2.480	2.530	2.581	2.632
Other Fringe Benefits	1.035	1.167	1.190	1.214	1.238	1.263
Reimbursable Overhead	6.680	7.420	7.568	7.720	7.874	8.032
Total Labor Expenses	\$21.069	\$23.898	\$23.575	\$24.046	\$24.527	\$25.018
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$21.069	\$23.898	\$23.575	\$24.046	\$24.527	\$25.018
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Non-Reimbursable / Reimbursable						
Page 1 of 2						
Operating Revenue						
Toll Revenue	\$1,869.693	\$1,906.354	\$1,923.208	\$1,936.945	\$1,945.889	\$1,953.136
Other Operating Revenue	25.352	18.936	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	21.069	23.898	23.575	24.046	24.527	25.018
Investment Income	0.635	0.987	1.240	1.240	1.240	1.240
Total Revenues	\$1,916.749	\$1,950.175	\$1,966.960	\$1,981.168	\$1,990.593	\$1,998.330
Operating Expense						
Labor:						
Payroll	\$128.259	\$136.799	\$154.650	\$160.664	\$160.686	\$163.384
Overtime	25.030	30.745	28.806	29.386	29.975	30.576
Health and Welfare	26.748	30.578	35.988	36.763	38.319	39.965
OPEB Current Payments	18.293	20.247	22.070	22.555	23.638	24.772
Pension	44.692	41.360	39.648	39.707	38.992	39.744
Other Fringe Benefits	21.483	19.349	20.748	22.710	23.503	23.721
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$264.505	\$279.078	\$301.910	\$311.785	\$315.114	\$322.162
Non-Labor:						
Electric Power	\$5.803	\$5.184	\$7.027	\$7.134	\$7.559	\$7.966
Fuel	1.362	1.762	1.882	1.897	2.411	2.573
Insurance	14.314	11.699	12.426	13.143	13.947	14.816
Claims	0.046	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	132.537	183.797	215.103	218.577	222.753	233.250
Professional Services Contracts	32.250	47.544	40.177	39.745	41.042	40.326
Materials and Supplies	3.808	4.785	4.711	4.377	4.499	4.618
Other Business Expenses	31.299	35.651	36.743	37.541	38.634	39.546
Total Non-Labor Expenses	\$221.418	\$290.422	\$318.069	\$322.414	\$330.845	\$343.095
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$485.923	\$569.499	\$619.979	\$634.199	\$645.959	\$665.257
Depreciation	\$135.035	\$150.000	\$136.766	\$146.300	\$156.499	\$167.409
OPEB Liability Adjustment	67.289	71.832	75.424	79.195	83.155	87.312
GASB 68 Pension Expense Adjustment	(6.848)	11.828	15.242	17.184	20.001	21.451
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$681.399	\$803.159	\$847.411	\$876.878	\$905.613	\$941.429
Less: Depreciation	135.035	150.000	136.766	146.300	156.499	167.409
Less: OPEB Liability Adjustment	67.289	71.832	75.424	79.195	83.155	87.312
Less: GASB 68 Pension Exp Adjustment	(6.848)	11.828	15.242	17.184	20.001	21.451
Total Expenses	\$485.923	\$569.499	\$619.979	\$634.199	\$645.959	\$665.257
Net Surplus/(Deficit)	\$1,430.826	\$1,380.675	\$1,346.980	\$1,346.969	\$1,344.634	\$1,333.074

MTA BRIDGES AND TUNNELS
November Financial Plan 2018 - 2021
Accrual Statement of Operations by Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Non-Reimbursable / Reimbursable						
Page 2 of 2						
Net Surplus/(Deficit)	\$1,430.826	\$1,380.675	\$1,346.980	\$1,346.969	\$1,344.634	\$1,333.074
<u>Deductions from Income:</u>						
Less: Capitalized Assets	\$19.900	\$24.813	\$20.517	\$20.966	\$21.551	\$22.122
B&T Capital Reserves	27.505	27.515	27.961	28.573	29.370	30.149
GASB 45 Reserves	0.000	0.000	0.364	0.462	0.678	0.905
Adjusted Net Surplus/(Deficit)	\$1,383.421	\$1,328.347	\$1,298.138	\$1,296.968	\$1,293.034	\$1,279.898
Less: Debt Service	\$639.877	\$657.431	\$662.455	\$709.146	\$743.543	\$777.685
Income Available for Distribution	\$743.544	\$670.916	\$635.683	\$587.822	\$549.491	\$502.213
<u>Distributable To:</u>						
MTA - Investment Income	\$0.635	\$0.987	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Distributable Income	430.008	391.386	377.595	355.764	335.752	311.929
NYCT - Distributable Income	312.901	278.543	256.848	230.818	212.499	189.044
Total Distributable Income:	\$743.543	\$670.916	\$635.683	\$587.822	\$549.491	\$502.213
<u>Actual Cash Transfers:</u>						
MTA - Investment Income - Prior Year	\$0.183	\$0.635	\$0.987	\$1.240	\$1.240	\$1.240
MTA - Cash Surplus Transfer	429.984	408.583	378.974	357.947	337.753	314.311
NYCT - Cash Surplus Transfer	311.825	288.786	259.017	233.421	214.331	191.389
Total Cash Transfers:	\$741.991	\$698.004	\$638.978	\$592.608	\$553.324	\$506.941
SUPPORT TO MASS TRANSIT:						
Total Revenue	\$1,916.749	\$1,950.175	\$1,966.960	\$1,981.168	\$1,990.593	\$1,998.330
Total Expenses Before Non-Cash Liability Adjs.	485.923	569.499	619.979	634.199	645.959	665.257
Net Operating Income:	\$1,430.826	\$1,380.675	\$1,346.980	\$1,346.969	\$1,344.634	\$1,333.074
<u>Deductions from Operating Income:</u>						
B&T Debt Service	\$257.344	\$288.993	\$278.390	\$313.938	\$352.834	\$387.960
Capitalized Assets	19.900	24.813	20.517	20.966	21.551	22.122
B&T Capital Reserves	27.505	27.515	27.961	28.573	29.370	30.149
GASB Reserves	0.000	0.000	0.364	0.462	0.678	0.905
Total Deductions from Operating Income:	\$304.749	\$341.321	\$327.232	\$363.939	\$404.434	\$441.136
Total Support to Mass Transit:	\$1,126.077	\$1,039.354	\$1,019.748	\$983.029	\$940.200	\$891.938

MTA BRIDGES AND TUNNELS
2017 November Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
Scheduled Service	76,450	\$4.781	17.1%
Unscheduled Service	3,165	0.242	0.9%
Programmatic/Routine Maintenance	20,120	1.583	5.7%
Unscheduled Maintenance	14,535	1.143	4.1%
Vacancy/Absentee Coverage	197,016	12.393	44.3%
Weather Emergencies	15,240	1.124	4.0%
Safety/Security/Law Enforcement	17,635	1.093	3.9%
Other	26,443	2.063	7.4%
All Other Departments and Adjustments *	0	3.578	12.8%
Subtotal	370,604	\$28.000	100.0%
REIMBURSABLE OVERTIME	36,290	\$2.745	
TOTAL OVERTIME	406,894	\$30.745	

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

MTA BRIDGES AND TUNNELS
2018 Final Proposed Budget
November Financial Plan 2018–2021
Year-to-Year Changes by Category - Baseline

Toll Revenue

- Toll revenue is forecast at \$1,906.4 million in 2017 and at \$1,923.2 million in 2018. Revenue growth in 2018 is based on higher paid traffic volume stemming from modest growth in regional employment and the recovery of diverted crossings following completion of Hurricane Sandy restoration work at the Queens Midtown Tunnel and the Hugh L. Carey Tunnel in 2018 (See Traffic/Utilization).
- Toll revenue increases to \$1,936.9 million in 2019, \$1,945.9 million in 2020, and \$1,953.1 million in 2021, primarily reflecting traffic volume increases from projected regional employment growth and inflation (See Traffic/Utilization).

Other Operating Revenue

- Other Operating Revenue, which consists mainly of E-ZPass administrative fees and receipts from the Battery Parking Garage, is estimated at \$18.9 million in each year of the financial plan.

Capital and Other Reimbursements

- Capital and Other Reimbursements are tied to expected work to be performed through the Capital Programs. Reimbursements are estimated at \$23.9 million in 2017 and then decline to \$23.6 million in 2018. The decline is mainly due to the completion of ORT construction in 2017.
- Growth of approximately \$0.5 million each year is included in the Capital Reimbursements plan for 2019 through 2021.

Investment Income

- The Investment Income plan for 2017 through 2021 reflects earnings on estimated fund balances based on projected short-term investment yields. This income source is estimated at \$1.0 million in 2017 and at \$1.2 million each year thereafter.

Payroll

- Payroll costs grow from \$136.8 million in 2017 to \$154.7 million in 2018 primarily due to the filling of 2017 vacancies, contractual step-up increases and inflationary adjustments.
- Payroll expenses range from \$160.7 million in 2019 to \$163.4 million in 2021. The growth in costs results from contractual step-up increases, inflationary adjustments, and the program development of the Enterprise Asset Management (EAM) initiative, which calls for two additional positions in 2019 and another six positions in 2020.

- Salaries for most represented employees include contract settlements for increases to compensation earned from 2009 and 2012, followed by the expectation of a five-year contract effective 2017, with CPI-based increases of 2.0% assumed thereafter. Salaries for most represented employees include contract settlements for increases to compensation earned from 2009 and into 2012; assumptions for 2012 and beyond incorporate the wage-equivalent patterns established in the two subsequent TWU contracts, followed by CPI-based increases of 2.0%.
- Wage inflation for non-represented employees is 2.0% annually from July 2017 on.

Overtime

- Overtime declines from \$30.7 million in 2017 to \$28.8 million in 2018 primarily due to the completion of ORT implementation and various major maintenance projects in 2017 that have required additional Maintenance and Operations staff support.
- Wage inflation rates for overtime are the same as for payroll and result in growth of approximately \$0.6 million each year from 2018 through 2021.

Health and Welfare/OPEB Current Payments

- In 2018, there is an increase of \$7.2 million from 2017 primarily due to forecast inflation of 9.0% for defined medical programs and the filling of 2017 vacancies.
- Expenses increase by \$1.3 million in 2019, \$2.6 million in 2020 and \$2.8 million in 2021 primarily reflecting forecast annual medical program inflation of 2.2% in 2019 and 4.8% each year thereafter.

Pension

- Pension expenses incorporate current projections for NYCERS provided by the NYC Office of the Actuary.
- Projected costs drop from \$41.4 million in 2017 to \$39.6 million in 2018, and then average \$39.5 million each year thereafter.

Other Fringe Benefits

- Year-to-year growth in Other Fringe Benefits is generally proportionate to changes in payroll and overtime.
- Other Fringe Benefits range between \$19.3 million in 2017 to \$23.7 million in 2021.

Electric Power

- Electricity costs are based on the most recent rate projections. Expenses increase from \$5.2 million in 2017 to \$7.0 million in 2018. Expenses thereafter range between \$7.1 million in 2019 to \$8.0 million in 2021.

Fuel

- The expense plan for fuel is driven mainly by the most recent forecast for heating fuel. Estimated costs are \$1.8 million in 2017 and range from \$1.9 million in 2018 to \$2.6 million in 2021.

Insurance

- Based on current insurance policy growth assumptions, costs range from \$11.7 million in 2017 to \$14.8 million in 2021.

Maintenance and Other Operating Contracts

- Expenses are forecast at \$183.8 million in 2017 and \$215.1 million in 2018. The primary factors for the \$31.3 million increase are:
 - ORT will be fully operational at all facilities in 2018, which requires \$26.0 million in additional contracted costs for administering the Tolls by Mail program used to collect tolls from non-E-ZPass customers;
 - Security equipment purchases will be \$6.7 million more in 2018 due to the purchase of a License Plate Recognition (LPR) system in 2017 that will aid in toll collection enforcement.
- Expenses grow by \$3.5 million in 2019 and \$4.2 million in 2020 largely due to inflation.
- In 2021, the LPR system is expected to need replacing or upgrading. This additional expense plus inflationary adjustments in other areas result in a year-to-year increase of \$10.5 million.

Professional Service Contracts

- In 2018, expenses decrease by \$7.4 million primarily due to the expected completion of an extensive marketing campaign in 2017 to inform the public about ORT and to promote the benefits of opening an E-ZPass account.
- Expenses decline by \$0.4 million in 2019 primarily due to the timing of consulting costs associated with the development of the Enterprise Asset Management (EAM) program and lower estimate outside consulting costs across several other areas.
- Costs grow by \$1.3 million in 2020 largely due to inflation and then decline again in 2021 by \$0.7 million due to the timing of EAM program development.

Materials and Supplies

- Expenses decline by \$0.1 million in 2018 and by another \$0.3 million in 2019 due to the purchasing plan for radio and roadway equipment.
- Inflationary adjustments increase expenses by \$0.1 million each year thereafter.

Other Business Expenses

- Estimated costs grow between \$0.8 million and \$1.1 million in each year of the plan primarily due to inflationary adjustments.

MTA BRIDGES AND TUNNELS
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Non-Reimbursable									
Operating Revenues									
Toll Revenue	\$1,906.354	\$1,923.208	\$16.854	\$1,936.945	\$13.737	\$1,945.889	\$8.944	\$1,953.136	\$7.247
Other Operating Revenue	18.936	18.936	0.000	18.936	0.000	18.936	0.000	18.936	0.000
Investment Income	0.987	1.240	0.253	1.240	0.000	1.240	0.000	1.240	0.000
Total Revenues	\$1,926.277	\$1,943.385	\$17.107	\$1,957.122	\$13.737	\$1,966.066	\$8.944	\$1,973.313	\$7.247
Operating Expenses									
<u>Labor:</u>									
Payroll	\$128.459	\$146.144	(\$17.685)	\$151.988	(\$5.844)	\$151.836	\$0.152	\$154.357	(\$2.521)
Overtime	28.000	26.807	1.193	27.347	(0.540)	27.895	(0.548)	28.455	(0.559)
Health and Welfare	28.783	34.158	(5.375)	34.896	(0.738)	36.415	(1.519)	38.022	(1.608)
OPEB Current Payments	20.247	22.070	(1.822)	22.555	(0.486)	23.638	(1.083)	24.772	(1.135)
Pension	38.928	37.167	1.761	37.177	(0.010)	36.412	0.766	37.112	(0.700)
Other Fringe Benefits	18.183	19.558	(1.376)	21.496	(1.938)	22.265	(0.769)	22.458	(0.193)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(7.420)	(7.568)	0.148	(7.720)	0.151	(7.874)	0.154	(8.032)	0.157
Total Labor Expenses	\$255.180	\$278.335	(\$23.155)	\$287.739	(\$9.403)	\$290.586	(\$2.848)	\$297.144	(\$6.558)
<u>Non-Labor:</u>									
Electric Power	\$5.184	\$7.027	(\$1.844)	\$7.134	(\$0.107)	\$7.559	(\$0.425)	\$7.966	(\$0.408)
Fuel	1.762	1.882	(0.120)	1.897	(0.015)	2.411	(0.513)	2.573	(0.162)
Insurance	11.699	12.426	(0.727)	13.143	(0.717)	13.947	(0.804)	14.816	(0.869)
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	183.797	215.103	(31.306)	218.577	(3.475)	222.753	(4.175)	233.250	(10.497)
Professional Services Contracts	47.544	40.177	7.367	39.745	0.432	41.042	(1.298)	40.326	0.717
Materials and Supplies	4.785	4.711	0.074	4.377	0.334	4.499	(0.122)	4.618	(0.119)
Other Business Expenses	35.651	36.743	(1.092)	37.541	(0.798)	38.634	(1.093)	39.546	(0.911)
Total Non-Labor Expenses	\$290.422	\$318.069	(\$27.647)	\$322.414	(\$4.345)	\$330.845	(\$8.431)	\$343.095	(\$12.249)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$545.602	\$596.405	(\$50.803)	\$610.153	(\$13.748)	\$621.432	(\$11.279)	\$640.239	(\$18.807)
Depreciation									
Depreciation	\$150.000	\$136.766	\$13.234	\$146.300	(\$9.534)	\$156.499	(\$10.199)	\$167.409	(\$10.910)
OPEB Liability Adjustment	71.832	75.424	(3.592)	79.195	(3.771)	83.155	(3.960)	87.312	(4.158)
GASB 68 Pension Expense Adjustment	11.828	15.242	(3.414)	17.184	(1.942)	20.001	(2.817)	21.451	(1.450)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$779.262	\$823.836	(\$44.574)	\$852.832	(\$28.996)	\$881.086	(\$28.255)	\$916.411	(\$35.325)
Less: Depreciation									
Less: Depreciation	\$150.000	\$136.766	\$13.234	\$146.300	(\$9.534)	\$156.499	(\$10.199)	\$167.409	(\$10.910)
Less: OPEB Liability Adjustment	71.832	75.424	(3.592)	79.195	(3.771)	83.155	(3.960)	87.312	(4.158)
Less: GASB 68 Pension Expense Adjustment	11.828	15.242	(3.414)	17.184	(1.942)	20.001	(2.817)	21.451	(1.450)
Less: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$545.602	\$596.405	(\$50.803)	\$610.153	(\$13.748)	\$621.432	(\$11.279)	\$640.239	(\$18.807)
Net Surplus/(Deficit)	\$1,380.675	\$1,346.980	(\$33.695)	\$1,346.969	(\$0.011)	\$1,344.634	(\$2.335)	\$1,333.074	(\$11.560)

MTA BRIDGES AND TUNNELS
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Reimbursable									
Operating Revenues									
Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	23.898	23.575	(0.323)	24.046	0.471	24.527	0.481	25.018	0.491
Total Revenues	\$23.898	\$23.575	(\$0.323)	\$24.046	\$0.471	\$24.527	\$0.481	\$25.018	\$0.491
Operating Expenses									
<u>Labor:</u>									
Payroll	\$8.340	\$8.506	(\$0.167)	\$8.676	(\$0.170)	\$8.850	(\$0.174)	\$9.027	(\$0.177)
Overtime	2.745	1.999	0.746	2.039	(0.040)	2.080	(0.041)	2.121	(0.042)
Health and Welfare	1.795	1.831	(0.036)	1.867	(0.037)	1.905	(0.037)	1.943	(0.038)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.432	2.480	(0.049)	2.530	(0.050)	2.581	(0.051)	2.632	(0.052)
Other Fringe Benefits	1.167	1.190	(0.023)	1.214	(0.024)	1.238	(0.024)	1.263	(0.025)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	7.420	7.568	(0.148)	7.720	(0.151)	7.874	(0.154)	8.032	(0.157)
Total Labor Expenses	\$23.898	\$23.575	\$0.323	\$24.046	(\$0.471)	\$24.527	(\$0.481)	\$25.018	(\$0.491)
<u>Non-Labor:</u>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$23.898	\$23.575	\$0.323	\$24.046	(\$0.471)	\$24.527	(\$0.481)	\$25.018	(\$0.491)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$23.898	\$23.575	\$0.323	\$24.046	(\$0.471)	\$24.527	(\$0.481)	\$25.018	(\$0.491)
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Non-Reimbursable and Reimbursable									
Operating Revenues									
Toll Revenue	\$1,906.354	\$1,923.208	\$16.854	\$1,936.945	\$13.737	\$1,945.889	\$8.944	\$1,953.136	\$7.247
Other Operating Revenue	18.936	18.936	0.000	18.936	0.000	18.936	0.000	18.936	0.000
Investment Income	0.987	1.240	0.253	1.240	0.000	1.240	0.000	1.240	0.000
Capital and Other Reimbursements	23.898	23.575	(0.323)	24.046	0.471	24.527	0.481	25.018	0.491
Total Revenues	\$1,950.175	\$1,966.960	\$16.785	\$1,981.168	\$14.208	\$1,990.593	\$9.425	\$1,998.330	\$7.738
Operating Expenses									
Labor:									
Payroll	\$136.799	\$154.650	(\$17.852)	\$160.664	(\$6.014)	\$160.686	(\$0.022)	\$163.384	(\$2.698)
Overtime	30.745	28.806	1.938	29.386	(0.580)	29.975	(0.589)	30.576	(0.601)
Health and Welfare	30.578	35.988	(5.410)	36.763	(0.774)	38.319	(1.556)	39.965	(1.646)
OPEB Current Payments	20.247	22.070	(1.822)	22.555	(0.486)	23.638	(1.083)	24.772	(1.135)
Pension	41.360	39.648	1.712	39.707	(0.060)	38.992	0.715	39.744	(0.752)
Other Fringe Benefits	19.349	20.748	(1.399)	22.710	(1.961)	23.503	(0.794)	23.721	(0.217)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$279.078	\$301.910	(\$22.833)	\$311.785	(\$9.875)	\$315.114	(\$3.329)	\$322.162	(\$7.048)
Non-Labor:									
Electric Power	\$5.184	\$7.027	(\$1.844)	\$7.134	(\$0.107)	\$7.559	(\$0.425)	\$7.966	(\$0.408)
Fuel	1.762	1.882	(0.120)	1.897	(0.015)	2.411	(0.513)	2.573	(0.162)
Insurance	11.699	12.426	(0.727)	13.143	(0.717)	13.947	(0.804)	14.816	(0.869)
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	183.797	215.103	(31.306)	218.577	(3.475)	222.753	(4.175)	233.250	(10.497)
Professional Services Contracts	47.544	40.177	7.367	39.745	0.432	41.042	(1.298)	40.326	0.717
Materials and Supplies	4.785	4.711	0.074	4.377	0.334	4.499	(0.122)	4.618	(0.119)
Other Business Expenses	35.651	36.743	(1.092)	37.541	(0.798)	38.634	(1.093)	39.546	(0.911)
Total Non-Labor Expenses	\$290.422	\$318.069	(\$27.647)	\$322.414	(\$4.345)	\$330.845	(\$8.431)	\$343.095	(\$12.249)
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$569.499	\$619.979	(\$50.480)	\$634.199	(\$14.220)	\$645.959	(\$11.760)	\$665.257	(\$19.298)
Depreciation	\$150.000	\$136.766	\$13.234	\$146.300	(\$9.534)	\$156.499	(\$10.199)	\$167.409	(\$10.910)
OPEB Liability Adjustment	71.832	75.424	(3.592)	79.195	(3.771)	83.155	(3.960)	87.312	(4.158)
GASB 68 Pension Expense Adjustment	11.828	15.242	(3.414)	17.184	(1.942)	20.001	(2.817)	21.451	(1.450)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$803.159	\$847.411	(\$44.252)	\$876.878	(\$29.467)	\$905.613	(\$28.735)	\$941.429	(\$35.815)
Less: Depreciation	\$150.000	\$136.766	\$13.234	\$146.300	(\$9.534)	\$156.499	(\$10.199)	\$167.409	(\$10.910)
Less: OPEB Liability Adjustment	71.832	75.424	(3.592)	79.195	(3.771)	83.155	(3.960)	87.312	(4.158)
Less: GASB 68 Pension Expense Adjustment	11.828	15.242	(3.414)	17.184	(1.942)	20.001	(2.817)	21.451	(1.450)
Less: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$569.499	\$619.979	(\$50.480)	\$634.199	(\$14.220)	\$645.959	(\$11.760)	\$665.257	(\$19.298)
Net Surplus/(Deficit)	\$1,380.675	\$1,346.980	(\$33.695)	\$1,346.969	(\$0.011)	\$1,344.634	(\$2.335)	\$1,333.074	(\$11.560)

MTA BRIDGES AND TUNNELS
November Financial Plan 2018 - 2021
Accrual Statement of Operations by Category
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Non-Reimbursable / Reimbursable									
Page 2 of 2									
Net Surplus/(Deficit)	\$1,380.675	\$1,346.980	(\$33.695)	\$1,346.969	(\$0.011)	\$1,344.634	(\$2.335)	\$1,333.074	(\$11.560)
<u>Deductions from Income:</u>									
Less: Capitalized Assets	\$24.813	\$20.517	\$4.296	\$20.966	(\$0.449)	\$21.551	(\$0.585)	\$22.122	(\$0.571)
Capitalized Reserves	27.515	27.961	(0.446)	28.573	(0.612)	29.370	(0.797)	30.149	(0.778)
GASB 45 Reserves	0.000	0.364	(0.364)	0.462	(0.097)	0.678	(0.217)	0.905	(0.227)
Adjusted Net Surplus/(Deficit)	\$1,328.347	\$1,298.138	(\$30.210)	\$1,296.968	(\$1.170)	\$1,293.034	(\$3.933)	\$1,279.898	(\$13.136)
Less: Debt Service	\$657.431	\$662.455	(\$5.024)	\$709.146	(\$46.691)	\$743.543	(\$34.397)	\$777.685	(\$34.142)
Income Available for Distribution	\$670.916	\$635.683	(\$35.233)	\$587.822	(\$47.861)	\$549.491	(\$38.331)	\$502.213	(\$47.278)
<u>Distributable To:</u>									
MTA - Investment Income	\$0.987	\$1.240	\$0.253	\$1.240	\$0.000	\$1.240	\$0.000	\$1.240	\$0.000
MTA - Distributable Income	391.386	377.595	(13.791)	355.764	(21.831)	335.752	(20.012)	311.929	(23.823)
NYCT - Distributable Income	278.543	256.848	(21.696)	230.818	(26.030)	212.499	(18.319)	189.044	(23.455)
Total Distributable Income:	\$670.916	\$635.683	(\$35.233)	\$587.822	(\$47.861)	\$549.491	(\$38.331)	\$502.213	(\$47.278)
<u>Actual Cash Transfers:</u>									
MTA - Investment Income - Prior Year	\$0.635	\$0.987	\$0.352	\$1.240	\$0.253	\$1.240	\$0.000	\$1.240	\$0.000
MTA - Cash Surplus Transfer	408.583	378.974	(29.609)	357.947	(21.027)	337.753	(20.194)	314.311	(23.442)
NYCT - Cash Surplus Transfer	288.786	259.017	(29.769)	233.421	(25.596)	214.331	(19.090)	191.389	(22.941)
Total Cash Transfers:	\$698.004	\$638.978	(\$59.026)	\$592.608	(\$46.370)	\$553.324	(\$39.284)	\$506.941	(\$46.383)
SUPPORT TO MASS TRANSIT:									
Total Revenue	\$1,950.175	\$1,966.960	\$16.785	\$1,981.168	\$14.208	\$1,990.593	\$9.425	\$1,998.330	\$7.738
Total Expenses Before Non-Cash Liability Adjs.	569.499	619.979	(50.480)	634.199	(14.220)	645.959	(11.760)	665.257	(19.298)
Net Operating Income:	\$1,380.675	\$1,346.980	(\$33.695)	\$1,346.969	(\$0.011)	\$1,344.634	(\$2.335)	\$1,333.074	(\$11.560)
<u>Deductions from Operating Income:</u>									
B&T Debt Service	\$288.993	\$278.390	\$10.603	\$313.938	(\$35.548)	\$352.834	(\$38.896)	\$387.960	(\$35.126)
Capitalized Assets	24.813	20.517	4.296	20.966	(0.449)	21.551	(0.585)	22.122	(0.571)
Reserves	27.515	27.961	(0.446)	28.573	(0.612)	29.370	(0.797)	30.149	(0.778)
GASB Reserves	0.000	0.364	(0.364)	0.462	(0.097)	0.678	(0.217)	0.905	(0.227)
Total Deductions from Operating Income:	\$341.321	\$327.232	\$14.089	\$363.939	(\$36.707)	\$404.434	(\$40.494)	\$441.136	(\$36.702)
Total Support to Mass Transit:	\$1,039.354	\$1,019.748	(\$19.606)	\$983.029	(\$36.719)	\$940.200	(\$42.829)	\$891.938	(\$48.262)

MTA BRIDGES AND TUNNELS
2018 Final Proposed Budget
November Financial Plan 2018–2021
Summary of Major Plan-to-Plan Changes

Non-Reimbursable

2017: November Financial Plan vs. July Financial Plan

Revenues

Toll revenue has been reduced by \$6.5 million from the July Financial Plan due to a lower than forecast average toll. The drop in the average toll is primarily the result of higher than anticipated E-ZPass usage.

Expenses

Non-reimbursable expenses are projected to be \$8.5 million less than the July Financial Plan. Labor costs are \$7.6 million lower and non-labor expenses are \$0.9 million lower. The major variances include:

Labor

- Lower Payroll, Health and Welfare, and Other Fringe Benefits totaling \$8.2 million due to vacancies.
- An increase of \$0.6 million in OPEB Current Payment due to increased retiree participation in post-employment health insurance plans.

Non-Labor

- Lower insurance costs of \$0.8 million based on revised policy assumptions.
- Re-estimates across other expense categories net an additional \$0.1 million in plan-to-plan savings.

Deductions from Operating Income

- Capitalized Assets are \$5.4 million lower primarily due to favorable re-estimates of major maintenance projects.
- B&T Debt Service projections are revised downward by \$11.6 million.

2018-2021: November Financial Plan vs. July Financial Plan

Revenues

The toll revenue forecast has been decreased by \$14.7 million in 2018, \$12.3 million in 2019, \$10.1 million in 2020 and \$10.9 million in 2021 primarily due to a lower average toll resulting from higher than anticipated E-ZPass usage.

Expenses

Non-reimbursable expenses decrease by \$10.0 million in 2018, \$11.2 million in 2019, \$10.9 million in 2020 and \$11.0 million in 2021. The major variances include:

- Annual savings of \$5.9 million in Maintenance and Other Operating Contracts realized through a comprehensive re-evaluation of the Major Maintenance and Bridge Painting Program that supplements and supports the large construction projections carried out through the Capital Programs;
- Additional reductions in Maintenance and Other Operating Contracts ranging from \$4.3 million to \$5.2 million each year primarily due to the elimination of various cash collection and processing functions now that Open Road Tolling (ORT) has been successfully implemented and is fully operational at all of B&T's crossings. These reductions also include savings associated with higher than projected E-ZPass usage. E-ZPass is a more cost effective toll collection system compared to Tolls by Mail and subsequently more E-ZPass transactions and fewer Tolls by Mail transactions have resulted in budgetary savings in this expense category.

Deductions from Operating Income

- B&T Debt Service is lower during each year of the financial plan: \$38.1 million in 2018, \$33.7 million in 2019, \$29.0 million in 2020 and \$29.5 million in 2021.
- All other deductions (Capitalized Assets, Capital Reserves and GASB Reserves) are a net \$0.1 million to \$0.2 million lower primarily due to plan-to-plan inflationary adjustments.

Reimbursable

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

Non-Reimbursable

2017: November Financial Plan vs. February Financial Plan

Revenues

Revenues are reduced by \$23.5 million from the February Financial Plan. The major changes include:

- Lower toll revenue of \$20.9 million due to a lower than initially forecast average toll. The drop in the average toll is primarily the result of higher than anticipated E-ZPass usage.
- A technical adjustment of \$2.7 million which reclassifies toll violation fee and toll recovery revenue from Other Operating Income to Toll Revenue.

Expenses

Non-reimbursable expenses are projected to be \$7.2 million lower than the February Plan. Labor costs are \$18.3 million lower and non-labor expenses are \$11.1 million higher. The major variances include:

Labor

- Lower payroll expenses totaling \$13.1 million and lower associated Other Fringe Benefits costs of \$0.8 million primarily due to vacancies, partially offset by an additional \$1.3 million in overtime mainly needed to cover major maintenance requirements related to ORT and other large projects.
- A net decrease of \$1.4 million in Health and Welfare/OPEB Current Payment expenses primarily due to vacancies.
- A decrease of \$2.3 million in Pension costs based on NYCERS' current projections.
- An additional \$2.1 million in reimbursable overhead due to re-estimates of workforce hours eligible for reimbursement from the Capital Programs.

Non-Labor

- Lower electricity costs totaling \$0.8 million based on revised rate forecasts.
- Lower insurance costs of \$3.9 million based on revised policy assumptions.
- Higher expenses in Maintenance and Other Operating Contracts (\$7.7 million) resulting primarily from the timing of Hurricane Sandy restoration work (\$3.0 million) and the purchase of a License Plate Recognition (LPR) system to aid in toll collection enforcement (\$6.7 million), partially offset by \$1.2 million in savings from lower negotiated unit prices for E-ZPass tags and another \$0.8 million in favorable re-estimates across a variety of routine maintenance areas.
- An additional \$6.7 million has been included in the forecast for Professional Service Contracts to cover the costs of an extensive marketing campaign aimed at making the public aware of ORT and the benefits of opening an E-ZPass account.
- The categories of Materials & Supplies and Other Business Expenses are a combined \$1.4 million greater than the February Plan due to relatively small upward re-estimates across several areas.

Deductions from Operating Income

- Capitalized Assets are \$3.1 million higher primarily due to the re-scheduling of projects from 2016.
- B&T Debt Service is \$9.8 million lower than the Adopted Budget.

2018-2020: November Financial Plan vs. February Financial Plan

Revenues

Total revenues are being decreased by \$17.8 million in 2018, \$17.2 million in 2019 and \$15.6 million in 2020.

- The toll revenue forecast has been decreased by \$15.1 million in 2018, \$14.5 million in 2019 and \$12.9 million in 2020 due to lower projected average tolls resulting from actual increased E-ZPass usage in 2017.
- Other Operating Revenue has been adjusted downward by \$2.7 million each year to reflect the reclassification of toll violation fee and toll recovery revenue to Toll Revenue.

Expenses

Non-reimbursable expenses decrease by \$15.0 million in 2018, \$18.4 million in 2019, and \$20.8 million in 2020.

Labor

Expenses decrease by \$1.0 million in 2018, \$1.7 million in 2019, and \$1.6 million in 2020 based on the following major changes:

- Re-estimates of workforce hours eligible for reimbursement from the Capital Programs result in higher non-reimbursable payroll costs of \$1.3 million to \$1.5 million each year, while overtime is lower by approximately \$0.4 million each year.
- Revised inflationary assumptions for defined medical plans are the primary drivers behind the unfavorable Health and Welfare variances of \$2.6 million in 2018, \$2.1 million in 2019 and \$2.4 million in 2020.
- OPEB Current Payment costs have been increase between \$1.8 million and \$2.2 million each year due to revised inflationary assumptions and re-estimates of retiree participation in post-employment health insurance plans.
- Pension costs have been adjusted downward by \$4.3 million to \$4.7 million each year to reflect the most recent NYCERS forecast provided by the NYC Office of the Actuary.

Non-Labor

Non-Labor expenses decrease by \$14.0 million in 2018, \$16.7 million in 2019, and \$19.2 million in 2020 based on the following major variances:

- Insurance policy re-estimates bring down expenses by \$3.9 million each year.
- Annual savings of \$5.9 million have been achieved through a comprehensive re-evaluation of the Major Maintenance and Bridge Painting Program that supplements and supports the large construction projections carried out through the Capital Programs;
- Expense reductions ranging from \$4.3 million to \$5.2 million each year have been realized from the elimination of various cash collection and processing functions now that ORT has been successfully implemented and is fully operational at all of B&T's crossings. These reductions also include savings associated with higher than projected E-ZPass usage. E-ZPass is a more cost effective toll collection system compared to Tolls by Mail and subsequently more E-ZPass transactions and fewer Tolls by Mail transactions have resulted in budgetary savings.
- Lower negotiated unit prices for E-ZPass tags produce savings of approximately \$1.3 million each year.
- Miscellaneous consulting costs across a variety of areas have been re-estimated to yield \$2.0 million in annual savings.
- Partially offsetting the favorable variances above are:
 - The timing of Hurricane Sandy restoration work, which adds \$3.0 million in 2018 and \$2.8 million in 2019;
 - Additional electricity costs of \$0.6 million to \$0.8 million each year based on revised rate assumptions.

Deductions from Operating Income

- B&T Debt Service is lower during each year of the financial plan: \$31.5 million in 2018, \$24.5 million in 2019 and \$15.2 million in 2020.
- Capitalized assets increase by \$0.9 million due to changes in project scheduling and then decline between \$0.2 million and \$0.3 million each year thereafter due to favorable changes in inflationary assumptions.
- Annual decreases of \$0.2 million to \$0.3 million in Capital Reserves from 2018 through 2020 reflected favorable changes in inflationary assumptions.
- Increases in GASB Reserves of \$0.2 million to \$0.3 million each year reflect changes in medical inflation assumptions.

Reimbursable

Reimbursable revenue and expenses are \$0.6 million lower in 2018, \$0.4 million lower in 2019 and \$0.1 million lower in 2020 to reflect revised labor needs for projects included in the Capital Programs.

MTA BRIDGES AND TUNNELS
November Financial Plan 2018-2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2017	2018	2019	2020	2021
2017 July Financial Plan - Net Surplus/(Deficit)	\$1,320.882	\$1,302.711	\$1,297.879	\$1,292.073	\$1,279.610
Baseline Changes					
Revenue					
Vehicle Toll Revenue	(\$6.472)	(\$14.739)	(\$12.344)	(\$10.141)	(\$10.854)
Other Operating Revenue	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	(\$6.472)	(\$14.739)	(\$12.344)	(\$10.141)	(\$10.854)
Expenses					
<i>Labor:</i>					
Payroll	\$6.774	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.938	0.000	0.000	0.000	0.000
OPEB Current Payment	(0.574)	(0.626)	(0.640)	(0.671)	(0.703)
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.474	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	\$7.611	(\$0.626)	(\$0.640)	(\$0.671)	(\$0.703)
<i>Non-Labor:</i>					
Electric Power	\$0.107	(\$0.194)	(\$0.163)	(\$0.096)	(\$0.094)
Fuel	0.032	(0.022)	(0.015)	(0.306)	(0.274)
Insurance	0.787	0.194	0.195	0.195	0.195
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	(0.060)	10.545	11.635	11.607	11.659
Professional Service Contracts	0.017	0.107	0.166	0.150	0.144
Materials & Supplies	0.043	0.020	0.026	0.024	0.024
Other Business Expenses	0.000	0.007	0.011	0.011	0.011
	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expense Changes	\$0.925	\$10.658	\$11.856	\$11.585	\$11.664
Total Expenses before Depreciation and GASB Adjs.	\$8.537	\$10.032	\$11.216	\$10.915	\$10.961
Add: Depreciation	(\$22.147)	\$0.000	\$0.000	\$0.000	\$0.000
Add: OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
Add: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation and GASB Adjs.	(\$13.610)	\$10.032	\$11.216	\$10.915	\$10.961
Less: Depreciation	(\$22.147)	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	\$8.537	\$10.032	\$11.216	\$10.915	\$10.961
Total Net Surplus/(Deficit) Changes	\$2.065	(\$4.706)	(\$1.128)	\$0.774	\$0.108
Deductions from Income					
Capitalized Assets	\$5.400	\$0.061	\$0.097	\$0.087	\$0.087
Capital Reserves	0.000	0.083	0.132	0.118	0.119
GASB 45 Reserves	0.000	(0.010)	(0.013)	(0.019)	(0.026)
Total Deductions from Income	\$5.400	\$0.133	\$0.216	\$0.186	\$0.180
Total Adjusted Net Surplus/(Deficit) Changes	\$7.465	(\$4.573)	(\$0.912)	\$0.961	\$0.288
2017 November Financial Plan - Net Surplus/(Deficit)	\$1,328.347	\$1,298.138	\$1,296.968	\$1,293.034	\$1,279.898

MTA BRIDGES AND TUNNELS
November Financial Plan 2018-2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE	2017	2018	2019	2020	2021
2017 July Financial Plan - Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Baseline Changes</i>					
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 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
2017 November Financial Plan - Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
November Financial Plan 2018-2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2017	2018	2019	2020	2021
2017 July Financial Plan - Net Surplus/(Deficit)	\$1,320.882	\$1,302.711	\$1,297.879	\$1,292.073	\$1,279.610
Baseline Changes					
Revenue					
Vehicle Toll Revenue	(\$6.472)	(\$14.739)	(\$12.344)	(\$10.141)	(\$10.854)
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	(\$6.472)	(\$14.739)	(\$12.344)	(\$10.141)	(\$10.854)
Expenses					
<i>Labor:</i>					
Payroll	\$6.774	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.938	0.000	0.000	0.000	0.000
OPEB Current Payment	(0.574)	(0.626)	(0.640)	(0.671)	(0.703)
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.474	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	\$7.611	(\$0.626)	(\$0.640)	(\$0.671)	(\$0.703)
<i>Non-Labor:</i>					
Electric Power	\$0.107	(\$0.194)	(\$0.163)	(\$0.096)	(\$0.094)
Fuel	0.032	(0.022)	(0.015)	(0.306)	(0.274)
Insurance	0.787	0.194	0.195	0.195	0.195
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	(0.060)	10.545	11.635	11.607	11.659
Professional Service Contracts	0.017	0.107	0.166	0.150	0.144
Materials & Supplies	0.043	0.020	0.026	0.024	0.024
Other Business Expenses	0.000	0.007	0.011	0.011	0.011
Total Non-Labor Expense Changes	\$0.925	\$10.658	\$11.856	\$11.585	\$11.295
Total Expenses before Depreciation and GASB Adjs.	\$8.537	\$10.032	\$11.216	\$10.915	\$10.593
Add: Depreciation	(\$22.147)	\$0.000	\$0.000	\$0.000	\$0.000
Add: OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
Add: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation and GASB Adjs.	(\$13.610)	\$10.032	\$11.216	\$10.915	\$10.593
Less: Depreciation	(\$22.147)	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	\$8.537	\$10.032	\$11.216	\$10.915	\$10.593
Total Baseline Changes	\$2.065	(\$4.706)	(\$1.128)	\$0.774	(\$0.261)
Deductions from Income					
Capitalized Assets	\$5.400	\$0.061	\$0.097	\$0.087	\$0.087
Capital Reserves	0.000	0.083	0.132	0.118	0.119
GASB 45 Reserves	0.000	(0.010)	(0.013)	(0.019)	(0.026)
Total Deductions from Income	\$5.400	\$0.133	\$0.216	\$0.186	\$0.180
Total Adjusted Baseline Changes	\$7.465	(\$4.573)	(\$0.912)	\$0.961	\$0.288
2017 November Financial Plan - Net Surplus/(Deficit)	\$1,328.347	\$1,298.138	\$1,296.968	\$1,293.034	\$1,279.898

MTA BRIDGES AND TUNNELS
November Financial Plan 2018-2021
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE	2017	2018	2019	2020	2021
July Financial Plan - Net Surplus/(Deficit)	\$1,320.882	\$1,302.711	\$1,297.879	\$1,292.073	\$1,279.610
<i>Non-Reimbursable Major Changes</i>					
Revenue					
Lower toll revenue due to higher E-ZPass usage	(\$6.472)	(\$14.739)	(\$12.344)	(\$10.141)	(\$10.854)
Sub-Total Non-Reimbursable Revenue Changes	(\$6.472)	(\$14.739)	(\$12.344)	(\$10.141)	(\$10.854)
Expenses					
Vacancies (Payroll and Fringe Benefits)	\$8.186	\$0.000	\$0.000	\$0.000	\$0.000
Major Maintenance Re-Estimates	5.400	5.900	5.900	5.900	5.900
ORT Cost Re-Estimates	0.000	4.299	5.178	5.212	5.246
Higher Current OPEB costs due to increased retirements	(0.574)	(0.626)	(0.640)	(0.671)	(0.703)
Changes in Rates & Related Assumptions:					
Energy	0.139	(0.215)	(0.178)	(0.402)	(0.369)
Insurance	0.787	0.194	0.195	0.195	0.195
GASB 45 Reserve	0.000	(0.010)	(0.013)	(0.019)	(0.026)
Inflation	0.000	0.624	0.989	0.886	0.897
Sub-Total Non-Reimbursable Expense Changes	\$13.937	\$10.165	\$11.432	\$11.101	\$11.141
Total Non-Reimbursable Major Changes	\$7.465	(\$4.573)	(\$0.912)	\$0.961	\$0.288
<i>Reimbursable Major Changes</i>					
Revenue					
None	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Sub-Total Reimbursable Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
None	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Sub-Total Reimbursable Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	\$7.465	(\$4.573)	(\$0.912)	\$0.961	\$0.288
Total Net Changes	\$7.465	(\$4.573)	(\$0.912)	\$0.961	\$0.288
November Financial Plan - Net Surplus/(Deficit)	\$1,328.347	\$1,298.138	\$1,296.968	\$1,293.034	\$1,279.898

MTA BRIDGES AND TUNNELS
2018 Final Proposed Budget
November Financial Plan 2018–2021
Traffic/Utilization

Year-to-Year

Traffic volume in 2017 is forecast at 306.7 million crossings. Through August of 2017, Hurricane Sandy restoration construction at the Queens Midtown and Hugh L. Carey tunnels has resulted in year-to-year traffic declines at these facilities of 12% and 4% respectively, while the combined volume at B&T's other facilities has grown by 1.2%. Construction at the tunnels is expected to be substantially complete in 2018 and volumes are forecast to grow back to pre-construction levels. The return of an estimated 2.2 million crossings at the tunnels and 0.8% in forecast regional employment growth increase the traffic forecast to 308.4 million crossings for 2018. Volume growth thereafter is based on regional employment growth of 0.6% in 2019, 0.5% in 2020 and 0.4% in 2021, and annual regional inflation averaging 2.6%. The traffic forecast also takes into consideration an additional day for the leap year in 2020. Paid traffic is forecast at 311.0 million crossings in 2019, 313.1 million in 2020 and 314.8 million in 2021.

Plan-to-Plan

Paid traffic volume is expected to reach 306.7 million crossings in 2017, which is 0.5 million, or 0.2% above the Mid-Year Forecast level based on actual results through August. These results have been included in the baseline projections for each subsequent year of the plan. Combined with minor revisions to the regional employment and inflation forecasts, the resulting plan-to-plan changes in traffic projections are 0.1 million fewer crossings in 2018, followed by increased crossings of 0.3 million in 2019, 0.7 million in 2020 and 0.6 million in 2021.

MTA BRIDGES AND TUNNELS
November Financial Plan 2018 - 2021
Ridership (Utilization)
(in millions)

	Actual	November Forecast	Final Proposed Budget	2019	2020	2021
	2016	2017	2018			

TRAFFIC VOLUME

Total Traffic Volume	307.417	306.747	308.413	311.027	313.060	314.830
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TOLL REVENUE

Toll Revenue	\$1,869.693	\$1,906.354	\$1,923.208	\$1,936.945	\$1,945.889	\$1,953.136
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MTA BRIDGES AND TUNNELS
November Financial Plan 2018-2021
2017 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2017	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021
Administration										
Miscellaneous consulting (July Plan)	-	0.000	-	2.000	-	2.000	-	2.000	-	2.000
<i>Subtotal Administration</i>	-	0.000	-	2.000	-	2.000	-	2.000	-	2.000
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
Service/Service Support										
Open Road Tolling	-	0.000	-	4.299	-	5.178	-	5.212	-	5.246
<i>Subtotal Service/Service Support</i>	-	0.000	-	4.299	-	5.178	-	5.212	-	5.246
Maintenance/Operations										
Major Maintenance & Bridge Painting	-	5.400	-	5.900	-	5.900	-	5.900	-	5.900
Lower negotiated E-ZPass tag price (July Plan)	-	1.205	-	1.310	-	1.296	-	1.281	-	1.229
<i>Subtotal Maintenance/Operations</i>	-	6.605	-	7.210	-	7.196	-	7.181	-	7.129
Revenue Enhancement										
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
Safety/Security										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Safety/Security</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Enterprise Asset Management										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Enterprise Asset Management</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
All Other										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal All Other</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Agency Submission	-	\$6.605	-	\$13.509	-	\$14.374	-	\$14.394	-	\$14.375

**MTA BRIDGES AND TUNNELS
July Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Administration

Program: Miscellaneous Consulting

Background Details: B&T re-evaluated a variety of planning, research and administrative areas that have historically utilized outside consulting services against the skills and competencies available among current staff in these areas. It was determined that cost reductions could be achieved by relying less on consultants and utilizing existing staff more for certain projects and activities.

**Program Description/
Implementation Plan:** Various consulting budget lines will be reduced.

Program Implementation Date: January 1, 2018 **When will savings begin?:** January 1, 2018
Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$2.000	\$2.000	\$2.000	\$2.000

Total Positions Required:

MTA BRIDGES AND TUNNELS
November Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet

Category by Function: Service/Service Support

Program: Open Road Tolling

Background Details: With the implementation of Open Road Tolling at all B&T facilities in 2017, various cash collection and processing functions will either be greatly reduced or entirely eliminated. These functions include maintenance and operation of a revenue processing center, armored car delivery services, and money counting services. In addition, E-ZPass usage has grown beyond forecast expectations. E-ZPass is a more cost effective toll collection system compared to Tolls by Mail, and therefore more E-ZPass transactions and fewer Tolls by Mail transactions results in budgetary savings.

Program Description/

ORT began rolling out in November 2016 at the Henry Hudson Bridge, continued throughout 2017 with implementation at the Hugh L. Carey Tunnel, the Queens Midtown Tunnel, the RFK Bridge and the Verrazano-Narrows Bridge, and was completed on September 30th when both the Throgs Neck Bridge and the Bronx-Whitestone Bridge went live. Some cash-related processing functions will need to remain through the fourth quarter of 2017, but thereafter significant budgetary savings will be realized.

Program Implementation Date: January 2018

When will savings begin?: January 2018

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$4.299	\$5.178	\$5.212	\$5.246

Total Positions Required:

MTA BRIDGES AND TUNNELS
November Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet

Category by Function: Maintenance/Operations

Program: Major Maintenance and Bridge Painting

Background Details: Approximately 25% of B&T's non-labor financial plan is dedicated to a Major Maintenance and Bridge Painting Program that supplements and supports the large construction projects carried out through the Capital Programs. A comprehensive evaluation of these supplemental needs over the November Financial Plan period has yielded \$5.4 million in 2017 savings and \$5.9 million each year thereafter.

Program Description/Implementation Plan: Projects and activities in the Major Maintenance and Bridge Painting Program have been reprogrammed in accordance with the revised funding levels included in the November Financial Plan from 2018 through 2021

Program Implementation Date: January 2017 **When will savings begin?:** January 2017
Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$5.400	\$5.900	\$5.900	\$5.900	\$5.900

Total Positions Required:

MTA BRIDGES AND TUNNELS
July Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet

Category by Function: Maintenance/Operations

Program: Lower negotiated E-ZPass tag price

Background Details: The projection for E-ZPass tag needs in the February Financial Plan was based on a unit price of \$8.90 for the most widely distributed tag. B&T Procurement was able to negotiate that price down to \$7.40, which yields plan-to-plan savings of approximately \$6.3 million in total over the July Financial Plan period.

Program Description/Implementation Plan: Various consulting budget lines will be reduced.

Program Implementation Date: January 1, 2017 **When will savings begin?:** January 1, 2017

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$1.205	\$1.310	\$1.296	\$1.281	\$1.229
<i>Total Positions Required:</i>					

MTA BRIDGES AND TUNNELS
2018 Final Proposed Budget
November Financial Plan 2018–2021
Positions

Position Assumptions

Year-to-Year

Total 2017 and 2018 year-end headcount is budgeted at 1,589. The development plan for the Enterprise Asset Management program requires an additional two positions in 2019 and six more in 2020, bringing headcount to 1,591 and 1,597 in those years, respectfully. Headcount remains at 1,597 in 2021.

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

Plan-to-Plan

The headcount figures cited above are unchanged from the July Financial Plan.

MTA BRIDGES AND TUNNELS					
November Financial Plan 2018-2021					
Favorable/(Unfavorable)					
Total Position Changes at a Glance					
	2017	2018	2019	2020	2021
2017 July Plan - Total Positions	1,589	1,589	1,591	1,597	1,597
Total Plan-to-Plan Changes	0	0	0	0	0
2017 November Plan - Total Positions	1,589	1,589	1,591	1,597	1,597
Total Year-to-Year Changes, November Plan		0	(2)	(6)	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	(13)	(13)	(13)	(13)	(13)
- Professional, Technical, Clerical	13	13	13	13	13
- Operational Hourlies	0	0	0	0	0
Total	0	0	0	0	0

Total Plan-to-Plan Changes by Major Category:					
2017 BRPs	0	0	0	0	0
New Needs	0	0	0	0	0
Change in Reimbursable Positions	0	0	0	0	0
Re-estimates & All Other ¹	0	0	0	0	0
Total	0	0	0	0	0

¹ Includes Full-time Equivalents

MTA BRIDGES AND TUNNELS
November Financial Plan 2018-2021
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents

FUNCTION/DEPARTMENT	2016	2017	2018	2019	2020	2021
	Actual	November Forecast	Final Proposed Budget			
Administration						
Executive	5	12	12	12	12	12
Law ⁽¹⁾	12	16	16	16	16	16
CFO ⁽²⁾	23	25	25	25	25	25
Administration	40	37	37	37	37	37
EEO	1	2	2	2	2	2
Total Administration	81	92	92	92	92	92
Operations						
Revenue Management	38	43	43	43	43	43
Operations (Non-Security)	485	543	543	543	543	543
Total Operations	523	586	586	586	586	586
Maintenance						
Maintenance	195	206	206	206	206	206
Operations - Maintainers	174	176	176	176	176	176
Total Maintenance	369	382	382	382	382	382
Engineering/Capital						
Engineering & Construction	162	192	192	192	192	192
Health & Safety	8	10	10	10	10	10
Law ⁽¹⁾	19	22	22	22	22	22
Planning & Budget Capital	18	29	29	31	37	37
Total Engineering/Capital	207	253	253	255	261	261
Public Safety						
Operations (Security)	232	232	232	232	232	232
Internal Security - Operations	39	44	44	44	44	44
Total Public Safety	271	276	276	276	276	276
Total Positions	1,451	1,589	1,589	1,591	1,597	1,597
<i>Non-Reimbursable</i>	1,364	1,502	1,502	1,504	1,510	1,510
<i>Reimbursable</i>	87	87	87	87	87	87
<i>Total Full-Time</i>	1,451	1,589	1,589	1,591	1,597	1,597
<i>Total Full-Time Equivalents</i>	0	0	0	0	0	0

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff

(3) Includes Human Resources and Administration staff.

MTA BRIDGES AND TUNNELS
November Financial Plan 2018 - 2021
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Administration						
Managers/Supervisors	27	30	30	30	30	30
Professional/Technical/Clerical	54	62	62	62	62	62
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	81	92	92	92	92	92
Operations						
Managers/Supervisors	176	216	216	216	216	216
Professional/Technical/Clerical	31	34	34	34	34	34
Operational Hourlies (1)	316	336	336	336	336	336
Total Operations Headcount	523	586	586	586	586	586
Maintenance						
Managers/Supervisors	17	25	25	25	25	25
Professional/Technical/Clerical	18	14	14	14	14	14
Operational Hourlies (2)	334	343	343	343	343	343
Total Maintenance Headcount	369	382	382	382	382	382
Engineering / Capital						
Managers/Supervisors	40	52	52	52	52	52
Professional/Technical/Clerical	167	201	201	203	209	209
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	207	253	253	255	261	261
Public Safety						
Managers/Supervisors	44	48	48	48	48	48
Professional, Technical, Clerical	31	32	32	32	32	32
Operational Hourlies (3)	196	196	196	196	196	196
Total Public Safety Headcount	271	276	276	276	276	276
Total Positions						
Managers/Supervisors	304	371	371	371	371	371
Professional, Technical, Clerical	301	343	343	345	351	351
Operational Hourlies	846	875	875	875	875	875
Total Positions	1,451	1,589	1,589	1,591	1,597	1,597

(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
2018 Final Proposed Budget
November Financial Plan 2018-2021

FINANCIAL OVERVIEW

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 expenses are incurred, therefore revenues (reimbursements) will always equal expenses. Consequently, reduced expenses result in lower revenues.

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

Below is a list of the proposed New Needs included in MTACC's 2017 November Forecast and November Financial Plan 2018 – 2021 baselines and position quota:

- Additional 7 positions for 2017, which brings the position levels to 146: serving the new Long Island Railroad projects: Third Track, Double Track and Enhanced Station Initiatives
- Additional 35 positions starting in 2018, which brings the total headcount to 181: these new employees will staff the new needs necessary for increase value of activity the following new mega projects – Third Track, Double Track, Enhanced Station Initiatives and Penn Station Access

2017 November Forecast

MTACC's 2017 November Forecast is projected to be \$35.4 million, reflecting a \$4.5 million decrease from the 2017 Mid-Year Forecast. Labor costs are expected to come in at \$26.7 million, a decrease of \$2.1 million, or 7.3%, with headcount of 146 by year-end. The change in Labor is due to revised payroll projections, benefits and escalation rates. Non-Labor costs are projected at \$8.7 million, a decrease of \$2.4 million, or 21.3%, from the Mid-Year Forecast as a result of revised timelines for vehicle replacements and MTACC's office space construction and renovations at 2 Broadway. Office space build-outs are slated to start 4th quarter instead of 3rd quarter of 2017. Due to the centralization of the Small Business Mentoring Program (SBMP) under MTA's amended Capital Program 2015-2019, MTACC's funding portion of the program is excluded from the November Forecast, which also contributed to the decrease.

2018 Final Budget – Baseline

MTACC projects 2018 expenses to be \$46.1 million, an increase of \$6.4 million, or 16.0%, from the July Financial Plan, with 181 positions at year-end. Staffing expenditures will be reimbursed by each of the “mega” projects for those employees directly working on projects.

Overall Labor expenses are projected at \$36.6 million, a \$7.2 million increase or 24.4%, from the July Plan, due to the costs associated with the additional proposed 42 positions. Non-Labor expenses are projected at \$9.5 million, which is \$0.8 million, or 7.9%, lower than the July Plan. The exclusion of SBMP from the Budget offsets the increase in costs associated with office space construction and rent at 2 Broadway.

2019 - 2021 Projections

2019 MTACC expenses are projected at \$46.9 million, an increase of \$6.0 million, or 14.8%, from the July Plan. Expenses will continue to increase by \$6.5 and \$6.7 million, respectively, in 2020 and 2021, when compared to the July Plan. Costs associated with the additional proposed 42 positions contributed to these significant increases.

Year-end staffing levels of 181 employees remain constant through 2021.

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

MTA CAPITAL CONSTRUCTION
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	30.815	35.430	46.083	46.885	47.138	46.589
Total Revenues	\$30.815	\$35.430	\$46.083	\$46.885	\$47.138	\$46.589
Operating Expense						
Labor:						
Payroll	\$16.916	\$19.402	\$25.020	\$25.466	\$25.657	\$25.823
Overtime	0.027	(0.002)	0.000	0.000	0.000	0.000
Health and Welfare	2.977	2.865	3.697	3.806	3.912	4.012
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.339	2.965	3.598	3.799	4.006	4.404
Other Fringe Benefits	2.910	1.485	4.240	4.554	4.476	4.389
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$25.169	\$26.716	\$36.556	\$37.625	\$38.050	\$38.629
Non-Labor:						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.002	0.002	0.002	0.002	0.002	0.002
Insurance	0.032	0.037	0.041	0.045	0.050	0.055
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	2.935	3.182	3.520	3.215	3.381	3.555
Professional Services Contracts	2.530	5.144	5.616	5.642	5.392	4.081
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.148	0.349	0.348	0.355	0.262	0.267
Total Non-Labor Expenses	\$5.646	\$8.714	\$9.527	\$9.259	\$9.087	\$7.961
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$30.815	\$35.430	\$46.083	\$46.885	\$47.138	\$46.589
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION
November Financial Plan 2018 - 2021
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	\$30.815	\$35.430	\$46.083	\$46.885	\$47.138	\$46.589
Total Receipts	\$30.815	\$35.430	\$46.083	\$46.885	\$47.138	\$46.589
Expenditures						
Labor:						
Payroll	\$16.916	\$19.402	\$25.020	\$25.466	\$25.657	\$25.823
Overtime	0.027	(0.002)	0.000	0.000	0.000	0.000
Health and Welfare	2.977	2.865	3.697	3.806	3.912	4.012
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.339	2.965	3.598	3.799	4.006	4.404
Other Fringe Benefits	2.910	1.485	4.240	4.554	4.476	4.389
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$25.169	\$26.716	\$36.556	\$37.625	\$38.050	\$38.629
Non-Labor:						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.002	0.002	0.002	0.002	0.002	0.002
Insurance	0.032	0.037	0.041	0.045	0.050	0.055
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	2.935	3.182	3.520	3.215	3.381	3.555
Professional Services Contracts	2.530	5.144	5.616	5.642	5.392	4.081
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.148	0.349	0.348	0.355	0.262	0.267
Total Non-Labor Expenditures	\$5.646	\$8.714	\$9.527	\$9.259	\$9.087	\$7.961
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 Expenditures	\$30.815	\$35.430	\$46.083	\$46.885	\$47.138	\$46.589
Net Cash Balance	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION
November Financial Plan 2018 - 2021
Cash Conversion (Cash Flow Adjustments)

Favorable/(Unfavorable)
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Cash Flow Adjustments						
Receipts						
Capital and Other Reimbursements	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditure Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION COMPANY
2018 Final Proposed Budget
November Financial Plan 2018-2021
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

- 2018 payroll costs reflect a full year of staffing levels of 181.
- In conjunction with the projects' workload timeline, staffing requirements will change resulting in payroll expenses to increase by 1.8%, 0.7% and 0.6% respectively from 2019 to 2021. The inclusion of NYCT administrative staff support (IT, Material, Procurement and Accounting) also contributed to the increases. Annual staffing levels will continue to remain at 181 throughout the plan.

Other Fringe Benefits

- Healthcare, Pension and Other Fringe Benefits will come in higher by 29.0%, 21.3% and 185.6% respectively due to the additional proposed 35 positions in 2018, which brings a total of 181 positions by year-end.
- Overall Benefit expenditures will increase by 5.4%, 1.9% and 3.3% respectively, from 2019 to 2021, as a result of projected benefit and escalation rates from multi-agency payrolls.

Fuel

- From 2018 to 2021, expenditures are projected to remain relatively constant.

Insurance

- Insurance costs are expected to increase annually by 10.0% from 2018 to 2021.

Maintenance and Other Operating Contracts

- 2018 expenditures will come in at \$3.5 million, \$0.3 million increase, due to the revised timelines of office construction and renovations at 2 Broadway and the acquisition of vehicle replacements.
- With the completion of office space construction and renovations at 2 Broadway by 2018, maintenance costs are expected to decrease by \$0.3 million in 2019.
- Costs are projected to increase by \$0.2 million annually from 2020 to 2021 due to the additional rent associated with the office space at 2 Broadway.

Professional Service Contracts

- Professional Services are expected to increase by \$0.5 million in 2018 due to the full year of costs associated with independent compliance monitoring services and an agency-wide workforce development program (which are implemented 3rd quarter of 2017).
- 2019 expenditures are projected to remain relatively constant. MTACC anticipates fewer MTA Audit and Compliance chargebacks and IT related costs in 2020, resulting in an overall decrease of \$0.3 million or 4.4% in Professional Services. By 2021, costs will rapidly decline to \$4.1 million, a \$1.3 million or 24.3% change, due to fewer anticipated engineering and program management consulting support expenses as some MTACC mega projects approach the completion stage.

Other Business Expenses

- Costs remain relatively constant from 2018 through 2021 as a result of the timing with office supplies and employee expenses.

MTA CAPITAL CONSTRUCTION
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Reimbursable									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	35.430	46.083	10.653	46.885	0.801	47.138	0.253	46.589	(0.548)
Total Revenues	\$35.430	\$46.083	\$10.653	\$46.885	\$0.801	\$47.138	\$0.253	\$46.589	(\$0.548)
Operating Expenses									
Labor:									
Payroll	\$19.402	\$25.020	(\$5.618)	\$25.466	(\$0.446)	\$25.657	(\$0.190)	\$25.823	(\$0.166)
Overtime	(0.002)	0.000	(0.002)	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	2.865	3.697	(0.832)	3.806	(0.108)	3.912	(0.106)	4.012	(0.100)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.965	3.598	(0.633)	3.799	(0.201)	4.006	(0.206)	4.404	(0.399)
Other Fringe Benefits	1.485	4.240	(2.756)	4.554	(0.313)	4.476	0.077	4.389	0.087
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$26.716	\$36.556	(\$9.840)	\$37.625	(\$1.069)	\$38.050	(\$0.425)	\$38.629	(\$0.578)
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.002	0.002	0.000	0.002	0.000	0.002	0.000	0.002	0.000
Insurance	0.037	0.041	(0.004)	0.045	(0.004)	0.050	(0.005)	0.055	(0.005)
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.182	3.520	(0.337)	3.215	0.304	3.381	(0.166)	3.555	(0.174)
Professional Services Contracts	5.144	5.616	(0.472)	5.642	(0.026)	5.392	0.250	4.081	1.311
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.349	0.348	0.000	0.355	(0.006)	0.262	0.093	0.267	(0.005)
Total Non-Labor Expenses	\$8.714	\$9.527	(\$0.813)	\$9.259	\$0.268	\$9.087	\$0.172	\$7.961	\$1.126
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	\$35.430	\$46.083	(\$10.653)	\$46.885	(\$0.801)	\$47.138	(\$0.253)	\$46.589	\$0.548
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$35.430	\$46.083	(\$10.653)	\$46.885	(\$0.801)	\$47.138	(\$0.253)	\$46.589	\$0.548
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 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Cash Receipts and Expenditures									
Receipts									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	35.430	46.083	10.653	46.885	0.801	47.138	0.253	46.589	(0.548)
Total Receipts	\$35.430	\$46.083	\$10.653	\$46.885	\$0.801	\$47.138	\$0.253	\$46.589	(\$0.548)
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$19.402	\$25.020	(\$5.618)	\$25.466	(\$0.446)	\$25.657	(\$0.190)	\$25.823	(\$0.166)
Overtime	(0.002)	0.000	(0.002)	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	2.865	3.697	(0.832)	3.806	(0.108)	3.912	(0.106)	4.012	(0.100)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.965	3.598	(0.633)	3.799	(0.201)	4.006	(0.206)	4.404	(0.399)
Other Fringe Benefits	1.485	4.240	(2.756)	4.554	(0.313)	4.476	0.077	4.389	0.087
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$26.716	\$36.556	(\$9.840)	\$37.625	(\$1.069)	\$38.050	(\$0.425)	\$38.629	(\$0.578)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.002	0.002	0.000	0.002	0.000	0.002	0.000	0.002	0.000
Insurance	0.037	0.041	(0.004)	0.045	(0.004)	0.050	(0.005)	0.055	(0.005)
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.182	3.520	(0.337)	3.215	0.304	3.381	(0.166)	3.555	(0.174)
Professional Services Contracts	5.144	5.616	(0.472)	5.642	(0.026)	5.392	0.250	4.081	1.311
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.349	0.348	0.000	0.355	(0.006)	0.262	0.093	0.267	(0.005)
Total Non-Labor Expenditures	\$8.714	\$9.527	(\$0.813)	\$9.259	\$0.268	\$9.087	\$0.172	\$7.961	\$1.126
<u>Other Expenditure Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$35.430	\$46.083	(\$10.653)	\$46.885	(\$0.801)	\$47.138	(\$0.253)	\$46.589	\$0.548
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION COMPANY
2018 Final Proposed Budget
November Financial Plan 2018-2021
Plan-to-Plan Changes by Generic Category

2017: November Forecast vs. Mid-Year Forecast

Revenue

Capital and Other Reimbursements

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

Expenses

Total expenses are projected at \$35.4 million, a decrease of \$4.5 million, or 11.2%, from the Mid-Year Forecast.

Major changes include:

- MTACC plans to recruit an additional 7 positions by year-end resulting in **Payroll** costs to come in \$0.5 million higher than the Mid-Year Forecast.
- Overall **Benefit** costs will decrease by \$2.6 million as a result of lower agency staff size during the year and revised billing rates for current MTACC employees residing on various MTA agency payrolls.
- With the anticipation of office space build-outs and renovations at 2 Broadway starting in 4th quarter instead of 3rd quarter, **Maintenance** costs will come in \$0.5 million below the Mid-Year Forecast. As a result of the revised timeline, most of the construction related costs will be deferred to 2018.
- Due to the centralization of SBMP under MTA's amended Capital Program 2015-2019, MTACC's funding portion of the program is excluded from the November Forecast, resulting in a decrease of \$1.9 million in **Professional Services**. Revised requirements for program management consulting in conjunction with the mega projects' timeline also contributed to the decrease.

2018 - 2021: November Financial Plan vs. July Financial Plan

Revenue

Capital and Other Reimbursements – (explained previously)

Expenses

2018 MTACC baseline is projected to come in \$46.1 million, an increase of \$6.4 million from the July Financial Plan. Overall expenses are expected to come in higher than the July Plan by: \$6.0 million in 2019, \$6.5 million in 2020 and \$6.7 million in 2021.

Major changes include:

- MTACC plans to increase annual staffing levels to 181 positions starting in 2018 to accommodate the workload from new projects that MTACC will undertake. **Labor** costs will increase by \$7.2, \$7.3 and \$7.4 million, respectively from 2018 to 2020. By 2021, expenditures are expected to come in \$38.6 million.
- Due to the revised timeline, most of the construction and renovation costs are expected to be deferred to 2018 resulting in an increase of \$0.4 million in **Maintenance**. From 2019 to 2021, costs are projected to come in annually \$0.1 million below the July Plan as a result of the revised rental rate for the additional rent associated with MTACC's proposed acquisition of NYCT's office space at 2 Broadway.
- **Professional Services** are anticipated to come in below the July Plan by \$1.2, \$1.2, \$0.8 and \$0.8 million, respectively, from 2018 to 2021. These decreases are attributable to the exclusion of MTACC's share of SMBP costs from the November Plan.

MTA CAPITAL CONSTRUCTION COMPANY
2018 Final Proposed Budget
November Financial Plan 2018-2021
Plan-to-Plan Changes by Generic Category

2017: November Forecast vs. Adopted Budget

Revenue

Capital and Other Reimbursements

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

Expenses

Total expenses are projected at \$35.4 million, a decrease of \$2.0 million, or 5.2%, from the Adopted Budget.

Major changes include:

- **Payroll** costs will come in \$0.8 million higher than the Adopted Budget due to revised staffing needs and projections, which includes 7 additional proposed positions.
- Overall **Benefit** costs will decrease by \$1.1 million as a result of revised billing rates for current MTACC employees residing on various MTA agency payrolls.
- Based on MTAHQ's revised assessment of All Agency Protective Liability Program, MTACC's share is expected to come in \$0.5 million below the Adopted Budget.
- **Maintenance** costs will decrease by \$0.6 million due to the revised timeline of construction, renovations and proposed acquisition of NYCT office space at 2 Broadway.
- **Professional Services** will decrease by \$0.6 million due to the exclusion of the SBMP from the November Forecast. Revised program management consulting projections in conjunction with the mega projects' timeline also contributed to the decrease.

- **Other Business Expenses** will increase by \$0.1 million due to 2017's payment of Special Assignment Award (SAA) earnings to designated employees and the increase in agency spending for All-Hands meeting.

2018 - 2020: November Financial Plan vs. February Financial Plan

Revenue

Capital and Other Reimbursements – (explained previously)

Expenses

2018 MTACC baseline is projected to come in \$46.1 million, an increase of \$8.5 million from the February Financial Plan. Overall expenses are expected to come in higher than the February Plan by: \$8.4 million in 2019, and \$10.1 million in 2020.

Major changes include:

- To accommodate the workload from new projects that MTACC will undertake, MTACC plans to increase annual staffing levels to 181 positions starting in 2018 under the November Financial Plan. **Labor** costs will increase by \$9.2, \$9.6 and \$9.3 million, respectively from 2018 to 2020.
- Based on MTAHQ's revised assessment of All Agency Protective Liability Program, MTACC's share is expected to decrease by 92.8% annually between 2018 and 2020 when compared to the February Plan.
- 2018 **Maintenance** costs will remain relatively constant. From 2019 to 2020, costs are projected to come in \$0.5 million below the Adopted Budget annually as a result of the revised rental rate for the office space at 2 Broadway.
- **Professional Services** are anticipated to come in below the February Plan by \$0.2 and \$0.3 million, respectively, from 2018 to 2019. The exclusion of SBMP from the November Financial Plan offsets the costs associated with MTACC's annual agency-wide workforce development program and independent compliance monitoring services for the mega projects. (Agency-wide workforce development program and independent compliance monitoring services were proposed as New Needs in the July Financial Plan.) Costs will increase by \$1.9 million in 2020 due to agency-wide workforce development program, independent compliance monitoring services and revised program management consulting support projections.

MTA CAPITAL CONSTRUCTION
November Financial Plan 2018-2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2017	2018	2019	2020	2021
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 Reimbursement	(4.473)	6.364	6.043	6.547	6.690
Total Revenue Changes	(\$4.473)	\$6.364	\$6.043	\$6.547	\$6.690
Expenses					
<i>Labor:</i>					
Payroll	(\$0.497)	(\$5.488)	(\$5.543)	(\$5.598)	(\$5.654)
Overtime	\$0.002	\$0.000	\$0.000	\$0.000	\$0.000
Health and Welfare	0.022	(0.641)	(0.673)	(0.708)	(0.743)
OPEB Current Payment					
Pensions	0.218	(0.527)	(0.554)	(0.577)	(0.605)
Other Fringe Benefits	2.373	(0.521)	(0.535)	(0.549)	(0.564)
Reimbursable Overhead					
Total Labor Expense Changes	\$2.118	(\$7.176)	(\$7.305)	(\$7.431)	(\$7.566)
<i>Non-Labor:</i>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims					
Paratransit Service Contracts					
Professional Service Contracts	1.862	1.223	1.181	0.804	0.800
Maintenance and Other Operating Contracts	0.481	(0.353)	0.109	0.109	0.109
Materials & Supplies					
Other Business Expenses	0.012	(0.058)	(0.028)	(0.029)	(0.032)
Total Non-Labor Expense Changes	\$2.356	\$0.812	\$1.262	\$0.884	\$0.876
Total Expense Changes	\$4.473	(\$6.364)	(\$6.043)	(\$6.547)	(\$6.690)
<i>Other Expense Adjustments/Gap Closing Actions</i>					
Other - Restricted Cash Adjustment					
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 2018-2021
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

REIMBURSABLE

	2017	2018	2019	2020	2021
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	(\$4.473)	\$6.364	\$6.043	\$6.547	\$6.690
Expenses					
Sub-Total Reimbursable Expense Changes	\$4.473	(\$6.364)	(\$6.043)	(\$6.547)	(\$6.690)
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
2017 Final Proposed Budget
November Financial Plan 2018-2021
Positions

Position Assumptions

All costs are reimbursable from the MTA Capital Program. A shortlist of the “Mega” Projects and associated “direct” position requirements include:

- Second Avenue Subway – 19 positions
- East Side Access – 25 positions
- 7 Line Extension – 9 positions
- Lower Manhattan – 10 positions
- Security Program – 7 positions

By 2017 year-end, position levels are projected to increase to 146, which is 7 positions more than the Mid-Year Forecast. Of the 76 positions under Administration, 56 are engineering/capital MTACC technical employees who will be directly charged to the mega projects, based on work assignments and 3** positions are associated with the new LIRR projects (Third Track, Double Track and Enhanced Station Initiatives) that MTACC will undertake. The breakdown of the 146 positions is as follows: 16 MTACC administrative positions, and 130 positions implementing East Side Access, Second Avenue Subway, Lower Manhattan, No. 7 Line, system-wide security program and new LIRR projects.

Annual staffing levels will continue to increase to 181 by 2018, which will include 28 additional positions to assist in managing both the Penn Station Access (9**) and new LIRR projects (19**). The breakdown of the remaining additional positions is as follows: 1 MTACC administrative position and 6 engineering / capital MTACC technical positions. Quota of 181 positions will remain constant through 2021.

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 projects and the mix of construction and design activities underway.

As mega projects are completed and fully closed out, employees will be reassigned to other capital projects, where appropriate. Some of the employees will be reassigned to other on-going mega-projects at the Cortlandt Street station, the Second Avenue Subway (Phase II), Penn Station Access and LIRR projects, resulting in less dependence upon consultant support for those projects. As MTACC transitions away from the final design phases for these projects, support needs will rely less upon consultant design and technical expertise and focus more upon in-house inspection, commissioning and close-out activities.

*Employees of other agencies under temporary management by MTACC

** Positions are temporarily assigned to Administration

MTA Capital Construction Company
November Financial Plan 2018-2021
 Favorable/(Unfavorable)

Total Position Changes at a Glance

	2017	2018	2019	2020	2021
2017 July Plan - Total Baseline Positions	139	139	139	139	139
Total Plan-to-Plan Changes	-7	-42	-42	-42	-42
2017 November Plan - Total Baseline Positions	146	181	181	181	181
Total Year-to-Year Changes, November Plan		(35)	0	0	0

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	0	0	0	0	0
<i>Reimbursable</i>	-7	-42	-42	-42	-42
Total	-7	-42	-42	-42	-42
<i>Full-Time</i>	-7	-42	-42	-42	-42
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	-7	-42	-42	-42	-42
<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	-7	-42	-42	-42	-42
- Public Safety	0	0	0	0	0
Total	-7	-42	-42	-42	-42
<i>By Occupational Group</i>					
- Managers/Supervisors	0	0	0	0	0
- Professional, Technical, Clerical	-7	-42	-42	-42	-42
- Operational Hourlies	0	0	0	0	0
Total	-7	-42	-42	-42	-42

Total Plan-to-Plan Changes by Major Category:

<i>2017 BRPs</i>	0	0	0	0	0
<i>New Needs</i>	-7	-42	-42	-42	-42
<i>Change in Reimbursable Positions</i>	0	0	0	0	0
<i>Re-estimates & All Other¹</i>	0	0	0	0	0
Total	-7	-42	-42	-42	-42

¹Includes Full Time Equivalents

MTA CAPITAL CONSTRUCTION
November Financial Plan 2018- 2021
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2017		2018	2019	2020	2021
	2016 Actual	November Forecast	Final Proposed Budget			
Administration						
MTACC	14	16	16	16	16	16
Engineering/Capital						
MTACC	38	60	95	95	95	95
East Side Access	25	25	25	25	25	25
Security	8	7	7	7	7	7
Second Avenue Subway	21	19	19	19	19	19
Lower Manhattan Project	13	10	10	10	10	10
7 Line Extension	9	9	9	9	9	9
Penn Station Access	2					
Total Engineering/Capital	116	130	165	165	165	165
Total Baseline Positions	130	146	181	181	181	181
Non-Reimbursable	-	-	-	-	-	-
<i>Reimbursable</i>	130	146	181	181	181	181
<i>Total Full-Time</i>	130	146	181	181	181	181
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

MTA CAPITAL CONSTRUCTION
November Financial Plan 2018 - 2021
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Administration						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	14	16	16	16	16	16
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	14	16	16	16	16	16
Operations						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Operations Headcount	0	0	0	0	0	0
Maintenance						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Maintenance Headcount	0	0	0	0	0	0
Engineering / Capital						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	116	130	165	165	165	165
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	116	130	165	165	165	165
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	0	0	0	0	0	0
Professional, Technical, Clerical	130	146	181	181	181	181
Operational Hourlies	0	0	0	0	0	0
Total Positions	130	146	181	181	181	181

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Long Island Rail Road

MTA LONG ISLAND RAIL ROAD

2018 Final Proposed Budget

November Financial Plan 2018 - 2021

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, which is the provision of safe transportation services to its customers, employees and the local community.

System Investments

The LIRR's \$2.8 billion 2015-2019 Capital Program, which was approved by the Capital Program Review Board (CPRB) on May 23, 2016, amended by the MTA Board in June 2017 and approved by the CPRB July 31, 2017, makes crucial investments in rolling stock and infrastructure as the railroad looks to maintain and improve safety, reliability, and on-time performance. These investments are in addition to a combination of existing investments funded through prior Capital Programs as well as investments made by other entities – private and public – that will affect in a positive way the LIRR's operating environment and the LIRR's customer experience.

As many of these projects are moving closer to completion, the LIRR's operating budget and financial plan contains funding to operate and maintain these investments once they are put into use. Some of the major projects that will impact the LIRR's operating environment and budget within the next several years include: East Side Access (ESA), Main Line Expansion, Main Line Double Track, Positive Train Control (PTC), Moynihan Station/Penn Station Redesign, Hudson Yards Overbuild and the purchase of M9 electric cars to replace the aging M3 fleet and to expand service.

In addition to these major new expansion projects and investments, the 2015-2019 Capital Program reflects investments that renew LIRR assets and promote a state of good repair, and upgrades to stations across the LIRR network - in Manhattan, Brooklyn, Queens, Nassau and Suffolk counties.

Safety Initiatives

The LIRR's approach to safety management engages 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. Establishing a high level

of safety performance positively impacts employee availability, productivity, equipment reliability and customer satisfaction.

The LIRR's System Safety Program Plan complies with Federal Transit Administration (FTA) requirements and is being revised to comply with the recently implemented Federal Railroad Administration (FRA) Risk Reduction/System Safety Program Plan rule. The July Financial Plan includes funding to support this new rule which requires the LIRR to file its Risk Reduction/System Safety Program Plan with the FRA by February 2018. There are several major new elements that did not exist under the previous plan, which was in voluntary compliance with the American Public Transportation Association (APTA) Standards System Safety Program Plan. In addition to requiring a Technology Analysis and Implementation Plan, the regulation also requires LIRR to conduct audits at a level of detail and on a frequency that had not been required to do in the past. In the past, APTA would audit the plan every three years. The regulation now requires an annual self-audit.

Another new FRA requirement in 2017 is expanding random drug testing and administrative requirements for additional safety sensitive positions and monitoring third party vendor compliance. The November Financial Plan includes two additional positions, increased funding for drug tests, mobile units and third party monitoring and compliance.

Additional funding has also been provided in the November Financial Plan to provide annual Road Worker in Charge training for conductors.

The LIRR previously launched several initiatives designed to improve rail safety for customers and employees. All initiatives are progressing and the November Financial Plan continues to provide funding for these safety initiatives. These initiatives include: holding quarterly Safety FOCUS (Fatigue, Outside Influences, Communication, Uncertainty, Situational Awareness) Days with employees; partnering with Amtrak, NJ Transit, and NYC Transit on customer safety awareness events at Penn Station; facilitating a confidential close call reporting system; establishing an accident investigation unit and a dedicated roadway worker protection field compliance unit; participating in the MTA's sleep apnea initiative; and partnering with the MTA Information Technology Department and Metro-North Railroad to implement a new safety enterprise safety system to enhance analytics and better focus interventions to optimize safety performance. Additional funding has been provided to perform sleep apnea testing for all Engineers and to hold monthly close call reporting review meetings with represented staff.

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

In response to recent incidents, LIRR is continuing to work with MTA Headquarters, New York State Department of Transportation, Nassau and Suffolk County, local government

authorities, and a third-party consultant, to explore enhanced safety measures at grade crossings. This initiative is in addition to LIRR's on-going, highly-successful community outreach and education program in collaboration with the MTA Police Department and the FRA.

Operational Initiatives

The LIRR's rolling stock maintenance investments are achieving positive results: Mean Distance Between Failure (MDBF) in 2016 totaled 211,975 miles, or 6.4% above target; year-to-date through August 2017, the MDBF is 200,311, which is right on the year-end target of 200,000 and similar to the MDBF at this time last year.

A key component of fleet reliability performance is the LIRR's Reliability Centered Maintenance (RCM) program. RCM is the process of determining the most effective maintenance approach to maintaining rolling stock systems and components. The RCM philosophy employs a combination of maintenance techniques in an integrated manner to increase the probability that the equipment will function in the manner required over the cars life cycle with cost effective maintenance. An effective RCM program requires management of a dynamic plan with constant feedback by incorporating maintenance effectiveness reviews, failure reviews, root cause analysis, and condition based monitoring. The financial plan includes funding to support RCM focused maintenance, including revised plans for M7 Doors, 15-year cycle work on diesel locomotive engines, C3 Toilet improvements, and starting development work for C3 Door System failure mitigation. In addition, the budget reflects funding to replace obsolete parts on the M7 cars and C3 coaches.

The LIRR is also engaged with MTA Headquarters staff to establish an Enterprise Asset Management (EAM) Improvement Program. The goal of an EAM program is to manage physical assets to the lowest whole life cost and provide data for more informed decision making, improve safety, reliability, capability, and maintainability of services while ensuring best value and overall reduction in whole lifecycle costs. The projects included in the program address different areas of LIRR's business model and are grouped into eight different themes. These are: alignment to organizational goals; control of assets (establishing policies, processes and controls); capital planning and delivery; maintenance delivery; defect management; informed decisions; and resource capabilities. These projects are designed to evolve LIRR as an EAM Organization and will impact both operating and capital investment decisions.

Efficiency Initiatives

The 2017 November Financial Plan includes several initiatives designed to reduce cost as part of the MTA's financial efficiency initiatives. The LIRR achieved its budget reduction target of \$8.2 million by strategically re-balancing its RCM maintenance plan to better reflect the retirement of the old M3 fleet and its replacement with the new M9 fleet, which will be under warranty. The LIRR also placed tighter controls and re-prioritized non-

payroll spending. The LIRR continues to subject all areas of the budget to intensive review, specifically payroll-related operational costs, overtime, inventory and administration.

Overtime Management

The LIRR considers overtime management to be one of its highest financial 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 to ensure that it is used only when needed and that it is the most cost-effective approach.

Total actual overtime expenses through August 2017 were \$7.2 million higher than the adjusted Mid-Year Forecast which included the impact of Amtrak/LIRR emergency repair work. Non-Reimbursable overtime was \$1.0 million unfavorable and Reimbursable overtime was \$6.3 million unfavorable. The Non-Reimbursable overtime variance was driven by higher than expected Engineering Department maintenance, vacant positions in the Maintenance of Equipment Department and higher crew book overtime in the Transportation Department, partially offset by improved availability in the Transportation Department. It should be noted that the unfavorable vacancy overtime in the Maintenance of Equipment and Transportation departments were almost entirely offset by lower payroll and associated fringe costs.

Engineering maintenance/modification overtime was \$4.2 million above the Mid-Year Forecast through August 2017. This was due to the Department's decision to address a backlog of maintenance work, especially in difficult to access areas, as well as the fact that Engineering has been more aggressive in taking advantage of Capital project track outages to perform maintenance work. Overtime is necessary when track outages are on weekends, which does allow for higher productivity and less customer impacts. Capital reimbursable overtime was \$6.3 million above the Mid-Year Forecast through August 2017. The increase reflected the timing and type of capital projects worked on through the second quarter as well as the associated track outage schedule. As the capital program intensifies along the right of way (Double Track, Mainline Third Track, Hicksville Station rehabilitation and Line Structures (bridges)), reimbursable overtime will continue to increase.

Likewise, comparing 2017 actual overtime spending to the prior year, overtime expenditures were higher by \$9.9 million. This was primarily caused by vacancy/absentee coverage, maintenance and scheduled service, partially offset by lower weather-related overtime.

The November Financial Plan increases total annual overtime funding in 2017 by \$7.3 million, from \$161.1 million to \$168.5 million compared to the July Plan. Non-

Reimbursable increases by \$2.8 million and reimbursable by \$4.5 million. The Non-Reimbursable increase is largely attributable to continued right-of-way maintenance work and vacancy/absentee coverage. This unfavorable vacancy in overtime is being entirely offset by lower payroll and associated fringe costs.

As for 2018, the November Financial Plan increases total annual overtime by \$14.9 million, from \$146.7 million to \$161.6 million compared to the July Plan. Non-Reimbursable overtime increases by \$1.7 million and Reimbursable overtime increases by \$13.2 million. The Non-Reimbursable increase is due to timing of various RCM initiatives. The Reimbursable increase is attributable to projected overtime levels required to support the 2018 Capital Program project schedule and other reimbursable activity.

The LIRR will continue its efforts to manage and monitor overtime. This is accomplished through an internal interdepartmental Overtime Task Force as well as increased scrutiny of individual drivers of overtime during the budget development process. The Overtime Task Force reviews overtime spending with each department by category and drills into targeted areas that have posed challenges in recent years. In 2017, the LIRR continues to focus on several strategic areas including: implementing a hiring plan that seeks to fill open jobs in all craft positions on a timely basis; assuring the reimbursable overtime budget is properly funded; reviewing and strengthening internal controls to ensure procedures and practices in place to govern the approval and verification process is functioning as intended; and developing right-of-way maintenance plans coupled with closer monitoring of overtime spending. In addition, the LIRR has completed a business process of existing controls about how overtime is reviewed and approved at the department/field level.

Ridership and Revenue

Through August 2017 ridership was 0.2% greater than the same period in 2016 and 4.3% greater than the adjusted 2017 Mid-Year Forecast which included impact of Amtrak/LIRR emergency repair work. The November Financial Plan forecasts year-end 2017 ridership to be 89.4 million customers compared to 89.9 million in the July Plan. 2017 Ridership was impacted by Amtrak/LIRR emergency repair work over the summer months.

2017 November Forecast

Amtrak's extensive repair work in Penn Station and its vicinity during July and August of 2017 had significant impacts on LIRR service. The MTA announced a mitigation plan that included an adjusted LIRR service plan, connecting ferry and bus service and a fare discount to customers who divert their travel away from Penn Station to other destinations. During the July Financial Plan, these impacts were captured on the MTA consolidated statements, not by the individual agencies. The November Financial Plan moves these impacts to the Agency level. The total LIRR impact of the summer service

disruption was \$30.3 million. This included \$22.4 million in additional expenses and \$7.9 million in lost revenue.

The LIRR's 2017 November Forecast is comprised of Non-Reimbursable revenue totaling \$786.7 million and Non-Reimbursable expenses including GASB 68, Depreciation, other post-employment benefits and environmental remediation of \$1,882.2 million that generate an operating deficit of \$1,095.5 million. The 2017 November Forecast Reimbursable revenue and expenses each total \$370.5 million.

Total Non-Reimbursable revenue is \$8.2 million lower than the Mid-Year Forecast, primarily driven by lower Farebox Revenue, which was \$9.0 million unfavorable. \$7.9 million of this variance was driven by fare discounts encouraging commuters to use Atlantic Terminal, Jamaica and Hunterspoint Avenue during Amtrak/LIRR emergency repair work in July and August.

Total Non-Reimbursable expenses (excluding Depreciation and Other Post-Employment Benefits (OPEB)) are lower by \$63.2 million primarily as a result of vacant positions and associated fringe costs, OPEB Current due to fewer retirees/beneficiaries, the timing of RCM and other rolling stock maintenance related initiatives including on-board camera installations, Ticket Vending Machine (TVM) maintenance/upgrades, EAM, M9 training and various other maintenance and professional services. This was partially offset by costs associated with Amtrak/LIRR emergency repair work, higher Fuel and Electric rates and higher debit/credit card fees.

Full-time positions total 7,414 in the 2017 November Forecast, with 6,106 Non-Reimbursable positions and 1,308 Reimbursable positions.

2018 Final Proposed Budget - Baseline

The LIRR's Financial Plan is geared toward achieving several key operational goals in 2018: maintain a high level of rolling stock reliability; improve on-time performance; and improve both employee and customer safety and security.

The 2018 Final Proposed Budget includes revenue totaling \$1,191.7 million, of which \$794.3 million is Non-Reimbursable revenue and \$397.4 million is Reimbursable revenue. The total expense budget is \$2,450.6 million, of which \$2,017.2 million is for operating expenses, and the balance is associated with non-cash items such as the Government Accounting Standards Board (GASB) 68 adjustment, Depreciation, Other Post-Employment Benefits (OPEB), and environmental remediation liability. Non-Reimbursable operating expenses total \$1,619.8 million, excluding non-cash items, in the 2018 Final Proposed Budget, while reimbursable expenses are \$397.4 million.

The cash budget for the 2018 Preliminary Budget incorporates \$1,157.3 million in cash receipts and \$2,017.8 million in cash disbursements. The baseline cash requirement of

\$860.6 million is driven by operating expenses and revenues anticipated in the 2018 Final Proposed Budget and other adjustments to cash flow.

On an accrued basis, revenues and expenses are higher in the 2018 Final Proposed Budget than the 2017 November Forecast. Total revenues for 2018 are \$1,191.7 million, \$34.6 million higher than 2017 with Non-Reimbursable revenues increasing by \$7.7 million and Reimbursable revenues increasing by \$26.9 million. Ridership in the 2018 Final Proposed Budget increases over the 2017 November Forecast by 1.0 million rides, or 1.1%. Total operating expenses before the GASB 68 Adjustment, Depreciation and OPEB of \$2,017.2 million reflects an increase of \$191.9 million over 2017. Non-Reimbursable expenses increase by \$165.0 million and Reimbursable expenses increase by \$26.9 million. The resulting total operating baseline deficit including non-cash items such as GASB 68, Depreciation, OPEB, and Environmental Remediation increases by \$163.3 million to \$1,258.8 million in the 2018 Final Proposed Budget. The projected baseline cash deficit (or subsidy requirement) of \$860.6 million in the 2018 Final Proposed Budget is \$185.3 million higher than 2017.

Full-time positions total 7,725 in the 2018 Final Proposed Budget, with 6,502 Non-Reimbursable positions and 1,223 Reimbursable positions. Compared to the 2017 November Forecast, this reflects a net increase of 311 positions -- an increase of 396 Non-Reimbursable positions and a decrease of 85 Reimbursable positions. The total increase of 311 positions is primarily driven by ESA readiness efforts which increase by 203 positions toward the end of 2018, PTC Right of Way maintenance which increases by 16 positions, on board camera installations which increases by 32 positions, capital project activity 28 positions and other headcount adjustments based on RCM and other fleet modifications. Otherwise, changes in year-end Non-Reimbursable and Reimbursable headcount are due to the timing of capital and maintenance activity. As a result, the year-end headcount changes as reported in the financial tables can appear to be more dramatic than the change in average headcount.

Compared with the July Plan, there was a net position increase of 49 positions -- an increase of 143 Reimbursable positions and a decrease of 94 Non-Reimbursable positions. The Reimbursable position increase assumes a continuation of 2017 project activity levels resulting in 28 new positions. The Non-Reimbursable position increase of 21 is primarily due to PTC Right of Way Maintenance. The remaining change in year-end Non-Reimbursable and Reimbursable headcount is due to the timing of capital and maintenance activity. As a result, the year-end headcount changes as reported in the financial tables can appear to be more dramatic than the change in average headcount.

Financial Plan 2019-2021 Projections

The baseline projections for 2019 - 2021 reflect continuing initiatives launched in 2018. During this period, the LIRR has increased its investments in the RCM Program as many components start to enter critical maintenance stages as well as various operating budget impacts including Moynihan Station, PTC and West End Concourse. In addition, in 2019 - 2021, the LIRR financial plan reflects ramp-up costs for ESA readiness efforts.

The baseline projections for 2019 - 2021 reflect these various impacts. Non-Reimbursable revenues grow by less than 0.5% each year, while Reimbursable revenues decrease by 17.4% in 2019, 9.0% in 2020 and 2.9% 2021.

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 3.3% from \$1,619.8 million in 2018 to \$1,673.9 million in 2019. They continue to rise by 7.3% in 2020 and 9.4% in 2021, reaching \$1,965.3 million. The higher rate of growth in the out-years is primarily due to ESA readiness efforts. Reimbursable revenues/expenses decrease by 17.4% in 2019, 9.0% in 2020 and 2.9% 2021.

On a year-to-year basis, baseline positions increase by 27 positions in 2019, decrease by 46 positions in 2020 and increase by 521 positions in 2021. Non-Reimbursable positions increase by 191 in 2019, 137 in 2020 and 532 in 2021. These increases are primarily related to ESA readiness efforts (increases of 132 in 2019 and 159 positions in 2020 and 537 in 2021), partially offset by the completion of the Audio Video Recording Monitoring System (AVRM) initiative at the end of 2019. Reimbursable positions decreased by 164 in 2019, 183 in 2020, and 11 in 2021 due to changes in project activity and completion of Maintenance of Equipment’s PTC initiative in 2018. In 2018, the change in year-end Non-reimbursable and Reimbursable headcount is due largely to the timing of capital and maintenance activity. As a result, the year-end headcount changes as reported in the financial tables can appear to be more dramatic than the change in average headcount.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$712.347	\$730.069	\$747.341	\$750.387	\$753.056	\$755.514
Other Operating Revenue	55.613	56.612	47.003	47.650	48.212	48.735
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$767.959	\$786.681	\$794.344	\$798.037	\$801.268	\$804.249
Operating Expense						
Labor:						
Payroll	\$506.029	\$519.932	\$563.215	\$603.428	\$632.381	\$681.992
Overtime	122.256	130.222	126.221	127.305	131.671	152.453
Health and Welfare	95.788	102.076	120.414	130.116	140.175	158.672
OPEB Current Payments	57.982	60.000	76.107	78.251	82.394	86.771
Pension	138.326	144.798	131.163	144.740	151.157	155.083
Other Fringe Benefits	124.606	131.565	142.546	150.774	156.712	169.679
Reimbursable Overhead	(34.392)	(37.379)	(28.924)	(22.914)	(18.162)	(18.567)
Total Labor Expenses	\$1,010.595	\$1,051.214	\$1,130.742	\$1,211.700	\$1,276.328	\$1,386.083
Non-Labor:						
Electric Power	\$77.567	\$84.266	\$95.724	\$98.112	\$101.424	\$134.079
Fuel	14.305	16.569	17.581	17.408	20.598	21.892
Insurance	22.690	20.556	21.508	23.387	25.457	27.691
Claims	16.588	4.370	4.370	4.419	4.471	4.537
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	63.924	90.024	89.976	83.759	98.107	115.172
Professional Services Contracts	25.800	32.698	50.291	41.017	34.986	34.562
Materials and Supplies	128.537	135.010	185.413	169.645	209.803	215.074
Other Business Expenses	16.246	20.096	24.212	24.459	24.892	26.231
Total Non-Labor Expenses	\$365.657	\$403.588	\$489.074	\$462.206	\$519.737	\$579.238
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,376.253	\$1,454.802	\$1,619.816	\$1,673.906	\$1,796.065	\$1,965.321
Depreciation	\$333.594	\$337.520	\$340.880	\$342.774	\$346.201	\$349.663
OPEB Liability Adjustment	89.862	87.834	90.469	93.184	95.979	98.858
GASB 68 Pension Expense Adjustment	(12.175)	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	(1.756)	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$1,785.776	\$1,882.157	\$2,053.166	\$2,111.863	\$2,240.245	\$2,415.842
Net Surplus/(Deficit)	(\$1,017.817)	(\$1,095.476)	(\$1,258.822)	(\$1,313.826)	(\$1,438.977)	(\$1,611.593)
Cash Conversion Adjustments						
Depreciation	\$333.594	\$337.520	\$340.880	\$342.774	\$346.201	\$349.663
Operating/Capital	(14.885)	(11.288)	(39.265)	(13.168)	(13.999)	(13.713)
Other Cash Adjustments	115.808	93.946	96.651	95.918	98.103	91.876
Total Cash Conversion Adjustments	\$434.517	\$420.178	\$398.266	\$425.524	\$430.305	\$427.826
Net Cash Surplus/(Deficit)	(\$583.300)	(\$675.298)	(\$860.556)	(\$888.302)	(\$1,008.672)	(\$1,183.767)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	346.939	370.512	397.403	328.229	298.750	290.153
Total Revenues	\$346.939	\$370.512	\$397.403	\$328.229	\$298.750	\$290.153
Operating Expense						
Labor:						
Payroll	\$97.858	\$123.391	\$135.654	\$126.242	\$111.053	\$112.040
Overtime	38.638	38.242	35.444	20.002	20.255	20.660
Health and Welfare	23.388	28.059	28.713	25.105	22.340	22.571
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	42.574	44.289	46.651	40.790	36.296	36.672
Other Fringe Benefits	24.446	29.847	29.362	25.673	22.844	23.080
Reimbursable Overhead	34.392	37.379	28.924	22.914	18.162	18.567
Total Labor Expenses	\$261.297	\$301.207	\$304.747	\$260.725	\$230.950	\$233.590
Non-Labor:						
Electric Power	\$1.047	\$0.783	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.046	0.000	0.000	0.000	0.000
Insurance	6.366	8.302	9.600	8.512	7.700	7.786
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	21.231	12.886	17.097	12.718	12.394	12.455
Professional Services Contracts	4.290	1.916	0.857	0.656	0.669	0.682
Materials and Supplies	51.538	44.518	64.704	45.270	46.727	35.328
Other Business Expenses	1.169	0.855	0.398	0.348	0.310	0.313
Total Non-Labor Expenses	\$85.642	\$69.306	\$92.656	\$67.504	\$67.800	\$56.564
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$346.939	\$370.512	\$397.403	\$328.229	\$298.750	\$290.153
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Non-Reimbursable / Reimbursable						
Operating Revenue						
Farebox Revenue	\$712.347	\$730.069	\$747.341	\$750.387	\$753.056	\$755.514
Other Operating Revenue	55.613	56.612	47.003	47.650	48.212	48.735
Capital and Other Reimbursements	346.939	370.512	397.403	328.229	298.750	290.153
Total Revenues	\$1,114.898	\$1,157.193	\$1,191.747	\$1,126.267	\$1,100.018	\$1,094.403
Operating Expense						
Labor:						
Payroll	\$603.887	\$643.322	\$698.869	\$729.670	\$743.434	\$794.032
Overtime	160.895	168.464	161.665	147.307	151.926	173.113
Health and Welfare	119.176	130.136	149.127	155.221	162.514	181.243
OPEB Current Payments	57.982	60.000	76.107	78.251	82.394	86.771
Pension	180.900	189.087	177.814	185.530	187.454	191.754
Other Fringe Benefits	149.053	161.412	171.907	176.446	179.556	192.760
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$1,271.892	\$1,352.421	\$1,435.489	\$1,472.425	\$1,507.278	\$1,619.673
Non-Labor:						
Electric Power	\$78.615	\$85.049	\$95.724	\$98.112	\$101.424	\$134.079
Fuel	14.305	16.616	17.581	17.408	20.598	21.892
Insurance	29.056	28.858	31.108	31.899	33.157	35.477
Claims	16.588	4.370	4.370	4.419	4.471	4.537
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	85.155	102.910	107.073	96.477	110.501	127.627
Professional Services Contracts	30.090	34.613	51.148	41.673	35.655	35.244
Materials and Supplies	180.075	179.527	250.117	214.915	256.529	250.403
Other Business Expenses	17.415	20.951	24.610	24.807	25.202	26.544
Total Non-Labor Expenses	\$451.299	\$472.894	\$581.730	\$529.710	\$587.537	\$635.802
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,723.191	\$1,825.315	\$2,017.219	\$2,002.135	\$2,094.815	\$2,255.474
Depreciation	\$333.594	\$337.520	\$340.880	\$342.774	\$346.201	\$349.663
OPEB Liability Adjustment	89.862	87.834	90.469	93.184	95.979	98.858
GASB 68 Pension Expense Adjustment	(12.175)	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	(1.756)	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$2,132.715	\$2,252.669	\$2,450.569	\$2,440.092	\$2,538.995	\$2,705.995
Net Surplus/(Deficit)	(\$1,017.817)	(\$1,095.476)	(\$1,258.822)	(\$1,313.826)	(\$1,438.977)	(\$1,611.593)
Cash Conversion Adjustments						
Depreciation	\$333.594	\$337.520	\$340.880	\$342.774	\$346.201	\$349.663
Operating/Capital	(14.885)	(11.288)	(39.265)	(13.168)	(13.999)	(13.713)
Other Cash Adjustments	115.808	93.946	96.651	95.918	98.103	91.876
Total Cash Conversion Adjustments	\$434.517	\$420.178	\$398.266	\$425.524	\$430.305	\$427.826
Net Cash Surplus/(Deficit)	(\$583.300)	(\$675.298)	(\$860.556)	(\$888.302)	(\$1,008.672)	(\$1,183.767)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018 - 2021
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$731.942	\$749.427	\$765.341	\$768.387	\$771.056	\$773.514
Other Operating Revenue	46.939	43.801	34.313	34.525	34.737	34.904
Capital and Other Reimbursements	319.045	350.632	357.609	314.521	284.199	275.879
Total Receipts	\$1,097.926	\$1,143.860	\$1,157.263	\$1,117.434	\$1,089.992	\$1,084.298
Expenditures						
Labor:						
Payroll	\$601.470	\$633.813	\$692.252	\$722.903	\$736.514	\$786.956
Overtime	159.750	168.575	161.665	147.307	151.926	173.113
Health and Welfare	105.921	127.743	149.127	155.221	162.514	181.243
OPEB Current Payments	53.634	60.000	76.107	78.251	82.394	86.771
Pension	176.880	186.540	177.814	185.530	187.454	191.754
Other Fringe Benefits	146.241	158.830	170.907	175.446	178.556	191.760
Contribution to GASB Fund	0.000	0.000	1.308	1.737	2.565	3.441
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,243.896	\$1,335.501	\$1,429.180	\$1,466.395	\$1,501.923	\$1,615.038
Non-Labor:						
Electric Power	\$78.854	\$85.349	\$95.724	\$98.112	\$101.424	\$134.079
Fuel	13.878	17.134	17.581	17.408	20.598	21.892
Insurance	25.263	28.345	30.784	32.451	32.773	35.062
Claims	2.978	1.747	1.747	1.748	1.748	1.762
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	79.931	114.364	107.073	96.477	110.501	127.627
Professional Services Contracts	23.685	33.872	46.305	36.588	30.316	29.638
Materials and Supplies	174.464	164.426	247.490	214.438	256.880	259.138
Other Business Expenses	14.282	20.420	23.935	24.119	24.501	25.830
Total Non-Labor Expenditures	\$413.334	\$465.657	\$570.638	\$521.341	\$578.741	\$635.027
Other Expenditure Adjustments:						
Other	\$20.177	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000
Total Other Expenditure Adjustments	\$20.177	\$18.000	\$18.000	\$18.000	\$18.000	\$18.000
Total Expenditures	\$1,677.406	\$1,819.158	\$2,017.818	\$2,005.736	\$2,098.664	\$2,268.064
Net Cash Balance	(\$579.481)	(\$675.298)	(\$860.556)	(\$888.302)	(\$1,008.672)	(\$1,183.767)
Cash Timing and Availability Adjustment	(3.820)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)
Net Cash Balance after Cash Timing & Availability Adj	(\$583.300)	(\$675.298)	(\$860.556)	(\$888.302)	(\$1,008.672)	(\$1,183.767)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018 - 2021
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$19.595	\$19.358	\$18.000	\$18.000	\$18.000	\$18.000
Other Operating Revenue	(8.674)	(12.811)	(12.690)	(13.125)	(13.475)	(13.831)
Capital and Other Reimbursements	(27.894)	(19.880)	(39.794)	(13.708)	(14.551)	(14.274)
Total Receipts	(\$16.973)	(\$13.333)	(\$34.484)	(\$8.833)	(\$10.026)	(\$10.105)
Expenditures						
<u>Labor:</u>						
Payroll	\$2.417	\$9.509	\$6.617	\$6.767	\$6.920	\$7.076
Overtime	1.145	(0.111)	0.000	0.000	0.000	0.000
Health and Welfare	13.255	2.393	0.000	0.000	0.000	0.000
OPEB Current Payments	4.348	0.000	0.000	0.000	0.000	0.000
Pension	4.020	2.547	0.000	0.000	0.000	0.000
Other Fringe Benefits	2.811	2.582	1.000	1.000	1.000	1.000
Contribution to GASB Fund	0.000	0.000	(1.308)	(1.737)	(2.565)	(3.441)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$27.996	\$16.920	\$6.309	\$6.030	\$5.355	\$4.635
<u>Non-Labor:</u>						
Electric Power	(\$0.239)	(\$0.300)	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.427	(0.518)	0.000	0.000	0.000	0.000
Insurance	3.793	0.513	0.324	(0.552)	0.384	0.415
Claims	13.611	2.623	2.623	2.671	2.723	2.775
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	5.224	(11.454)	0.000	0.000	0.000	0.000
Professional Services Contracts	6.406	0.741	4.843	5.085	5.339	5.606
Materials and Supplies	5.611	15.101	2.627	0.477	(0.351)	(8.735)
Other Business Expenses	3.133	0.531	0.675	0.688	0.701	0.714
Total Non-Labor Expenditures	\$37.966	\$7.237	\$11.092	\$8.369	\$8.796	\$0.775
<u>Other Expenditure Adjustments:</u>						
Other Expense Adjustments	(\$20.177)	(\$18.000)	(\$18.000)	(\$18.000)	(\$18.000)	(\$18.000)
Total Other Expenditure Adjustments	(\$20.177)	(\$18.000)	(\$18.000)	(\$18.000)	(\$18.000)	(\$18.000)
Total Expenditures	\$45.785	\$6.157	(\$0.599)	(\$3.601)	(\$3.849)	(\$12.590)
Total Cash Conversion Adjustments before Depreciation	\$28.812	(\$7.176)	(\$35.083)	(\$12.434)	(\$13.875)	(\$22.695)
Depreciation	\$333.594	\$337.520	\$340.880	\$342.774	\$346.201	\$349.663
OPEB Liability Adjustment	89.862	87.834	90.469	93.184	95.979	98.858
GASB 68 Pension Expense Adjustment	(12.175)	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	(1.756)	2.000	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	(3.820)	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$434.517	\$420.178	\$398.266	\$425.524	\$430.305	\$427.826

MTA LONG ISLAND RAIL ROAD
2017 November Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
Scheduled Service	419,326	\$25.912	19.9%
Unscheduled Service	116,201	7.331	5.6%
Programmatic/Routine Maintenance	746,314	42.628	32.7%
Unscheduled Maintenance	18,991	1.113	0.9%
Vacancy/Absentee Coverage	708,053	41.257	31.7%
Weather Emergencies	151,348	8.816	6.8%
Safety/Security/Law Enforcement	0	0.000	-
Other	25,152	3.166	2.4%
Subtotal	2,185,384	\$130.222	100.0%
REIMBURSABLE OVERTIME	644,704	\$38.242	
TOTAL OVERTIME	2,830,088	\$168.464	

**MTA Long Island Rail Road
2018 Final Proposed Budget
November Financial Plan 2018 – 2021
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 2.4% in 2018 over 2017 primarily due to lower 2017 revenue from discounts associated with the 2017 Amtrak/LIRR emergency repair work and anticipated ridership growth. Revenue increases by 0.4% in 2019, 0.4% in 2020 and 0.3% in 2021.

Other Operating Revenue

- Other Operating decreases from 2017 to 2018 are due to the full year impact of rental revenue lost due to the anticipated redesign/construction of the 33rd Street Corridor in Penn Station and lower advertising and special services revenue.
- Increases from 2018 to 2021 are due to normal inflationary increases.

Capital and Other Reimbursements

- Reflects impacts of the 2015 - 2019 Capital Program and other project activity including overbuilds, Sandy related work, ESA, PTC, M9 and second track between Farmingdale and Ronkonkoma. 2019 – 2021 decrease associated reflects the fact that the 2020 – 2024 Capital Program has not yet been developed.

Expenses

Payroll

- Salaries for non-represented employees include a 2.0% increase July 1, 2017 and each July 1st thereafter.
- Salaries for represented employees are based on new labor agreements that assume a 2.5% increase retroactive to December 2016, 2.5% increase in January 2018, a one-time lump sum payment in February 2019 and then subsequent 2.0% increases each April upon expiration of the current agreement.
- 2017 – 2018 increases associated with maintaining 2017 headcount levels for capital project activity including PTC, ESA, Double Track and Rolling Stock acquisition and testing.
- 2017 – 2018 non-reimbursable headcount increases are associated with the full year impact of PTC Maintenance and safety initiatives and filling vacant positions that were open during 2017.
- 2019 – 2021 lower reimbursable positions are due to changes in capital project activity and uncertainty of the 2020 – 2024 capital program.

- Almost all the operating headcount increases from 2018 – 2021 are related to ESA readiness efforts, partially offset by the completion of the on board camera installation project in 2019.

Overtime

- 2017 – 2018 overtime decrease is primarily associated with lower capital project activity on overtime, lower vacant position coverage and lower right of way maintenance, partially offset by higher rolling stock maintenance overtime based on RCM and modification activities.
- 2018 – 2019 decrease is due to timing of capital project activity and various maintenance activities, partially offset by normal inflationary increases.
- 2019 – 2021 overtime increase is associated with ESA readiness and normal inflationary increases.

Health & Welfare

- 2016 – 2021 reflects annual New York State Health Insurance Program (NYSHIP) rate increases of approximately 6.1% (2017), 8.3% (2018), 0.9% (2019) and 3.6% (2020 - 2021), for individual coverage, and 7.8% (2017), 9.1% (2018), 2.2% (2019) and 4.8% (2020 – 2021) for family coverage.
- Reflects impact of headcount changes each year, including ramp-up costs for ESA beginning in 2018.

Pensions

- Reflects the latest actuarial estimates and impacts of the new labor agreements.

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.
- Reflects impact of headcount changes each year, including ramp-up costs for ESA beginning in 2018.

Electric Power

- 2017 is based on actuals through July and reflects the latest LIRR consumption estimates and inflationary increases.
- 2018 – 2021 reflects the latest LIRR consumption estimates and inflationary increases.
- 2021 includes ramp-up costs for ESA.

Fuel

- 2017 is based on actuals through July and reflects the latest LIRR consumption estimates and inflationary increases.
- 2018 – 2021 reflects the latest inflationary increases.

Insurance

- 2017 reflects the latest inflationary increases and Force Account Insurance estimates based on project activity.
- 2018 – 2021 reflects the latest inflationary increases and Force Account Insurance estimates based on project activity. Generally, premium rates are assumed to increase by 5%-10% per year.

Claims

- 2017 reflects actual experience through July and the anticipated settlement and payout of claims for the balance of the year.
- 2018 – 2021 reflects inflationary increases.

Maintenance and Other Operating Contracts

- 2017 – 2018 increase is due to capital project activity, timing of TVM Maintenance/Upgrades, elevator/escalator maintenance, vegetation management, platform investments, joint facilities and other maintenance contracts, partially offset by the one- time 2017 costs associated with the Amtrak/LIRR emergency repair work over the summer and the full year impact of tighter control and prioritization of non-payroll funds to core mission initiatives (July Financial Plan Budget Reduction Program).
- 2018 – 2019 decrease is due to completion of various maintenance activity including elevator/escalator maintenance, vegetation management, HVAC maintenance, TVM Maintenance/Upgrades, lower non-revenue vehicle repairs as the fleet is replaced and lower platform investments, partially offset by increases due to contractual and normal inflationary increases.
- 2019 – 2020 increase is due to Moynihan Station operating costs.
- 2019 – 2021 increase includes ESA readiness efforts.

Professional Service Contracts

- 2017 – 2018 increase reflects the timing of various initiatives not completed in 2017 including EAM, various maintenance of way professional service agreements, M-7 Propulsion Consultant's work, Far Rockaway Station demolition and shelter shed buildout, the migration to a new credit card clearing house and decommissioning of obsolete equipment.
- 2018 – 2019 decrease reflects lower investments in EAM and the completion of the afore-mentioned projects in 2018, partially offset by normal inflationary increases and decommissioning obsolete equipment.
- 2019 - 2021 decrease reflects lower investments in EAM and completion of the decommissioning obsolete equipment initiative.

Material and Supplies

- 2017 to 2018 increase is due to timing of activity for capital project work, RCM, production plan material, C3 Communication Control Unit (CCU) and Automatic Station Identification (ASI) replacement, station fire alarm upgrades, vehicle replacement, AVR/M, ESA material and M7 and C3 door, propulsion control unit, M7

Phase ¾ Truck RCM, new M7 traction motors and timing of M7 obsolescence materials.

- 2018 – 2019 decrease includes changes in activity for capital project work, RCM, production plan material, CCU's and ASI replacement, station fire alarm upgrades, vehicle replacement, ESA material and M7 and C3 door, propulsion control unit, M7 Phase ¾ Truck RCM, new M7 traction motors and timing of M7 obsolescence materials. This is partially offset by and normal inflationary increases, as well as the beginning of the 15/20-year Truck RCM program and various operating budget impacts.
- 2019 – 2020 increase includes operating budget impact for Moynihan Station and funding for rolling stock Lifecycle Asset Management Program (LAMP).
- 2020 – 2021 decrease due to lower capital project activity, partially offset by material associated with ESA readiness efforts.

Other Business Expenses

- 2017 – 2018 increase related to full year impact of New York Power Authority (NYPA) Loan for West End Concourse, debit/credit card fees and, partially offset by lower capital activity.
- 2018 – 2020 increases primarily related to normal inflationary increases.
- 2019 - 2021 includes increases associated with ESA readiness efforts.

Depreciation/Other Post Employment Benefits/Environmental Remediation/GASB 68

- Reflects Depreciation of current assets as well as estimates for capital projects based on their beneficial use. OPEB and GASB 68 based on latest actuarial estimates.

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.
- Material drawdown due to lower material purchases than projected usage.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
<u>Non-Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$730.069	\$747.341	\$17.272	\$750.387	\$3.045	\$753.056	\$2.669	\$755.514	\$2.458
Other Operating Revenue	56.612	47.003	(9.610)	47.650	0.648	48.212	0.562	48.735	0.523
Total Revenues	\$786.681	\$794.344	\$7.663	\$798.037	\$3.693	\$801.268	\$3.231	\$804.249	\$2.981
Operating Expenses									
<u>Labor:</u>									
Payroll	\$519.932	\$563.215	(\$43.283)	\$603.428	(\$40.213)	\$632.381	(\$28.953)	\$681.992	(\$49.610)
Overtime	130.222	126.221	4.001	127.305	(1.084)	131.671	(4.366)	152.453	(20.782)
Health and Welfare	102.076	120.414	(18.338)	130.116	(9.702)	140.175	(10.059)	158.672	(18.497)
OPEB Current Payments	60.000	76.107	(16.107)	78.251	(2.144)	82.394	(4.143)	86.771	(4.377)
Pension	144.798	131.163	13.635	144.740	(13.577)	151.157	(6.417)	155.083	(3.926)
Other Fringe Benefits	131.565	142.546	(10.981)	150.774	(8.228)	156.712	(5.939)	169.679	(12.967)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(37.379)	(28.924)	(8.455)	(22.914)	(6.010)	(18.162)	(4.752)	(18.567)	0.405
Total Labor Expenses	\$1,051.214	\$1,130.742	(\$79.528)	\$1,211.700	(\$80.958)	\$1,276.328	(\$64.628)	\$1,386.083	(\$109.754)
<u>Non-Labor:</u>									
Electric Power	\$84.266	\$95.724	(\$11.458)	\$98.112	(\$2.388)	\$101.424	(\$3.312)	\$134.079	(\$32.655)
Fuel	16.569	17.581	(1.012)	17.408	0.173	20.598	(3.190)	21.892	(1.295)
Insurance	20.556	21.508	(0.952)	23.387	(1.879)	25.457	(2.070)	27.691	(2.234)
Claims	4.370	4.370	0.000	4.419	(0.049)	4.471	(0.052)	4.537	(0.066)
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	90.024	89.976	0.048	83.759	6.217	98.107	(14.348)	115.172	(17.065)
Professional Services Contracts	32.698	50.291	(17.593)	41.017	9.274	34.986	6.031	34.562	0.424
Materials and Supplies	135.010	185.413	(50.403)	169.645	15.768	209.803	(40.157)	215.074	(5.272)
Other Business Expenses	20.096	24.212	(4.116)	24.459	(0.247)	24.892	(0.433)	26.231	(1.339)
Total Non-Labor Expenses	\$403.588	\$489.074	(\$85.486)	\$462.206	\$26.868	\$519.737	(\$57.531)	\$579.238	(\$59.501)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,454.802	\$1,619.816	(\$165.013)	\$1,673.906	(\$54.090)	\$1,796.065	(\$122.160)	\$1,965.321	(\$169.256)
Depreciation	\$337.520	\$340.880	(\$3.360)	\$342.774	(\$1.893)	\$346.201	(\$3.427)	\$349.663	(\$3.462)
OPEB Liability Adjustment	87.834	90.469	(2.635)	93.184	(2.714)	95.979	(2.796)	98.858	(2.879)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	2.000	2.000	0.000	2.000	0.000	2.000	0.000	2.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$1,882.157	\$2,053.166	(\$171.008)	\$2,111.863	(\$58.697)	\$2,240.245	(\$128.382)	\$2,415.842	(\$175.597)
Net Surplus/(Deficit)	(\$1,095.476)	(\$1,258.822)	(\$163.346)	(\$1,313.826)	(\$55.004)	(\$1,438.977)	(\$125.151)	(\$1,611.593)	(\$172.616)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Reimbursable									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	370.512	397.403	26.891	328.229	(69.174)	298.750	(29.479)	290.153	(8.597)
Total Revenues	\$370.512	\$397.403	\$26.891	\$328.229	(\$69.174)	\$298.750	(\$29.479)	\$290.153	(\$8.597)
Operating Expenses									
<u>Labor:</u>									
Payroll	\$123.391	\$135.654	(\$12.263)	\$126.242	\$9.412	\$111.053	\$15.189	\$112.040	(\$0.987)
Overtime	38.242	35.444	2.798	20.002	15.442	20.255	(0.253)	20.660	(0.405)
Health and Welfare	28.059	28.713	(0.654)	25.105	3.608	22.340	2.766	22.571	(0.231)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	44.289	46.651	(2.362)	40.790	5.861	36.296	4.494	36.672	(0.375)
Other Fringe Benefits	29.847	29.362	0.485	25.673	3.689	22.844	2.828	23.080	(0.236)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	37.379	28.924	8.455	22.914	6.010	18.162	4.752	18.567	(0.405)
Total Labor Expenses	\$301.207	\$304.747	(\$3.540)	\$260.725	\$44.022	\$230.950	\$29.775	\$233.590	(\$2.640)
<u>Non-Labor:</u>									
Electric Power	\$0.783	\$0.000	\$0.783	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.046	0.000	0.046	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	8.302	9.600	(1.298)	8.512	1.088	7.700	0.812	7.786	(0.086)
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	12.886	17.097	(4.211)	12.718	4.379	12.394	0.324	12.455	(0.060)
Professional Services Contracts	1.916	0.857	1.059	0.656	0.200	0.669	(0.013)	0.682	(0.013)
Materials and Supplies	44.518	64.704	(20.186)	45.270	19.434	46.727	(1.457)	35.328	11.399
Other Business Expenses	0.855	0.398	0.457	0.348	0.050	0.310	0.038	0.313	(0.003)
Total Non-Labor Expenses	\$69.306	\$92.656	(\$23.351)	\$67.504	\$25.152	\$67.800	(\$0.296)	\$56.564	\$11.237
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$370.512	\$397.403	(\$26.891)	\$328.229	\$69.174	\$298.750	\$29.479	\$290.153	\$8.597
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$370.512	\$397.403	(\$26.891)	\$328.229	\$69.174	\$298.750	\$29.479	\$290.153	\$8.597
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 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
<u>Non-Reimbursable and Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$730.069	\$747.341	\$17.272	\$750.387	\$3.045	\$753.056	\$2.669	\$755.514	\$2.458
Other Operating Revenue	56.612	47.003	(9.610)	47.650	0.648	48.212	0.562	48.735	0.523
Capital and Other Reimbursements	370.512	397.403	26.891	328.229	(69.174)	298.750	(29.479)	290.153	(8.597)
Total Revenues	\$1,157.193	\$1,191.747	\$34.554	\$1,126.267	(\$65.481)	\$1,100.018	(\$26.248)	\$1,094.403	(\$5.616)
Operating Expenses									
<u>Labor:</u>									
Payroll	\$643.322	\$698.869	(\$55.547)	\$729.670	(\$30.801)	\$743.434	(\$13.764)	\$794.032	(\$50.598)
Overtime	168.464	161.665	6.799	147.307	14.358	151.926	(4.619)	173.113	(21.187)
Health and Welfare	130.136	149.127	(18.991)	155.221	(6.095)	162.514	(7.293)	181.243	(18.728)
OPEB Current Payments	60.000	76.107	(16.107)	78.251	(2.144)	82.394	(4.143)	86.771	(4.377)
Pension	189.087	177.814	11.274	185.530	(7.716)	187.454	(1.924)	191.754	(4.301)
Other Fringe Benefits	161.412	171.907	(10.496)	176.446	(4.539)	179.556	(3.110)	192.760	(13.203)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$1,352.421	\$1,435.489	(\$83.068)	\$1,472.425	(\$36.936)	\$1,507.278	(\$34.853)	\$1,619.673	(\$112.394)
<u>Non-Labor:</u>									
Electric Power	\$85.049	\$95.724	(\$10.675)	\$98.112	(\$2.388)	\$101.424	(\$3.312)	\$134.079	(\$32.655)
Fuel	16.616	17.581	(0.965)	17.408	0.173	20.598	(3.190)	21.892	(1.295)
Insurance	28.858	31.108	(2.250)	31.899	(0.790)	33.157	(1.258)	35.477	(2.320)
Claims	4.370	4.370	0.000	4.419	(0.049)	4.471	(0.052)	4.537	(0.066)
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	102.910	107.073	(4.164)	96.477	10.596	110.501	(14.024)	127.627	(17.125)
Professional Services Contracts	34.613	51.148	(16.534)	41.673	9.474	35.655	6.018	35.244	0.411
Materials and Supplies	179.527	250.117	(70.590)	214.915	35.202	256.529	(41.614)	250.403	6.127
Other Business Expenses	20.951	24.610	(3.659)	24.807	(0.197)	25.202	(0.395)	26.544	(1.342)
Total Non-Labor Expenses	\$472.894	\$581.730	(\$108.836)	\$529.710	\$52.020	\$587.537	(\$57.827)	\$635.802	(\$48.265)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,825.315	\$2,017.219	(\$191.904)	\$2,002.135	\$15.084	\$2,094.815	(\$92.680)	\$2,255.474	(\$160.659)
Depreciation	\$337.520	\$340.880	(\$3.360)	\$342.774	(\$1.893)	\$346.201	(\$3.427)	\$349.663	(\$3.462)
OPEB Liability Adjustment	87.834	90.469	(2.635)	93.184	(2.714)	95.979	(2.796)	98.858	(2.879)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	2.000	2.000	0.000	2.000	0.000	2.000	0.000	2.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$2,252.669	\$2,450.569	(\$197.899)	\$2,440.092	\$10.477	\$2,538.995	(\$98.903)	\$2,705.995	(\$167.000)
Net Surplus/(Deficit)	(\$1,095.476)	(\$1,258.822)	(\$163.346)	(\$1,313.826)	(\$55.004)	(\$1,438.977)	(\$125.151)	(\$1,611.593)	(\$172.616)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Cash Receipts and Expenditures									
Receipts									
Farebox Revenue	\$749.427	\$765.341	\$15.914	\$768.387	\$3.045	\$771.056	\$2.669	\$773.514	\$2.458
Other Operating Revenue	43.801	34.313	(9.489)	34.525	0.213	34.737	0.212	34.904	0.167
Capital and Other Reimbursements	350.632	357.609	6.977	314.521	(43.088)	284.199	(30.322)	275.879	(8.320)
Total Receipts	\$1,143.860	\$1,157.263	\$13.403	\$1,117.434	(\$39.830)	\$1,089.992	(\$27.441)	\$1,084.298	(\$5.695)
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$633.813	\$692.252	(\$58.439)	\$722.903	(\$30.651)	\$736.514	(\$13.611)	\$786.956	(\$50.442)
Overtime	168.575	161.665	6.910	147.307	14.358	151.926	(4.619)	173.113	(21.187)
Health and Welfare	127.743	149.127	(21.384)	155.221	(6.095)	162.514	(7.293)	181.243	(18.728)
OPEB Current Payments	60.000	76.107	(16.107)	78.251	(2.144)	82.394	(4.143)	86.771	(4.377)
Pension	186.540	177.814	8.727	185.530	(7.716)	187.454	(1.924)	191.754	(4.301)
Other Fringe Benefits	158.830	170.907	(12.078)	175.446	(4.539)	178.556	(3.110)	191.760	(13.203)
Contribution to GASB Fund	0.000	1.308	(1.308)	1.737	(0.429)	2.565	(0.828)	3.441	(0.876)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,335.501	\$1,429.180	(\$93.679)	\$1,466.395	(\$37.215)	\$1,501.923	(\$35.528)	\$1,615.038	(\$113.114)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$85.349	\$95.724	(\$10.375)	\$98.112	(\$2.388)	\$101.424	(\$3.312)	\$134.079	(\$32.655)
Fuel	17.134	17.581	(0.447)	17.408	0.173	20.598	(3.190)	21.892	(1.295)
Insurance	28.345	30.784	(2.439)	32.451	(1.666)	32.773	(0.322)	35.062	(2.289)
Claims	1.747	1.747	0.000	1.748	(0.001)	1.748	0.000	1.762	(0.014)
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	114.364	107.073	7.290	96.477	10.596	110.501	(14.024)	127.627	(17.125)
Professional Services Contracts	33.872	46.305	(12.432)	36.588	9.716	30.316	6.272	29.638	0.678
Materials and Supplies	164.426	247.490	(83.064)	214.438	33.052	256.880	(42.442)	259.138	(2.257)
Other Business Expenses	20.420	23.935	(3.515)	24.119	(0.184)	24.501	(0.382)	25.830	(1.329)
Total Non-Labor Expenditures	\$465.657	\$570.638	(\$104.981)	\$521.341	\$49.297	\$578.741	(\$57.400)	\$635.027	(\$56.286)
<u>Other Expenditure Adjustments:</u>									
Other	18.000	18.000	0.000	18.000	0.000	18.000	0.000	18.000	0.000
Total Other Expenditure Adjustments	\$18.000	\$18.000	\$0.000	\$18.000	\$0.000	\$18.000	\$0.000	\$18.000	\$0.000
Total Expenditures	\$1,819.158	\$2,017.818	(\$198.660)	\$2,005.736	\$12.082	\$2,098.664	(\$92.928)	\$2,268.064	(\$169.400)
Cash Timing Adjustments	(\$0.000)	(\$0.000)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Net Cash Surplus/(Deficit)	(\$675.298)	(\$860.556)	(\$185.258)	(\$888.302)	(\$27.746)	(\$1,008.672)	(\$120.370)	(\$1,183.767)	(\$175.095)

MTA LONG ISLAND RAIL ROAD
2018 Final Proposed Budget
November Financial Plan 2018 - 2021
Plan-To-Plan Changes by Generic Category - Baseline

2017: November Forecast vs. Mid-Year Forecast

2017 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 unfavorable due to Amtrak/LIRR emergency repair work during July and August.
- Other Operating Revenue is favorable due to higher miscellaneous and rental revenue, partially offset by lower special services revenue.
- Capital and Other Reimbursements are lower due to interagency reimbursements and timing of capital project activity.

Expense

- Payroll – lower primarily as a result of vacant positions.
- Overtime – increased as a result of greater reimbursable activity on overtime and maintenance/modification overtime in the Engineering Department.
- Health and Welfare costs are lower due to the higher than expected average number of vacant positions.
- OPEB Current is lower due to lower than projected retirees/beneficiaries.
- Pension is on forecast.
- Other Fringe decreased due to lower Railroad Retirement Taxes due to the existence of vacant positions.
- Higher Electric Power costs are due to higher inflationary growth assumptions.
- Higher Fuel costs are due to higher inflationary growth assumptions.
- Lower Insurance cost due to reduced Liability and Property insurance and lower Force Account insurance associated with capital activity.
- Higher Maintenance and Other Operating Contracts are due to costs associated with Amtrak/LIRR emergency repair work in Penn Station during July and August, partially offset by the timing of vegetation management, elevator/escalator, TVM maintenance/modifications, security initiatives, joint facility and other maintenance agreements.
- Lower Professional Services costs primarily are due to timing of EAM, Far Rockaway Shelter Shed demolition and rebuild, migration to new credit card clearing house, right of way maintenance, legal fees for the Moynihan Station redesign project and FRA regulations requiring expanded random drug testing, partially offset by reclassifying M3 and other obsolete equipment decommissioning costs from Other Business Expense.
- Lower Material costs are due to the timing of various RCM and rolling stock modification efforts including Multi-Function Unit/Train Operator Display/Central

Diagnostic System (MFU/TOD/CDS) replacement, installation of AVRМ on trains, production plan material, C3 Communication Control Unit (CCU) and ASI replacement, station fire alarm upgrades, vehicle replacement, ESA material and M7 and C3 door, propulsion control unit, M7 Phase $\frac{3}{4}$ Truck RCM and new M7 traction motors.

- Other Business Expense is lower due to the timing of a NYPA loan for West End Concourse lighting, lower bad debt reserves and reclassifying M3 and other obsolete equipment decommissioning costs to Professional Services, partially offset by higher debit/credit card fees.

2018 – 2021 : November Financial Plan vs. July Financial Plan

Revenue

- Passenger Revenue is unfavorable to plan primarily due to lower projected ridership than previously estimated.
- Other Operating Revenue is unfavorable due to lower advertising and special services revenue.
- Capital and Other Reimbursements are higher in 2018 and 2019 primarily resulting from overall higher capital project activity and maintaining the 2018 and 2019 reimbursable headcount at the 2017 level. Capital and Other Reimbursements are lower in 2020 and 2021 due to lower capital project activity as a result of the uncertainty of the 2020-2024 capital program.

Expense

- Payroll – lower from the July Financial Plan in 2018 due to the assumption that hiring for ESA readiness does not begin until the fourth quarter 2018, resulting in a nine-month savings, partially offset by capital project activity higher headcount associated with PTC Right of Way maintenance. 2019-2021 is higher due to on board camera installations (2019 only), higher headcount associated with PTC Right of Way maintenance, various labor rate adjustments and capital project activity.
- Overtime – Changes in overtime are primarily based on the timing of capital project activity and changes in RCM program initiatives.
- Health and Welfare costs are associated with changes in headcount.
- OPEB Current is on plan.
- Pension costs are lower in 2018 due to delayed ESA Operations hiring.
- Other Fringe costs are associated with changes in headcount.
- Electric Power cost changes reflect projected rate changes.
- Fuel increases are based on rate changes.
- Insurance changes are primarily Force Account Insurance associated with project activity.
- Maintenance and Other Operating Contracts costs are higher in 2018 due to the timing of vegetation management, elevator/escalator, TVM Maintenance/Modifications, security initiatives, joint facility and other maintenance agreements not achieved in

2017. 2019 – 2021 higher due to timing of various maintenance agreements from 2017.

- Professional Services changes in 2018 – 2021 are primarily associated with the timing of EAM initiatives, Far Rockaway Shelter Shed demolition and rebuild, migration to new credit card clearing house, right of way maintenance, legal fees for the Moynihan Station redesign project and FRA regulations requiring expanded random drug testing and reclassifying M3 and other obsolete equipment decommissioning costs from Other Business Expense.
- Material & Supplies costs are higher in 2018 and 2019 due to the timing of various RCM and rolling stock modification efforts including Multi-Function Unit/Train Operator Display/Central Diagnostic System (MFU/TOD/CDS) replacement, installation of AVRМ on trains, production plan material, C3 Communication Control Unit (CCU) and ASI replacement, station fire alarm upgrades, vehicle replacement, ESA material and M7 and C3 door, propulsion control unit, M7 Phase ¾ Truck RCM and new M7 traction motors. Materials are also higher in 2018 due to timing of capital project activity. 2020 – 2021 is favorable due to lower PTC maintenance material.
- Other Business Expense increase in 2018 is due to higher debit/credit card fees and higher NYPA loan associated West End Concourse lighting, partially offset by reclassifying M3 and other obsolete equipment decommissioning costs to Professional Services. 2019 is lower due to reclassifying M3 and other obsolete equipment decommissioning costs to Professional Services, partially offset by higher debit/credit card fees and higher NYPA loan associated West End Concourse lighting as final construction costs came in higher than the original estimate. 2020 and 2021 is unfavorable due to higher debit/credit card fees and higher NYPA loan associated West End Concourse lighting.

Depreciation/Other Post Employment Benefits/Environmental Remediation/GASB 68

- Reflects Depreciation of current assets as well as estimates for capital assets based on their beneficial use. OPEB and Environmental Remediation based on latest actuarial estimates.

2017 – 2020 : November Financial Plan vs. February Financial Plan

Revenue

- Passenger Revenue is unfavorable in 2017 due to Amtrak/LIRR emergency repair work during July and August. Passenger revenue is favorable to budget in 2018 – 2021 primarily due to overall higher ridership than expected.
- Other Operating Revenue is unfavorable due to reduced advertising revenue, lower retail rent at Penn Station due to the redesign of the 33rd street corridor and lower special services revenue.
- Capital and Other Reimbursements are higher resulting from overall higher capital project activity and maintaining the 2018 and 2019 reimbursable headcount at the 2017 level.

Expense

- Payroll – Lower in 2017 primarily due to vacant positions, partially offset by new represented labor agreements which assume a 2.5% annual rate increase versus 2% in the Adopted Budget. Higher in 2018 – 2020 primarily due to capital project activity, higher labor rates based on new represented labor agreements, and higher headcount associated with PTC Right of Way and Rolling Stock maintenance.
- Overtime – increased in 2017 as a result of greater reimbursable activity on overtime, maintenance/modification overtime in the Engineering Department and higher rates due to new represented labor agreements. 2018 – 2020 changes are driven by the timing of capital project activity and concrete tie replacement in 2018, and changes in RCM program initiatives in 2018 and 2019 and impacts of the new labor agreements.
- Health and Welfare costs increase due to higher health and welfare rates, reimbursable headcount and additional PTC maintenance positions.
- OPEB Current is lower in 2017 due to fewer retirees/beneficiaries, partially offset by higher than projected rate increases. 2018 – 2020 unfavorable due to higher projected rate increases.
- Pension costs are higher in 2017 due to the impacts of the new labor agreements, 2018 – 2020 is lower due to the latest actuarial estimates (including lower estimates associated with the LIRR Additional Plan).
- Other Fringe costs are lower in 2017 due to vacant positions, resulting in lower Railroad Retirement Taxes, and higher in 2018 - 2020 due to higher headcount for PTC Maintenance.
- Electric Power cost decreases in 2017 reflect lower rates, consumption and NYPA loans now being captured in Other Business Expense. 2018 – 2020 reflect lower rates and NYPA Loans now being captured in Other Business Expense.
- Fuel decreases are based on lower consumption and rate changes in 2017 and lower rates in 2018 – 2021.
- Lower Property and Liability Insurance, partially offset by higher Force Account Insurance associated with project activity in 2018 and 2019.
- Maintenance and Other Operating Contracts costs increase in 2017, reflecting mainly the impact of Amtrak/LIRR emergency repair work, partially offset by the impact of revised assumptions, the shifting of vegetation management, elevator/escalator, TVM

maintenance/modifications, security initiatives, joint facility and other maintenance agreements to 2018 - 2020. Maintenance and Other Operating Contracts costs are higher in 2018 - 2020 due to the shifting of initiatives mentioned above, partially offset by tighter control and prioritization of non-payroll funds to core mission initiatives (Budget Reduction Program).

- Lower Professional Services costs in 2017 are due to the revised timing assumptions of EAM, the demolition and rebuild of the Far Rockaway Shelter Shed, migration to new credit card clearing house, right of way maintenance, legal fees for the Moynihan Station redesign project and FRA regulations requiring expanded random drug testing. This is partially offset by M3 and other obsolete equipment decommissioning costs now being captured in Professional Services instead of Other Business Expenses. 2018 – 2019 continue the impact of shifting 2017 initiatives forward.
- Lower Material costs in 2017 are due to the timing of various RCM and rolling stock modification efforts, including the installation of AVRМ on trains and construction of deicer cars, station fire alarm upgrades, non-revenue vehicle replacement, ESA material and lower miscellaneous inventory adjustments. Material & Supplies costs are higher in 2018 and 2019 due to the impact of revised timing assumptions of the initiatives mentioned above, including capital project activity levels and concrete tie replacement work. 2020 is lower as various rolling stock modification initiatives are completed.
- Other Business Expense increases each year due to NYPA loans now being captured in Other Business Expense and a new NYPA loan to fund West End Concourse lighting and higher debit/credit card fees, partially offset by lower M3 expenses and other obsolete equipment decommissioning costs now being captured in Professional Services.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018-2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2017	2018	2019	2020	2021
July Financial Plan - Cash Surplus/(Deficit)	(\$749.182)	(\$810.549)	(\$853.426)	(\$993.598)	(\$1,170.827)
Baseline Changes					
Revenue					
Farebox Revenue	(\$9.047)	(\$2.037)	(\$1.574)	(\$0.341)	\$1.086
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.824	(5.240)	(5.162)	(5.226)	(5.288)
Capital and Other Reimbursement	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	(\$8.223)	(\$7.277)	(\$6.736)	(\$5.567)	(\$4.202)
Expenses					
<i>Labor:</i>					
Payroll	\$2.325	\$11.294	(\$8.687)	(\$5.108)	(\$5.237)
Overtime	(2.820)	(1.741)	(1.691)	0.017	0.001
Health and Welfare	2.168	4.818	(0.461)	0.024	0.034
OPEB Current Payment	9.568	0.000	0.000	0.000	0.000
Pensions	(0.293)	5.688	0.942	0.201	0.189
Other Fringe Benefits	1.124	2.856	(0.821)	(0.224)	(0.218)
Reimbursable Overhead	5.171	2.882	(1.039)	(1.581)	(1.617)
Total Labor Expense Changes	\$17.243	\$25.797	(\$11.757)	(\$6.671)	(\$6.848)
<i>Non-Labor:</i>					
Electric Power	(\$1.472)	(\$1.909)	(\$0.153)	\$0.433	\$0.740
Fuel	(0.062)	(0.247)	(0.022)	(1.505)	(1.294)
Insurance	0.294	0.165	0.092	0.070	0.071
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	(6.547)	(13.668)	(3.249)	(3.414)	(3.418)
Professional Service Contracts	11.849	(13.659)	(6.616)	(0.295)	(0.481)
Materials & Supplies	38.923	(14.851)	(8.186)	2.609	3.175
Other Business Expenses	2.974	(1.868)	(0.135)	(2.695)	(2.713)
Total Non-Labor Expense Changes	\$45.959	(\$46.037)	(\$18.269)	(\$4.797)	(\$3.920)
Total Expense Changes before Depreciation and GASB Adjs.	\$63.202	(\$20.240)	(\$30.026)	(\$11.468)	(\$10.768)
Depreciation					
Depreciation	(0.289)	(0.292)	1.204	1.202	1.198
OPEB Liability Adjustment	(0.834)	(0.859)	(0.886)	(0.912)	(0.939)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	\$62.079	(\$21.391)	(\$29.708)	(\$11.178)	(\$10.509)
Cash Adjustment Changes					
Advertising Revenue	\$0.191	\$1.985	\$1.906	\$1.970	\$2.032
Insurance	(0.114)	(0.057)	(0.022)	(0.010)	(0.004)
Reliability Centered Maintenance and Rolling Stock Mod Updates	1.900	(1.900)			
Bad Debt	(0.750)				
Depreciation/OPEB/Environmental Remediation	1.123	1.151	(0.318)	(0.290)	(0.259)
Other Miscellaneous					
Total Cash Adjustment Changes	\$2.350	\$1.179	\$1.566	\$1.670	\$1.769
Net Surplus/(Deficit) Changes	\$56.206	(\$27.489)	(\$34.878)	(\$15.075)	(\$12.942)
November Financial Plan - Cash Surplus/(Deficit)	(\$692.976)	(\$838.038)	(\$888.304)	(\$1,008.673)	(\$1,183.769)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018-2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2017	2018	2019	2020	2021
July Financial Plan - Cash Surplus/(Deficit)	\$0.195	(\$5.034)	\$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	(7.439)	51.224	3.842	(0.935)	(1.051)
Total Revenue Changes	(\$7.439)	\$51.224	\$3.842	(\$0.935)	(\$1.051)
Expenses					
<i>Labor:</i>					
Payroll	5.651	(6.648)	(2.551)	(0.270)	(0.218)
Overtime	(4.518)	(13.200)	(0.008)	(0.008)	(0.008)
Health and Welfare	(0.179)	(2.819)	(0.580)	(0.124)	(0.117)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.388	(4.580)	(0.942)	(0.200)	(0.189)
Other Fringe Benefits	(0.995)	(2.883)	(0.594)	(0.126)	(0.118)
Reimbursable Overhead	(5.171)	(2.882)	1.039	1.581	1.617
Total Labor Expense Changes	(\$4.824)	(\$33.012)	(\$3.636)	\$0.853	\$0.967
<i>Non-Labor:</i>					
Electric Power	(0.244)	0.000	0.000	0.000	0.000
Fuel	(0.046)	0.000	0.000	0.000	0.000
Insurance	0.710	(1.024)	(0.209)	0.014	0.014
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.455	(3.521)	(0.073)	(0.015)	(0.015)
Professional Service Contracts	(0.651)	(0.205)	0.000	0.000	0.000
Materials & Supplies	10.424	(13.423)	0.084	0.085	0.087
Other Business Expenses	(0.385)	(0.039)	(0.008)	(0.002)	(0.002)
Total Non-Labor Expense Changes	\$12.263	(\$18.212)	(\$0.206)	\$0.082	\$0.084
Total Expense Changes	\$7.439	(\$51.224)	(\$3.842)	\$0.935	\$1.051
Cash Adjustment Changes					
Operating Funded Capital	17.483	(17.483)	0.000	0.000	0.000
Total Cash Adjustment Changes	\$17.483	(\$17.483)	\$0.000	\$0.000	\$0.000
Net Surplus/(Deficit) Changes	\$17.483	(\$17.483)	\$0.000	(\$0.000)	\$0.000
November Financial Plan - Cash Surplus/(Deficit)	\$17.678	(\$22.517)	\$0.000	(\$0.000)	\$0.000

MTA LONG ISLAND RAILROAD
November Financial Plan 2018-2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE

	2017	2018	2019	2020	2021
July Financial Plan - Cash Surplus/(Deficit)	(\$748.989)	(\$815.586)	(\$853.425)	(\$993.597)	(\$1,170.827)
Baseline Changes					
Revenue					
Farebox Revenue	(\$9.047)	(\$2.037)	(\$1.574)	(\$0.341)	\$1.086
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.824	(5.240)	(5.162)	(5.226)	(5.288)
Capital and Other Reimbursement	(7.439)	51.224	3.842	(0.935)	(1.051)
Total Revenue Changes	(\$15.662)	\$43.947	(\$2.894)	(\$6.502)	(\$5.253)
Expenses					
Labor:					
Payroll	\$7.976	\$4.646	(\$11.238)	(\$5.378)	(\$5.455)
Overtime	(7.338)	(14.941)	(1.699)	0.009	(0.007)
Health and Welfare	1.989	1.999	(1.041)	(0.100)	(0.083)
OPEB Current Payment	9.568	0.000	0.000	0.000	0.000
Pensions	0.095	1.108	(0.000)	0.001	(0.000)
Other Fringe Benefits	0.129	(0.027)	(1.415)	(0.350)	(0.336)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	\$12.419	(\$7.215)	(\$15.393)	(\$5.818)	(\$5.881)
Non-Labor:					
Electric Power	(\$1.716)	(\$1.909)	(\$0.153)	\$0.433	\$0.740
Fuel	(0.108)	(0.247)	(0.022)	(1.505)	(1.294)
Insurance	1.004	(0.859)	(0.117)	0.084	0.085
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	(4.092)	(17.189)	(3.322)	(3.429)	(3.433)
Professional Service Contracts	11.198	(13.864)	(6.616)	(0.295)	(0.481)
Materials & Supplies	49.347	(28.274)	(8.102)	2.694	3.262
Other Business Expenses	2.589	(1.907)	(0.143)	(2.697)	(2.715)
Total Non-Labor Expense Changes	\$58.222	(\$64.249)	(\$18.475)	(\$4.715)	(\$3.836)
Total Expense Changes before Depreciation and GASB Adjs.	\$70.641	(\$71.464)	(\$33.868)	(\$10.533)	(\$9.717)
Depreciation					
Depreciation	(\$0.289)	(\$0.292)	\$1.204	\$1.202	\$1.198
OPEB Liability Adjustment	(0.834)	(0.859)	(0.886)	(0.912)	(0.939)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	\$69.518	(\$72.615)	(\$33.550)	(\$10.243)	(\$9.458)
Cash Adjustment Changes					
Advertising Revenue	\$0.191	\$1.985	\$1.906	\$1.970	\$2.032
Insurance	(0.114)	(0.057)	(0.022)	(0.010)	(0.004)
Operating Funded Capital	17.483	(17.483)	0.000	0.000	0.000
Reliability Centered Maintenance and Rolling Stock Mod Updates	1.900	(1.900)	0.000	0.000	0.000
Bad Debt	(0.750)	0.000	0.000	0.000	0.000
Depreciation/OPEB/Environmental Remediation	1.123	1.151	(0.318)	(0.290)	(0.259)
Other Miscellaneous	0.000	0.000	0.000	0.000	0.000
Total Cash Adjustment Changes	\$19.833	(\$16.304)	\$1.566	\$1.670	\$1.769
Net Surplus/(Deficit) Changes	\$73.689	(\$44.972)	(\$34.878)	(\$15.075)	(\$12.942)
November Financial Plan - Cash Surplus/(Deficit)	(\$675.300)	(\$860.558)	(\$888.303)	(\$1,008.672)	(\$1,183.769)

MTA LONG ISLAND RAIL ROAD
2018 Final Proposed Budget
November Financial Plan 2018 - 2021
Summary of Major Plan-To-Plan Changes

Revenue

- Farebox Revenue is unfavorable to plan due to lower than previously projected ridership.
- Amtrak/LIRR emergency repair work, including discounts to use alternate terminals, results in a \$7.9 million farebox revenue shortfall in 2017.

Expenses

- Amtrak/LIRR emergency repair work, including bussing and ferry service, resulted in significant expense increase in 2017.
- Timing of various initiatives including AVRМ (on board cameras) and other RCM and fleet modification activities, RCM LAMP consultant, M9 Training, TVM Maintenance/Upgrades, EAM and other maintenance and professional service activity.
- Higher rate assumptions for Traction and Diesel Power.
- General & Administrative (G&A) and Pension overhead changes associated with changes in capital project activity.
- Timing of and higher costs to decommission M3 train cars and other obsolete equipment across the LIRR.
- Higher Debit/Credit card fees as customers shift away from cash and the full rollout of on board ticket issuing machines and e-tickets is complete.

Cash

- GASB 68 Pension Adjustment, Depreciation, OPEB and Environmental Remediation are all accrued but not cash items.
- Various reserve adjustment including bad debt.
- Timing of various Operating Funded Capital projects.
- Reliability Centered Maintenance activity cash payments.
- Advertising revenue captured on the accrued side but not the cash side.
- Timing of various cash expenses.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018-2021
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2017	2018	2019	2020	2021
July Financial Plan - Cash Surplus/(Deficit)	(\$748.989)	(\$815.586)	(\$853.425)	(\$993.597)	(\$1,170.827)
Non-Reimbursable Major Changes					
Revenue					
Farebox Revenue	(\$1.164)	(\$2.037)	(\$1.574)	(\$0.341)	\$1.086
Impact of Penn Station Mitigation Efforts	(7.883)				
Advertising Revenue	(0.191)	(1.985)	(1.906)	(1.970)	(2.032)
Other Operating Revenue	1.015	(3.255)	(3.256)	(3.256)	(3.256)
Sub-Total Non-Reimbursable Revenue Changes	(\$8.223)	(\$7.277)	(\$6.736)	(\$5.567)	(\$4.202)
Expenses					
Penn Station Mitigation Efforts	(22.391)				
Reliability Centered Maintenance and Modification Activity - timing related	21.226	(13.292)	(5.325)	(1.900)	(0.663)
G&A and Pension Changes associated with capital activity	4.771	9.038	1.422	0.128	0.117
Reimbursable Headcount & Overtime Adjustments	2.882	5.378	(0.142)	(0.078)	(0.006)
Non-payroll Adjustments - Miscellaneous (primarily timing related)	26.347	(19.071)	(3.822)	(2.223)	(3.090)
East Side Access Readiness	0.000	19.242	(0.265)	(0.271)	(0.276)
Onboard Cameras (AVRM) timing related	10.117	0.000	(10.240)		
OPEB Current (Fewer retirees)	9.568				
RCM LAMP Consultant	2.000	(2.000)			
M9 Training	2.041	0.000	(2.041)		
TVM Maintenance/Upgrades	2.384	(2.351)			
Enterprise Asset Management	1.911	(1.599)	(0.092)	(0.092)	(0.128)
Capital Overhead Rate Changes	0.000	(0.972)	(0.941)	(1.206)	(1.214)
Decommissioning Obsolete Equipment	1.296	(0.341)	(3.644)	0.000	-
Credit/Debit Card Fees	(0.730)	(1.637)	(1.662)	(1.682)	(1.700)
Energy Rate Related	(1.752)	(2.155)	(0.175)	(1.072)	(0.552)
Depreciation/GASB 68 Pension Expense Adjustment/Environmental Remediation/OPEE	(1.123)	(1.151)	0.318	0.290	0.259
All Other	3.532	(10.479)	(3.101)	(3.072)	(3.256)
Sub-Total Non-Reimbursable Expense Changes	\$62.079	(\$21.391)	(\$29.708)	(\$11.178)	(\$10.509)
Total Non-Reimbursable Major Changes	\$53.856	(\$28.668)	(\$36.444)	(\$16.745)	(\$14.711)
Reimbursable Major Changes					
Revenue					
Capital and Other Reimbursements	(7.439)	51.224	3.842	(0.935)	(1.051)
Sub-Total Reimbursable Revenue Changes	(\$7.439)	\$51.224	\$3.842	(\$0.935)	(\$1.051)
Expenses					
Capital Expenses	7.439	(51.224)	(3.842)	0.935	1.051
Sub-Total Reimbursable Expense Changes	\$7.439	(\$51.224)	(\$3.842)	\$0.935	\$1.051
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	\$53.856	(\$28.668)	(\$36.444)	(\$16.745)	(\$14.711)
Cash Adjustment Changes					
Advertising Revenue	\$0.191	\$1.985	\$1.906	\$1.970	\$2.032
Insurance	(0.114)	(0.057)	(0.022)	(0.010)	(0.004)
Operating Funded Capital	17.483	(17.483)	-	-	-
Reliability Centered Maintenance and Rolling Stock Mod Updates	1.900	(1.900)	-	-	-
Bad Debt	(0.750)	-	-	-	-
Depreciation/OPEB/Environmental Remediation	1.123	1.151	(0.318)	(0.290)	(0.259)
Other Miscellaneous	-	-	-	-	-
Total Cash Adjustment Changes	\$19.833	(\$16.304)	\$1.566	\$1.670	\$1.769
Net Surplus/(Deficit) Changes	\$73.689	(\$44.972)	(\$34.878)	(\$15.075)	(\$12.942)
November Financial Plan - Cash Surplus/(Deficit)	(\$675.300)	(\$860.558)	(\$888.303)	(\$1,008.672)	(\$1,183.769)

MTA LONG ISLAND RAIL ROAD
2018 Final Proposed Budget
November Financial Plan 2018 – 2021
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 4.3% greater than the adjusted 2017 Mid-Year Forecast including Amtrak/LIRR emergency repair work and above the 2016 level by 0.2% (adjusted for the same number of work days). The 2017 November Forecast projects ridership to be 89.4 million, which is 0.4 million lower than the Mid-Year Forecast. Ridership projections for the outer years of the November Financial Plan 2018-2021 reveal modest annual growth of 1.1% in 2018, 0.4% in 2019, 0.6% in 2020 and 0.1% in 2021.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018-2021
Ridership/(Utilization)
(\$ in millions)

	2016	2017	2018			
	Actual	November	Final	2019	2020	2021
		Forecast	Proposed			
			Budget			
<u>RIDERSHIP</u>						
Monthly	49.874	49.361	49.898	50.099	50.486	50.461
Weekly	1.875	1.863	1.902	1.910	1.917	1.922
Total Commutation	51.749	51.224	51.800	52.009	52.403	52.383
One-Way Full Fare	8.554	8.781	8.980	9.016	9.048	9.077
One-Way Off Peak	18.265	18.690	18.765	18.841	18.908	18.969
All Other	10.784	10.743	10.873	10.919	10.959	10.997
Total Commutation	37.603	38.214	38.618	38.776	38.915	39.043
Total Ridership	89.352	89.438	90.418	90.785	91.318	91.426
<u>FAREBOX REVENUE</u>						
Total Farebox Revenue	\$712.347	\$730.069	\$747.341	\$750.387	\$753.056	\$755.514

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018-2021
2017 Budget Reduction Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2017	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021
<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>										
Anticipated reduced RCM Maintenance with the elimination of the M3s and the new M9s being under warranty. (July Plan)	-	0.000	-	2.245	-	2.245	-	2.245	-	2.245
Tighter Control and Prioritization of Non Payroll Funds to Core Mission Initiatives (July Plan)	-	1.934	-	5.707	-	5.707	-	5.707	-	5.707
<i>Subtotal Maintenance</i>	-	1.934	-	7.952	-	7.952	-	7.952	-	7.952
<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>										
Reduction to Train Service Overtime Hours (July Plan)				0.268		0.268		0.268		0.271
<i>Subtotal Service Support</i>	-	0.000	-	0.268	-	0.268	-	0.268	-	0.271
<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
Agency Submission	-	\$1.934	-	\$8.220	-	\$8.220	-	\$8.220	-	\$8.223

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: Anticipated reduced RCM with the elimination of the M3s and the new M9s being under warranty.

Background Details: The M3 fleet will be decommissioned effective 12/31/2018. Other than FRA mandated RCM efforts, preventative maintenance efforts will be significantly decreased due to running systems/components to failure.

Program Description/ Implementation Plan:

Program Implementation Date: 1/1/2018 **When will savings begin?:** 1/1/2018

Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$2.245	\$2.245	\$2.245	\$2.245
<i>Total Positions Required:</i>	0	0	0	0	0

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: Tighter Control and Prioritization of Non Payroll Funds to Core Mission Initiatives (July Plan)

Background Details:	Funding reduction for miscellaneous contract services as a result of historical spending trends and programmatic initiatives. Examples of some of these reductions include vegetation management, parking garage maintenance, advertising, travel, membership dues, office supplies, Right of Way materials and various other maintenance and professional services contracts.
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Program Description/ Implementation Plan:	LIRR Staff will continue to closely monitor contract costs and spending.
--	--

Program Implementation Date:	10/1/2017	When will savings begin?:	10/1/2017
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
<i>Financial Impact (Operating):</i>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
Net Cash Savings (in millions)	\$1.934	\$5.707	\$5.707	\$5.707	\$5.707
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Service Support
Program: Reduction to Train Service Overtime Hours (July Plan)

Background Details: Reduction to train service overtime hours based on improved on-time performance

Program Description/ Implementation Plan:

Program Implementation Date: 1/1/2018 **When will savings begin?:** 1/1/2018
Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
<i>Financial Impact (Operating):</i>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
Net Cash Savings (in millions)	\$0.000	\$0.268	\$0.268	\$0.268	\$0.271
<i>Total Positions Required:</i>	0	0	0	0	0

MTA LONG ISLAND RAIL ROAD
2018 Final Proposed Budget
November Financial Plan 2018 – 2021
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.

2017 - 2018 Changes

The 2018 Final Proposed Budget totals 7,725 positions, an increase of 311 positions from the 2017 November Forecast. This includes an increase of 396 Non-Reimbursable positions and a decrease of 85 Reimbursable positions. The total increase of 311 positions is primarily driven by ESA readiness efforts which increase by 203 positions, PTC Right of Way maintenance which increases by 16 positions, on board camera installations which increases by 32 positions, capital project activity 28 positions and other headcount adjustments based on RCM and other fleet modifications. Otherwise, changes in year-end Non-reimbursable and Reimbursable headcount are due to the timing of capital and maintenance activity. As a result, the year-end headcount changes as reported in the financial tables can appear to be more dramatic than the change in average headcount.

2019 – 2021 Changes

Annual staffing levels increase by 27 positions in 2019, decrease by 46 positions in 2020, and increase by 521 positions in 2021. Non-Reimbursable positions increase by 191 in 2019, 137 in 2020, and 532 in 2021. These increases are primarily related to ESA readiness efforts (increases of 132 in 2019 and 159 positions in 2020, and 537 in 2021) and the completion of the AVRMI initiative at the end of 2019. Reimbursable positions decreased by 164 in 2019, 183 in 2020, and 11 in 2021 due to changes in project activity and completion of Maintenance of Equipment's PTC initiative in 2018. In 2018, the change in year-end Non-reimbursable and Reimbursable headcount is due largely to the timing of capital and maintenance activity. As a result, the year-end headcount changes as reported in the financial tables can appear to be more dramatic than the change in average headcount.

MTA LONG ISLAND RAIL ROAD
2018 Final Proposed Budget
November Financial Plan 2018 – 2021
Positions
Plan-to-Plan Summary of Changes

Position Assumptions

Positions are identified as of year-end (December 31st) for each year in the financial plan and reflect an estimate of the total number of paid employees required to meet and achieve corporate goals as well as those in line with reimbursable activity. Position totals incorporate seasonal as well as other fluctuations in staffing requirements for capital projects.

2017 Changes

Total Positions of 7,414 in the 2017 November Forecast represents a decrease of 27 positions from the 2017 Mid-Year Forecast. Year-end Non-Reimbursable positions decreased by 28. Reimbursable positions increased by 1. The overall decrease is primarily related to timing of the initiative to install on board cameras on the rolling stock.

2018 Changes

The 2018 Final Proposed Budget totals 7,725 positions, an increase of 49 positions from the Preliminary Proposed Budget. Reimbursable positions increased by 143 and Non-Reimbursable positions decreased by 94. The Reimbursable position increase assumes a continuation of 2017 project activity levels resulting in 28 new positions. Non-Reimbursable position increase by 21 which is primarily due to PTC Right of Way Maintenance. The remaining change in year-end Non-Reimbursable and Reimbursable headcount is due to the timing of capital and maintenance activity. As a result, the year-end headcount changes as reported in the financial tables can appear to be more dramatic than the change in average headcount.

2019 – 2021 Changes

The November Financial Plan in the years 2019 – 2021 reflects an increase of 72 positions in 2019, and 11 positions in 2020 and 10 in 2021. Non-Reimbursable positions increase 44 in 2019 and 11 in 2020 and 10 in 2021. The Non-Reimbursable positions are driven by PTC Right of Way Maintenance positions added in 2018 and the continuation of AVR camera installation originally scheduled to be completed in 2018. Reimbursable positions increase by 28 in 2019 due to continuation of 2017 project activity through 2019.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018-2021
Favorable/(Unfavorable)

Total Position Changes at a Glance

	2017	2018	2019	2020	2021
2017 July Plan - Total Baseline Positions	7,441	7,676	7,680	7,695	8,217
Total Plan-to-Plan Changes	27	(49)	(72)	(11)	(10)
2017 November Plan - Total Baseline Positions	7,414	7,725	7,752	7,706	8,227
Total Year-to-Year Changes, November Plan		(311)	(27)	46	(521)

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	28	94	(44)	(11)	(10)
<i>Reimbursable</i>	(1)	(143)	(28)	0	0
Total	27	(49)	(72)	(11)	(10)
<i>Full-Time</i>	27	(49)	(72)	(11)	(10)
<i>Full-Time Equivalents</i>					
Total	27	(49)	(72)	(11)	(10)
<i>By Function Category</i>					
- Administration	(2)	(5)	(5)	(5)	(4)
- Operations	0	(3)	10	12	12
- Maintenance	30	(40)	(76)	(18)	(18)
- Engineering/Capital	(1)	(1)	(1)	0	0
- Public Safety					
Total	27	(49)	(72)	(11)	(10)
<i>By Occupational Group</i>					
- Managers/Supervisors	(7)	(60)	(20)	(14)	(14)
- Professional, Technical, Clerical	9	11	2	1	2
- Operational Hourlies	24	(1)	(55)	2	2
Total	27	(49)	(72)	(11)	(10)

Total Plan-to-Plan Changes by Major Category:

<i>2017 BRPs</i>					
<i>New Needs</i>	-	-	-	-	-
<i>Change in Reimbursable Positions</i>	(1)	(143)	(28)	0	0
<i>Re-estimates & All Other</i> ¹	28	94	(44)	(11)	(10)
Total	27	(49)	(72)	(11)	(10)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018-2021
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2016 Actual	2017 November Forecast	2018 Final Proposed Budget	2019	2020	2021
Administration						
Executive VP	2	2	2	2	2	2
Enterprise Asset Management	0	7	7	7	7	7
Sr Vice President - Engineering	9	2	2	2	2	2
Labor Relations	17	19	19	19	19	19
Procurement & Logistics (excl. Stores)	75	75	76	73	72	82
Human Resources	31	35	41	51	54	54
Sr VP Administration	1	2	2	2	2	2
Strategic Investments	23	18	18	18	17	17
President	4	4	4	4	4	4
VP & CFO	3	4	4	4	4	4
Information Technology	0	0	0	0	0	0
Controller	42	44	44	45	45	45
Management and Budget	15	21	21	21	21	21
BPM, Controls, & Compliance	7	7	7	7	7	7
Market Dev. & Public Affairs	60	71	71	71	71	71
Gen. Counsel & Secretary	31	33	33	33	33	33
Diversity Management	3	3	3	3	3	3
Security	9	13	13	13	13	13
System Safety	33	37	37	37	37	37
Training	63	67	68	67	74	76
Service Planning	19	25	28	28	28	27
Rolling Stock Programs	9	17	17	17	17	17
Sr Vice President - Operations	2	2	2	2	2	2
Total Administration	458	508	519	526	534	545
Operations						
Train Operations	2,129	2,201	2,366	2,377	2,474	2,503
Customer Service	293	303	303	303	303	420
Total Operations	2,422	2,504	2,669	2,680	2,777	2,923
Maintenance						
Engineering	1,889	1,997	2,093	2,113	2,010	2,082
Equipment	2,074	2,094	2,133	2,128	2,086	2,380
Procurement (Stores)	95	97	97	95	95	95
Total Maintenance	4,058	4,188	4,323	4,336	4,191	4,557
Engineering/Capital						
Department of Program Management	133	156	156	155	154	154
Special Projects/East Side Access	43	46	46	45	45	45
Positive Train Control	0	12	12	10	5	3
Total Engineering/Capital	176	214	214	210	204	202
Total Positions	7,114	7,414	7,725	7,752	7,706	8,227
<i>Non-Reimbursable</i>	6,195	6,106	6,502	6,693	6,830	7,362
<i>Reimbursable</i>	919	1,308	1,223	1,059	876	865
<i>Total Full-Time</i>	7,114	7,414	7,725	7,752	7,706	8,227
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2018 - 2021
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Administration						
Managers/Supervisors	236	257	260	258	257	257
Professional/Technical/Clerical	115	145	153	164	174	185
Operational Hourlies	107	106	106	104	103	103
Total Administration Headcount	458	508	519	526	534	545
Operations						
Managers/Supervisors	292	297	298	291	306	344
Professional/Technical/Clerical	93	95	95	95	95	104
Operational Hourlies	2,037	2,112	2,276	2,294	2,376	2,475
Total Operations Headcount	2,422	2,504	2,669	2,680	2,777	2,923
Maintenance						
Managers/Supervisors	695	798	824	787	777	840
Professional/Technical/Clerical	260	270	288	293	292	332
Operational Hourlies	3,103	3,120	3,211	3,256	3,122	3,385
Total Maintenance Headcount	4,058	4,188	4,323	4,336	4,191	4,557
Engineering / Capital						
Managers/Supervisors	119	145	145	142	136	136
Professional/Technical/Clerical	57	69	69	68	68	66
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	176	214	214	210	204	202
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	1,342	1,497	1,527	1,478	1,476	1,577
Professional, Technical, Clerical	525	579	605	620	629	687
Operational Hourlies	5,247	5,338	5,593	5,654	5,601	5,963
Total Positions	7,114	7,414	7,725	7,752	7,706	8,227

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Metro-North Railroad

MTA METRO-NORTH RAILROAD
2018 Final Proposed Budget
November Financial Plan 2018-2021

FINANCIAL OVERVIEW

Metro-North's (MNR) November Financial Plan 2018-2021 reflects the resources required to sustain current operations and fund strategic investments that further promote safe, secure and reliable transportation service for our customers, a safe and secure working environment for our employees, and continuing improvements in our infrastructure.

Our Strategic Plan: Our Railroad, Our Vision, Our Future

In June of 2016, we launched a new five-year Metro-North Strategic Plan, which identifies three Priority Areas: Our People, Our Customers and Our Infrastructure.

Through the three priorities of Our People, Our Customers and Our Infrastructure, an engaged workforce will continue to progress Metro-North Railroad fulfilling Our Mission.

- *Our People – Be an engaged, accountable and high performing workforce.*
- *Our Customers – Consistently meet customer expectations by ensuring safe, reliable, accessible and comfortable service, and by providing timely, accurate and open communication.*
- *Our Infrastructure – Ensure that all assets are in a state of good repair.*

Our Plan drivers - Safety, Integrity, and Innovation establish the focus for new initiatives.

- *Safety – Safety guides all our decisions, actions and initiatives.*
- *Integrity – Maintaining the public's confidence in all that we do and building a sustainable future.*
- *Innovation – Encouraging new ways of thinking and doing business.*

The November Financial Plan focuses on resources to continue the support of the Metro-North Strategic Plan. Given current financial resources, new initiatives are minimal and reflect current Metro-North staffing requirements.

Investments in Our People

- ***Transportation Staffing***
 - Hire four additional Trainmasters, three of which are for capital programs, to optimize the staffing levels and ensure safe and reliable train service. Since 2013, MNR has significantly increased service levels, infrastructure work and capital projects. However, Trainmaster staffing levels have not kept pace with this increase in service and responsibility levels. These additional positions are required to ensure the safe dispatch of trains and crews from terminals, front-line supervisors receive the required rest to prevent fatigue,

a quick response to failures en-route, and the increased levels of capital work can be safely and efficiently performed.

- Add three Conductor positions to ensure proper coverage when moving trains within the Grand Central Terminal (GCT) yard as per Federal Railroad Administration (FRA) requirements.

- ***Expanded Drug and Alcohol Testing***

Hire two positions to assist with enforcement and management of the MNR Drug Policies and Programs. These positions will ensure MNR can achieve the federally required number of monthly Random Toxicological Tests and provide focused oversight and direction to the Maintenance of Way random testing program through the addition of one manager level position.

- ***Additional Labor Relations Staffing***

MNR also added two positions in the Labor Relations Department to cover the additional workload generated by the MTA Inspector General's Office recommendations.

Ridership

- The 2017 November Forecast includes 86.6 million East and West of Hudson riders, a slight increase of 0.1% over 2016. Ridership is 0.1% lower than the Mid-Year Forecast due to lower than projected growth in non-commutation ridership.
- Ridership in 2018-2021 is projected to grow by 0.8% in 2018, 0.6% in 2019, 0.7% in 2020, and 0.6% in 2021 with growth occurring across all commuter lines.
- There is a planned 1.0% fare increase in Connecticut effective January 1, 2018. There are no budgeted fare increases in New York State thru 2021 (However, there are proposed fare increases of 4% in 2019 and 2021 reflected in Vol I of the November Financial Plan).

Overtime

Metro-North's November Financial Plan reflects required overtime expenditures to address operating needs including train service coverage, maintenance requirements, weather emergencies, employee availability and other programmatic needs.

MTA METRO-NORTH RAILROAD
2018 Final Proposed Budget
November Financial Plan 2018-2021

2017 NOVEMBER FORECAST

The 2017 November Forecast reflects Non-Reimbursable revenue projections totaling \$799.3 million and expenses, including non-cash liability adjustments, of \$1,598.2 million resulting in an operating deficit of \$798.9 million. Operating revenue includes passenger revenues of \$737.0 million that are \$1.2 million unfavorable versus the 2017 Mid-Year Forecast due to lower ridership. Non-passenger revenues of \$62.3 million are \$5.9 million lower than the Mid-Year Forecast reflecting the elimination of the Commissary Operation. Non-Reimbursable operating expenses of \$1,598.2 million are \$23.2 million lower than the 2017 Mid-Year Forecast primarily due to lower non-cash expenses (including OPEB Liability Adjustment and depreciation), Maintenance and Other Operating Contracts, and Materials and Supplies expense partially offset by increased agreement payroll costs due to rescheduled capital work.

The 2017 November Forecast for Reimbursable expenditures (and receipts) is \$253.2 million, a decrease of \$16.8 million relative to the July Financial Plan. This is due primarily to revised scheduling that pushed major workflows for the Signal Replacement-Greenwich to South Norwalk project, Positive Train Control project and the Connecticut Track Program.

2018 FINAL PROPOSED BUDGET

The 2018 Final Proposed Budget reflects Non-Reimbursable revenue projections totaling \$829.2 million and expenses, including non-cash liability adjustments, of \$1,650.8 million that generate an operating deficit of \$821.6 million. Farebox revenue of \$753.8 million is \$4.1 million lower than the 2018 Preliminary Budget reflecting lower ridership growth. Non-passenger revenue of \$75.4 million is projected to be \$8.7 million lower than the 2018 Preliminary Budget due to the elimination of the Commissary Operation and lower advertising revenues. Operating expenses of \$1,650.8 million are lower by \$3.0 million reflecting lower non-cash expenses for OPEB Liability Adjustment and lower Materials and Supplies expense partially offset by increased depreciation, payroll, and fringe expense.

The 2018 Final Proposed Budget for Reimbursable expenditures (and receipts) is \$272.9 million, a decrease of \$3.2 million from the 2017 July Financial Plan of \$276.1 million. This decrease was primarily due the retiming of work and scheduling of the new Turnouts Mainline High Speed Projects and the Power Infrastructure project mitigated by an increase in the Connecticut Track programs.

2019-2021 PROJECTIONS

The 2019-2021 expenditure projections allow Metro-North to continue initiatives that improve safety, maintain train service levels, continue service reliability programs that maintain rolling stock and enhance the Right-of-Way, and incorporate projected cost changes in labor, energy, employee benefits, insurance and material as well as capital projects. Major assumptions reflected in the 2019-2021 November Financial Plan are furnished later in this document.

Details for the year-to-year changes, a reconciliation of the November Plan to both the July and February Plans, and the assumptions guiding ridership and headcount are discussed in the sections that follow.

MTA METRO-NORTH RAILROAD
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$703.790	\$736.985	\$753.806	\$759.144	\$765.070	\$770.954
Other Operating Revenue	64.984	62.265	75.394	74.238	86.314	65.431
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$768.774	\$799.250	\$829.200	\$833.382	\$851.385	\$836.386
Operating Expense						
Labor:						
Payroll	\$495.722	\$504.400	\$519.938	\$539.213	\$550.667	\$559.727
Overtime	90.333	92.372	95.686	97.211	99.155	101.138
Health and Welfare	97.965	113.444	116.209	120.676	123.075	124.706
OPEB Current Payments	30.061	32.700	33.000	34.000	35.000	36.000
Pension	91.747	110.241	104.779	106.692	104.852	102.091
Other Fringe Benefits	119.204	121.508	124.221	128.006	130.355	132.303
Reimbursable Overhead	(48.843)	(49.565)	(60.355)	(61.500)	(60.476)	(56.896)
Total Labor Expenses	\$876.189	\$925.099	\$933.477	\$964.298	\$982.629	\$999.070
Non-Labor:						
Electric Power	\$61.865	\$70.649	\$78.975	\$83.209	\$87.316	\$92.393
Fuel	14.447	17.663	18.598	18.822	18.988	19.345
Insurance	18.258	17.450	18.364	19.656	21.473	23.420
Claims	5.289	1.663	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	103.427	112.330	121.565	123.475	120.748	124.788
Professional Services Contracts	29.061	41.385	45.905	45.854	43.947	44.186
Materials and Supplies	95.117	90.750	99.566	98.942	99.706	101.172
Other Business Expenses	26.766	32.839	21.122	29.665	33.108	34.193
Total Non-Labor Expenses	\$354.230	\$384.729	\$405.095	\$420.623	\$426.286	\$440.498
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,230.419	\$1,309.827	\$1,338.572	\$1,384.920	\$1,408.914	\$1,439.567
Depreciation	\$236.091	\$235.531	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	57.086	58.000	58.000	58.000	58.000	58.000
GASB 68 Pension Expense Adjustment	(10.497)	(6.808)	3.700	0.000	(6.700)	(24.100)
Environmental Remediation	3.694	1.621	4.000	4.000	4.000	4.000
Total Expenses	\$1,516.793	\$1,598.172	\$1,650.779	\$1,693.427	\$1,710.721	\$1,723.974
Net Surplus/(Deficit)	(\$748.019)	(\$798.922)	(\$821.579)	(\$860.045)	(\$859.336)	(\$887.588)
Cash Conversion Adjustments						
Depreciation	\$236.091	\$235.531	\$246.507	\$246.507	\$246.507	\$246.507
Operating/Capital	(39.286)	(60.378)	(92.158)	(54.601)	(59.420)	(21.711)
Other Cash Adjustments	41.285	39.940	99.428	65.684	36.403	41.218
Total Cash Conversion Adjustments	\$238.090	\$215.094	\$253.776	\$257.589	\$223.490	\$266.013
Net Cash Surplus/(Deficit)	(\$509.929)	(\$583.828)	(\$567.803)	(\$602.455)	(\$635.846)	(\$621.575)

Note: Beginning with 2017, ticket sales revenue collected on West of Hudson operations by New Jersey Transit has been reclassified to the Farebox Revenue category. Previously, such revenue was classified as an offset under the Other Business Expenses category. In this Financial Plan, 2016 results have been adjusted for consistency with the 2017-2021 projections. This shift does not change the bottom line or impact subsidies.

MTA METRO-NORTH RAILROAD
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<i>MNR - MTA</i>	<i>88.714</i>	<i>139.696</i>	<i>148.312</i>	<i>161.057</i>	<i>159.061</i>	<i>164.135</i>
<i>MNR - CDOT</i>	<i>86.567</i>	<i>92.331</i>	<i>116.634</i>	<i>95.901</i>	<i>74.209</i>	<i>53.724</i>
<i>MNR - Other</i>	<i>24.220</i>	<i>21.213</i>	<i>7.955</i>	<i>10.693</i>	<i>11.593</i>	<i>14.240</i>
Capital and Other Reimbursements	199.501	253.240	272.900	267.652	244.863	232.098
Total Revenues	\$199.501	\$253.240	\$272.900	\$267.652	\$244.863	\$232.098
Operating Expense						
Labor:						
Payroll	\$39.743	\$43.631	\$53.697	\$55.823	\$57.033	\$57.686
Overtime	23.337	23.396	25.449	26.525	27.935	29.164
Health and Welfare	13.640	15.569	18.757	19.515	20.141	20.555
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	9.139	10.334	13.079	13.603	13.988	14.257
Other Fringe Benefits	10.610	11.422	13.508	14.055	14.482	14.765
Reimbursable Overhead	45.662	47.652	57.600	59.442	58.546	56.361
Total Labor Expenses	\$142.130	\$152.004	\$182.090	\$188.965	\$192.126	\$192.789
Non-Labor:						
Electric Power	\$0.131	\$0.064	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	4.793	4.285	4.064	4.470	4.466	3.971
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	18.521	20.434	12.314	10.606	9.666	5.525
Professional Services Contracts	13.943	31.735	46.072	39.903	16.426	10.396
Materials and Supplies	19.396	44.378	28.123	23.489	21.980	19.212
Other Business Expenses	0.587	0.340	0.237	0.219	0.201	0.206
Total Non-Labor Expenses	\$57.371	\$101.236	\$90.809	\$78.686	\$52.737	\$39.310
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$199.501	\$253.240	\$272.900	\$267.652	\$244.863	\$232.098
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA METRO-NORTH RAILROAD
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Non-Reimbursable / Reimbursable						
Operating Revenue						
Farebox Revenue	\$703.790	\$736.985	\$753.806	\$759.144	\$765.070	\$770.954
Other Operating Revenue	64.984	62.265	75.394	74.238	86.314	65.431
<i>MNR - MTA</i>	<i>88.714</i>	<i>139.696</i>	<i>148.312</i>	<i>161.057</i>	<i>159.061</i>	<i>164.135</i>
<i>MNR - CDOT</i>	<i>86.567</i>	<i>92.331</i>	<i>116.634</i>	<i>95.901</i>	<i>74.209</i>	<i>53.724</i>
<i>MNR - Other</i>	<i>24.220</i>	<i>21.213</i>	<i>7.955</i>	<i>10.693</i>	<i>11.593</i>	<i>14.240</i>
Capital and Other Reimbursements	199.501	253.240	272.900	267.652	244.863	232.098
Total Revenues	\$968.275	\$1,052.490	\$1,102.100	\$1,101.034	\$1,096.248	\$1,068.484
Operating Expense						
Labor:						
Payroll	\$535.465	\$548.031	\$573.635	\$595.037	\$607.700	\$617.414
Overtime	113.670	115.767	121.135	123.736	127.091	130.302
Health and Welfare	111.604	129.014	134.966	140.191	143.216	145.260
OPEB Current Payments	30.061	32.700	33.000	34.000	35.000	36.000
Pension	100.886	120.574	117.857	120.296	118.840	116.349
Other Fringe Benefits	129.815	132.930	137.730	142.061	144.837	147.068
Reimbursable Overhead	(3.181)	(1.913)	(2.755)	(2.058)	(1.930)	(0.535)
Total Labor Expenses	\$1,018.320	\$1,077.103	\$1,115.568	\$1,153.263	\$1,174.755	\$1,191.858
Non-Labor:						
Electric Power	\$61.996	\$70.713	\$78.975	\$83.209	\$87.316	\$92.393
Fuel	14.447	17.663	18.598	18.822	18.988	19.345
Insurance	23.051	21.735	22.428	24.126	25.939	27.391
Claims	5.289	1.663	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	121.948	132.764	133.879	134.081	130.413	130.313
Professional Services Contracts	43.003	73.120	91.977	85.756	60.372	54.582
Materials and Supplies	114.513	135.128	127.689	122.431	121.686	120.384
Other Business Expenses	27.353	33.179	21.359	29.884	33.309	34.399
Total Non-Labor Expenses	\$411.600	\$485.965	\$495.904	\$499.309	\$479.023	\$479.807
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,429.920	\$1,563.067	\$1,611.472	\$1,652.572	\$1,653.778	\$1,671.666
Depreciation	\$236.091	\$235.531	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	57.086	58.000	58.000	58.000	58.000	58.000
GASB 68 Pension Expense Adjustment	(10.497)	(6.808)	3.700	0.000	(6.700)	(24.100)
Environmental Remediation	3.694	1.621	4.000	4.000	4.000	4.000
Total Expenses	\$1,716.294	\$1,851.412	\$1,923.679	\$1,961.079	\$1,955.584	\$1,956.072
Net Surplus/(Deficit)	(\$748.019)	(\$798.922)	(\$821.579)	(\$860.045)	(\$859.336)	(\$887.588)
Cash Conversion Adjustments						
Depreciation	\$236.091	\$235.531	\$246.507	\$246.507	\$246.507	\$246.507
Operating/Capital	(39.286)	(60.378)	(92.158)	(54.601)	(59.420)	(21.711)
Other Cash Adjustments	41.285	39.940	99.428	65.684	36.403	41.218
Total Cash Conversion Adjustments	\$238.090	\$215.094	\$253.776	\$257.589	\$223.490	\$266.013
Net Cash Surplus/(Deficit)	(\$509.929)	(\$583.828)	(\$567.803)	(\$602.455)	(\$635.846)	(\$621.575)

MTA METRO-NORTH RAILROAD
November Financial Plan 2018 - 2021
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$706.405	\$724.707	\$741.604	\$746.702	\$752.306	\$758.004
Other Operating Revenue	86.320	102.811	124.560	99.441	107.184	86.718
MNR - MTA	129.733	107.793	168.010	160.172	155.505	165.654
MNR - CDOT	84.763	92.331	116.634	95.901	74.209	53.724
MNR - Other	25.567	27.490	7.955	12.262	11.593	14.240
Capital and Other Reimbursements	240.063	227.613	292.598	268.336	241.308	233.618
Total Receipts	\$1,032.788	\$1,055.131	\$1,158.762	\$1,114.478	\$1,100.797	\$1,078.339
Expenditures						
Labor:						
Payroll	\$533.765	\$540.913	\$584.642	\$595.048	\$617.970	\$615.733
Overtime	113.262	113.896	123.574	123.574	129.206	129.761
Health and Welfare	133.939	132.849	139.099	144.270	147.297	149.079
OPEB Current Payments	30.424	32.700	33.000	34.000	35.000	36.000
Pension	102.271	120.965	118.376	120.690	119.186	116.475
Other Fringe Benefits	142.897	126.077	135.234	137.129	142.780	141.774
Contribution to GASB Fund	0.000	0.000	0.160	0.200	0.200	0.200
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,056.558	\$1,067.401	\$1,134.085	\$1,154.911	\$1,191.640	\$1,189.021
Non-Labor:						
Electric Power	\$65.458	\$72.614	\$80.876	\$85.110	\$89.217	\$94.294
Fuel	13.189	17.205	18.131	18.346	18.502	18.850
Insurance	20.057	23.598	22.641	24.249	26.968	27.380
Claims	15.947	12.785	3.035	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	135.381	151.705	166.444	163.413	174.261	141.536
Professional Services Contracts	58.355	85.146	116.105	90.204	61.822	54.612
Materials and Supplies	123.103	142.141	146.752	131.028	123.544	122.209
Other Business Expenses	54.669	66.365	38.496	48.526	49.546	50.867
Total Non-Labor Expenditures	\$486.159	\$571.559	\$592.480	\$562.022	\$545.004	\$510.894
Other Expenditure 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 Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$1,542.717	\$1,638.959	\$1,726.565	\$1,716.934	\$1,736.644	\$1,699.915
Net Cash Balance	(\$509.929)	(\$583.828)	(\$567.803)	(\$602.455)	(\$635.846)	(\$621.575)
Subsidies						
MTA	\$364.118	\$460.806	\$449.709	\$470.965	\$502.332	\$479.879
CDOT	134.205	123.022	118.094	131.491	133.514	141.696
Total Subsidies	\$498.323	\$583.828	\$567.803	\$602.455	\$635.846	\$621.575

MTA METRO-NORTH RAILROAD
November Financial Plan 2018 - 2021
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$2.615	(\$12.278)	(\$12.202)	(\$12.442)	(\$12.764)	(\$12.950)
Other Operating Revenue	21.336	40.546	49.166	25.202	20.869	21.287
MNR - MTA	41.019	(31.903)	19.698	(0.885)	(3.556)	1.519
MNR - CDOT	(1.804)	0.000	0.000	0.000	0.000	0.000
MNR - Other	1.347	6.277	0.000	1.569	0.000	0.000
Total Capital and Other Reimbursements	\$40.562	(\$25.627)	\$19.698	\$0.684	(\$3.556)	\$1.519
Total Receipts	\$64.513	\$2.642	\$56.662	\$13.444	\$4.549	\$9.855
Expenditures						
Labor:						
Payroll	\$1.700	\$7.117	(\$11.007)	(\$0.012)	(\$10.270)	\$1.680
Overtime	0.408	1.871	(2.439)	0.163	(2.116)	0.541
Health and Welfare	(22.335)	(3.836)	(4.133)	(4.079)	(4.081)	(3.818)
OPEB Current Payments	(0.363)	0.000	0.000	0.000	0.000	0.000
Pension	(1.385)	(0.391)	(0.519)	(0.395)	(0.346)	(0.126)
Other Fringe Benefits	(13.082)	6.853	2.495	4.932	2.058	5.294
Contribution to GASB Fund	0.000	0.000	(0.160)	(0.200)	(0.200)	(0.200)
Reimbursable Overhead	(3.181)	(1.913)	(2.755)	(2.058)	(1.930)	(0.535)
Total Labor Expenditures	(\$38.238)	\$9.702	(\$18.517)	(\$1.648)	(\$16.885)	\$2.837
Non-Labor:						
Electric Power	(\$3.462)	(\$1.901)	(1.901)	(\$1.901)	(\$1.901)	(\$1.901)
Fuel	1.258	0.458	0.467	0.476	0.486	0.496
Insurance	2.994	(1.863)	(0.214)	(0.123)	(1.028)	0.011
Claims	(10.658)	(11.122)	(2.035)	(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	(13.433)	(18.940)	(32.565)	(29.332)	(43.847)	(11.223)
Professional Services Contracts	(15.352)	(12.026)	(24.128)	(4.448)	(1.450)	(0.030)
Materials and Supplies	(8.590)	(7.013)	(19.064)	(8.597)	(1.858)	(1.826)
Other Business Expenses	(27.316)	(33.187)	(17.137)	(18.642)	(16.237)	(16.468)
Total Non-Labor Expenditures	(\$74.559)	(\$85.594)	(\$96.576)	(\$62.713)	(\$65.981)	(\$31.086)
Other Expenditure Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	(\$112.797)	(\$75.892)	(\$115.093)	(\$64.362)	(\$82.866)	(\$28.249)
Total Cash Conversion Adjustments before Depreciation	(\$48.284)	(\$73.251)	(\$58.431)	(\$50.917)	(\$78.317)	(\$18.394)
Depreciation	\$236.091	\$235.531	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	57.086	58.000	58.000	58.000	58.000	58.000
GASB 68 Pension Expense Adjustment	(10.497)	(6.808)	3.700	0.000	(6.700)	(24.100)
Environmental Remediation	3.694	1.621	4.000	4.000	4.000	4.000
Total Cash Conversion Adjustments	\$238.090	\$215.094	\$253.776	\$257.589	\$223.490	\$266.013

MTA METRO-NORTH RAILROAD
2017 November Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

	Total		
	Hours	\$	%
NON-REIMBURSABLE OVERTIME			
Scheduled Service	527,223	\$34.295	37.1%
Unscheduled Service	0	0.000	-
Programmatic/Routine Maintenance	586,027	33.292	36.0%
Unscheduled Maintenance	12,140	0.617	0.7%
Vacancy/Absentee Coverage	330,882	17.672	19.1%
Weather Emergencies	103,801	5.794	6.3%
Safety/Security/Law Enforcement	0	0.000	-
Other	60	0.702	0.8%
Subtotal	1,560,133	\$92.372	100.0%
REIMBURSABLE OVERTIME	386,926	\$23.396	
TOTAL OVERTIME	1,947,059	\$115.767	

MTA METRO-NORTH RAILROAD
2018 Final Proposed Budget
November Financial Plan 2018-2021
Year-to-Year Changes by Category - Baseline

REVENUE

FAREBOX REVENUE

Non-Reimbursable

- The \$16.8 million increase in 2018 over 2017 reflects an 0.8% ridership increase reflecting modest employment growth as well as a 1.0% fare increase in the State of Connecticut effective January 1, 2018.
- 2019-2021 revenue of \$759.1 million, \$765.1 million and \$771.0 million, respectively, reflects East and West of Hudson ridership growth of 0.6% in 2019, 0.7% in 2020, and 0.6% in 2021.

Cash

- 2018-2021 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. Also included is a re-class to Farebox Revenues from Other Business Expenses, which represent West of Hudson ticket sales collected by New Jersey Transit, averaging \$14.4 million annually. This re-class has no impact on subsidies.

OTHER OPERATING REVENUE

Non-Reimbursable

- 2018 increase of \$13.1 million versus 2017 reflects reimbursements for the Beacon Rail Trail and higher net GCT retail revenues partially offset by lower advertising revenues.
- 2019-2021 is lower by \$1.2 million in 2019, higher in 2020 by \$12.1 million and lower by \$20.9 million in 2021 due to the timing of reimbursements for the Beacon Rail Trail and New York State Grade Crossing Improvements as well as higher net GCT retail revenues in all years.

Cash

- 2018 reflects the timing change from 2017 for the reimbursement from Amtrak relating to the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) for \$26.4 million.
- 2018-2021 adjustments also include reimbursements from CDOT and reclassifications of Amtrak and other railroad reimbursements as well as reimbursements for scrap material sales and other miscellaneous items.
- 2018-2021 accrued Harlem & Hudson line advertising revenues of \$9.3 million in 2018, \$9.5 million in 2019, \$9.8 million in 2020 and \$10.1 million in 2021 are removed as a cash reimbursement since these payments are retained by the MTA.

CAPITAL AND OTHER REIMBURSEMENTS

Reimbursable

Capital project reimbursements in each year of the financial plan are based on recovering 100% of accrued project expenditures.

- 2018 accrued expenditures (and receipts) totaling \$272.9 million reflect a \$19.7 million increase. Higher projected reimbursements are primarily attributable to rescheduled activity for the Signal Replacement-Greenwich to South Norwalk and Positive Train Control projects.
- 2019 accrued expenditures (and receipts) totaling \$267.7 million reflect a \$5.2 million decrease due to completion of the Catenary Replacements in Connecticut.
- 2020 accrued expenditures (and receipts) totaling \$244.9 million represent a \$22.8 million decrease largely due to revised Signal Replacement-Greenwich to South Norwalk project timing and the Positive Train Control project.
- 2021 accrued expenditures (and receipts) totaling \$232.1 million represent a \$12.8 million decrease largely due to the Signal Replacement-Greenwich to South Norwalk and the New Haven Line Universal Interlock CP243 projects.

Cash

- 2018-2021 includes adjustments for receipt timing differences.

EXPENSES

PAYROLL

Non-Reimbursable

Management Labor

- 2018-2021 non-agreement salaries include 2.0% annual Cost of Living Adjustments (COLA) effective July 1st of each year.
- 2018-2021 increases of \$7.8 million, \$10.0 million, \$6.9 million and \$2.5 million, respectively, are due to new hires supporting safety and infrastructure initiatives and the impact of actions to address wage compression between management and agreement staff.

Agreement Labor

- 2018-2021 Agreement salaries increase by the same assumptions as the recent LIRR/TWU wage settlement agreement with increases of 2.5% effective February 16th, 2018, a one-time payment of \$500 for each employee in March of 2019, 2.0% effective May 16th, 2019, and 2.0% in 2020-2021 effective May 16th of each year.
- 2018-2021 increases of \$7.7 million, \$9.3 million, \$4.6 million and \$6.6 million, respectively, include COLA and the impact of filled positions.

Reimbursable

- 2018-2021 reflects labor increases of \$10.1 million, \$2.1 million, \$1.2 million and \$0.7 million, respectively.

Cash

- 2018 includes a cash adjustment to reflect the timing of 2017 estimated wage settlement accruals expected to be paid in 2018 of \$10.1 million.

- 2018-2021 cash adjustments include timing differences, employee contributions to healthcare coverage, an Agreement employee allowance for uniforms, tools and shoes, and retirement and wage settlement payments.

OVERTIME

Non-Reimbursable

- Overtime increases by the same assumptions as the recent LIRR/TWU wage settlement agreement, as noted previously.

Reimbursable

- 2018 is higher by \$2.1 million primarily due to the C-31 Track Program, the Positive Train Control project, the New Haven Line (NHL) Universal Interlocking project, the Waterbury Branch Cab Signals and the Installation of Bridge Timbers project.
- 2019 is higher by \$1.1 million due to continued work on the Positive Train Control project.
- 2020 is higher by \$1.4 million due to the Walk Bridge project in Connecticut and the C-31 Track Program.
- 2021 is higher by \$1.2 million primarily due to work for the GCT Turnouts Switch Renewal and the Turnouts Mainline High Speed project.

HEALTH AND WELFARE

Non-Reimbursable and Reimbursable

- 2018-2021 reflects revised staffing assumptions and rate changes.

Cash

- 2018-2021 cash adjustments include current and former management employee contributions toward health insurance costs.

OPEB CURRENT PAYMENT (GASB 45)

Non-Reimbursable

- Other Post Employment Benefit (OPEB) Current Payment reflects Metro-North's estimated annual cost of health care for current retirees.
- 2018-2021 projections reflect the rising cost of health care premiums and an increase in the number of covered retirees.

PENSIONS

Non-Reimbursable and Reimbursable

- The 2017-2021 pension costs represent the inclusion of all non-represented and most represented Metro-North employees in the MTA Defined Benefit Plan (DB Plan). Those employees not in the DB Plan are participants in the MTA 401K Plan. Metro-North's projected share of the incremental funding requirements for the DB Plan is based on interim projections prepared by actuarial consultants.

OTHER FRINGE BENEFITS

Non-Reimbursable

- Railroad Retirement tax rates for Tier I and II remain constant for 2017-2021 at 7.65% and 13.10%, respectively.

- Maximum earnings level for Tier I is estimated at \$127,200 in 2017, \$129,300 in 2018, \$134,100 in 2019, \$138,600 in 2020 and \$144,600 in 2021.
- Maximum earnings level for Tier II is estimated at \$94,500 in 2017, \$96,000 in 2018, \$99,600 in 2019, \$102,900 in 2020 and \$107,400 in 2021.
- 2017-2021 includes the impact of wage increases and changes in staffing levels.
- 2018-2021 costs include estimates for employee personal injury claims, which are based upon historical levels, of \$12.0 million for each year.

Cash

- 2018-2021 adjustments include differences between expense accruals and cash disbursements.

GASB ACCOUNT

Cash

- Reflects cash expenditures to fund a contribution to a special GASB 45 reserve for Post-Retirement liabilities for “Other than Pension Employee Benefits” (healthcare costs). 2018-2021 cash contributions have been adjusted to reflect the latest funding assumptions.

REIMBURSABLE OVERHEAD

Non-Reimbursable

- Changes in overhead cost recoveries reflect revisions in capital project cost estimates.

Reimbursable

- 2018 is higher by \$9.9 million primarily due to the Positive Train Control project, the Turnouts Mainline High Speed project, the Harmon to Poughkeepsie Signals project, the GCT Turnouts Switch Renewal, the C-31 Track Program and the NHL Universal Interlock project.
- 2019 is higher by \$1.8 million predominately due to the Third Rail Component Replacement project.
- 2020 is lower by \$0.9 million due to the C-30 Track program.
- 2021 is lower by \$2.2 million due to the C-30 Track program and the NHL Universal Interlock project.

ELECTRIC POWER

Traction Power – Revenue

Non-Reimbursable

- 2018-2021 increases by \$5.7 million, \$4.4 million, \$3.7 million, and \$3.9 million, respectively, due to rates.

Non-Traction Power – Non-Revenue

Non-Reimbursable

- 2018-2021 is adjusted for rates.

FUEL

Revenue Vehicle Fuel

Non-Reimbursable

- 2018-2021 is adjusted for rates.

Cash

- 2018-2021 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

- 2018-2021 expenses are adjusted for rates.

INSURANCE

Non-Reimbursable

- 2018-2021 costs are higher by \$0.9 million, \$1.3 million, \$1.8 million and \$1.9 million, respectively, due to revised insurance premium estimates.

Cash

- 2018-2021 include the difference between expense accruals and cash payments.

CLAIMS

Non-Reimbursable

- 2018-2021 reflects current claims trends for passenger injuries and miscellaneous claims.

Cash

- 2018 claims are lower by \$9.8 million due to payments settled in 2017 relating to the Spuyten Duyvil and Bridgeport derailments, along with other passenger injuries and miscellaneous claims.
- 2019-2021 reflects the timing of payments made for passenger injury and miscellaneous claims.

The remaining Non-Reimbursable cost categories were inflated by Regional CPI increases in 2018-2021 of 1.52%, 2.21%, 2.79%, and 2.67%, respectively.

MAINTENANCE AND OTHER OPERATING CONTRACTS

Non-Reimbursable

- 2018 increase of \$9.2 million reflects changes in the timing of the BL-20 Locomotive Overhaul Program, System-Wide Right-of-Way Clean-Up Program, chip technology upgrades for the Ticket Vending Machines (TVMs), Rockland County Weekend Service Program Expansion, Extensive Track Undercutting Program and inflation.
- 2019 increase of \$1.9 million is primarily due to inflation.
- 2020 decrease of \$2.7 million is primarily due to the timing of the contracted repairs for equipment damaged in the Bridgeport derailment, reduction in real estate rental expense due to the elimination of transitional training space at the end of 2019, timing of the BL-20 Locomotive Overhaul Program, and completion of the chip technology upgrades for the TVMs partially offset by inflation.

- 2021 increase of \$4.0 million reflects changes in the timing of the BL-20 Locomotive Overhaul Program, the New Haven Line MTA Police allocations and inflation.

Reimbursable

- 2018 is lower by \$8.1 million primarily due to the completion of the Cameras and Audio for the M8 Fleet, the Hot Bearing and Wheel Impact and the GCT Leaks and Remediation in NY projects.
- 2019 is lower by \$1.7 million due to the Design of Railway Communications & Signals (C&S) Systems project and the Tree Removal program in Connecticut.
- 2020 is lower by \$0.9 million due to the West of Hudson Track Improvement project, the Right of Way Restoration project and the Hudson Line Power and Signal Restoration.
- 2021 is lower by \$4.1 million due primarily to the Transformer Rehabilitation project, the Cameras and Audio for Non-M8 Fleet project, the Install Bridge Timbers project and the NHL Grade Crossing Renewal.

Cash

- 2018-2021 cash adjustments include a reduction in cash requirements versus accrued costs for the Graybar Building office space and reimbursable payments on behalf of CDOT for station facilities and the MTA for utilities.
- 2018-2021 also includes a reclassification of approximately \$1.9 million in annual cash expenditures from Maintenance and Other Operating Contracts to Electric Power, aligning the budget to actual cash impacts associated with equipment installed in Grand Central Terminal to increase cooling efficiencies. This technical adjustment has no subsidy impact.

PROFESSIONAL SERVICES CONTRACTS

Non-Reimbursable

- 2018 increase of \$4.5 million is primarily due to the timing of Enterprise Asset Management (EAM), Engineering Consultants for the P-32 locomotive and BL-20 Reliability Centered Maintenance (RCM) programs, and the bi-annual market share study partially offset by a true-up related to prior year Business Service Center (BSC) costs.
- 2019 is flat to prior year with a timing increase in EAM offset by the prior year's bi-annual market share study.
- 2020 is lower by \$1.9 million due to reduced EAM consulting expense and lower use of Engineering Consultants for the RCM programs partially offset by the bi-annual market share study and rate increases for the vendor performing passenger counts.
- 2021 is higher by \$0.2 million due to an increased use of Engineering Consultants for the RCM program and increased BSC allocations partially offset by lower EAM consulting expense.

Reimbursable

- 2018 is higher by \$14.3 million primarily due to accelerated work under the Positive Train Control project.
- 2019 is lower by \$6.2 million due to the retiming of the Positive Train Control project.
- 2020 is lower by \$23.5 million due to the Signal Replacement-Greenwich to South Norwalk project and the Positive Train Control project.

- 2021 is lower by \$6.0 million due to the Signal Replacement-Greenwich to South Norwalk project.

MATERIAL AND SUPPLIES

Non-Reimbursable

- 2018 increase of \$8.8 million is due primarily to requirements for existing RCM programs.
- 2019 decrease of \$0.6 million is due primarily to requirements for existing RCM programs.
- 2020-2021 increases of \$0.8 million and \$1.5 million, respectively, are due to inflation.

Reimbursable

- 2018 is lower by \$16.3 million primarily due to the Network Infrastructure Replacement project, the Turnouts Mainline High Speed project and the Cyclical Track Program.
- 2019 is lower by \$4.6 million due to the Turnouts Mainline High Speed project, the Waterbury Branch Cab Signal project and the Power Infrastructure Restoration project.
- 2020 is lower by \$1.5 million predominately due to the Waterbury Branch Cab Signal project.
- 2021 is lower by \$2.8 million largely due to the Third Rail Component Replacement project and the Install Bridge Timbers project.

Cash

- Cash adjustments reflect differences between expense accruals and cash requirements.
- 2018 includes increased cash requirements for the increase in M-8 spare parts inventory of \$1.4 million.
- 2018-2021 includes adjustments for obsolete material reserves of \$1.6 million in 2018 thru 2020 and \$1.7 million in 2021.

OTHER BUSINESS EXPENSES

Non-Reimbursable

- 2018 decrease of \$11.7 million reflects a one-time insurance reimbursement for the Park Avenue Viaduct fire and the 2017 write-off of the Grand Central Terminal Truss Expansion Study partially offset by inflationary increases for West of Hudson, increased credit card fees, and lower Amtrak reimbursements related to the Passenger Rail Investment and Improvement Act (PRIIA).
- 2019 increase of \$8.5 million reflects the impact for the prior years' recovery for the Park Avenue Viaduct Fire, inflationary increases for West of Hudson, and increased credit card fees partially offset by insurance reimbursements for the 2016 restaurant tenant fire in Grand Central Terminal (GCT) and higher Amtrak PRIIA reimbursements.
- 2020 is higher by \$3.4 million due to the impact of the prior years' recovery for the 2016 restaurant tenant fire in GCT, inflationary increases for West of Hudson and increased credit card fees partially offset by higher Amtrak PRIIA reimbursements.

- 2021 is higher by \$1.1 million driven primarily by inflationary increases for West of Hudson and increased credit card fees partially offset by higher Amtrak PRIIA reimbursements.

Reimbursable

- 2018-2021 expenses are essentially flat.

Cash

- 2018-2021 cash adjustments include payments to other agencies for MetroCard and Uniticket sales as well as special promotions partially offset by the reclassification of credit card fees as an offset to Farebox Revenue.
- 2018-2021 also includes the reclassification of Amtrak and other railroad reimbursements to the Other Operating Revenue category.

DEPRECIATION

Non-Reimbursable

- 2018-2021 includes provisions for changes in Metro-North's capital assets.

OPEB OBLIGATION (GASB 45)

Non-Reimbursable

- 2018-2021 costs reflect the liability for Post-Retirement Benefits (healthcare costs) for future retirees based on the current actuarial estimate.

PENSION ADJUSTMENTS (GASB 68)

Non-Reimbursable

- 2018-2021 costs reflect the latest actuarial estimates.

ENVIRONMENTAL REMEDIATION (GASB 49)

Non-Reimbursable

- 2018-2021 costs reflect the estimated liability for environmental remediation costs associated with capital projects.

MTA METRO-NORTH RAILROAD
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
<u>Non-Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$736.985	\$753.806	\$16.821	\$759.144	\$5.339	\$765.070	\$5.926	\$770.954	\$5.884
Other Operating Revenue	62.265	75.394	13.129	74.238	(1.156)	86.314	12.076	65.431	(20.883)
Total Revenues	\$799.250	\$829.200	\$29.950	\$833.382	\$4.182	\$851.385	\$18.002	\$836.386	(\$14.999)
Operating Expenses									
<u>Labor:</u>									
Payroll	\$504.400	\$519.938	(\$15.538)	\$539.213	(\$19.276)	\$550.667	(\$11.454)	\$559.727	(\$9.060)
Overtime	92.372	95.686	(3.314)	97.211	(1.525)	99.155	(1.944)	101.138	(1.983)
Health and Welfare	113.444	116.209	(2.764)	120.676	(4.467)	123.075	(2.400)	124.706	(1.630)
OPEB Current Payments	32.700	33.000	(0.300)	34.000	(1.000)	35.000	(1.000)	36.000	(1.000)
Pension	110.241	104.779	5.462	106.692	(1.914)	104.852	1.841	102.091	2.760
Other Fringe Benefits	121.508	124.221	(2.714)	128.006	(3.784)	130.355	(2.349)	132.303	(1.948)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(49.565)	(60.355)	10.790	(61.500)	1.145	(60.476)	(1.024)	(56.896)	(3.580)
Total Labor Expenses	\$925.099	\$933.477	(\$8.379)	\$964.298	(\$30.820)	\$982.629	(\$18.331)	\$999.070	(\$16.441)
<u>Non-Labor:</u>									
Electric Power	\$70.649	\$78.975	(\$8.326)	\$83.209	(\$4.234)	\$87.316	(\$4.107)	\$92.393	(\$5.077)
Fuel	17.663	18.598	(0.935)	18.822	(0.224)	18.988	(0.166)	19.345	(0.358)
Insurance	17.450	18.364	(0.914)	19.656	(1.292)	21.473	(1.817)	23.420	(1.947)
Claims	1.663	1.000	0.663	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	112.330	121.565	(9.235)	123.475	(1.909)	120.748	2.727	124.788	(4.041)
Professional Services Contracts	41.385	45.905	(4.520)	45.854	0.052	43.947	1.907	44.186	(0.239)
Materials and Supplies	90.750	99.566	(8.816)	98.942	0.624	99.706	(0.764)	101.172	(1.466)
Other Business Expenses	32.839	21.122	11.717	29.665	(8.544)	33.108	(3.443)	34.193	(1.085)
Total Non-Labor Expenses	\$384.729	\$405.095	(\$20.366)	\$420.623	(\$15.528)	\$426.286	(\$5.663)	\$440.498	(\$14.212)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adj.	\$1,309.827	\$1,338.572	(\$28.745)	\$1,384.920	(\$46.348)	\$1,408.914	(\$23.994)	\$1,439.567	(\$30.653)
Depreciation	\$235.531	\$246.507	(\$10.975)	\$246.507	\$0.000	\$246.507	\$0.000	\$246.507	\$0.000
OPEB Liability Adjustment	58.000	58.000	0.000	58.000	0.000	58.000	0.000	58.000	0.000
GASB 68 Pension Expense Adjustment	(6.808)	3.700	(10.508)	0.000	3.700	(6.700)	6.700	(24.100)	17.400
Environmental Remediation	1.621	4.000	(2.379)	4.000	0.000	4.000	0.000	4.000	0.000
Total Expenses After Depreciation and GASB Adj.	\$1,598.172	\$1,650.779	(\$52.607)	\$1,693.427	(\$42.648)	\$1,710.721	(\$17.294)	\$1,723.974	(\$13.253)
Net Surplus/(Deficit)	(\$798.922)	(\$821.579)	(\$22.657)	(\$860.045)	(\$38.466)	(\$859.336)	\$0.708	(\$887.588)	(\$28.252)

MTA METRO-NORTH RAILROAD
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Reimbursable									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	253.240	272.900	19.660	267.652	(5.248)	244.863	(22.788)	232.098	(12.765)
Total Revenues	\$253.240	\$272.900	\$19.660	\$267.652	(\$5.248)	\$244.863	(\$22.788)	\$232.098	(\$12.765)
Operating Expenses									
<u>Labor:</u>									
Payroll	\$43.631	\$53.697	(\$10.066)	\$55.823	(\$2.126)	\$57.033	(\$1.209)	\$57.686	(\$0.653)
Overtime	23.396	25.449	(2.053)	26.525	(1.077)	27.935	(1.410)	29.164	(1.228)
Health and Welfare	15.569	18.757	(3.188)	19.515	(0.758)	20.141	(0.626)	20.555	(0.414)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	10.334	13.079	(2.745)	13.603	(0.524)	13.988	(0.385)	14.257	(0.270)
Other Fringe Benefits	11.422	13.508	(2.086)	14.055	(0.547)	14.482	(0.427)	14.765	(0.283)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	47.652	57.600	(9.948)	59.442	(1.843)	58.546	0.896	56.361	2.185
Total Labor Expenses	\$152.004	\$182.090	(\$30.087)	\$188.965	(\$6.875)	\$192.126	(\$3.161)	\$192.789	(\$0.663)
<u>Non-Labor:</u>									
Electric Power	\$0.064	\$0.000	\$0.064	\$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	4.285	4.064	0.221	4.470	(0.406)	4.466	0.004	3.971	0.495
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	20.434	12.314	8.121	10.606	1.707	9.666	0.941	5.525	4.141
Professional Services Contracts	31.735	46.072	(14.337)	39.903	6.169	16.426	23.477	10.396	6.029
Materials and Supplies	44.378	28.123	16.254	23.489	4.635	21.980	1.509	19.212	2.768
Other Business Expenses	0.340	0.237	0.103	0.219	0.018	0.201	0.018	0.206	(0.005)
Total Non-Labor Expenses	\$101.236	\$90.809	\$10.427	\$78.686	\$12.123	\$52.737	\$25.949	\$39.310	\$13.428
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$253.240	\$272.900	(\$19.660)	\$267.652	\$5.248	\$244.863	\$22.788	\$232.098	\$12.765
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$253.240	\$272.900	(\$19.660)	\$267.652	\$5.248	\$244.863	\$22.788	\$232.098	\$12.765
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
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Changes Year-to-Year by Category
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(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
<u>Non-Reimbursable and Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$736.985	\$753.806	\$16.821	\$759.144	\$5.339	\$765.070	\$5.926	\$770.954	\$5.884
Other Operating Revenue	62.265	75.394	13.129	74.238	(1.156)	86.314	12.076	65.431	(20.883)
Capital and Other Reimbursements	253.240	272.900	19.660	267.652	(5.248)	244.863	(22.788)	232.098	(12.765)
Total Revenues	\$1,052.490	\$1,102.100	\$49.610	\$1,101.034	(\$1.066)	\$1,096.248	(\$4.786)	\$1,068.484	(\$27.764)
Operating Expenses									
<u>Labor:</u>									
Payroll	\$548.031	\$573.635	(\$25.604)	\$595.037	(\$21.402)	\$607.700	(\$12.664)	\$617.414	(\$9.713)
Overtime	115.767	121.135	(5.368)	123.736	(2.601)	127.091	(3.354)	130.302	(3.211)
Health and Welfare	129.014	134.966	(5.952)	140.191	(5.225)	143.216	(3.025)	145.260	(2.044)
OPEB Current Payments	32.700	33.000	(0.300)	34.000	(1.000)	35.000	(1.000)	36.000	(1.000)
Pension	120.574	117.857	2.717	120.296	(2.438)	118.840	1.456	116.349	2.491
Other Fringe Benefits	132.930	137.730	(4.800)	142.061	(4.331)	144.837	(2.776)	147.068	(2.231)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(1.913)	(2.755)	0.842	(2.058)	(0.697)	(1.930)	(0.128)	(0.535)	(1.395)
Total Labor Expenses	\$1,077.103	\$1,115.568	(\$38.465)	\$1,153.263	(\$37.695)	\$1,174.755	(\$21.492)	\$1,191.858	(\$17.104)
<u>Non-Labor:</u>									
Electric Power	\$70.713	\$78.975	(\$8.262)	\$83.209	(\$4.234)	\$87.316	(\$4.107)	\$92.393	(\$5.077)
Fuel	17.663	18.598	(0.935)	18.822	(0.224)	18.988	(0.166)	19.345	(0.358)
Insurance	21.735	22.428	(0.693)	24.126	(1.698)	25.939	(1.814)	27.391	(1.452)
Claims	1.663	1.000	0.663	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	132.764	133.879	(1.115)	134.081	(0.202)	130.413	3.668	130.313	0.100
Professional Services Contracts	73.120	91.977	(18.857)	85.756	6.221	60.372	25.384	54.582	5.790
Materials and Supplies	135.128	127.689	7.439	122.431	5.258	121.686	0.745	120.384	1.302
Other Business Expenses	33.179	21.359	11.820	29.884	(8.525)	33.309	(3.425)	34.399	(1.090)
Total Non-Labor Expenses	\$485.965	\$495.904	(\$9.939)	\$499.309	(\$3.405)	\$479.023	\$20.286	\$479.807	(\$0.784)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,563.067	\$1,611.472	(\$48.405)	\$1,652.572	(\$41.100)	\$1,653.778	(\$1.206)	\$1,671.666	(\$17.888)
Depreciation	\$235.531	\$246.507	(\$10.975)	\$246.507	\$0.000	\$246.507	\$0.000	\$246.507	\$0.000
OPEB Liability Adjustment	58.000	58.000	0.000	58.000	0.000	58.000	0.000	58.000	0.000
GASB 68 Pension Expense Adjustment	(6.808)	3.700	(10.508)	0.000	3.700	(6.700)	6.700	(24.100)	17.400
Environmental Remediation	1.621	4.000	(2.379)	4.000	0.000	4.000	0.000	4.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$1,851.412	\$1,923.679	(\$72.267)	\$1,961.079	(\$37.400)	\$1,955.584	\$5.494	\$1,956.072	(\$0.488)
Net Surplus/(Deficit)	(\$798.922)	(\$821.579)	(\$22.657)	(\$860.045)	(\$38.466)	(\$859.336)	\$0.708	(\$887.588)	(\$28.252)

MTA METRO-NORTH RAILROAD
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Cash Receipts and Expenditures									
Receipts									
Farebox Revenue	\$724.707	\$741.604	\$16.897	\$746.702	\$5.098	\$752.306	\$5.604	\$758.004	\$5.698
Other Operating Revenue	102.811	124.560	21.749	99.441	(25.120)	107.184	7.743	86.718	(20.466)
Capital and Other Reimbursements	227.613	292.598	64.984	268.336	(24.262)	241.308	(27.028)	233.618	(7.690)
Total Receipts	\$1,055.131	\$1,158.762	\$103.630	\$1,114.478	(\$44.284)	\$1,100.797	(\$13.681)	\$1,078.339	(\$22.458)
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$540.913	\$584.642	(\$43.728)	\$595.048	(\$10.407)	\$617.970	(\$22.922)	\$615.733	\$2.237
Overtime	113.896	123.574	(9.678)	123.574	0.000	129.206	(5.632)	129.761	(0.554)
Health and Welfare	132.849	139.099	(6.249)	144.270	(5.171)	147.297	(3.027)	149.079	(1.781)
OPEB Current Payments	32.700	33.000	(0.300)	34.000	(1.000)	35.000	(1.000)	36.000	(1.000)
Pension	120.965	118.376	2.589	120.690	(2.314)	119.186	1.504	116.475	2.711
Other Fringe Benefits	126.077	135.234	(9.157)	137.129	(1.894)	142.780	(5.651)	141.774	1.006
Contribution to GASB Fund	0.000	0.160	(0.160)	0.200	(0.040)	0.200	0.000	0.200	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,067.401	\$1,134.085	(\$66.684)	\$1,154.911	(\$20.826)	\$1,191.640	(\$36.729)	\$1,189.021	\$2.619
<u>Non-Labor Expenditures:</u>									
Electric Power	\$72.614	\$80.876	(\$8.262)	\$85.110	(\$4.234)	\$89.217	(\$4.107)	\$94.294	(\$5.077)
Fuel	17.205	18.131	(0.926)	18.346	(0.215)	18.502	(0.156)	18.850	(0.348)
Insurance	23.598	22.641	0.957	24.249	(1.607)	26.968	(2.719)	27.380	(0.412)
Claims	12.785	3.035	9.750	1.146	1.889	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	151.705	166.444	(14.739)	163.413	3.031	174.261	(10.848)	141.536	32.725
Professional Services Contracts	85.146	116.105	(30.959)	90.204	25.901	61.822	28.382	54.612	7.210
Materials and Supplies	142.141	146.752	(4.612)	131.028	15.724	123.544	7.484	122.209	1.335
Other Business Expenses	66.365	38.496	27.870	48.526	(10.031)	49.546	(1.019)	50.867	(1.322)
Total Non-Labor Expenditures	\$571.559	\$592.480	(\$20.921)	\$562.022	\$30.458	\$545.004	\$17.018	\$510.894	\$34.111
<u>Other Expenditure Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$1,638.959	\$1,726.565	(\$87.605)	\$1,716.934	\$9.631	\$1,736.644	(\$19.710)	\$1,699.915	\$36.729
Net Cash Surplus/(Deficit)	(\$583.828)	(\$567.803)	\$16.025	(\$602.455)	(\$34.652)	(\$635.846)	(\$33.391)	(\$621.575)	\$14.271
Subsidies									
MTA	460.806	449.709	(11.096)	470.965	21.255	502.332	31.368	479.879	(22.453)
CDOT	123.022	118.094	(4.929)	131.491	13.397	133.514	2.024	141.696	8.182
Total Subsidies	\$583.828	\$567.803	(\$16.025)	\$602.455	\$34.652	\$635.846	\$33.391	\$621.575	(\$14.271)

MTA METRO-NORTH RAILROAD
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Summary of Plan-to-Plan Changes by Generic Category

November Financial Plan vs. July Financial Plan

REVENUE

FAREBOX REVENUE

Non-Reimbursable

- 2017-2021 reflects trend based adjustments in ridership growth which result in lower revenue of \$1.2 million in 2017, \$4.1 million in 2018, \$3.7 million in 2019, \$1.5 million in 2020 and a slight increase of \$1.0 million in 2021.
- There are no budgeted New York State fare increases during this period (However, there are proposed fare increases of 4% in 2019 and 2021 reflected in Vol I of the November Financial Plan).

Cash

- 2017–2021 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

- 2017-2021 decreases by \$5.9 million, \$8.7 million, \$8.3 million, \$8.3 million and \$8.5 million, respectively, primarily due to the elimination of the Commissary Operation and lower advertising revenue.

Cash

- Reimbursements from FMTAC for the Spuyten Duyvil derailment claims decreased by \$10.0 million in 2017 and \$8.5 million in 2018 due to the maximum exposure per occurrence threshold being met. Any additional liability will be assumed by a third party insurer.

CAPITAL AND OTHER REIMBURSEMENTS

Reimbursable

- 2017 has lower overall reimbursements of \$16.8 million are largely attributable to the Signal Replacement-Greenwich to South Norwalk project, the Positive Train Control project in Connecticut and the C-30 Track Program.
- 2018–2021 reimbursable project costs (and receipts) of \$272.9 million, \$267.7 million, \$244.9 million, and \$232.1 million, respectively, reflect the Signal Replacement-Greenwich to South Norwalk project, the Positive Train Control project, the C-30 and C-31 Track program and the Replace Timbers-Undergrade Bridges project.

Cash

- 2017-2021 includes changes in the timing of capital project payments in accordance with billing and payment processing lags.

EXPENSES

PAYROLL

Management Labor

- 2017 reflects a decrease of \$2.0 million due to a shift in the timing of new hires.
- 2018-2019 reflects decreases of \$0.4 million and \$0.1 million primarily due to an increase in allocations to capital projects.
- 2020-2021 reflect increases of \$1.9 million, and \$1.6 million, respectively, due to a shift in the timing of new hires partially offset by an increase in allocations to capital projects.

Agreement Labor

- 2017 reflects an increase of \$4.1 million primarily due to a decrease in allocations to capital projects.
- 2018-2019 reflects increases of \$4.6 million and \$3.4 million, respectively, due to a shift in the timing of new hires and a decrease in allocations to capital projects.
- 2020 is essentially flat.
- 2021 expenses are lower by \$5.3 million due to a shift in the timing of new hires and an increase in allocations to capital projects.

Reimbursable

- 2017 is lower by \$3.4 million predominately due to the C-30 Track Program, the Signal Replacement-Greenwich to South Norwalk project and the Devon Bridge Repairs.
- 2018 is lower by \$1.8 million driven largely by the Positive Train Control project, the Power Infrastructure Replacement and the Turnouts Mainline High Speed project.
- 2019-2021 payroll expense of \$55.8 million, \$57.0 million, and \$57.7 million, respectively, reflects the Conrail and Amtrak project, the NHL Universal Interlock project and the Turnouts Mainline High Speed project.

Cash

- 2018 includes a cash adjustment to reflect the timing of 2017 estimated wage settlement accruals expected to be paid in 2018 of \$10.1 million.

OVERTIME

Non-Reimbursable

- 2017-2021 expenses are lower by \$2.5 million in 2017, \$1.5 million in 2018, and \$1.6 million in each of the out years reflecting a lower weather provision.

Reimbursable

- 2017 is lower by \$0.9 million due primarily to the Replacement of 6 Anchor Bridge Substations and the Devon Bridge Repairs.
- 2018 is lower by \$0.4 million predominately due to the Mainline High Speed Turnouts projects.
- 2019–2021 levels of \$26.5 million, \$27.9 million, and \$29.2 million, respectively, reflect on-going project activity levels adjusted for the impact of inflation.

HEALTH AND WELFARE

Non-Reimbursable and Reimbursable

- 2017-2021 reflects revised staffing assumptions.

OPEB CURRENT PAYMENT (GASB 45)

Non-Reimbursable

- 2017–2021 cash contributions have been adjusted to reflect the latest funding assumption criteria for retirees and premiums.

PENSIONS

Non-Reimbursable and Reimbursable

- The 2017–2021 change in pension costs represent updated actuarial estimates for the Defined Benefit Plan.

OTHER FRINGE BENEFITS

Non-Reimbursable and Reimbursable

- 2017–2021 reflects changes in Railroad Retirement taxes and adjustments to employee claims.

REIMBURSABLE OVERHEAD

Non-Reimbursable

- Changes in overhead cost recoveries reflect revised rates and revisions in capital project cost estimates.

Reimbursable

- 2017 is lower by \$2.3 million due primarily to the Turnouts Mainline High Speed project, the C-30 Track Program, the Devon Bridge Repairs, the Signal Replacement-Greenwich to South Norwalk project and the Walk Bridge Acceleration project.
- 2018 is higher by \$0.3 million due to C-31 Track Program.
- 2019–2021 levels of \$59.4 million, \$58.5 million, and \$56.4 million, respectively, reflect on-going project activity levels adjusted for the impact of inflation.

ELECTRIC POWER

Traction Power - Revenue

Non-Reimbursable

- 2017 is flat in 2017
- 2018-2021 increases \$0.9 million in 2018, \$0.8 million in 2019, and \$0.5 million in both 2020 and 2021 due to increased rates.

Non-Traction Power – Non-Revenue

Non-Reimbursable

- 2017 is flat in 2017
- 2018-2021 increases \$0.4 million in 2018, \$0.3 million in 2019, and \$0.2 million in both 2020 and 2021 due to increased rates.

FUEL

Revenue Vehicle Fuel

Non-Reimbursable

- 2017-2021 is essentially flat to the July Plan.

Cash

- 2017-2021 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

- 2017-2021 includes minor rate driven variances.

INSURANCE

Non-Reimbursable and Reimbursable

- 2017-2021 incorporates the impact of revised premiums.

Cash

- 2017-2021 includes an adjustment for the difference between expense accruals and cash payments.

CLAIMS

Non-Reimbursable

- 2017-2021 reflects current passenger claim trends.

Cash

- 2017 includes a decrease of \$10.2 million relating to the timing of claim settlements for the Spuyten Duyvil and Bridgeport derailments along with other passenger injuries and miscellaneous claims.
- 2018 includes an increase of \$1.5 million relating to the timing of claim settlements for the Bridgeport derailment along with other passenger injuries and miscellaneous claims.

MAINTENANCE AND OTHER OPERATING CONTRACTS

Non-Reimbursable

- 2017 decrease of \$9.2 million reflects changes in timing of the BL-20 Locomotive Overhaul Program, contracted repairs for equipment damaged in the Bridgeport derailment, elimination of the Commissary Operation, chip technology upgrades for the Ticket Vending Machines (TVMs) and the New Haven Line MTA Police allocation.
- 2018 increase of \$1.0 million reflects changes in timing of the chip technology upgrades for the TVMs, contracted repairs for equipment damaged in the Bridgeport derailment, and the BL-20 Locomotive Overhaul Program partially offset by the elimination of the Commissary Operation.
- 2019 increase of \$0.8 million reflects changes in timing of contracted repairs for equipment damaged in the Bridgeport derailment and the chip technology upgrade for the TVMs partially offset by elimination of the Commissary Operation.

- 2020-2021 decrease of \$3.0 million and \$5.1 million, respectively, reflects changes in timing of the BL-20 Locomotive Overhaul Program and elimination of the Commissary Operation.

Reimbursable

- 2017 is higher by \$5.7 million due primarily to the Hot Bearing and Wheel Impact project, the Design of Railway C&S project and the Cameras and Audio for M8 Fleet project.
- 2018 increase of \$3.6 million is due primarily to the Environmental Remediation project and the Transformer Rehabilitation project.
- 2019 is higher by \$3.2 million primarily due to the Environmental Remediation project.
- 2020-2021 reflects increases of \$3.7 million and \$3.4 million, respectively, due to the Environmental Remediation project.

Cash

- 2017-2021 cash adjustments include timing differences and reallocations to accrued expenses.

PROFESSIONAL SERVICES CONTRACTS

Non-Reimbursable

- 2017 November Forecast is lower by \$2.0 million due primarily to the re-timing of Engineering Services in Maintenance of Equipment and EAM program re-timing partially offset by a true-up related to prior year BSC costs.
- 2018 plan-to-plan costs are lower by \$0.7 million due to the re-timing of EAM program costs.
- 2019-2020 plan-to-plan costs increase by \$2.8 million and \$0.5 million due primarily to the re-timing of EAM program costs.
- 2021 expenses are higher by \$1.9 million due to the re-timing of Engineering Services in Maintenance of Equipment for the P-32 and BL-20 RCM programs.

Reimbursable

- 2017 is lower by \$14.2 million due primarily to revised workflows for the Signal Replacement-Greenwich to South Norwalk project and the Positive Train Control project.
- 2018 is lower by \$4.6 million due primarily to the revised workflows of the Signal Replacement-Greenwich to South Norwalk project.
- 2019-2021 is higher by \$8.4 million, \$3.4 million and \$9.2 million, respectively, due to revised workflows of the Signal Replacement-Greenwich to South Norwalk project.

MATERIAL AND SUPPLIES

Non-Reimbursable

- 2017-2020 is lower by \$5.7 million, \$4.7 million, \$5.5 million and \$2.4 million, respectively, due to changes in materials requirements for RCM Programs and reductions in the obsolescence reserve.
- 2021 is higher by \$8.2 million due to increases in materials requirements for RCM Programs partially offset by reductions in the obsolescence reserve.

Reimbursable

- 2017 is higher by \$0.9 million primarily due to the Bronx Stations Capacity Improvement project.
- 2018 is higher by \$1.4 million due primarily to the Waterbury Branch Cab Signal project.
- 2019-2021 levels of \$23.5 million, \$22.0 million and \$19.2 million, respectively, reflect activity in the C-30 Track Program.

Cash

- 2017-2021 reflects cash adjustments for the difference between expense accruals and cash payments.

OTHER BUSINESS EXPENSES

Non-Reimbursable

- 2017 is higher by \$4.1 million due primarily to the write-off of the Grand Central Terminal Truss Expansion Study.
- 2018-2021 is essentially flat.

Reimbursable

- 2017-2021 are all flat to the July Financial Plan.

DEPRECIATION

Non-Reimbursable

- 2017-2021 includes provisions for changes in Metro-North's capital assets.

OPEB OBLIGATION (GASB 45)

Non-Reimbursable

- 2017-2021 costs reflect the liability for Post-Retirement Benefits (healthcare costs) for future retirees based on an updated actuarial estimate.

PENSION ADJUSTMENTS (GASB 68)

Non-Reimbursable

- 2017-2020 costs reflect the latest actuarial estimates.

ENVIRONMENTAL REMEDIATION (GASB 49)

Non-Reimbursable

- 2017-2021 costs reflect the estimated liability for environmental remediation costs associated with capital projects.

MTA METRO-NORTH RAILROAD
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Summary of November Plan-to-Plan Changes by Generic Category

November Financial Plan vs. February Financial Plan

REVENUE

FAREBOX REVENUE

Non-Reimbursable

- 2017-2020 is lower than the Adopted Budget by \$3.4 million, \$1.1 million, \$2.5 million, and \$3.5 million, respectively, due to decreased ridership growth.

OTHER OPERATING REVENUE

Non-Reimbursable

- 2017-2020 decreases by \$6.0 million in 2017 and then increases by \$6.7 million in 2018, \$5.5 million in 2019, and \$17.4 million in 2020 due to timing of revenue for the Beacon Rail Trail, elimination of the Commissary Operation, increased net GCT retail revenue and lower advertising revenue.

CAPITAL AND OTHER REIMBURSEMENTS

Reimbursable

- Reimbursements in 2017 of \$253.2 million reflect an increase of \$6.1 million due primarily to the GCT Leaks and Remediation project for NY and the Verizon Cellphone Antenna project.
- Reimbursements in 2018 of \$272.9 million reflect an increase of \$18.6 million due to the Positive Train Control project and the C-30 Track Program.
- Reimbursements in 2019-2020 of \$267.7 million and \$244.9 million, respectively, reflect the Signal Replacement-Greenwich to South Norwalk project and the Positive Train Control project.

EXPENSES

PAYROLL

Management Labor

- 2017 reflects a decrease of \$6.5 million due to a shift in the timing of new hires partially offset by a decrease in allocations to capital projects.
- 2018-2019 reflects a decrease of \$9.0 million, and \$2.6 million, respectively, due to a shift in the timing of new hires.
- 2020 is higher by \$1.4 million due to a shift in the timing of new hires.

Agreement Labor

- 2017-2019 reflects an increase of \$15.2 million, \$11.7 million and \$9.6 million, respectively, due to the November inclusion of the LIRR/TWU wage settlement

pattern, a shift in the timing of new hires and a decrease in allocations to capital projects.

- 2020 reflects an increase of \$7.0 million due to a shift in the timing of new hires.

Reimbursable

- 2017 labor expenses decreased by \$8.7 million due primarily to the C-30 Track Program, the Walk Bridge Acceleration Design and Construction, the Signal Replacement-Greenwich to South Norwalk project, the Cyclical Track Program and the Harmon Shop Improvements.
- 2018 decrease of \$2.4 million is predominately due to the Cyclical Track program and the Communication and Signal Infrastructure Restoration.
- 2019 increase of \$0.2 million is due to the Positive Train Control program.
- 2020 decrease of \$0.2 million is due to the Turnouts Mainline High Speed projects.

OVERTIME

Non-Reimbursable

- 2017-2020 overtime expense reflects a lower weather provision.

Reimbursable

- 2017 is lower by \$2.2 million driven by the C-30 Track program.
- 2018 decrease of \$0.7 million due to the Replace Timbers-Undergrade Bridges project.
- 2019-2020 increase of \$0.4 million and \$0.8 million, respectively, is due to the Positive Train Control project and the Turnouts Mainline High Speed projects.

HEALTH AND WELFARE

Non-Reimbursable and Reimbursable

- 2017-2020 reflects revised staffing assumptions.

OPEB CURRENT PAYMENT (GASB 45)

Non-Reimbursable

- 2017-2020 cash contributions have been adjusted to reflect the latest funding assumption criteria for retirees and premiums.

PENSIONS

Non-Reimbursable and Reimbursable

- The 2017-2020 change in pension costs represent updated actuarial estimates for the Defined Benefit Plan.

OTHER FRINGE BENEFITS

Non-Reimbursable and Reimbursable

- 2017-2020 reflects changes in Railroad Retirement taxes and adjustments to employee claims.

REIMBURSABLE OVERHEAD

Reimbursable

- 2017 decreased by \$9.7 million due to the Power Infrastructure Replacement project, the C-30 Track program, the Walk Bridge Acceleration Design and Construction project and the Signal Replacement-Greenwich to South Norwalk project.
- 2018-2020 levels of \$57.6 million, \$59.4 million and \$58.5 million, respectively, are primarily due to the Cyclical Track Program.

ELECTRIC POWER

Traction Power - Revenue

Non-Reimbursable

- 2017-2020 decreases by \$9.3 million in 2017, \$5.0 million in 2018, \$0.9 million in 2019 and \$3.3 million in 2020 due to lower rates.

Non-Traction Power – Non-Revenue

Non-Reimbursable

- 2017-2020 reflects the impact of higher rates.

FUEL

Revenue Vehicle Fuel

Non-Reimbursable

- 2017-2018 increases by \$0.7 million and \$0.6 million, respectively, due to higher rates.
- 2019-2020 decreases by \$0.4 million in 2019 and \$1.4 million in 2020 due to lower rates.

Non-Revenue Fuel

Non-Reimbursable

- 2017-2020 reflects the impact of lower rates.

INSURANCE

Non-Reimbursable and Reimbursable

- 2017-2020 incorporates the impact of revised premiums.

CLAIMS

Non-Reimbursable

- 2017-2020 reflects current passenger claim trends.
- 2018-2020 reflects the timing of payments made for the Bridgeport derailment and other passenger injury and miscellaneous claims.

MAINTENANCE AND OTHER OPERATING CONTRACTS

Non-Reimbursable

- 2017 decrease of \$11.1 million reflects changes in timing of the BL-20 Locomotive Overhaul Program, elimination of the Commissary Operation, chip technology

upgrades for the Ticket Vending Machines (TVMs), New Haven Line MTA Police allocation, Extensive Track Undercutting Program, transfers to Operating Capital, and New Haven Branch Line (NHL) bus service reductions.

- 2018 decrease of \$1.9 million reflects changes in timing of the BL-20 Locomotive Overhaul Program, elimination of the Commissary Operation, NHL bus service reductions and transfers to Operating Capital. These items are partially offset by timing of contracted repairs for equipment damaged in the Bridgeport derailment.
- 2019 decrease of \$2.1 million reflects changes in timing of the BL-20 Locomotive Overhaul Program, elimination of the Commissary Operation, and NHL bus service reductions. These items are partially offset by timing of contracted repairs for equipment damaged in the Bridgeport derailment and an increase in real estate rental expense due to the extension of transitional training space through the end of 2019.
- 2020 decrease of \$8.5 million reflects changes in timing of the BL-20 Locomotive Overhaul Program, elimination of the Commissary Operation, NHL bus service reductions and transfers to Operating Capital.

Reimbursable

- 2017 is higher by \$3.7 million due primarily to the GCT Leaks and Remediation project.
- 2018 is lower by \$11.2 million predominately due to the Signal Replacement-Greenwich to South Norwalk project.
- 2019-2020 are higher by \$3.3 million and \$5.2 million, respectively, as a result of the Environmental Remediation project.

PROFESSIONAL SERVICES CONTRACTS

Non-Reimbursable

- 2017 decrease of \$3.3 million reflects the re-timing of EAM consulting expense and Engineering Services for the P-32 and BL-20 Locomotive RCM programs in Maintenance of Equipment.
- 2018 is essentially flat.
- 2019 increase of \$3.0 million reflects the re-timing of EAM consulting expense and the continuation of On-Call Track Engineering Services in Maintenance of Way partially offset by lower contractual increases for the ridership count vendor.
- 2020 increase of \$0.6 million reflects the continuation of On-Call Track Engineering Services in Maintenance of Way and re-timing of EAM consulting expense partially offset by lower Engineering Services for the P-32 and BL-20 Locomotive RCM programs in Maintenance of Equipment and lower contractual increases for the ridership count vendor.

Reimbursable

- 2017 expenditures increased by \$12.7 million largely due to the Positive Train Control project.
- 2018-2020 increases of \$29.9 million, \$39.2 million and \$15.7 million, respectively, reflect the impact of the Signal Replacement-Greenwich to South Norwalk project and the Positive Train Control project.

MATERIAL AND SUPPLIES

Non-Reimbursable

- 2017-2019 is lower by \$4.1 million, \$1.7 million and \$0.6 million, respectively, due to changes in materials requirements for RCM Programs and reductions in the obsolescence reserve.
- 2020 is higher by \$0.8 million due to changes in materials requirements for RCM Programs partially offset by reductions in the obsolescence reserve.

Reimbursable

- 2017-2020 is higher by \$15.3 million, \$4.6 million, \$4.4 million and \$1.0 million, respectively, due to the Network Infrastructure Restoration projects, the Turnouts Mainline High Speed project and the Cyclical Track program.

OTHER BUSINESS EXPENSES

Non-Reimbursable

- 2017 is higher by \$0.8 million due to the write-off of the Grand Central Terminal Truss Expansion Study partially offset by increased Amtrak cost recoveries related to the Passenger Rail Investment and Improvement Act (PRIIA) and lower inflationary driven NJ Transit Subsidy expense.
- 2018 is lower by \$2.7 million, respectively, due primarily to increased Amtrak cost recoveries related to PRIIA and lower inflationary driven NJ Transit Subsidy expense.
- 2019 is lower by \$5.0 million due primarily to the projected insurance recovery for damages related to the 2016 restaurant tenant fire in GCT, increased Amtrak cost recoveries related to PRIIA and lower inflationary driven NJ Transit Subsidy expense.
- 2020 is lower by \$3.0 million due primarily to increased Amtrak cost recoveries related to PRIIA and lower inflationary driven NJ Transit Subsidy expense.

DEPRECIATION

Non-Reimbursable

- 2017-2020 includes provisions for changes in Metro-North's capital assets.

OPEB OBLIGATION (GASB 45)

Non-Reimbursable

- 2017-2020 costs reflect the liability for Post-Retirement Benefits (healthcare costs) for future retirees based on an updated actuarial estimate.

PENSION ADJUSTMENTS (GASB 68)

Non-Reimbursable

- 2017-2020 costs reflect the latest actuarial estimates.

ENVIRONMENTAL REMEDIATION (GASB 49)

Non-Reimbursable

- 2017-2020 costs reflect the estimated liability for environmental remediation costs associated with capital projects.

MTA METRO-NORTH RAILROAD
November Financial Plan 2018-2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE	2017	2018	2019	2020	2021
2017 July Financial Plan - Cash Surplus/(Deficit)	(\$591.836)	(\$547.388)	(\$577.494)	(\$628.055)	(\$620.732)
Baseline Changes					
Revenue					
Farebox Revenue	(\$1.211)	(\$4.117)	(\$3.716)	(\$1.462)	\$0.969
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(5.935)	(8.697)	(8.277)	(8.294)	(8.452)
Capital and Other Reimbursement	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	(\$7.146)	(\$12.814)	(\$11.993)	(\$9.755)	(\$7.483)
Expenses					
<i>Labor:</i>					
Payroll	(\$2.084)	(\$4.235)	(\$3.300)	(\$1.806)	\$3.727
Overtime	2.474	1.548	1.572	1.604	1.636
Health and Welfare	(0.492)	0.044	1.323	2.736	5.303
OPEB Current Payment	(1.188)	(1.000)	(1.000)	(1.000)	(1.000)
Pensions	(1.061)	0.332	0.778	1.319	2.324
Other Fringe Benefits	(1.891)	(1.974)	(1.776)	(1.423)	(0.307)
Reimbursable Overhead	(2.602)	0.317	0.563	1.067	1.782
Total Labor Expense Changes	(\$6.844)	(\$4.969)	(\$1.840)	\$2.496	\$13.465
<i>Non-Labor:</i>					
Electric Power	\$0.012	(\$1.272)	(\$1.110)	(\$0.697)	(\$0.703)
Fuel	(0.094)	(0.041)	(0.332)	(0.276)	(0.244)
Insurance	(0.137)	0.450	1.088	1.481	1.939
Claims	(0.688)	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	9.223	(1.013)	(0.803)	3.004	5.069
Professional Service Contracts	1.984	0.744	(2.822)	(0.509)	(1.889)
Materials & Supplies	5.712	4.701	5.532	2.416	(8.226)
Other Business Expenses	(4.104)	(0.124)	0.100	0.067	0.047
Total Non-Labor Expense Changes	\$11.908	\$3.446	\$1.651	\$5.487	(\$4.007)
Total Expenses before Depreciation and GASB Adjustments	\$5.064	(\$1.522)	(\$0.189)	\$7.983	\$9.458
Depreciation	\$5.429	(\$5.814)	(\$5.814)	(\$5.814)	(\$5.814)
OPEB Liability Adjustment	10.316	10.316	\$10.316	10.316	10.316
GASB 68 Pension Adjustment	(0.000)	0.000	\$0.000	0.000	0.000
Environmental Remediation	2.379	0.000	0.000	0.000	0.000
Total Expense Changes	\$23.188	\$2.980	\$4.313	\$12.485	\$13.960
Cash Conversion Adjustment Changes					
Depreciation	(\$5.429)	\$5.814	\$5.814	\$5.814	\$5.814
Operating/Capital	2.108	(10.623)	(10.780)	(12.405)	(6.167)
Other Cash Adjustments	(4.714)	(5.771)	(12.315)	(3.930)	(6.967)
Total Cash Conversion Adjustments	(\$8.034)	(\$10.581)	(\$17.282)	(\$10.522)	(\$7.321)
Net Surplus/(Deficit) Changes	\$8.008	(\$20.415)	(\$24.961)	(\$7.792)	(\$0.843)
2017 November Financial Plan - Net Operating Cash	(\$583.828)	(\$567.803)	(\$602.455)	(\$635.846)	(\$621.575)

MTA METRO-NORTH RAILROAD
November Financial Plan 2018-2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE	2017	2018	2019	2020	2021
2017 July Financial Plan - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue					
Other Operating Revenue					
Capital and Other Reimbursement	(16.810)	(3.181)	8.436	7.902	25.685
Total Revenue Changes	(16.810)	(3.181)	\$8.436	\$7.902	\$25.685
Expenses					
Labor:					
Payroll	\$3.379	\$1.795	\$1.971	\$0.714	(\$3.914)
Overtime	0.856	0.443	(0.646)	(1.811)	(3.878)
Health and Welfare	1.113	0.553	0.406	(0.162)	(1.782)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	1.159	0.374	0.279	(0.085)	(1.179)
Other Fringe Benefits	0.706	0.426	0.307	(0.101)	(1.281)
Reimbursable Overhead	2.317	(0.322)	(0.188)	0.027	(1.592)
Total Labor Expense Changes	\$9.530	\$3.269	\$2.129	(\$1.418)	(\$13.625)
Non-Labor:					
Electric Power	(\$0.063)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	(0.184)	0.379	0.356	0.454	0.405
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(5.732)	(3.634)	(3.234)	(3.703)	(3.435)
Professional Service Contracts	14.187	4.602	(8.361)	(3.394)	(9.166)
Materials & Supplies	(0.921)	(1.435)	0.674	0.158	0.134
Other Business Expenses	(0.008)	0.001	0.001	0.001	0.001
Total Non-Labor Expense Changes	\$7.280	(\$0.087)	(\$10.565)	(\$6.484)	(\$12.061)
Total Expense Changes	\$16.810	\$3.181	(\$8.436)	(\$7.902)	(\$25.685)
2017 November Financial Plan - Net Operating Cash	(\$0.000)	(\$0.000)	(\$0.000)	\$0.000	(\$0.000)

MTA METRO-NORTH RAILROAD
November Financial Plan 2018-2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2017	2018	2019	2020	2021
2017 July Financial Plan - Cash Surplus/(Deficit)	(\$591.836)	(\$547.388)	(\$577.494)	(\$628.055)	(\$620.732)
Baseline Changes					
Revenue					
Farebox Revenue	(\$1.211)	(\$4.117)	(\$3.716)	(\$1.462)	\$0.969
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(5.935)	(8.697)	(8.277)	(8.294)	(8.452)
Capital and Other Reimbursement	(16.810)	(3.181)	8.436	7.902	25.685
Total Revenue Changes	(\$23.956)	(\$15.995)	(\$3.556)	(\$1.853)	\$18.203
Expenses					
<i>Labor:</i>					
Payroll	\$1.295	(\$2.440)	(\$1.329)	(\$1.092)	(\$0.187)
Overtime	3.330	1.990	0.926	(0.207)	(2.242)
Health and Welfare	0.621	0.597	1.729	2.574	3.521
OPEB Current Payment	(1.188)	(1.000)	(1.000)	(1.000)	(1.000)
Pensions	0.098	0.706	1.057	1.234	1.145
Other Fringe Benefits	(1.185)	(1.549)	(1.469)	(1.525)	(1.588)
Reimbursable Overhead	(0.285)	(0.005)	0.374	1.094	0.190
Total Labor Expense Changes	\$2.686	(\$1.700)	\$0.288	\$1.078	(\$0.160)
<i>Non-Labor:</i>					
Electric Power	(\$0.051)	(\$1.272)	(\$1.110)	(\$0.697)	(\$0.703)
Fuel	(0.094)	(0.041)	(0.332)	(0.276)	(0.244)
Insurance	(0.321)	0.830	1.444	1.934	2.344
Claims	(0.688)	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	3.491	(4.647)	(4.037)	(0.699)	1.634
Professional Service Contracts	16.171	5.346	(11.184)	(3.902)	(11.055)
Materials & Supplies	4.791	3.266	6.205	2.575	(8.092)
Other Business Expenses	(4.112)	(0.123)	0.101	0.067	0.048
Total Non-Labor Expense Changes	\$19.188	\$3.359	(\$8.914)	(\$0.997)	(\$16.068)
Total Expenses before Non-Cash Liability Adjs.	\$21.874	\$1.659	(\$8.625)	\$0.081	(\$16.228)
Depreciation	\$5.429	(\$5.814)	(\$5.814)	(\$5.814)	(\$5.814)
OPEB Liability Adjustment	10.316	10.316	10.316	10.316	10.316
GASB 68 Pension Adjustment	(0.000)	0.000	0.000	0.000	0.000
Environmental Remediation	2.379	0.000	0.000	0.000	0.000
Total Expense Changes	\$39.998	\$6.161	(\$4.123)	\$4.583	(\$11.725)
Net Surplus/(Deficit) Changes	\$16.042	(\$9.834)	(\$7.679)	\$2.730	\$6.478
Cash Conversion Adjustment Changes					
Depreciation	(\$5.429)	\$5.814	\$5.814	\$5.814	\$5.814
Operating/Capital	2.108	(10.623)	(10.780)	(12.405)	(6.167)
Other Cash Adjustments	(4.714)	(5.771)	(12.315)	(3.930)	(6.967)
Total Cash Conversion Adjustments	(\$8.034)	(\$10.581)	(\$17.282)	(\$10.522)	(\$7.321)
Net Surplus/(Deficit) Changes	\$8.008	(\$20.415)	(\$24.961)	(\$7.792)	(\$0.843)
2017 November Financial Plan - Net Operating Cash	(\$583.828)	(\$567.803)	(\$602.455)	(\$635.846)	(\$621.575)

MTA METRO-NORTH RAILROAD
2018 Final Proposed Budget
November Financial Plan 2018-2021
Summary of Major Plan-to-Plan Changes

Revisions to Metro-North's Financial Plan for years 2017-2021 reflects the effect of evolving economic condition and projected new needs as well as changes in timing of cost assumptions and resource allocations.

2017: NOVEMBER FINANCIAL PLAN vs. JULY FINANCIAL PLAN

The 2017 November Forecast cash subsidy requirement of \$583.8 million for Non-Reimbursable operations is \$8.0 million lower than the 2017 Mid-Year Forecast. This reflects a forecasted decrease of \$60.8 million in cash expenditures offset by unfavorable receipts of \$52.8 million. Operating revenues of \$799.3 million reflect passenger revenues of \$737.0 million that are \$1.2 million unfavorable versus the 2017 Mid-Year Forecast resulting from lower ridership. Non-passenger revenues of \$62.3 million are \$5.9 million lower than the 2017 Mid-Year Forecast resulting from the elimination of the Commissary Operation. Non-Reimbursable operating expenses of \$1,598.2 million are \$23.2 million lower than the 2017 Mid-Year Forecast primarily due to lower non-cash expenses (including OPEB Liability Adjustment and depreciation), Maintenance and Other Operating Contracts, and Materials and Supplies expense partially offset by increased agreement payroll costs due to rescheduled capital work.

The 2017 November Forecast Reimbursable revenue and expense projections of \$253.2 million are \$16.8 million lower than the 2017 Mid-Year Forecast. This is due primarily to revised scheduling of the Signal Replacement-Greenwich to South Norwalk project, the Positive Train Control project and the C-30 Track Program.

2018: NOVEMBER FINANCIAL PLAN vs. JULY FINANCIAL PLAN

The 2018 November Financial Plan cash subsidy requirement of \$567.8 million is \$20.4 million higher than the 2018 Mid-Year Forecast cash subsidy. This reflects a forecasted increase of \$24.0 million in cash expenditures offset by favorable receipts of \$3.6 million.

The 2018 Final Proposed Budget reimbursable revenue and expense projection is \$272.9 million, a decrease of \$3.2 million from the 2018 Preliminary Budget of \$276.1 million. Primarily responsible for this decrease is revised timing for the Turnouts Mainline High Speed project.

2019-2021: NOVEMBER FINANCIAL PLAN vs. JULY FINANCIAL PLAN

The 2019-2021 November Financial Plan subsidy requirements are higher by \$25.0 million in 2019, \$7.8 million in 2020 and \$0.8 million as compared to the July Financial Plan. In

general, changes in the subsidy requirements are driven by forecasted increases of cash expenditures offset by higher cash receipts except for 2019, when forecasted receipts decrease from the July Financial Plan.

The 2019-2021 November Financial Plan for reimbursable expenditures (and receipts) is higher by \$8.4 million in 2019, \$7.9 million in 2020 and \$25.7 million in 2021 as compared to the July Financial Plan. These decreases are primarily the result of revised scheduling and estimates for the Signal Replacement-Greenwich to South Norwalk project, the C-30 and C-31 Track Programs, the Replace Timbers-Undergrade Bridges project, the NHL Grade Crossing Renewal project, the Environmental Remediation project and the System Wide Drainage program.

MTA Metro-North Railroad
November Financial Plan 2018-2021
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2017	2018	2019	2020	2021
2017 July Financial Plan - Cash Surplus/(Deficit)	(\$591.836)	(\$547.388)	(\$577.494)	(\$628.055)	(\$620.732)
Non-Reimbursable Major Changes					
Revenue					
<i>Elimination of Commissary Services - Revenue Loss</i>	(\$6.052)	(\$7.100)	(\$7.172)	(\$7.242)	(\$7.315)
<i>Revised Advertising Revenue</i>	(0.365)	(2.943)	(2.996)	(3.081)	(3.165)
<i>Revised Ridership Projections</i>	(1.211)	(4.117)	(3.716)	(1.462)	0.969
<i>Other Operating Revenue Changes</i>	0.482	1.346	1.892	2.030	2.029
Sub-Total Non-Reimbursable Revenue Changes	(\$7.146)	(\$12.814)	(\$11.993)	(\$9.755)	(\$7.482)
Expenses					
<i>New Need - Trainmaster Staffing</i>	\$0.000	(\$0.314)	(\$0.320)	(\$0.328)	(\$0.334)
<i>New Need - Conductor Staffing</i>	(0.103)	(0.315)	(0.322)	(0.328)	(0.335)
<i>New Need - Expanded Drug & Alcohol Testing Staffing</i>	(0.027)	(0.294)	(0.324)	(0.295)	(0.300)
<i>New Need - Labor Relations Staffing</i>	0.000	(0.139)	(0.241)	(0.247)	(0.252)
<i>Changes to Reimbursable Activity, Rescheduling of Hiring Projections and Elimination of Commissary Services Group</i>	(2.068)	(3.791)	(2.788)	(1.282)	4.262
<i>Overtime Rebalance</i>	2.474	1.548	1.572	1.604	1.636
<i>Reimbursable Overhead</i>	(2.602)	0.317	0.563	1.067	1.782
<i>Insurance</i>	(0.137)	0.450	1.088	1.481	1.939
<i>Re-timing Bridgeport Derailment Repairs of four M-8 cars</i>	2.270	(0.509)	(1.761)	-	-
<i>Re-timing of EAM Consultant Services</i>	1.968	0.838	(2.453)	(0.523)	(0.085)
<i>Materials for Existing Reliability Centered Maintenance (RCM) Programs</i>	1.388	(0.299)	0.531	(2.715)	(13.480)
<i>Revised Electricity Rates</i>	0.012	(1.272)	(1.110)	(0.697)	(0.703)
<i>Revised Fuel and Oil Rates</i>	(0.094)	(0.041)	(0.332)	(0.276)	(0.244)
<i>OPEB Current Payment</i>	(1.188)	(1.000)	(1.000)	(1.000)	(1.000)
<i>Other Fringe Benefits - Railroad Retirement Taxes</i>	(0.588)	(0.595)	(0.384)	(0.029)	1.089
<i>Health and Welfare</i>	(0.487)	0.172	1.471	2.887	5.457
<i>Obsolete and Material Reserve Adjustments</i>	5.884	5.340	5.471	5.620	5.769
<i>Elimination of Commissary Services - Commissary Supplies</i>	1.282	1.572	1.610	1.654	1.698
<i>Non-Cash Liability Adjustments</i>	18.124	4.502	4.502	4.502	4.502
<i>Other Net Expense Changes</i>	(2.921)	(3.191)	(1.459)	1.389	2.558
Sub-Total Non-Reimbursable Expense Changes	\$23.188	\$2.980	\$4.313	\$12.485	\$13.960
Total Non-Reimbursable Major Changes	\$16.042	(\$9.834)	(\$7.679)	\$2.730	\$6.478
Reimbursable Major Changes					
Revenue					
<i>Projections for 2017-2021 reflects the retiming of capital project activity levels</i>	(\$16.810)	(\$3.181)	\$8.436	\$7.902	\$25.685
Sub-Total Reimbursable Revenue Changes	(\$16.810)	(\$3.181)	\$8.436	\$7.902	\$25.685
Expenses					
<i>Projections for 2017-2021 reflects the retiming of capital project activity levels</i>	16.810	3.181	(8.436)	(7.902)	(25.685)
Sub-Total Reimbursable Expense Changes	16.810	3.181	(8.436)	(7.902)	(25.685)
Total Reimbursable Major Changes	(\$0.000)	(\$0.000)	(\$0.000)	\$0.000	(\$0.000)
Total Accrual Changes	\$16.042	(\$9.834)	(\$7.679)	\$2.730	\$6.478
Cash Adjustment Changes					
<i>Operating Capital - Vehicle Replacement Program</i>	\$0.000	(\$3.553)	(\$3.632)	(\$3.733)	(\$3.833)
<i>Operating Capital - Re-timing of Operating Capital Projects</i>	6.634	(3.602)	(3.385)	(4.231)	(1.251)
<i>Operating Capital - 7B Training Facility Renovation Project</i>	0.972	(1.552)	(2.217)	(2.850)	-
<i>Delay in MTA Reimbursable Receipts</i>	(18.641)	24.113	(6.340)	0.923	(1.867)
<i>Non-Cash Liability Adjustments</i>	(18.124)	(4.502)	(4.502)	(4.502)	(4.502)
<i>HH Advertising Revenue Transferred to MTA</i>	0.420	2.482	2.527	2.598	2.669
<i>RWA Cash Timing</i>	14.877	(14.877)	-	-	-
<i>Other Adjustments</i>	5.827	(9.089)	0.267	1.275	1.463
Total Cash Adjustment Changes	(\$8.034)	(\$10.581)	(\$17.282)	(\$10.522)	(\$7.321)
Net Surplus/(Deficit) Changes	\$8.008	(\$20.415)	(\$24.961)	(\$7.792)	(\$0.843)
2017 November Financial Plan - Net Operating Cash Surplus/(Deficit)	(\$583.828)	(\$567.803)	(\$602.455)	(\$635.846)	(\$621.575)

MTA METRO-NORTH RAILROAD
2018 Final Proposed Budget
November Financial Plan 2018-2021
Ridership / (Utilization)

Ridership projections are developed primarily by the line segment ridership forecasting models that incorporate current trends (excluding anomalies) to create the baseline forecast and updated to incorporate the impact of economic and demographic factors, CPI, employment and population forecasts, and government supported mass transit initiatives. In addition, Metro-North initiatives that enhance service, proposed parking expansions, and connecting services are incorporated into ridership forecasts.

Total Metro-North forecasted rail ridership in 2017 is 86.6 million, which is 0.1% higher than 2016 ridership and the highest in Metro-North history.

East of Hudson forecasted ridership in 2017 is 85.0 million or 0.2% over the previous year due to growth in the Harlem and Hudson lines. 2018 includes a 1.1% increase in the Hudson line, a 1.0% increase in the Harlem line and a 0.6% increase in the New Haven line over 2017. In 2019 through 2021, East of Hudson ridership is projected to grow by 0.6%, 0.7%, and 0.6%, respectively.

West of Hudson forecasted ridership in 2017, which is down by 0.1 million or 5.2% from last year, has been adversely effected by the train incident at the Hoboken Terminal last September. However, in 2018-2021, West of Hudson ridership is projected to grow 0.7%, 1.1%, 1.1%, and 0.3%, respectively.

There is a planned 1.0% fare increase in Connecticut effective January 1, 2018. There are no budgeted New York State fare increases projected thru 2021 (However, there are proposed fare increases of 4% in 2019 and 2021 reflected in Vol I of the November Financial Plan).

Passenger revenue in the 2018 Final Proposed Budget totals \$753.8 million, reflecting an increase of \$16.8 million or 2.3% over the 2017 November Forecast. This includes the State of Connecticut fare increase. Revenue in 2019 through 2021 is projected to grow by 0.7%, 0.8% and 0.8%, respectively.

MTA METRO-NORTH RAILROAD
November Financial Plan 2018 - 2021
Ridership (Utilization)
(in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
RIDERSHIP						
<i>Harlem Line Ridership - Commutation</i>	16.861	16.668	16.649	16.773	16.886	17.005
<i>Harlem Line Ridership - Non-Commutation</i>	<u>10.859</u>	<u>11.206</u>	<u>11.510</u>	<u>11.595</u>	<u>11.673</u>	<u>11.755</u>
Harlem Line	27.721	27.874	28.159	28.367	28.559	28.760
<i>Hudson Line Ridership - Commutation</i>	9.346	9.305	10.117	10.206	10.294	10.383
<i>Hudson Line Ridership - Non-Commutation</i>	<u>7.258</u>	<u>7.620</u>	<u>6.994</u>	<u>7.055</u>	<u>7.116</u>	<u>7.177</u>
Hudson Line	16.604	16.925	17.111	17.261	17.410	17.560
<i>New Haven Line Ridership - Commutation</i>	22.614	22.202	22.596	22.692	22.817	22.928
<i>New Haven Line Ridership - Non-Commutation</i>	<u>17.870</u>	<u>18.004</u>	<u>17.857</u>	<u>17.932</u>	<u>18.031</u>	<u>18.119</u>
New Haven Line	40.484	40.205	40.453	40.623	40.847	41.047
Total Commutation Ridership	48.821	48.175	49.363	49.670	49.997	50.315
Total Non-Commutation Ridership	<u>35.987</u>	<u>36.830</u>	<u>36.360</u>	<u>36.582</u>	<u>36.820</u>	<u>37.051</u>
Total East of Hudson Ridership	84.808	85.004	85.723	86.252	86.816	87.367
West of Hudson Ridership	1.685	1.597	1.608	1.625	1.643	1.648
Total Ridership	86.493	86.601	87.331	87.877	88.459	89.014

FAREBOX REVENUE

<i>Harlem Line - Commutation Revenue</i>	106.624	110.810	110.090	111.039	111.922	112.908
<i>Harlem Line - Non-Commutation Revenue</i>	<u>98.330</u>	<u>102.034</u>	<u>107.008</u>	<u>107.931</u>	<u>108.789</u>	<u>109.747</u>
Harlem Line	\$204.955	\$212.844	\$217.098	\$218.969	\$220.710	\$222.655
<i>Hudson Line - Commutation Revenue</i>	73.110	72.463	81.544	82.365	83.198	84.049
<i>Hudson Line - Non-Commutation Revenue</i>	<u>76.373</u>	<u>85.084</u>	<u>79.261</u>	<u>80.059</u>	<u>80.869</u>	<u>81.697</u>
Hudson Line	\$149.483	\$157.547	\$160.805	\$162.424	\$164.066	\$165.746
<i>New Haven Line - Commutation Revenue</i>	151.032	157.540	163.081	163.842	164.914	165.914
<i>New Haven Line - Non-Commutation Revenue</i>	<u>183.711</u>	<u>194.766</u>	<u>198.366</u>	<u>199.291</u>	<u>200.595</u>	<u>201.811</u>
New Haven Line	\$334.743	\$352.305	\$361.447	\$363.133	\$365.509	\$367.725
Total Commutation Revenue	\$330.766	\$340.813	\$354.715	\$357.246	\$360.033	\$362.871
Total Non-Commutation Revenue	<u>358.414</u>	<u>381.884</u>	<u>384.635</u>	<u>387.281</u>	<u>390.252</u>	<u>393.255</u>
Total East of Hudson Revenue	\$689.180	\$722.696	\$739.350	\$744.526	\$750.285	\$756.126
West of Hudson Revenue	\$14.610	\$14.288	\$14.456	\$14.618	\$14.785	\$14.829
Total Farebox Revenue	\$703.791	\$736.985	\$753.806	\$759.144	\$765.070	\$770.954

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

Beginning with 2017, ticket sales revenue collected on West of Hudson operations by New Jersey Transit has been reclassified to the Farebox Revenue category. Previously, such revenue was classified as an offset under the Other Business Expenses category. In this Financial Plan, 2016 results have been adjusted for consistency with the 2017-2021 projections. This shift does not change the bottom line or impact subsidies.

MTA Metro-North Railroad
November Financial Plan 2018 - 2021
2017 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2017	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021
Administration										
Reductions to Professional Service Contracts (July Plan)	-	\$0.000	-	\$0.848	-	\$0.848	-	\$0.848	-	\$0.848
Reductions to Other Business Expenses (July Plan)	-	<u>0.000</u>	-	<u>0.242</u>	-	<u>0.242</u>	-	<u>0.242</u>	-	<u>0.242</u>
<i>Subtotal Administration</i>	-	<i>0.000</i>	-	<i>1.091</i>	-	<i>1.091</i>	-	<i>1.091</i>	-	<i>1.091</i>
Customer Convenience/Amenities										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Customer Convenience/Amenities</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>
Maintenance/Operations										
FRA Waiver to allow retiming of M7 airbrake maintenance cycle from 5 to 6 years (July Plan)	-	0.000	-	1.736	-	1.736	-	1.736	-	1.736
Miscellaneous Maintenance and Other Operating Contracts Reductions (July Plan)	-	0.000	-	0.625	-	0.625	-	0.625	-	0.625
Reductions to Materials & Supplies (July Plan)	-	0.000	-	0.585	-	0.585	-	0.585	-	0.585
Lower Non-Revenue Vehicle Fuel Consumption (July Plan)	-	<u>0.000</u>	-	<u>0.380</u>	-	<u>0.380</u>	-	<u>0.380</u>	-	<u>0.380</u>
<i>Subtotal Maintenance/Operations</i>	-	<i>0.000</i>	-	<i>3.326</i>	-	<i>3.326</i>	-	<i>3.326</i>	-	<i>3.326</i>
Revenue Enhancement										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Revenue Enhancement</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>
Safety/Security										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Safety</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>
Service										
Reductions to Overtime & Fringe (July Plan)	-	<u>0.000</u>	-	<u>0.841</u>	-	<u>0.841</u>	-	<u>0.841</u>	-	<u>0.841</u>
<i>Subtotal Service</i>	-	<i>0.000</i>	-	<i>0.841</i>	-	<i>0.841</i>	-	<i>0.841</i>	-	<i>0.841</i>
Service Support										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Service Support</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>
Other										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Other</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>	-	<i>0.000</i>
Agency Submission	-	\$0.000	-	\$5.258	-	\$5.258	-	\$5.258	-	\$5.258

**MTA Metro-North Railroad
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Summary**

Category by Function: Administration

Program: Reductions to Professional Service Contracts

Background Details:	Misc Contract Services reduction opportunities are the result of historical spending trends and programmatic initiatives. Several areas of cost saving include: Lower IT Hardware Support for Specialized Computers, FMLA Monitoring Services, Legal Expenses, Reduced Engineering Services and reduced Archiving Costs.
Program Description/Implementation Plan:	Reductions will be reflected in the Professional Services category.
Program Implementation Date:	1/1/2018
When will savings begin?:	Jan-18
Are these savings recurring?:	Yes
Other Issues:	

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>	0.000	0.848	0.848	0.848	0.848
Net Cash Savings (in millions)	\$0.000	\$0.848	\$0.848	\$0.848	\$0.848
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Summary**

Category by Function: Administration
Program: Reductions to Other Business Expenses

Background Details:	Reduction of Passenger Web Tickets combined with re-evaluation of other expenses across all departments within Metro-North Railroad		
Program Description/ Implementation Plan:	Reductions will be reflected in the Other Business Expenses category.		
Program Implementation Date:	1/1/2018	When will savings begin?:	Jan-18
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>	0.000	0.242	0.242	0.242	0.242
Net Cash Savings (in millions)	\$0.000	\$0.242	\$0.242	\$0.242	\$0.242
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations

FRA Waiver to allow retiming of M7 airbrake maintenance cycle from 5 to 6 years

Program:

Background Details:	The Mechanical Department requested and was granted an FRA Waiver associated with the application life of Air Brake Valves. The waiver was granted for the M7 fleet, and Metro-North Railroad will implement a 6-year cycle for maintenance versus the existing 5-year cycle. The current plan calls for 34 pairs per year, and will be changed with the 6-year cycle to a 28 per pair per year.
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Program Description/ Implementation Plan:	Revise and retime of M7 airbrake maintenance cycle		
Program Implementation Date:	1/1/2018	When will savings begin?:	Jan-18
		Are these savings recurring?:	Yes
Other Issues:	The work scope for the maintenance practice will not be changed or be reduced.		

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>	0.000	1.736	1.736	1.736	1.736
Net Cash Savings (in millions)	\$0.000	\$1.736	\$1.736	\$1.736	\$1.736
 <i>Total Positions Required:</i>	 0	 0	 0	 0	 0

**MTA Metro-North Railroad
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Summary**

Category by Function: Maintenance

Program: Miscellaneous Maintenance and Other Operating Contracts Reductions

Background Details:	The Maintenance of Way Department has identified budget savings related to historical underspending on several service contracts..
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Program Description/ Implementation Plan:	Reductions will be reflected in the Maintenance & Other Operating Contracts category.
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Program Implementation Date:	1/1/2018	When will savings begin?:	Jan-18
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>	0.000	0.625	0.625	0.625	0.625
Net Cash Savings (in millions)	\$0.000	\$0.625	\$0.625	\$0.625	\$0.625
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations
Program: Reductions to Materials & Supplies

Background Details:	Misc Material & Supplies reduction opportunities are the result of historical spending trends and programmatic initiatives.
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Program Description/ Implementation Plan:	Reductions will be reflected in the Materials & Supplies category.
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Program Implementation Date:	1/1/2018	When will savings begin?:	Jan-18
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>	0.000	0.585	0.585	0.585	0.585
Net Cash Savings (in millions)	\$0.000	\$0.585	\$0.585	\$0.585	\$0.585
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations
Program: Lower Non-Revenue Vehicle Fuel Consumption

Background Details: The Maintenance of Way Department has identified budget savings related to diesel fuel consumption for non-revenue maintenance vehicles.

Program Description/Implementation Plan: Reductions will be reflected in the Non-Revenue Fuel category.

Program Implementation Date: 1/1/2018 **When will savings begin?:** Jan-18
Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>	0.000	0.380	0.380	0.380	0.380
Net Cash Savings (in millions)	\$0.000	\$0.380	\$0.380	\$0.380	\$0.380
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Summary**

Category by Function: Service
Program: Reductions to Overtime & Fringe

Background Details:	The Transportation Department has reviewed its planned overtime needs and is able to make a small reduction based on staffing to provide scheduled service.
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Program Description/ Implementation Plan:	Reductions will be reflected in the Overtime and associated Fringe Cost categories.
--	---

Program Implementation Date:	1/1/2018	When will savings begin?:	Jan-18
Other Issues:		Are these savings recurring?:	Yes

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>	0.000	0.841	0.841	0.841	0.841
Net Cash Savings (in millions)	\$0.000	\$0.841	\$0.841	\$0.841	\$0.841
<i>Total Positions Required:</i>	0	0	0	0	0

MTA METRO-NORTH RAILROAD
2018 Final Proposed Budget
November Financial Plan 2018 - 2021
Positions

POSITION ASSUMPTIONS

YEAR-TO-YEAR CHANGES

2017-2018

2018 includes an increase of 67 authorized positions. The increase consists of 45 Maintenance of Way (MOW) positions which include:

- 15 Track positions for the Cyclical Track Program
- 12 Structures positions for Priority Repairs and Maintenance for Highbridge
- 8 C&S positions to support various capital projects
- 5 positions for Grand Central Terminal Weekend Personnel
- 2 positions for Track Geometry Car Support
- 2 Administration positions for the Enterprise Asset Management program.
- 1 MOW position to assist with enforcement of Metro-North Railroad drug policies and programs

Also added were:

- 9 Capital Programs positions for CDOT (8) and MTA (1) funded Capital Project Support
- 5 Procurement positions for the Procurement and Material Management Reorganization
- 3 Trainmaster positions to support the Capital Program implementation in NY and CT
- 2 Labor Relations positions to support the increase in the agreement workforce and comply with recent MTA Audit Service recommendations
- 1 Trainmaster position to support increased levels of infrastructure improvement
- 1 Coordinator position to support Health Services
- 1 Payroll PEP Clerk position in the Controller's department

2018-2019

2019 includes an increase of 4 MOW authorized positions which is comprised of 3 C&S positions to support several critical capital projects and 1 Administration position.

2019-2020

2020 includes an increase of 2 authorized MOW C&S positions to support various capital projects.

MTA METRO-NORTH RAILROAD					
November Financial Plan 2018-2021					
Favorable/(Unfavorable)					
Total Position Changes at a Glance					
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
2017 July Plan - Total Positions	6,971	7,031	7,035	7,037	7,037
Total Plan-to-Plan Changes	32	25	25	25	25
2017 November Plan - Total Positions	6,939	7,006	7,010	7,012	7,012
Total Year-to-Year Changes, November Plan		(67)	(4)	(2)	0

Total Plan-to-Plan Changes by Reporting Category:					
<i>Non-Reimbursable</i>	(10)	0	(1)	31	85
<i>Reimbursable</i>	42	25	26	(6)	(60)
Total	32	25	25	25	25
<i>Full-Time</i>	32	25	25	25	25
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	32	25	25	25	25
<i>By Function Category</i>					
- Administration	(4)	(6)	(6)	(6)	(6)
- Operations	32	28	28	28	28
- Maintenance	4	3	3	3	3
- Engineering/Capital	0	0	0	0	0
- Public Safety	0	0	0	0	0
Total	32	25	25	25	25
<i>By Occupational Group</i>					
- Managers/Supervisors	2	(3)	(3)	(3)	(3)
- Professional, Technical, Clerical	(7)	(9)	(9)	(9)	(9)
- Operational Hourlies	37	37	37	37	37
Total	32	25	25	25	25

Total Plan-to-Plan Changes by Major Category:					
2017 BRPs	0	0	0	0	0
New Needs	(4)	(11)	(11)	(11)	(11)
Change in Reimbursable Positions	42	25	26	(6)	(60)
Re-estimates & All Other ¹	(6)	11	10	42	96
Total	32	25	25	25	25

1 - Reflects the removal of the Commissary Services Group

MTA METRO-NORTH RAILROAD
2018 Final Proposed Budget
November Financial Plan 2018 - 2021
Positions

PLAN-TO-PLAN CHANGES

2017

The 2017 November Forecast includes a net decrease of 32 authorized positions versus the Mid-Year Forecast due to the abolishment of 36 positions, resulting from the removal of the Commissary group in Customer Service partially offset by the addition of 3 Conductors to ensure compliance with recent FRA requirements and 1 position to assist with enforcement of Metro-North Railroad drug policies and programs. There is also a reallocation of 42 positions from Reimbursable to Non-Reimbursable work.

2018

The November Financial Plan includes a net decrease of 25 authorized positions versus the July Financial Plan comprised of a decrease of 25 Reimbursable positions with no net change to Non-Reimbursable positions.

The Non-Reimbursable positions provide for:

- 2 Labor Relations positions to support the increase in the agreement workforce and comply with recent MTA Audit Service recommendations
- 1 Trainmaster position to support increased levels of infrastructure improvement
- 1 MOW position to assist with enforcement of Metro-North Railroad drug policies and programs
- The reallocation of 28 positions from Reimbursable to perform Non-Reimbursable work
- Offset by the net decrease of 32 Non-Reimbursable positions carried forward from 2017

The net decrease in 25 Reimbursable positions consists of:

- The reallocation of 28 positions from Reimbursable to perform Non-Reimbursable work
- Partially offset by the addition of 3 Trainmaster positions to support the Capital Program implementation in NY and CT

2019

The November Financial Plan includes a net decrease of 25 authorized positions versus the July Financial Plan comprised of a decrease of 26 Reimbursable positions and an increase of 1 Non-Reimbursable position. The Reimbursable positions consists of the reallocation of 29 positions from Reimbursable to Non-Reimbursable work partially offset the increase of 3 positions carried forward from 2018.

The increase of the Non-Reimbursable position is comprised of the reallocation of 29 positions from Reimbursable to Non-Reimbursable work partially offset by the decrease of 28 Non-Reimbursable positions carried forward from 2018.

2020

The November Financial Plan for 2020 shows a net decrease of 25 authorized positions over the July Financial Plan due to the decrease of 31 Non-Reimbursable positions partially offset by the increase of 6 Reimbursable positions. The Non-Reimbursable positions are comprised of the decrease of 28 Non-Reimbursable positions carried forward from 2019 and the reallocation of 3 positions from Non-Reimbursable to Reimbursable work.

The net increase in Reimbursable positions consists of the reallocation of 3 positions from Non-Reimbursable to Reimbursable work and the increase of 3 positions carried forward from 2019.

2021

The November Financial Plan for 2021 shows a net decrease of 25 authorized positions over the July Financial Plan due to the decrease of 85 Non-Reimbursable positions partially offset by the increase of 60 Reimbursable positions. The Non-Reimbursable positions are comprised of the decrease of 28 Non-Reimbursable positions carried forward from 2020 and the reallocation of 57 positions from Non-Reimbursable to Reimbursable work.

The net increase in reimbursable positions consists of the reallocation of 57 positions from Non-Reimbursable to Reimbursable work and the increase of 3 positions carried forward from 2020.

MTA METRO-NORTH RAILROAD
November Financial Plan 2018-2021
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2016 Actual	2017 November Forecast	2018 Final Proposed Budget	2019	2020	2021
Administration						
President	3	4	4	4	4	4
Labor Relations	16	18	20	20	20	20
Safety	42	58	58	58	58	58
Security	18	26	26	26	26	26
Office of the Executive VP	8	10	10	10	10	10
Corporate & Public Affairs	16	19	19	19	19	19
Customer Service	58	69	69	69	69	69
Legal	16	19	19	19	19	19
Claims	11	14	14	14	14	14
Environmental Compliance & Svce	7	8	8	8	8	8
VP Human Resources	44	51	52	52	52	52
Training	77	101	101	101	101	101
Employee Relations & Diversity	6	6	6	6	6	6
VP Planning	2	2	2	2	2	2
Operations Planning & Analysis	18	22	22	22	22	22
Capital Planning & Programming	13	18	18	18	18	18
Long Range Planning	8	8	8	8	8	8
VP Finance & Info Systems	2	9	9	9	9	9
Controller	72	81	82	82	82	82
Information Technology & Project Mgmt	0	0	0	0	0	0
Budget	18	23	23	23	23	23
Procurement & Material Management	26	39	39	39	39	39
Corporate	0	0	0	0	0	0
Total Administration	482	605	609	609	609	609
Operations						
Operations Administration	57	74	74	74	74	74
Transportation	1,578	1,513	1,517	1,517	1,517	1,517
Customer Service	308	293	293	293	293	293
Metro-North West	26	46	46	46	46	46
Total Operations	1,969	1,926	1,930	1,930	1,930	1,930
Maintenance						
Maintenance of Equipment	1,628	1,764	1,764	1,764	1,764	1,764
Maintenance of Way	2,050	2,388	2,433	2,437	2,439	2,439
Procurement & Material Management	120	129	134	134	134	134
Total Maintenance	3,799	4,281	4,331	4,335	4,337	4,337
Engineering/Capital						
Construction Management	38	43	44	44	44	44
Engineering & Design	70	84	92	92	92	92
Total Engineering/Capital	109	127	136	136	136	136
Total Positions	6,359	6,939	7,006	7,010	7,012	7,012
<i>Non-Reimbursable</i>	5,981	6,332	6,255	6,262	6,260	6,276
<i>Reimbursable</i>	377	607	751	748	752	736
<i>Total Full-Time</i>	6,358	6,938	7,005	7,009	7,011	7,011
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1	1

MTA METRO-NORTH RAILROAD
November Financial Plan 2018-2021
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2016	2017	2018	2019	2020	2021
	Actual	November Forecast	Final Proposed Budget			
Administration						
Managers/Supervisors	153	206	207	207	207	207
Professional, Technical, Clerical	329	399	402	402	402	402
Operational Hourlies	-	-	-	-	-	-
Total Administration	482	605	609	609	609	609
Operations						
Managers/Supervisors	228	214	218	218	218	218
Professional, Technical, Clerical	162	215	215	215	215	215
Operational Hourlies	1,579	1,497	1,497	1,497	1,497	1,497
Total Operations	1,969	1,926	1,930	1,930	1,930	1,930
Maintenance						
Managers/Supervisors	616	673	681	681	681	681
Professional, Technical, Clerical	492	578	583	584	584	584
Operational Hourlies	2,692	3,030	3,067	3,070	3,072	3,072
Total Maintenance	3,799	4,281	4,331	4,335	4,337	4,337
Engineering/Capital						
Managers/Supervisors	43	47	47	47	47	47
Professional, Technical, Clerical	66	80	89	89	89	89
Operational Hourlies	-	-	-	-	-	-
Total Engineering/Capital	109	127	136	136	136	136
Public Safety						
Managers/Supervisors	-	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-	-
Operational Hourlies	-	-	-	-	-	-
Total Public Safety	-	-	-	-	-	-
Total Positions						
Managers/Supervisors	1,040	1,140	1,153	1,153	1,153	1,153
Professional, Technical, Clerical	1,048	1,272	1,289	1,290	1,290	1,290
Operational Hourlies	4,271	4,527	4,564	4,567	4,569	4,569
Total Positions	6,359	6,939	7,006	7,010	7,012	7,012

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MTA Headquarters

MTA HEADQUARTERS
2018 Final Proposed Budget
November Financial Plan 2018 – 2021

FINANCIAL OVERVIEW

MTA Headquarters' operations include four distinct components which forward the goals of the MTA and provide support to the Agencies: Policy and Oversight; Consolidated Functions; the Business Service Center (BSC); and MTA Security, including the MTA Police Department (MTAPD). The MTA Headquarters' November Financial Plan demonstrates the organization's commitment to innovation, streamlining of operations and maximizing efficiencies across the MTA. Headquarters also remains committed to leading the effort in communicating effectively with our customers, increasing their satisfaction, and enhancing safety throughout the MTA system.

Policy, Oversight and Consolidated Functions

MTA Headquarters' November Financial Plan builds on initiatives begun in previous plans, many of which provide savings to the MTA or work to improve the customer experience while utilizing the MTA network. New funding for initiatives that are considered to be the highest priority by executive management have also been included in this plan. Recognizing current financial constraints, funding was identified for these critical needs by reducing or eliminating other areas of non-critical spending and finding efficiencies. Also recognized in this plan are support costs that resulted from the emergency Amtrak/LIRR emergency repair work conducted during the summer of 2017.

MTA Headquarters continues to provide funding for on-going MTA and Priority Initiatives such as:

- Support for the MTA Genius Challenge.
- Grade crossing initiatives and other safety management projects.
- Continued funding for an Energy Management System (EMS), a comprehensive All-Agency initiative for the construction and implementation of an Automated Metering Infrastructure and Energy Management software platform to provide project management for various agency energy management initiatives that will save money.
- Funding for project management and information technology costs to support Enterprise Asset Management (EAM) programs throughout the Agencies.

The plan includes support for new initiatives and investments for the following:

- Funding for a review and re-organization at NYC Transit that will provide a more responsive organization to issues within the Transit System and result in quicker resolutions to problems.
- Support personnel for the Subway Action plan.

- Revised advertising revenues which, in the short term, reflect a decrease from prior plans. This results from a new contract in which the advertising vendor will make significant capital outlays to replace traditional advertising media with digital media screens, not only in fixed locations but also on rolling stock. These screens will provide a more dynamic advertising space, while also providing a new method to be used by MTA to quickly disseminate customer and emergency information. Although outside this financial plan period, once the capital outlay has been recouped by the vendor, advertising revenue to the MTA is projected to increase substantially.

MTA Security

MTA demands the highest level of protection to be provided for our customers, employees and facilities. Even though this mission continues to become more challenging as our system expands and the threat of terror attacks loom, MTA continues to provide resources to maximize security and safety. As has been included in previous financial plans, additional officers are being hired to provide front-line counterterrorism policing and to assist homeless New Yorkers through a Homeless Outreach Unit. The MTAPD will begin a hiring schedule for an average of 30 new officers each year in 2019 through 2021 to augment safety and security throughout the MTA system in the short-term and be available to establish a fully-trained security presence for East Side Access (ESA) when it opens in 2022.

Continued funding recognizes the need for increased patrols, a steady replacement cycle of police vehicles as well as operational funding for the MTA Police radio project which is being put into service. This enhanced radio system will provide increased communication capabilities throughout the MTAPD's patrol region.

Business Service Center

The Business Service Center continues to support all Agencies while streamlining 'back-room' operations such as payroll accounts payable and human resources. BSC is also supporting and directing the Procurement function consolidation and is providing critical support to Priority Initiatives such as the Subway Action Plan

2017 November Forecast

The MTA Headquarters Baseline Deficit of \$787.7 million in the November Plan includes total Non-Reimbursable Operating Revenues of \$54.0 million and total expenses before depreciation and other post-employment benefits of \$698.9 million, consisting of \$371.9 million in labor expenses and \$327.0 million in non-labor expenses. Total capital and other reimbursements are projected to be \$121.9 million offsetting total reimbursable expenses of the same amount. Total cash adjustments are a favorable \$233.1 million. The Baseline Cash Deficit is projected to be \$554.6 million, a \$73.4 million favorable variance from the July Financial Plan of \$628.0 million.

Major operating cash changes include:

Unfavorable

- Advertising revenues are reduced by \$6.8 million as a result of a correction from the July Financial Plan.
- Funding for Priority Initiatives of \$6.3 million which support the MTA Genius Challenge and a re-organization of NYC Transit operations.
- Headquarters support costs resulting from the Amtrak/LIRR emergency repair work of \$5.9 million. This included additional MTA PD overtime, increased marketing costs and support for the reduced truck toll program at the Verrazano-Narrows Bridge.
- MTAPD increases of \$3.8 million in overtime wages to reflect the higher levels of coverage throughout the MTA region. An additional \$0.1 million increase provides for the start in hiring of additional sworn command staff and civilian investigators to increase control and accountability.
- Lower recovery from outside funding partners of \$4.6 million for MTAIT.
- Change in staffing levels, primarily in support of Priority Initiatives and increased oversight at MTAPD, net an increase of \$0.9 million in 2017.
- A pilot program to use ultra-wideband for communications based train control (UWB-CBTC) of \$10.0 million.

Favorable

- A re-examination of Operating Capital needs resulted in a reduction of \$14.0 million in MTA IT needs and a shift of \$56.9 million in MTA IT and MTAPD project costs into subsequent years of the plan.
- Downward re-estimate of current year spending needs of \$5 million throughout Headquarters.
- Savings from the Budget Reduction Program (BRPs) of \$7.0 million mainly due to reductions in spending levels MTA IT.
- Timing of work being performed for the MTA EAM initiative, consolidation of the Procurement function and commuter railroad grade crossing work shift a net of \$20.7 million into subsequent years of the plan.

Total baseline positions are projected to increase by 34 positions to 3,126 positions. This increase includes eight positions at the BSC to support the Subway Action Plan, nine MTAPD positions, three EAM positions, two Chief Operating Officer's department positions, and thirteen positions reporting to the Chief Development Officer's organization to manage the work that results from the MTA Genius Challenge, increased advertising and planning needs. These increases are offset by a Procurement position transferred to the LIRR and two executive level positions transferred to Capital Construction.

2018 Final Proposed Budget - Baseline

The Baseline Deficit of \$822.7 million in the November Plan includes total Non-Reimbursable Operating Revenues of \$58.9 million and total expenses before depreciation and other post-employment benefits of \$722.3 million, consisting of \$425.0 million in labor expenses and \$297.3 million in non-labor expenses. Total capital and other reimbursements are projected to be \$117.3 million offsetting reimbursable expenses of the same amount. Cash adjustments are favorable by \$162.7 million.

The Baseline Cash Deficit is projected to be \$660.0 million, a \$193.7 million unfavorable variance from the July Financial Plan of \$466.3 million.

Major operating cash changes include:

Unfavorable

- Advertising revenues are reduced by \$26.1 million as a result of the revised contract.
- MTAPD increases of \$1.2 million increase provides for the six additional Captains and three civilian investigators to increase control and accountability with an additional \$1.0 million in labor expenses relating to increased patrolling.
- Timing of work being performed for the various MTA initiatives such as EAM, EMS, procurement consolidation and commuter railroad grade crossing work shifted from 2017, results in a net \$11.7 million unfavorable impact on 2018.
- Net increase of personnel, support staff for the Subway Action Plan and Genius Challenge, EAM personnel and staff within the Chief Operating Officer's department result in \$5.0 million in additional costs.
- Revised Operating Capital project schedules for the MTA Police and MTA IT of \$10.5 million.
- Continuation of the UWB-CBTC pilot program of \$15.0 million.
- Timing of assumed recovery for MTA relocation costs of \$100.6 million from 2018 to 2019.

Total baseline positions are projected to increase by 34 positions to 3,130 positions. This increase includes eight positions at the BSC to support the Subway Action Plan, nine MTAPD positions, three EAM positions, two Chief Operating Officer's department positions, and thirteen positions reporting to the Chief Development Officer's organization to manage the work that results from the MTA Genius Challenge, increased advertising and planning needs. These increases are offset by a Procurement position transferred to the LIRR and two executive level positions transferred to Capital Construction.

2019 - 2021 Projections

Operating cash deficits are projected to decrease by \$49.0 million in 2019, increase by \$70.8 million in 2020 and increase by \$50.7 million relative to the July Plan.

Major operating cash changes include:

Unfavorable

- Advertising revenues are reduced by \$26.2 million, \$27.0 million and \$27.7 million in 2019 through 2021 as a result of the revised contract.
- Support of Priority Initiatives, such as the Subway Action Plan, of \$3.6 million in 2019, \$3.0 million in 2020 and \$3.1 million in 2021.
- MTAPD increased staffing, overtime and benefits needs of \$2.2 million in 2019 and 2020, and \$1.8 million in 2021 to support increased policing needs.
- Revised timing of MTA IT project costs of \$5.6 million, \$23.9 million and \$8.4 million in 2019 through 2021.

Favorable

- Timing of assumed recovery for MTA relocation costs of \$100.6 million in 2019.
- Minor savings of \$2.0 million annually from revised inflation values.
- Revised outside leasing costs of approximately \$1.3 million annually.

Total baseline positions are projected to increase by 33 for each year when compared to the July Plan. November Plan positions total 3,153 positions in 2019, 3,207 in 2020 and 3,217 in 2021. These increases result from the previously identified additional positions that begin in 2017 with the conclusion of an NYS Excelsior position in mid-2019.

Budget Reduction Program (BRPs)

The Headquarters July Plan had included total BRPs of \$21.2 million in 2017, then \$17.4 million in 2018 and growing to \$24.5 million by 2021. These savings are primarily due to reductions in the Enterprise Asset Management (EAM) program. Re-evaluation of EAM funding within Agency budgets allowed for the elimination of this fund, providing relief to the budget of \$16.1 million in 2017, \$10.4 million in 2018, \$12.4 million in 2019, and then growing to \$12.8 million and \$17.2 million in 2019 and 2020 and beyond respectively.

Additional reductions in the July Plan were applied to labor costs by examining current and projected vacancy levels at Headquarters, in particular at MTAPD and BSC, as well as elimination of three vacant positions that were no longer required. These savings total \$1.6 million in 2017, \$3.0 million in 2018, \$3.2 million in 2019, and then \$2.6 million in 2020 and 2021.

Revenue enhancements were also captured as part of the Headquarters BRP. Increased Transit Museum revenues, netting \$0.2 million in 2017 then over \$0.8 million annually afterwards, and additional rental revenue beginning in 2019, of \$0.5 million annually, will be generated from leasing space to cellular phone companies on the MTAPD radio project towers.

The remaining savings for each year resulted from various expense reductions taken by all Headquarters department.

The November plan builds on these BRPs with an additional one-shot \$7.0 million in 2017 that results from MTA IT savings.

MTA HEADQUARTERS
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Other Operating Revenue:</i>						
Rental Income	53.310	47.627	47.584	50.007	52.007	54.088
Advertising	0.000	0.000	0.000	0.000	0.000	0.000
Other	7.617	6.372	11.271	5.444	5.576	5.743
Other Operating Revenue	60.926	53.999	58.854	55.451	57.584	59.831
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$60.926	\$53.999	\$58.854	\$55.451	\$57.584	\$59.831
Operating Expense						
Labor:						
Payroll	\$251.819	\$275.460	\$288.019	\$296.158	\$305.222	\$311.899
Overtime	9.701	17.348	13.107	13.334	13.435	10.556
Health and Welfare	52.217	53.129	62.553	66.046	69.625	72.719
OPEB Current Payments	12.020	13.073	14.263	14.576	15.276	16.009
Pension	63.414	69.701	75.695	78.456	80.793	81.964
Other Fringe Benefits	24.610	29.039	30.219	31.197	32.550	33.639
Reimbursable Overhead	(68.884)	(85.889)	(58.898)	(54.614)	(55.584)	(56.601)
Total Labor Expenses	\$344.897	\$371.860	\$424.958	\$445.152	\$461.317	\$470.184
Non-Labor:						
Electric Power	\$5.958	\$6.399	\$7.837	\$7.607	\$7.968	\$8.308
Fuel	0.751	1.165	1.123	1.112	1.398	1.576
Insurance	4.215	4.791	4.948	2.171	2.313	2.526
Claims	2.655	1.651	2.463	2.475	2.419	2.356
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	66.358	73.215	82.063	77.045	80.523	82.453
Professional Services Contracts	151.191	216.482	175.771	138.315	138.730	137.006
Materials and Supplies	0.044	0.065	0.998	0.341	0.352	0.360
<i>Other Business Expenses</i>						
MTA Internal Subsidy	12.300	15.662	12.316	12.316	12.316	12.316
Other	6.523	7.584	9.799	9.058	10.162	10.670
Other Business Expenses	18.823	23.245	22.115	21.374	22.478	22.986
Total Non-Labor Expenses	\$249.993	\$327.014	\$297.317	\$250.439	\$256.182	\$257.572
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$594.890	\$698.874	\$722.275	\$695.591	\$717.499	\$727.756
Depreciation	\$22.922	\$52.027	\$59.526	\$65.210	\$67.746	\$65.442
OPEB Liability Adjustment	84.736	86.539	94.414	96.492	101.123	105.977
GASB 68 Pension Expense Adjustment	0.393	4.300	5.367	5.048	3.490	(1.646)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$702.942	\$841.740	\$881.582	\$862.340	\$889.858	\$897.530
Net Surplus/(Deficit)	(\$642.015)	(\$787.741)	(\$822.727)	(\$806.889)	(\$832.274)	(\$837.699)

MTA HEADQUARTERS
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	127.162	121.900	117.285	113.247	109.025	105.095
Total Revenues	\$127.162	\$121.900	\$117.285	\$113.247	\$109.025	\$105.095
Operating Expense						
Labor:						
Payroll	\$4.115	\$5.066	\$6.238	\$6.341	\$6.449	\$6.555
Overtime	9.496	6.531	2.858	2.815	2.771	2.727
Health and Welfare	0.755	0.862	1.281	1.313	1.374	1.438
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.638	0.696	0.817	0.853	0.887	0.922
Other Fringe Benefits	0.363	0.436	0.634	0.652	0.671	0.690
Reimbursable Overhead	68.884	85.889	58.898	54.614	55.584	56.601
Total Labor Expenses	\$84.252	\$99.481	\$70.727	\$66.588	\$67.736	\$68.934
Non-Labor:						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.013	0.021	0.021	0.022	0.022
Professional Services Contracts	42.869	22.334	46.410	46.509	41.135	36.003
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses						
MTA Internal Subsidy	0.000	0.000	0.000	0.000	0.000	0.000
Other	<u>0.041</u>	<u>0.072</u>	<u>0.127</u>	<u>0.129</u>	<u>0.133</u>	<u>0.136</u>
Other Business Expenses	0.041	0.072	0.127	0.129	0.133	0.136
Total Non-Labor Expenses	\$42.910	\$22.419	\$46.557	\$46.659	\$41.290	\$36.162
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$127.162	\$121.900	\$117.285	\$113.247	\$109.025	\$105.095
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA HEADQUARTERS
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Non-Reimbursable / Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Other Operating Revenue:</i>						
Rental Income	53.310	47.627	47.584	50.007	52.007	54.088
Advertising	0.000	0.000	0.000	0.000	0.000	0.000
Other	7.617	6.372	11.271	5.444	5.576	5.743
Other Operating Revenue	60.926	53.999	58.854	55.451	57.584	59.831
Capital and Other Reimbursements	127.162	121.900	117.285	113.247	109.025	105.095
Total Revenues	\$188.088	\$175.899	\$176.139	\$168.697	\$166.609	\$164.926
Operating Expense						
<i>Labor:</i>						
Payroll	\$255.934	\$280.526	\$294.258	\$302.498	\$311.671	\$318.455
Overtime	19.197	23.879	15.965	16.149	16.207	13.283
Health and Welfare	52.972	53.991	63.834	67.359	70.999	74.157
OPEB Current Payments	12.020	13.073	14.263	14.576	15.276	16.009
Pension	64.052	70.397	76.512	79.309	81.679	82.886
Other Fringe Benefits	24.973	29.476	30.853	31.849	33.220	34.329
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$429.150	\$471.341	\$495.685	\$511.740	\$529.053	\$539.118
<i>Non-Labor:</i>						
Electric Power	\$5.958	\$6.399	\$7.837	\$7.607	\$7.968	\$8.308
Fuel	0.751	1.165	1.123	1.112	1.398	1.576
Insurance	4.215	4.791	4.948	2.171	2.313	2.526
Claims	2.655	1.651	2.463	2.475	2.419	2.356
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	66.358	73.228	82.084	77.066	80.545	82.476
Professional Services Contracts	194.059	238.816	222.181	184.823	179.865	173.009
Materials and Supplies	0.044	0.065	0.998	0.341	0.352	0.360
<i>Other Business Expenses</i>						
MTA Internal Subsidy	12.300	15.662	12.316	12.316	12.316	12.316
Other	6.564	7.656	9.926	9.187	10.295	10.806
Other Business Expenses	18.864	23.318	22.242	21.503	22.611	23.122
Total Non-Labor Expenses	\$292.903	\$349.433	\$343.875	\$297.098	\$297.471	\$293.733
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$722.052	\$820.774	\$839.559	\$808.837	\$826.524	\$832.852
Depreciation	\$22.922	\$52.027	\$59.526	\$65.210	\$67.746	\$65.442
OPEB Liability Adjustment	84.736	86.539	94.414	96.492	101.123	105.977
GASB 68 Pension Expense Adjustment	0.393	4.300	5.367	5.048	3.490	(1.646)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$830.104	\$963.640	\$998.866	\$975.587	\$998.883	\$1,002.625
Net Surplus/(Deficit)	(\$642.015)	(\$787.741)	(\$822.727)	(\$806.889)	(\$832.274)	(\$837.699)

MTA HEADQUARTERS
November Financial Plan 2018 - 2021
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Other Operating Revenue:</i>						
Rental Income	52.960	48.284	47.584	50.007	52.007	54.088
Advertising Revenue	155.563	148.634	125.268	128.805	132.278	135.763
Other Revenue	3.392	5.923	11.271	110.946	25.067	5.743
Other Operating Revenue	211.915	202.841	184.122	289.758	209.352	195.594
Capital and Other Reimbursements	113.614	121.900	117.285	113.247	109.025	105.095
Total Receipts	\$325.529	\$324.741	\$301.407	\$403.004	\$318.378	\$300.689
Expenditures						
<i>Labor:</i>						
Payroll	\$248.881	\$271.228	\$287.758	\$295.998	\$305.171	\$311.955
Overtime	19.197	23.879	15.965	16.149	16.207	13.283
Health and Welfare	52.923	52.967	63.834	67.359	70.999	74.157
OPEB Current Payments	16.896	13.073	14.263	14.576	15.276	16.009
Pension	64.165	68.395	72.801	76.021	78.404	80.010
Other Fringe Benefits	30.262	28.904	30.853	31.849	33.220	34.329
Contribution to GASB Fund	0.000	0.000	0.238	0.301	0.441	0.587
Reimbursable Overhead	0.000	0.001	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$432.324	\$458.446	\$485.712	\$502.253	\$519.719	\$530.329
<i>Non-Labor:</i>						
Electric Power	\$4.903	\$7.551	\$7.837	\$7.607	\$7.968	\$8.308
Fuel	0.844	1.182	1.123	1.112	1.398	1.576
Insurance	6.408	5.084	4.923	2.144	2.284	2.494
Claims	4.352	1.652	2.463	2.475	2.419	2.356
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	63.669	73.897	80.627	74.066	77.445	79.376
Professional Services Contracts	148.557	242.819	222.890	178.923	174.265	167.809
Materials and Supplies	0.013	0.065	0.998	0.341	0.352	0.360
<i>Other Business Expenses:</i>						
MTA Internal Subsidy	12.300	15.662	12.316	12.316	12.316	12.316
Other	18.341	14.672	14.160	12.865	9.715	10.226
Other Business Expenses	30.641	30.334	26.476	25.181	22.031	22.542
Total Non-Labor Expenditures	\$259.387	\$362.583	\$347.336	\$291.849	\$288.162	\$284.821
<i>Other Expenditure Adjustments:</i>						
Operating Capital	70.169	58.344	128.356	67.520	90.662	82.838
Total Other Expenditure Adjustments	\$70.169	\$58.344	\$128.356	\$67.520	\$90.662	\$82.838
Total Expenditures	\$761.880	\$879.373	\$961.403	\$861.621	\$898.544	\$897.989
Net Cash Balance	(\$436.351)	(\$554.632)	(\$659.996)	(\$458.617)	(\$580.166)	(\$597.300)

MTA HEADQUARTERS
November Financial Plan 2018 - 2021
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Rent and Utilities</i>	<i>(0.350)</i>	<i>0.657</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
Advertising	155.563	148.634	125.268	128.805	132.278	135.763
<i>Other Revenue</i>	<i>(4.225)</i>	<i>(0.449)</i>	<i>0.000</i>	<i>105.502</i>	<i>19.490</i>	<i>0.000</i>
Other Operating Revenue	150.989	148.842	125.268	234.307	151.768	135.763
Capital and Other Reimbursements	(13.548)	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$137.441	\$148.842	\$125.268	\$234.307	\$151.768	\$135.763
Expenditures						
Labor:						
Payroll	\$7.053	\$9.298	\$6.500	\$6.500	\$6.500	\$6.500
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.049	1.024	0.000	0.000	0.000	0.000
OPEB Current Payments	(4.876)	0.000	0.000	0.000	0.000	0.000
Pension	(0.113)	2.002	3.711	3.288	3.275	2.876
Other Fringe Benefits	(5.289)	0.572	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	(0.238)	(0.301)	(0.441)	(0.587)
Reimbursable Overhead	0.000	(0.001)	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$3.175)	\$12.895	\$9.973	\$9.487	\$9.334	\$8.789
Non-Labor:						
Electric Power	\$1.055	(\$1.151)	0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.093)	(0.017)	0.000	0.000	0.000	0.000
Insurance	(2.193)	(0.293)	0.025	0.027	0.029	0.032
Claims	(1.697)	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	2.689	(0.669)	1.457	3.000	3.100	3.100
Professional Services Contracts	45.502	(4.003)	(0.709)	5.900	5.600	5.200
Materials and Supplies	0.031	0.000	0.000	0.000	0.000	0.000
<i>Other Business Expenses</i>						
<i>MTA Internal Subsidy</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
<i>Other Business Expenses</i>	<i>(11.777)</i>	<i>(7.016)</i>	<i>(4.234)</i>	<i>(3.678)</i>	<i>0.580</i>	<i>0.580</i>
Total Other Business Expenses	(11.777)	(7.016)	(4.234)	(3.678)	0.580	0.580
Total Non-Labor Expenditures	\$33.516	(\$13.150)	(\$3.461)	\$5.249	\$9.309	\$8.912
Other Expenditure Adjustments:						
Operating Capital	(70.169)	(58.344)	(128.356)	(67.520)	(90.662)	(82.838)
Total Other Expenditure Adjustments	(\$70.169)	(\$58.344)	(\$128.356)	(\$67.520)	(\$90.662)	(\$82.838)
Total Expenditures	(\$39.828)	(\$58.599)	(\$121.844)	(\$52.784)	(\$72.019)	(\$65.137)
Total Cash Conversion Adjustments before Depreciation	\$97.612	\$90.243	\$3.424	\$181.523	\$79.749	\$70.626
Depreciation	\$22.922	\$52.027	\$59.526	\$65.210	\$67.746	\$65.442
OPEB Liability Adjustment	84.736	86.539	94.414	96.492	101.123	105.977
GASB 68 Pension Expense Adjustment	0.393	4.300	5.367	5.048	3.490	(1.646)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$205.664	\$233.109	\$162.731	\$348.272	\$252.108	\$240.399

MTA HEADQUARTERS
2017 November Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

	Total		
	Hours	\$	%
<i>NON-REIMBURSABLE OVERTIME</i>			
Scheduled Service	0	\$0.000	-
Unscheduled Service	0	0.000	-
Programmatic/Routine Maintenance	0	0.000	-
Unscheduled Maintenance	0	0.000	-
Vacancy/Absentee Coverage	76,460	4.429	25.5%
Weather Emergencies	0	0.000	-
Safety/Security/Law Enforcement	161,602	9.075	52.3%
Other	92,698	3.844	22.2%
Subtotal	330,759	\$17.348	100.0%
<i>REIMBURSABLE OVERTIME</i>	112,086	\$6.531	
TOTAL OVERTIME	442,845	\$23.879	

**MTA HEADQUARTERS
NOVEMBER FINANCIAL PLAN 2018 - 2021
Year-to-Year Changes by Category - Baseline**

Revenue

Rental and Other Income and Reimbursements

- A reduction in Other Reimbursement revenue for each year is driven by lower recovery for MTA IT.
- Advertising revenue in 2018 is lower when compared to 2017 as the new advertising structure begins. Post-2018 growth is driven by CPI-U over the prior year.
- Rental revenue grows consistent annually for 2019 through 2021.
- Other Revenue includes one-time grant funding in 2018 for grade crossing safety work being performed by LIRR and MNR. For 2019 and beyond, Transit Museum revenues show growth resulting from the additional pop-up shops, while the remainder of other revenues grow by CPI-U. Additional adjustments in 2019 and 2020 reflect the reimbursement of consolidation/relocation expenses from the disposition of the Madison Avenue buildings.
- Additional revenue of \$0.5 million annually begins in 2019 with the anticipated leasing of space on MTA Police radio towers.

Expenses

Payroll

- Payroll increases in 2018 over 2017 primarily reflects full-year staffing. MTA Headquarters non-represented employee salaries and MTA Police civilian salaries are inflated by 2% on July 1 of each year.
- Payroll expenses in 2019 through 2021 reflect MTA Headquarters and MTA Police civilian salaries inflated by wage growth assumptions of 2% annually on July 1.
- MTA Police and other represented Headquarters salaries will increase in accordance with the terms agreed through the collective bargaining process.
- The Plan also reflects the patrol force necessary to provide greater coverage for officers to perform counter terrorism patrols, the establishment of a Homeless Outreach Unit and the East Side Access Project with hiring beginning in 2019.

Overtime

- Overtime expenses throughout the November Financial Plan are primarily related to MTA Police operations with a lesser amount attributable to the operations of MTA IT and the BSC. Modest overtime costs are included annually for administrative personnel in other Headquarters' departments
- Expenses in 2018 through 2021 are primarily inflated by prevailing wage rate assumptions. Adjustments to MTAPD overtime beginning in 2020, recognize savings with the utilization of new police officers prior to East Side Access coverage assignment. Additional reduction adjustments recognize savings

resulting from the full implementation of the Police Radio Project beginning in 2021.

Health and Welfare

- Based on Empire Plan cost assumptions provided by the NYS Department of Civil Service, Health and Welfare medical insurance family coverage rates in 2018 are projected to increase at a rate of 9.1% over 2017, 2.2% in 2019, and 4.8% in 2020 in each year thereafter. Individual coverage rates in 2018 are projected to increase at a rate of 8.3%, 0.9% in 2019, 3.6% in 2020, and each year thereafter.
- Health and Welfare rates also reflect changes in the level of budgeted personnel.

OPEB Current Payment

- Year-to-year increases are based on the projected medical insurance coverage rates to reflect higher coverage for retiree health benefit costs.

Pensions

- Pension costs in 2017 primarily are based on NYSLERS and MTA Defined Benefits contributions and estimated agency rates for those MTA Headquarters' employees currently on other agency payrolls.
- NYSLERS 2018 estimate is inflated at a 3-year average CPI +1%. These rates are 3.56% in 2019, 3.70% in 2020 and 3.64% in 2021. Additional assumptions are made to capture Tier 6 employees who instead elect to participate in the Voluntary Defined Contribution program.
- MTA Defined Benefits contributions estimates are based on actuarial growth assumptions through 2021.
- Adjustments are made in both NYSLERS and MTA Defined Benefits amounts to reflect any additional staffing levels that would not be captured within received estimates.
- GASB 68 adjustments are reflected separately and represent the difference between the actuarially required contribution and the total pension liability.

Other Fringe Benefits

- Projections are consistent with payroll rate increase assumptions and reflect contributions to Social Security or Railroad Retirement based on individual employees.

Insurance and Claims

- The core of excess liability and automotive policies are inflated at 10% annually. Insurance charges in 2017 and 2018 also include expenses related to on-going Super Storm Sandy claims work that is being performed.
- Re-forecasted Claims expenses in 2017 reflect higher activity than forecasted at mid-year. Claims for 2018 through 2021 return to July Plan levels.

Maintenance and Other Operating Contracts

- Maintenance expenses in 2018 increase over the prior year reflecting lower forecasted spending in 2017. Baseline expenses in all years of the plan primarily

reflect CPI-U growth with an adjustment in 2019, eliminating Madison Avenue building maintenance expenses with the assumption that the properties will be disposed of by then.

Professional Service Contracts

- Professional Service in 2018 are lower mainly due to the baseline level of expenses forecasted in the July Financial Plan and the re-assignment of recoverable costs from Reimbursable Overhead. Offsetting this is the timing of project work shifted from 2017.
- In 2019 through 2021, the majority of expenses reflect the effect of CPI-U rates of 2.19%, 2.79% and 2.65%, respectively, with annual adjustments corresponding to the needs of the West Side Yards development which concludes in 2020.

Materials and Supplies

- Higher expenses in 2018 when compared to 2017 reflects a reclassification of Two Broadway expenses from other expense categories, primarily Maintenance, based on expected needs for the facility next year. Reclassification of expenses, in outer years will be evaluated in subsequent plans.
- Expenses in 2019 return to a lower level, with 2020, and 2021 primarily growing by CPI-U rates of 2.79%, and 2.65%, respectively.

MTA Internal Subsidy

- In all plan years, the MTA Internal Subsidy includes annual support requirements for the Rockaway Resident Discount Program of \$5.3 million, and \$7.0 million for the Verrazano-Narrows Bridge toll rebate program.
- One-time truck toll reduction support for the Verrazano-Narrows Bridge during the Amtrak/LIRR emergency repair work of \$3.3 million is reflected in 2017.

Other Business Expenses

- Baseline expenses in 2018, 2019, 2020 and 2021 are inflated by CPI-U rates of 1.62%, 2.19%, 2.79% and 2.65%, respectively.
- Adjustments in 2017 through 2019 reflect some on-going expenditures resulting from the relocation of MTA Headquarters.

Other Expenditure Adjustments:

Capital Expenditures

- Capital expenditures of \$128.4 million in 2018 are higher than the 2017 level of \$58.3 million. Primarily driven by the rescheduling of projects for MTAPD and MTA IT out of 2017 and into subsequent years of the plan.
- Capital expenditures over the remaining plan years are \$67.5 million in 2019, \$90.7 million in 2020 and \$82.8 million in 2021 and mostly reflecting spending for IT projects and a replacement cycle of MTA PD vehicles.

MTA HEADQUARTERS
November Financial Plan 2018 - 2021
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

NON-REIMBURSABLE

	Favorable/(Unfavorable)								
	2017	2018	Change 2017 - 2018	2019	Change 2018- 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Revenue									
Farebox Revenue	\$0.000	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-
<u>Other Operating Revenue</u>	-	-	-	-	-	-	-	-	-
Rental Income	47.627	47.584	(0.044)	50.007	2.423	52.007	2.000	54.088	2.080
Advertising	-	-	-	-	-	-	-	-	-
Other	6.372	11.271	4.899	5.444	(5.827)	5.576	0.133	5.743	0.167
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-
Total Revenue	\$53.999	\$58.854	\$4.855	\$55.451	(\$3.404)	\$57.584	\$2.133	\$59.831	\$2.247
Expenses									
Labor:									
Payroll	\$275.460	\$288.019	(12.559)	\$296.158	(8.138)	\$305.222	(9.065)	\$311.899	(6.677)
Overtime	17.348	13.107	4.241	13.334	(0.227)	13.435	(0.102)	10.556	2.879
Health and Welfare	53.129	62.553	(9.424)	66.046	(3.493)	69.625	(3.579)	72.719	(3.094)
OPEB Current Payment	13.073	14.263	(1.190)	14.576	(0.313)	15.276	(0.700)	16.009	(0.733)
Pensions	69.701	75.695	(5.994)	78.456	(2.761)	80.793	(2.337)	81.964	(1.171)
Other Fringe Benefits	29.039	30.219	(1.179)	31.197	(0.978)	32.550	(1.353)	33.639	(1.089)
<u>Reimbursable Overhead</u>	<u>(85.889)</u>	<u>(58.898)</u>	<u>(26.991)</u>	<u>(54.614)</u>	<u>(4.284)</u>	<u>(55.584)</u>	<u>0.970</u>	<u>(56.601)</u>	<u>1.017</u>
Total Labor Expenses	\$371.860	\$424.958	(\$53.097)	\$445.152	(\$20.195)	\$461.317	(\$16.165)	\$470.184	(\$8.867)
Non-Labor:									
Electric Power	\$6.399	\$7.837	(1.438)	\$7.607	0.230	\$7.968	(0.361)	\$8.308	(0.340)
Fuel	1.165	1.123	0.042	1.112	0.011	1.398	(0.285)	1.576	(0.179)
Insurance	4.791	4.948	(0.157)	2.171	2.777	2.313	(0.142)	2.526	(0.213)
Claims	1.651	2.463	(0.811)	2.475	(0.012)	2.419	0.056	2.356	0.063
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating									
Contracts	73.215	82.063	(8.848)	77.045	5.018	80.523	(3.478)	82.453	(1.930)
Professional Service Contracts	216.482	175.771	40.711	138.315	37.456	138.730	(0.416)	137.006	1.724
Materials & Supplies	0.065	0.998	(0.933)	0.341	0.657	0.352	(0.011)	0.360	(0.008)
MTA Internal Subsidy	15.662	12.316	3.346	12.316	-	12.316	-	12.316	-
<u>Other Business Expenses</u>	<u>7.584</u>	<u>9.799</u>	<u>(2.215)</u>	<u>9.058</u>	<u>0.741</u>	<u>10.162</u>	<u>(1.104)</u>	<u>10.670</u>	<u>(0.508)</u>
Total Non-Labor Expenses	\$327.014	\$297.317	\$29.697	\$250.439	\$46.879	\$256.182	(\$5.743)	\$257.572	(\$1.390)
Other Expenses Adjustments:									
<u>Other</u>	-	-	-	-	-	-	-	-	-
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 Adjts.	\$698.874	\$722.275	(\$23.400)	\$695.591	\$26.684	\$717.499	(\$21.908)	\$727.756	(\$10.257)
Depreciation	52.027	59.526	(7.499)	65.210	(5.684)	67.746	(2.536)	65.442	2.304
OPEB Liability Adjustment	86.539	94.414	(7.875)	96.492	(2.077)	101.123	(4.632)	105.977	(4.854)
GASB 68 Pension Expense Adjustm	4.300	5.367	(1.067)	5.048	0.319	3.490	1.558	(1.646)	5.135
Environmental Remediation	-	-	-	-	-	-	-	-	-
Total Expenses	\$841.740	\$881.582	(\$39.841)	\$862.340	\$19.242	\$889.858	(\$27.518)	\$897.530	(\$7.672)
Baseline Net Surplus/(Deficit)	(\$787.741)	(\$822.727)	(\$34.986)	(\$806.889)	\$15.838	(\$832.274)	(\$25.385)	(\$837.699)	(\$5.425)

MTA HEADQUARTERS
November Financial Plan 2018 - 2021
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2017	2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Revenue									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Operating Revenue</u>	-	-	-	-	-	-	-	-	-
Rental Income	-	-	-	-	-	-	-	-	-
Advertising	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	121.900	117.285	(4.615)	113.247	(4.038)	109.025	(4.221)	105.095	(3.930)
Total Revenue	\$121.900	\$117.285	(\$4.615)	\$113.247	(\$4.038)	\$109.025	(\$4.221)	\$105.095	(\$3.930)
Expenses									
Labor:									
Payroll	\$5.066	\$6.238	(\$1.173)	\$6.341	(\$0.102)	\$6.449	(\$0.108)	\$6.555	(\$0.107)
Overtime	6.531	2.858	\$3.673	2.815	0.043	2.771	0.044	2.727	0.045
Health and Welfare	0.862	1.281	(\$0.419)	1.313	(0.031)	1.374	(0.061)	1.438	(0.064)
OPEB Current Payment	-	-	\$0.000	-	-	-	-	-	-
Pensions	0.696	0.817	(\$0.121)	0.853	(0.036)	0.887	(0.033)	0.922	(0.035)
Other Fringe Benefits	0.436	0.634	(\$0.198)	0.652	(0.018)	0.671	(0.019)	0.690	(0.019)
<u>Reimbursable Overhead</u>	<u>85.889</u>	<u>58.898</u>	<u>\$26.991</u>	<u>54.614</u>	<u>4.284</u>	<u>55.584</u>	<u>(0.970)</u>	<u>56.601</u>	<u>(1.017)</u>
Total Labor Expenses	\$99.481	\$70.727	\$28.754	\$66.588	\$4.139	\$67.736	(\$1.148)	\$68.934	(\$1.198)
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	0.013	0.021	(0.008)	0.021	(0.000)	0.022	(0.001)	0.022	(0.001)
Professional Service Contracts	22.334	46.410	(24.076)	46.509	(0.099)	41.135	5.373	36.003	5.132
Materials & Supplies	-	-	-	-	-	-	-	-	-
MTA Internal Subsidy	-	-	-	-	-	-	-	-	-
Other	0.072	0.127	(0.054)	0.129	(0.003)	0.133	(0.003)	0.136	(0.003)
Total Non-Labor Expenses	\$22.419	\$46.557	(\$24.139)	\$46.659	(\$0.102)	\$41.290	\$5.369	\$36.162	\$5.128
Other Expenses Adjustments:									
<u>Other</u>	-	-	-	-	-	-	-	-	-
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	\$121.900	\$117.285	\$4.615	\$113.247	\$4.038	\$109.025	\$4.221	\$105.095	\$3.930
Total Expenses	\$121.900	\$117.285	\$4.615	\$113.247	\$4.038	\$109.025	\$4.221	\$105.095	\$3.930
Baseline 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 2018-2021
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

**NON-REIMBURSABLE and
REIMBURSABLE**

	Favorable/(Unfavorable)								
	2017	2018	Change 2017 - 2018	2019	Change 2018- 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Revenue									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Operating Revenue</u>	-	-	-	-	-	-	-	-	-
Rental Income	47.627	47.584	(0.044)	50.007	2.423	52.007	2.000	54.088	2.080
Advertising	-	-	-	-	-	-	-	-	-
Other	6.372	11.271	4.899	5.444	(5.827)	5.576	0.133	5.743	0.167
<u>Capital and Other Reimbursements</u>	<u>121.900</u>	<u>117.285</u>	<u>(4.615)</u>	<u>113.247</u>	<u>(4.038)</u>	<u>109.025</u>	<u>(4.221)</u>	<u>105.095</u>	<u>(3.930)</u>
Total Revenue	\$175.899	\$176.139	\$0.240	\$168.697	(\$7.442)	\$166.609	(\$2.088)	\$164.926	(\$1.683)
Expenses									
Labor:									
Payroll	\$280.526	\$294.258	(13.732)	\$302.498	(8.241)	\$311.671	(9.173)	\$318.455	(6.783)
Overtime	23.879	15.965	7.914	16.149	(0.184)	16.207	(0.058)	13.283	2.924
Health and Welfare	53.991	63.834	(9.844)	67.359	(3.525)	70.999	(3.640)	74.157	(3.158)
OPEB Current Payment	13.073	14.263	(1.190)	14.576	(0.313)	15.276	(0.700)	16.009	(0.733)
Pensions	70.397	76.512	(6.115)	79.309	(2.797)	81.679	(2.370)	82.886	(1.206)
Other Fringe Benefits	29.476	30.853	(1.377)	31.849	(0.996)	33.220	(1.372)	34.329	(1.108)
<u>Reimbursable Overhead</u>	<u>0.000</u>	<u>(0.000)</u>	<u>0.000</u>	<u>0.000</u>	<u>(0.000)</u>	<u>(0.000)</u>	<u>0.000</u>	<u>0.000</u>	<u>(0.000)</u>
Total Labor Expenses	\$471.341	\$495.685	(\$24.343)	\$511.740	(\$16.055)	\$529.053	(\$17.313)	\$539.118	(\$10.065)
Non-Labor:									
Electric Power	\$6.399	\$7.837	(\$1.438)	\$7.607	\$0.230	\$7.968	(\$0.361)	\$8.308	(\$0.340)
Fuel	1.165	1.123	0.042	1.112	0.011	1.398	(0.285)	1.576	(0.179)
Insurance	4.791	4.948	(0.157)	2.171	2.777	2.313	(0.142)	2.526	(0.213)
Claims	1.651	2.463	(0.811)	2.475	(0.012)	2.419	0.056	2.356	0.063
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating	-	-	-	-	-	-	-	-	-
Contracts	73.228	82.084	(8.856)	77.066	5.018	80.545	(3.479)	82.476	(1.931)
Professional Service Contracts	238.816	222.181	16.635	184.823	37.358	179.865	4.958	173.009	6.856
Materials & Supplies	0.065	0.998	(0.933)	0.341	0.657	0.352	(0.011)	0.360	(0.008)
MTA Internal Subsidy	15.662	12.316	3.346	12.316	-	12.316	-	12.316	-
<u>Other Business Expenses</u>	<u>7.656</u>	<u>9.926</u>	<u>(2.270)</u>	<u>9.187</u>	<u>0.739</u>	<u>10.295</u>	<u>(1.108)</u>	<u>10.806</u>	<u>(0.511)</u>
Total Non-Labor Expenses	\$349.433	\$343.875	\$5.558	\$297.098	\$46.777	\$297.471	(\$0.374)	\$293.733	\$3.738
Other Expenses Adjustments:									
<u>Other</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adj.									
Depreciation	52.027	59.526	(7.499)	65.210	(5.684)	67.746	(2.536)	65.442	2.304
OPEB Liability Adjustment	86.539	94.414	(7.875)	96.492	(2.077)	101.123	(4.632)	105.977	(4.854)
GASB 68 Pension Expense Adjustm	4.300	5.367	(1.067)	5.048	0.319	3.490	1.558	(1.646)	5.135
Environmental Remediation	-	-	-	-	-	-	-	-	-
Total Expenses	\$963.640	\$998.866	(\$35.226)	\$975.587	\$23.279	\$998.883	(\$23.297)	\$1,002.625	(\$3.742)
Baseline Net Surplus/(Deficit)	(\$787.741)	(\$822.727)	(\$34.986)	(\$806.889)	\$15.838	(\$832.274)	(\$25.385)	(\$837.699)	(\$5.425)

MTA HEADQUARTERS
November Financial Plan 2018 - 2021
Year-to-Year Changes by Category - Cash Basis
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES

	Favorable/(Unfavorable)								
	2017	2018	Change 2017 - 2018	2019	Change 2018- 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Revenue									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Operating Revenue</u>									
Rental Income	48.284	47.584	(0.701)	50.007	2.423	52.007	2.000	54.088	2.080
Advertising	148.634	125.268	(23.366)	128.805	3.537	132.278	3.473	135.763	3.485
Other	5.923	11.271	5.348	110.946	99.675	25.067	(85.879)	5.743	(19.324)
<u>Capital and Other Reimbursements</u>	<u>121.900</u>	<u>117.285</u>	<u>(4.615)</u>	<u>113.247</u>	<u>(4.038)</u>	<u>109.025</u>	<u>(4.221)</u>	<u>105.095</u>	<u>(3.930)</u>
Total Revenue	\$324.741	\$301.407	(\$23.334)	\$403.004	\$101.597	\$318.378	(\$84.627)	\$300.689	(\$17.689)
Expenses									
Labor:									
Payroll	\$271.228	\$287.758	(\$16.530)	\$295.998	(\$8.241)	\$305.171	(\$9.173)	\$311.955	(\$6.783)
Overtime	23.879	15.965	7.914	16.149	(0.184)	16.207	(0.058)	13.283	2.924
Health and Welfare	52.967	63.834	(10.867)	67.359	(3.525)	70.999	(3.640)	74.157	(3.158)
OPEB Current Payment	13.073	14.263	(1.190)	14.576	(0.313)	15.276	(0.700)	16.009	(0.733)
Pensions	68.395	72.801	(4.406)	76.021	(3.220)	78.404	(2.383)	80.010	(1.605)
Other Fringe Benefits	28.904	30.853	(1.949)	31.849	(0.996)	33.220	(1.372)	34.329	(1.108)
GASB Account	-	0.238	(0.238)	0.301	(0.063)	0.441	(0.140)	0.587	(0.146)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$458.445	\$485.712	(\$27.266)	\$502.253	(\$16.541)	\$519.719	(\$17.466)	\$530.329	(\$10.610)
Non-Labor:									
Electric Power	\$7.551	\$7.837	(\$0.286)	\$7.607	\$0.230	\$7.968	(\$0.361)	\$8.308	(\$0.340)
Fuel	1.182	1.123	0.059	1.112	0.011	1.398	(0.285)	1.576	(0.179)
Insurance	5.084	4.923	0.162	2.144	2.779	2.284	(0.140)	2.494	(0.210)
Claims	1.652	2.463	(0.811)	2.475	(0.012)	2.419	0.056	2.356	0.063
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating									
Contracts	73.897	80.627	(6.730)	74.066	6.561	77.445	(3.379)	79.376	(1.931)
Professional Service Contracts	242.819	222.890	19.929	178.923	43.967	174.265	4.658	167.809	6.456
Materials & Supplies	0.065	0.998	(0.933)	0.341	0.657	0.352	(0.011)	0.360	(0.008)
MTA Internal Subsidy	15.662	12.316	3.346	12.316	-	12.316	-	12.316	-
<u>Other Business Expenses</u>	<u>14.672</u>	<u>14.160</u>	<u>0.513</u>	<u>12.865</u>	<u>1.295</u>	<u>9.715</u>	<u>3.150</u>	<u>10.226</u>	<u>(0.511)</u>
Total Non-Labor Expenditures	\$362.583	\$347.336	\$15.248	\$291.849	\$55.487	\$288.162	\$3.686	\$284.821	\$3.341
Other Expenditure Adjustments:									
<u>Capital</u>	<u>\$58.344</u>	<u>\$128.356</u>	<u>(\$70.012)</u>	<u>\$67.520</u>	<u>\$60.836</u>	<u>\$90.662</u>	<u>(\$23.142)</u>	<u>\$82.838</u>	<u>\$7.824</u>
Total Other Expenditure Adjustment:	\$58.344	\$128.356	(\$70.012)	\$67.520	\$60.836	\$90.662	(\$23.142)	\$82.838	\$7.824
Total Expenditures	\$879.372	\$961.403	(\$82.031)	\$861.621	\$99.782	\$898.544	(\$36.922)	\$897.989	\$0.555
Baseline Net Cash Deficit	(\$554.632)	(\$659.996)	(\$105.365)	(\$458.617)	\$201.379	(\$580.166)	(\$121.549)	(\$597.300)	(\$17.134)

MTA HEADQUARTERS
NOVEMBER FINANCIAL PLAN 2018 - 2021
Summary of Plan-to-Plan Changes by Generic Category

2017: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Other operating revenues are projected to decrease from the July Plan by \$12.5 million.

- Rental income is projected to be slightly unfavorable by \$1.2 million due to lower rental revenue received from the Agencies based on occupancy levels of 2 Broadway offset by higher rental income due to the continued use of the Madison Avenue buildings.
- Other revenues are projected to decrease by \$4.7 million primarily from the timing of grant reimbursement for grade crossing work at the commuter rails.
- Lower recoverable revenue of \$6.6 million are primarily related to recoverable MTA IT expenses.

Operating Expense Changes

Excluding depreciation, GASB 68 and post-employment benefits decreases of \$11.1 million, operating expenses decreased by \$11.3 million.

Major generic category changes include:

- Lower Payroll and Health and Welfare costs totaling \$4.0 million are mainly attributable to higher than forecasted vacancies.
- Revised overtime expenses result in a \$6.6 million increase. Of this amount, \$1.2 million reflects MTAPD overtime worked in conjunction with the Amtrak/LIRR emergency repair work, \$3.8 million addresses increased backfill coverage and security coverage at MTAPD and \$1.6 million is from grant funded reimbursable overtime.
- Higher Claims of \$0.7 million due to level of activity since the July Plan forecast.
- Lower Maintenance & Other Operating costs of \$1.0 million primarily from lower EAM device maintenance costs Gowanus Expressway HOV lane costs and outside leasing requirements.
- Decrease in Professional Services costs of \$4.7 million mainly as a result of revised timing of MTA initiatives such as EAM, EMS and Procurement consolidation off-set by the UWB-CBTC pilot, increased Priority Initiative costs (Transit Genius Challenge costs and the Governor's NYCT re-organization efforts) and higher marketing costs required to communicate to MTA customers during the Amtrak/LIRR emergency repair work.
- Higher Internal Subsidy to support the night time truck toll reduction at the Verrazano Narrows Bridge during the Amtrak/LIRR emergency repair work.

2018: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Other operating revenues are projected to decrease from the July plan by \$1.6 million.

- Reduced levels of recoverable costs of \$7.5 million are primarily related to recoverable MTA IT expenses.
- Off-setting increase reflecting the timing of \$5.9 million of grant funding for reimbursement of grade crossing work at the commuter rails

Operating Expense Changes

Excluding depreciation, GASB 68 and post-employment benefits decreases of \$0.8 million, operating expenses increased by \$47.4 million.

Major generic category changes include:

- Revised Payroll of \$3.0 million reflects the additional 34 positions at Headquarters.
- Revised overtime expenses result in a \$0.7 million increase to address increased MTAPD patrolling needs.
- Higher Fringe benefit costs of \$2.7 million are a result of the additional positions, higher MTAPD overtime and an adjustment to the NYSLERS pension amount.
- Increase in Professional Services costs of \$32.0 million mainly as a result of revised timing from 2017 of MTA initiatives such as EAM and Procurement consolidation combined with the UWB-CBTC pilot and higher 2 Broadway management fees.
- Reimbursable Overhead reflects a decrease of \$21.8 million due to non-labor cost recovery re-assigned to the Professional Services category.

2019, 2020 and 2021: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

- Other Operating revenues in 2019 through 2021 are flat when compared to the July Plan.
- Reduced levels of recoverable costs of \$4.7 million, \$5.0 million and \$4.0 million are reflected in the remaining years of the plan and are primarily related to recoverable MTA IT expenses.

Operating Expense Changes

Excluding depreciation and post-employment benefits increases, of \$8.1 million in 2019 and \$7.6 million in 2020, and \$2.5 million in 2021 are shown when compared to the July Plan.

Major generic category changes include:

- Higher Payroll of approximately \$3.1 million in all years results from the additional positions at Headquarters.
- Revised overtime expenses result in a \$0.7 million annual increase in 2019 and 2020 with a \$0.4 million increase in 2021.
- Higher Fringe benefit costs of \$2.3 million in 2019, \$2.4 million in 2020 and \$2.3 million in 2021 are a result of the additional positions, higher MTAPD overtime and an adjustment to the NYSLERS pension amount.
- Higher Professional Services of \$2.4 million in 2019, \$1.8 million in 2020 result from timing shift of EMS costs from 2017 and higher 2 Broadway management fees. Professional services in 2021 are lower by \$2.9 million partially as a result of revised inflation rates.
- Reimbursable Overhead reflects a decrease of \$27.9 million in 2019, \$28.5 million in 2020 and \$29.2 million in 2021 due to non-labor cost recovery re-assigned to the Professional Services category.

MTA HEADQUARTERS
November Financial Plan 2018-2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2017	2018	2019	2020	2021
July Financial Plan - Cash Surplus/(Deficit)	(\$627.995)	(\$466.254)	(\$507.609)	(\$509.399)	(\$546.600)
Baseline Changes					
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Rental Income	(1.190)	-	-	-	-
Advertising Revenue	-	-	-	-	-
Other	(4.679)	5.900	-	-	-
Total Other Operating Revenue	(5.870)	5.900	-	-	-
Capital and Other Reimbursement	-	-	-	-	-
Total Revenue Changes	(\$5.870)	\$5.900	\$0.000	\$0.000	\$0.000
Expenses					
<i>Labor:</i>					
Payroll	\$1.945	(\$3.033)	(\$3.078)	(\$3.094)	(\$3.155)
Overtime	(4.951)	(0.710)	(0.724)	(0.739)	(0.377)
Health and Welfare	1.615	(0.543)	(0.559)	(0.583)	(0.612)
OPEB Current Payment	0.000	-	-	-	-
Pensions	(0.253)	(1.766)	(1.340)	(1.410)	(1.315)
Other Fringe Benefits	(0.051)	(0.362)	(0.374)	(0.385)	(0.366)
Contribution to GASB Fund	-	-	-	-	-
Reimbursable Overhead	(7.345)	(29.343)	(32.457)	(33.475)	(33.197)
Total Labor Expense Changes	(9.041)	(35.758)	(38.531)	(39.685)	(39.022)
<i>Non-Labor:</i>					
Electric Power	\$0.481	(\$0.563)	(\$0.036)	\$0.085	\$0.098
Fuel	0.107	0.002	(0.006)	(0.116)	(0.124)
Insurance	(0.000)	(0.000)	-	-	-
Claims	(0.700)	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	1.015	(0.782)	0.439	0.414	0.415
Professional Service Contracts	4.247	(10.178)	25.378	26.657	32.054
Materials & Supplies	0.010	0.100	0.096	0.096	0.101
MTA Internal Subsidy	(3.346)	-	-	-	-
Other Business Expenses	0.815	(0.255)	(0.057)	(0.068)	(0.070)
Total Other Business Expenses	(2.531)	(0.255)	(0.057)	(0.068)	(0.070)
Total Non-Labor Expense Changes	\$2.629	(\$11.677)	\$25.816	\$27.068	\$32.473
Gap Closing Expenses :					
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	(\$6.412)	(\$47.434)	(\$12.716)	(\$12.617)	(\$6.549)
Depreciation					
Depreciation	\$11.117	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	-	-	-	-	-
GASB 68 Pension Expense Adjustment	-	0.833	0.452	0.510	0.446
Total Expense Changes	\$4.706	(\$46.601)	(\$12.264)	(\$12.107)	(\$6.103)
Cash Adjustment Changes					
Revenue Adjustments	(\$6.600)	(\$133.595)	\$67.314	(\$34.249)	(\$35.207)
Expense Adjustments	81.128	(19.446)	(6.059)	(24.412)	(9.390)
Total Cash Adjustment Changes	\$74.527	(\$153.041)	\$61.255	(\$58.660)	(\$44.597)
Total Baseline Changes	\$73.363	(\$193.742)	\$48.992	(\$70.767)	(\$50.700)
November Financial Plan - Cash Surplus/(Deficit)	(\$554.632)	(\$659.996)	(\$458.617)	(\$580.166)	(\$597.300)

MTA HEADQUARTERS
November Financial Plan 2018-2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2017	2018	2019	2020	2021
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	-	-	-	-	-
Rental Income	-	-	-	-	-
Advertising Revenue	-	-	-	-	-
Other	-	-	-	-	-
Total Other Operating Revenue	-	-	-	-	-
<u>Capital and Other Reimbursement</u>	<u>(6.639)</u>	<u>(7.522)</u>	<u>(4.665)</u>	<u>(5.015)</u>	<u>(4.027)</u>
Total Revenue Changes	(\$6.639)	(\$7.522)	(\$4.665)	(\$5.015)	(\$4.027)
Expenses					
Labor:					
Payroll	\$0.317	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	(1.628)	-	-	-	-
Health and Welfare	0.091	-	-	-	-
OPEB Current Payment	-	-	-	-	-
Pensions	(0.005)	-	-	-	-
Other Fringe Benefits	0.047	-	-	-	-
<u>Reimbursable Overhead</u>	<u>7.345</u>	<u>29.343</u>	<u>32.457</u>	<u>33.475</u>	<u>33.197</u>
Total Labor Expense Changes	\$6.168	\$29.343	\$32.457	\$33.475	\$33.197
Non-Labor:					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.008	0.000	0.000	0.000	0.000
Professional Services	0.437	(21.822)	(27.793)	(28.461)	(29.171)
Materials & Supplies	-	-	-	-	-
MTA Internal Subsidy	-	-	-	-	-
<u>Total Other Business Expenses</u>	<u>0.026</u>	<u>0.001</u>	<u>0.001</u>	<u>0.001</u>	<u>0.001</u>
Total Non-Labor Expense Changes	\$0.471	(\$21.821)	(\$27.791)	(\$28.460)	(\$29.170)
Gap Closing Expenses :					
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$6.639	\$7.522	\$4.665	\$5.015	\$4.027
Depreciation					
OPEB Liability Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
GASB 68 Pension Expense Adjustment	-	-	-	-	-
Total Expense Changes	\$6.639	\$7.522	\$4.665	\$5.015	\$4.027
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 2018-2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON REIMBURSABLE/REIMBURSABLE

	2017	2018	2019	2020	2021
July Financial Plan - Cash Surplus/(Deficit)	(\$627.995)	(\$466.254)	(\$507.609)	(\$509.399)	(\$546.600)
Baseline Changes					
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Rental Income	(1.190)	-	-	-	-
Advertising Revenue	-	-	-	-	-
Other	(4.679)	5.900	-	-	-
Total Other Operating Revenue	(5.870)	5.900	-	-	-
Capital and Other Reimbursement	(6.639)	(7.522)	(4.665)	(5.015)	(4.027)
Total Revenue Changes	(\$12.509)	(\$1.622)	(\$4.665)	(\$5.015)	(\$4.027)
Expenses					
Labor:					
Payroll	\$2.262	(\$3.033)	(\$3.078)	(\$3.094)	(\$3.155)
Overtime	(6.579)	(0.710)	(0.724)	(0.739)	(0.377)
Health and Welfare	1.706	(0.543)	(0.559)	(0.583)	(0.612)
OPEB Current Payment	0.000	-	-	-	-
Pensions	(0.259)	(1.766)	(1.340)	(1.410)	(1.315)
Other Fringe Benefits	(0.004)	(0.362)	(0.374)	(0.385)	(0.366)
Contribution to GASB Fund	-	-	-	-	-
Reimbursable Overhead	0.000	0.000	(0.000)	0.000	(0.000)
Total Labor Expense Changes	(\$2.873)	(\$6.414)	(\$6.075)	(\$6.210)	(\$5.825)
Non-Labor:					
Electric Power	\$0.481	(\$0.563)	(\$0.036)	\$0.085	\$0.098
Fuel	0.107	0.002	(0.006)	(0.116)	(0.124)
Insurance	(0.000)	(0.000)	-	-	-
Claims	(0.700)	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	1.023	(0.782)	0.440	0.414	0.415
Professional Services	4.684	(32.001)	(2.414)	(1.804)	2.883
Materials & Supplies	0.010	0.100	0.096	0.096	0.101
MTA Internal Subsidy	(3.346)	-	-	-	-
Other Business Expenses	0.842	(0.254)	(0.056)	(0.066)	(0.069)
Total Other Business Expenses	(3.346)	-	-	-	-
Total Non-Labor Expense Changes	\$3.100	(\$33.498)	(\$1.976)	(\$1.392)	\$3.303
Gap Closing Expenses :					
Total Gap Closing Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.227	(\$39.912)	(\$8.051)	(\$7.602)	(\$2.521)
Depreciation	\$11.117	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	-	-	-	-	-
GASB 68 Pension Expense Adjustment	-	0.833	0.452	0.510	0.446
Total Expense Changes	\$11.345	(\$39.079)	(\$7.599)	(7.091)	(2.076)
Cash Adjustment Changes					
Revenue Adjustments	(\$6.600)	(\$133.595)	\$67.314	(\$34.249)	(\$35.207)
Expense Adjustments	81.128	(19.446)	(6.059)	(24.412)	(9.390)
Total Cash Adjustment Changes	\$74.527	(\$153.041)	\$61.255	(\$58.660)	(\$44.597)
Total Baseline Changes	\$73.364	(\$193.742)	\$48.992	(\$70.767)	(\$50.700)
November Financial Plan - Cash Surplus/(Deficit)	(\$554.631)	(\$659.996)	(\$458.617)	(\$580.166)	(\$597.300)

MTA HEADQUARTERS
NOVEMBER FINANCIAL PLAN 2018 - 2021
Summary of Major Plan-to-Plan Changes

2017: November Financial Plan vs. July Financial Plan

Revenue Changes

Other operating revenues are projected to decrease from the July Plan by \$12.5 million due to: Rental income projected to be unfavorable by \$1.2 million; Other Revenues projected to decrease by \$4.7 million primarily from the timing of grant reimbursement for grade crossing work at the commuter rails; and lower recoverable revenue of \$6.6 million primarily related to recoverable MTA IT expenses.

Expense Changes

Total accrued expenses decreased by \$11.3 million in 2017 from the July Plan.

Major changes include:

Unfavorable

- Funding for Priority Initiatives of \$6.3 million.
- Headquarters support costs resulting from the Amtrak/LIRR emergency repair work of \$6.0 million.
- MTAPD increases of \$3.8 million in overtime wages to reflect the higher levels of coverage throughout the MTA region. An additional \$0.1 million increase provides for the start in hiring of additional sworn command staff and civilian investigators to increase control and accountability.
- Change in staffing levels, primarily in support of Priority Initiatives, net an increase of \$0.9 million in 2017.
- A pilot program to use ultra-wideband for communications based train control (UWB-CBTC) of \$10.0 million.

Favorable

- Downward re-estimate of current year spending needs of \$5.0 million throughout Headquarters.
- Lower Payroll and Health & welfare costs of \$4.0 million due to higher vacancy levels than predicted in July Plan.
- Timing of work being performed for the MTA EAM initiative, consolidation of the Procurement function and commuter railroad grade crossing work shift a net of \$20.7 million into subsequent years of the plan.

Cash Adjustments

Cash adjustments are favorable by \$74.5 million compared to the July Financial Plan primarily due to:

- Advertising revenues reduced by \$6.8 million as a result of a correction from the July Financial Plan

- BRPs of \$7.0 million as discussed in detail in the BRP section.
- A re-examination of Operating Capital needs resulted in a reduction of \$14.0 million in MTA IT needs and a shift of \$56.9 million in MTA IT and MTAPD project costs into subsequent years of the plan.

2018: November Financial Plan vs. July Financial Plan

Revenue Changes

Other operating revenues are projected to decrease from the July Financial Plan by \$1.6 million from reduced levels of recoverable costs of \$7.5 million, which are partially off-set by the timing of \$5.9 million of grant funding for reimbursement of grade crossing work at the commuter rails

Expense Changes

Total expenses are projected to increase by \$39.1 million.

Major changes include:

Unfavorable

- Revised Payroll of \$3.0 million reflects the additional 34 positions at Headquarters.
- Revised overtime and benefits expenses result in a \$1.0 million increase to address increased MTA PD patrolling needs.
- Higher Fringe benefit costs of \$2.7 million are a result of the additional positions, higher MTAPD overtime and an adjustment to the NYSLERS pension amount.
- Increase in Professional Services costs of \$32.0 million mainly as a result of revised timing from 2017 of MTA initiatives such as EAM and Procurement consolidation combined with the UWB-CBTC pilot and higher 2 Broadway management fees.

Cash Adjustments

- Cash adjustments are unfavorable by \$153.0 million mainly due timing of MTAIT and MTAPD Operating Capital requirements from 2017 of \$10.5 million, lower Advertising revenue adjustment of \$33.0 million and a shift into 2019 of \$100.6 million in assumed recovery for MTA relocation expenses.

2019, 2020 and 2021: November Financial Plan vs. July Financial Plan

Revenue Changes

Other operating revenues are flat from the July Financial and reduced levels of recoverable costs of \$4.7 million, \$5.0 million and \$4.0 million are reflected in the remaining years of the plan and are primarily related to recoverable MTA IT expenses.

Expense Changes

Expenses increase by \$7.6 million in 2019, \$7.1 million in 2020 and \$2.1 million in 2021.

Major changes include:

- Higher Payroll of approximately \$3.1 million in all years results from the additional positions at Headquarters.
- Revised overtime expenses result in a \$0.7 million annual increase in 2019 and 2020 with a \$0.4 million increase in 2021.
- Higher Fringe benefit costs of \$2.3 million in 2019, \$2.4 million in 2020 and \$2.3 million in 2021 are a result of the additional positions, higher MTAPD overtime and an adjustment to the NYSLERS pension amount.
- Higher Professional Services of \$2.4 million in 2019, \$1.8 million in 2020 result from timing shift of EMS costs from 2017 and higher 2 Broadway management fees. Professional services in 2021 are lower by \$2.9 million partially as a result of revised inflation rates.

Cash Adjustments

- Cash adjustments are favorable by \$61.3 million in 2019 mainly due timing of \$100.6 million in assumed recovery for MTA relocation expenses somewhat offset by MTAIT Operating Capital requirements from 2017 and lower Advertising revenue adjustment of \$33.3 million.
- Cash adjustments in 2020 and 2021 are unfavorable by \$58.7 million and \$44.6 million respectively primarily as a result of the lower advertising revenue and shift in operating capital spending.

2017 – 2020: November Financial Plan vs. February Financial Plan

Major Operating Revenues Changes

- Rental Revenue is unfavorable by \$1.7 million in 2017 and \$0.5 million in 2018 due to revised Agency and Headquarters occupancy levels at 2 Broadway.
- Other Revenues reflect a shift of \$5.9 million in grant funding for commuter rail grade crossing work from 2017 to 2018 and higher Transit Museum sales revenue in all years. Additionally, higher revenues begin in 2019 from anticipated leasing of space on MTAPD radio towers.
- Capital and Other Reimbursements reflect decreased levels of recoverable work in all years when compared to the February Financial Plan.
- Cash advertising revenues decline from the Adopted Budget primarily recognizing the revised advertising contract.

Major Operating Expense Changes

- Payroll expenses between the February Financial Plan and the November Plan capture the need for increased levels of employees in key areas, including the consolidation of the Procurement function. Offsetting reductions were captured by a re-examination of vacancy rates across all of Headquarters' functional areas.
- Overtime expenses increase when compared to the February Financial Plan. In all years, adjustments were made for the MTAPD to address backfill and security coverage issues. The impact of additional Police coverage during the Amtrak/LIRR emergency repair work is reflected in the 2017 November Financial Plan. An adjustment was made within MTA IT to correct overtime expenses that were being captured in Payroll.
- Fringe Benefits reflect the changes in Payroll and Overtime as well as higher NYSLERS and MTADB costs and revised medical insurance costs.
- Changes in Electric and Fuel costs are primarily driven by rate changes between Plans.
- Lower Maintenance and Other Operating Contracts when compared to the Adopted Budget reflect the impact of a Headquarters BRP that eliminated the EAM contingency fund.
- Lower Professional Services in the 2017 November Financial Plan when compared to the February Financial Plan result from shifting of projects previously described into subsequent years offset by increases to support Priority Initiatives. Increases in 2018 and beyond reflect the shift from 2017 as well as support for employee sleep apnea testing, higher marketing costs and funding for MTA IT projects.
- Internal subsidy reflects support for the reduced truck toll program at the Verrazano-Narrows Bridge during the Amtrak/LIRR emergency repair work.

MTA HEADQUARTERS
November Financial Plan 2018-2021
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE	2017	2018	2019	2020	2021
July Financial Plan - Cash Surplus/(Deficit)	(\$627.995)	(\$466.254)	(\$507.609)	(\$509.399)	(\$546.600)
Non-Reimbursable Major Changes					
Revenue					
Change in Rental income	(\$1.190)	\$0.000	\$0.000	\$0.000	\$0.000
Timing of grant funding for LIRR/MNR grade crossing work	(5.900)	5.900	-	-	-
<u>All Other Changes</u>	1.220	-	-	-	-
Sub-Total Non-Reimbursable Revenue Changes	(\$5.870)	\$5.900	\$0.000	\$0.000	\$0.000
Expenses					
Additional Genius challenge needs	(\$1.500)	\$0.000	\$0.000	\$0.000	\$0.000
Higher 2 Broadway Management fees	(0.406)	(1.625)	(1.625)	(1.625)	(1.625)
Total Amtrak/Penn Station	(6.031)	-	-	-	-
Revised Claims activity	(0.700)	-	-	-	-
Legal fees Hudson Yard Diesel Disputes	(1.683)	(1.000)	-	-	-
Madison Ave expense re-forecast	(1.733)	(1.335)	-	-	-
Transfer of Telecom/Mobile Device Positions from NYCT	(0.124)	(0.258)	(0.265)	(0.272)	(0.280)
MTAPD Night Differential	(0.565)	-	-	-	-
Re-estimate of MTAPD Overtime	(3.782)	(1.040)	(1.070)	(1.104)	(0.568)
Electric Rate Change	-	(0.026)	(0.036)	0.085	0.098
Fuel Rate Change	-	0.002	(0.006)	(0.116)	(0.124)
CPI-U Change	-	1.351	2.105	2.004	2.025
Timing of Purchases to outfit new MTAPD District 2 Office	0.102	(0.102)	-	-	-
Timing of LIRR/MNR grade crossing work	9.802	(9.802)	-	-	-
Timing of EAM, EMS and Procurement Consolidation costs	16.769	(7.756)	(4.507)	(4.507)	-
Transfer of HQ positions to Capital Construction	0.157	0.649	0.664	0.680	0.696
Adjustment to NYSLERS Pension expenses	-	(0.833)	(0.452)	(0.469)	(0.479)
Reduction in BSC training costs	0.025	0.025	0.026	0.026	0.026
Revised IT outside lease needs	0.322	1.282	1.312	1.348	1.384
Lower EAM wireless device maintenance	0.350	-	-	-	-
Revised IT MTA Bus recovery offset	1.197	1.447	1.496	1.549	1.686
Lower 2017 Spending	5.000	-	-	-	-
Change in Reimbursable Overhead	(7.384)	(7.697)	(4.794)	(4.993)	(4.007)
BSC Positions to support Subway Action Plan	(0.160)	(0.648)	(0.667)	(0.686)	(0.707)
Excelsior Position for Chief Operating Officer	(0.022)	(0.087)	(0.058)	-	-
Governor's NYCT Reorganization efforts	(4.800)	-	-	-	-
Chief Development Officer	(0.472)	(2.835)	(2.894)	(2.328)	(2.391)
Pilot Program: Ultrawide Band / CBTC	(10.000)	(15.000)	-	-	-
EAM Positions	(0.095)	(0.386)	(0.397)	(0.407)	(0.418)
Executive Vice President	(0.042)	(0.308)	(0.316)	(0.324)	(0.332)
Increase in MTA Police staffing	(0.126)	(1.240)	(1.081)	(1.120)	(1.155)
NTSB Risk Assessment	(0.200)	-	-	-	-
Change in Depreciation	11.117	-	-	-	-
Change in GASB 68	-	0.833	0.452	0.510	0.446
<u>All other</u>	(0.311)	(0.213)	(0.152)	(0.358)	(0.377)
Sub-Total Non-Reimbursable Expense Changes	4.706	(46.601)	(12.264)	(12.107)	(6.103)
Total Non-Reimbursable Major Changes	(\$1.164)	(\$40.701)	(\$12.264)	(\$12.107)	(\$6.103)
Reimbursable Major Changes					
<u>Capital and Other Reimbursement</u>	(\$6.639)	(\$7.522)	(\$4.665)	(\$5.015)	(\$4.027)
Sub-Total Reimbursable Revenue Changes	(\$6.639)	(\$7.522)	(\$4.665)	(\$5.015)	(\$4.027)
<u>Change in Reimbursable expenses</u>	6.639	7.522	4.665	5.015	4.027
Sub-Total Reimbursable Expense Changes	\$6.639	\$7.522	\$4.665	\$5.015	\$4.027
Total Reimbursable Major Changes	\$0.000	(\$0.000)	\$0.000	(\$0.000)	(\$0.000)
Total Accrual Changes	(\$1.164)	(\$40.701)	(\$12.264)	(\$12.107)	(\$6.103)
Cash Adjustment Changes					
Change in Advertising Revenue	(\$6.809)	(\$32.999)	(\$33.282)	(\$34.248)	(\$35.207)
Timing of Recovery of MTA relocation costs	-	(100.596)	100.596	-	-
BRP - MTA IT	7.066	-	-	-	-
Revised level of MTA IT Operating Capital needs	14.029	-	-	-	-
Revised Timing of Operating Capital Needs	56.825	(10.498)	(5.594)	(23.895)	(8.420)
<u>All Other Cash Adjustments</u>	3.416	(8.948)	(0.465)	(0.517)	(0.970)
Total Cash Adjustment Changes	\$74.527	(\$153.041)	\$61.255	(\$58.660)	(\$44.597)
Total Baseline Changes	\$73.364	(\$193.742)	\$48.992	(\$70.767)	(\$50.700)
November Financial Plan - Cash Surplus/(Deficit)	(\$554.631)	(\$659.996)	(\$458.617)	(\$580.166)	(\$597.300)

MTA HEADQUARTERS
November Financial Plan 2018-2021
2017 Budget Reduction Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2017	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021
Administration										
Reduction in BSC training costs (Nov Plan)		0.025		0.025		0.026		0.026		0.027
MTA IT (Nov Plan)		7.066		0.000		0.000		0.000		0.000
EAM Contingency (July Plan)	-	16.078	-	10.442	-	12.372	-	12.817	-	17.185
Vacancy Savings (July Plan)	-	1.400	-	2.765	-	2.823	-	2.329	-	2.398
Marketing Headcount Reduction (July Plan)	1	0.092	1	0.093	1	0.096	1	0.099	1	0.102
Real Estate Headcount Reduction (July Plan)	<u>1</u>	<u>0.062</u>	<u>1</u>	<u>0.111</u>	<u>0</u>	<u>0.114</u>	<u>1</u>	<u>0.117</u>	<u>1</u>	<u>0.120</u>
<i>Subtotal Administration</i>	2	24.723	2	13.436	1	15.431	2	15.388	2	19.832
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
Service/Service Support										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Sub-Total Service/Service Support</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Maintenance/Operations										
IT Reduced Maintenance (July Plan)	-	1.603	-	1.635	-	1.668	-	1.701	-	1.735
<i>Subtotal Maintenance</i>	-	1.603	-	1.635	-	1.668	-	1.701	-	1.735
Revenue Enhancement										
Transit Museum Additional Revenue (July Plan)	-	0.167	-	0.821	-	0.837	-	0.852	-	0.868
<i>Subtotal Revenue Enhancement</i>	-	0.167	-	0.821	-	0.837	-	0.852	-	0.868
Safety/ Security										
MTA PD - Higher Tower Revenue (July Plan)	-	0.000	-	0.000	-	0.500	-	0.500	-	0.500
MTA PD - Other Expense Reductions (July Plan)	-	0.806	-	0.756	-	0.779	-	0.816	-	0.828
MTA PD - Headcount Reduction (July Plan)	<u>1</u>	<u>0.086</u>	<u>1</u>	<u>0.087</u>	<u>1</u>	<u>0.089</u>	<u>1</u>	<u>0.092</u>	<u>1</u>	<u>0.095</u>
<i>Subtotal Safety</i>	1	0.892	1	0.843	1	1.368	1	1.408	1	1.423
Enterprise Asset Management										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Sub-Total Enterprise Asset Management</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
All Other										
HQ Expense Reduction (July Plan)	-	0.944	-	0.650	-	0.665	-	0.682	-	0.700
<i>Subtotal Other</i>	-	0.944	-	0.650	-	0.665	-	0.682	-	0.700
Agency Submission	3	28.329	3	17.385	2	19.969	3	20.031	3	24.558

**MTA HEADQUARTERS
November Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Administration

Program: Reduction in BSC training costs

Background Details:	The BSC has identified \$25,000 in savings from the Training Budget.
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Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2018	When will savings begin?:	1/1/2018
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>	\$0.025	\$0.025	\$0.026	\$0.026	\$0.027
Net Cash Savings (in millions)	\$0.025	\$0.025	\$0.026	\$0.026	\$0.027
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA HEADQUARTERS
November Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Administration

Program: MTA IT

Background Details:	MTA IT has utilized existing funding for PeopleSoft Update Manager (PUM) related operating costs
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Program Description/ Implementation Plan:			
Program Implementation Date:	8/1/2017	When will savings begin?:	8/1/2017
		Are these savings recurring?:	NO
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>	\$7.066	\$0.000	\$0.000	\$0.000	\$0.000
Net Cash Savings (in millions)	\$7.066	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA HEADQUARTERS
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Administrative
Program: EAM Contingency

Background Details:	EAM Contingency Elimination
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Program Description/ Implementation Plan:	Elimination of EAM contingency funding at MTA HQ
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Program Implementation Date:	07/01/17	When will savings begin?:	07/01/17
		Are these savings recurring?	Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating)</i>	\$16.078	\$10.442	\$12.372	\$12.817	\$17.185
Net Cash Savings (in millions)	\$16.078	\$10.442	\$12.372	\$12.817	\$17.185
<i>Total Positions Required: (List specific titles of positions)</i>	0	0	0	0	0

**MTA HEADQUARTERS
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Administrative
Program: Vacancy Savings

Background Details:	Multiple Vacancy Savings			
Program Description/ Implementation Plan:	Additional vacancy savings identified for MTA Police, Headquarters and the Business Service Center.			
Program Implementation Date:	07/01/17	When will savings begin?:	07/01/17	
		Are these savings recurring?	Yes	
Other Issues:				

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating)</i>	\$1.400	\$2.765	\$2.823	\$2.329	\$2.398
Net Cash Savings (in millions)	\$1.400	\$2.765	\$2.823	\$2.329	\$2.398
<i>Total Positions Required: (List specific titles of positions)</i>	0	0	0	0	0

MTA HEADQUARTERS
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Worksheet

Category by Function: Administrative
Program: Marketing Headcount Reduction

Background Details:	Elimination of Administrative Assistant Position
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Program Description/ Implementation Plan:	Elimination of administrative assistant position.
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Program Implementation Date:	07/01/17	When will savings begin?:	07/01/17
		Are these savings recurring?	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating)</i>	\$0.092	\$0.093	\$0.096	\$0.099	\$0.102
Net Cash Savings (in millions)	\$0.092	\$0.093	\$0.096	\$0.099	\$0.102
<i>Total Positions Required: (List specific titles of positions)</i>	1	1	1	1	1

MTA HEADQUARTERS
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Worksheet

Category by Function: Administrative
Program: Real Estate Headcount Reduction

Background Details:	Elimination of Sr Manager Position
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Program Description/ Implementation Plan:	Elimination of Sr Manager position
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Program Implementation Date:	07/01/17	When will savings begin?:	07/01/17
		Are these savings recurring?	Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating)</i>	\$0.062	\$0.111	\$0.114	\$0.117	\$0.120
Net Cash Savings (in millions)	\$0.062	\$0.111	\$0.114	\$0.117	\$0.120
<i>Total Positions Required: (List specific titles of positions)</i>	1	1	1	1	1

**MTA HEADQUARTERS
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: IT Reduced Maintenance

Background Details:	IT Reduced Maintenance Expenses		
Program Description/ Implementation Plan:	Lower expected maintenance expenses.		
Program Implementation Date:	07/01/17	When will savings begin?:	07/01/17
		Are these savings recurring?	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating)</i>	\$1.603	\$1.635	\$1.668	\$1.701	\$1.735
Net Cash Savings (in millions)	\$1.603	\$1.635	\$1.668	\$1.701	\$1.735
<i>Total Positions Required: (List specific titles of positions)</i>	0	0	0	0	0

**MTA HEADQUARTERS
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Revenue Enhancement
Program: Transit Museum Additional Revenue

Background Details:	Additional Revenue/Staffing and Pop-up shops			
Program Description/ Implementation Plan:	Additional pop-up shop opportunities including the Fulton Center and adjacent to the 2 Broadway building. Contingent staffing increase will result in significant revenue increases.			
Program Implementation Date:	07/01/17	When will savings begin?:	07/01/17	
		Are these savings recurring?	Yes	
Other Issues:				

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating)</i>	\$0.167	\$0.821	\$0.837	\$0.852	\$0.868
Net Cash Savings (in millions)	\$0.167	\$0.821	\$0.837	\$0.852	\$0.868
<i>Total Positions Required: (List specific titles of positions)</i>	0	0	0	0	0

**MTA HEADQUARTERS
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Security
Program: MTA PD - Higher Tower Revenue

Background Details:	Rental Revenue
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Program Description/ Implementation Plan:	Leasing of space on MTAPD Radio towers will result in increased revenue.
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Program Implementation Date:	2019	When will savings begin?:	2019
		Are these savings recurring?	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
Financial Impact (Operating)	\$0.000	\$0.000	\$0.500	\$0.500	\$0.500
Net Cash Savings (in millions)	\$0.000	\$0.000	\$0.500	\$0.500	\$0.500
<hr/>					
Total Positions Required: (List specific titles of positions)	0	0	0	0	0

MTA HEADQUARTERS
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Worksheet

Category by Function: Security
Program: MTA PD - Other Expense Reductions & Headcount Reduction

Background Details: Headcount Reduction and Operating Cost Reductions

Program Description/ Implementation Plan: The department identified areas where reductions could be made without disrupting the ability to maintain operations. These reductions are taken from Maintenance and Other Operating Contracts, Professional Service Contracts and Other Business expenses. There is also an elimination of 1 analyst position.

Program Implementation Date: 07/01/17 **When will savings begin?:** 07/01/17
Are these savings recurring? Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating)</i>	\$0.892	\$0.843	\$1.368	\$1.408	\$1.422
Net Cash Savings (in millions)	\$0.892	\$0.843	\$1.368	\$1.408	\$1.422
<i>Total Positions Required: (List specific titles of positions)</i>	1	1	1	1	1

MTA HEADQUARTERS
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Worksheet

Category by Function: Other
Program: Various

Background Details:	HQ Expense Reduction
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Program Description/ Implementation Plan:	Various expense reductions throughout MTA HQ administrative departments
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Program Implementation Date:	07/01/17	When will savings begin?:	07/01/17
		Are these savings recurring?	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating)</i>	\$0.944	\$0.650	\$0.665	\$0.682	\$0.700
Net Cash Savings (in millions)	\$0.944	\$0.650	\$0.665	\$0.682	\$0.700
<i>Total Positions Required: (List specific titles of positions)</i>	0	0	0	0	0

**MTA HEADQUARTERS
2018 Final Proposed Budget
November Financial Plan 2018 - 2021
Positions**

POSITION ASSUMPTIONS

2017-2021: November Financial Plan vs. July Financial Plan

Total baseline positions are projected to increase by 34 positions.

Administration (25 positions)

- The addition of eight BSC new need positions to support the Subway Action Plan initiative.
- Three positions to support Enterprise Asset Management project management at Headquarters.
- Two Chief Operating Officer positions. One of these position is an Excelsior position for a period of two years.
- Thirteen positions within the Chief Development Officer's organization to manage the work that results from the MTA Genius Challenge, increased advertising and planning needs.
- Two MTA IT positions transferred from NYCT.
- Two positions transferred to Capital Construction.
- One Procurement position transferred to LIRR.

Public Safety/MTAPD (9 positions)

- Nine positions for MTA Police.

The net increase of 34 positions by function included 25 in Administration and 9 in Public Safety.

Position changes by occupational group are: Managers/Supervisors increase by 20 positions, Professional, Technical, Clerical positions increase by 14 positions in 2017.

Year over Year

2018 over 2017

In 2018, total headcount increases by 4 positions to 3,130 positions due to the addition of 4 non-reimbursable Information Technology positions. Non-reimbursable positions are 2,991 in 2018, and reimbursable positions are 139. Occupational group increases include 4 positions for Professional, Technical, and Clerical to 1,825 positions. Managers/Supervisors remain at 680 positions and Operational Hourlies remain at 625 positions.

2019 over 2018

In 2019, total headcount increases by 23 positions to 3,153 positions mainly due to the addition of 4 non-reimbursable Information Technology positions and the hiring of 20 additional Police Officers for East Side Access offset by the reduction of an Excelsior position. Non-reimbursable positions are 3,014 in 2019, and reimbursable positions remain unchanged at 139. Occupational group increases include 3 positions for Professional, Technical, and Clerical to 1,828 positions. Managers/Supervisors remain unchanged at 680 positions and Operational Hourlies increase by 20 positions to 645 positions.

2020 over 2019

In 2020, headcount increases by 54 non-reimbursable positions due to the MTAPD hiring plan for East Side Access that anticipates a projected opening in 2022. Total non-reimbursable headcount increases to 3,068 positions while reimbursable positions remain unchanged at 139. Operational Hourly positions increase by 39 positions to 684, Managers/Supervisors increase by 14 to 694 and Professional, Technical, Clerical increase by 1 to 1,829.

2021 over 2020

In 2021, headcount increases by 10 non-reimbursable positions due to the MTAPD hiring plan for East Side Access that anticipates a projected opening in 2022 offset by a reduction of 6 IT positions. Total non-reimbursable headcount increases to 3,080 positions while reimbursable positions remain unchanged at 139. Operational Hourly positions increase by 16 positions to 700 while Managers/Supervisors decrease by 3 to 691 and Professional, Technical, Clerical decrease by 3 to 1,826.

MTA HEADQUARTERS					
November Financial Plan 2018-2021					
Favorable/(Unfavorable)					
Total Position Changes at a Glance					
	2017	2018	2019	2020	2021
2017 July Plan - Total Baseline Positions	3,092	3,096	3,120	3,174	3,184
Total Plan-to-Plan Changes	(34)	(34)	(33)	(33)	(33)
2017 November Plan - Total Baseline Positions	3,126	3,130	3,153	3,207	3,217
Total Year-to-Year Changes, November Plan		(4)	(23)	(54)	(10)

Total Plan-to-Plan Changes by Reporting Category:					
<i>Non-Reimbursable</i>	(34)	(34)	(33)	(33)	(33)
<i>Reimbursable</i>	0	0	0	0	0
Total	(34)	(34)	(33)	(33)	(33)
<i>Full-Time</i>	(34)	(34)	(33)	(33)	(33)
<i>Full-Time Equivalents</i>	-	-	-	-	-
Total	(34)	(34)	(33)	(33)	(33)
<i>By Function Category</i>					
- Administration	(25)	(25)	(24)	(24)	(24)
- Operations	-	-	-	-	-
- Maintenance	-	-	-	-	-
- Engineering/Capital	-	-	-	-	-
- Public Safety	(9)	(9)	(9)	(9)	(9)
Total	(34)	(34)	(33)	(33)	(33)
<i>By Occupational Group</i>					
- Managers/Supervisors	(31)	(31)	(31)	(31)	(31)
- Professional, Technical, Clerical	(13)	(13)	(13)	(13)	(13)
- Operational Hourlies	10	10	10	10	10
Total	(34)	(34)	(34)	(34)	(34)

Total Plan-to-Plan Changes by Major Category:					
<i>2017 BRPs</i>					
<i>New Needs</i>	(35)	(35)	(34)	(34)	(34)
<i>Change in Reimbursable Positions</i>					
<i>Re-estimates & All Other (xfer from agencies)</i>	1	1	1	1	1
Total	(34)	(34)	(33)	(33)	(33)

¹ Includes Full-time Equivalents

MTA HEADQUARTERS
November Financial Plan 2018-2021
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2016 Actual	2017 November Forecast	2018 Final Proposed Budget	2019	2020	2021
Administration						
Office of Chairman	4	4	4	4	4	4
Govt Affairs & Community Relat	0	1	1	1	1	1
Agency Operations & Initiative	2	1	1	1	1	1
Chief Safety Officer	5	12	12	12	12	12
Office of Counselor to the Chairman	2	2	2	2	2	2
Office of Chief of Staff	6	7	7	7	7	7
Federal Affairs	1	1	1	1	1	1
Intergovernmental Relations	5	5	5	5	5	5
Spec. Project Develop/Planning	6	8	8	8	8	8
Corporate Account	0	2	2	2	2	2
Human Resources	21	34	34	34	34	34
PCAC	5	5	5	5	5	5
Chief Operating Officer						
Chief Operating Officer	1	4	4	3	3	3
New Fare Payment System	12	21	21	21	21	21
Chief Operating Officer	13	25	25	24	24	24
Labor Relations						
Office of Labor Relations	9	14	14	14	14	14
Labor Relations	9	14	14	14	14	14
General Counsel						
Office of Ded General Counsel	32	37	37	37	37	37
Record Management	2	2	2	2	2	2
General Counsel	34	39	39	39	39	39
Office of Diversity						
Office of Diversity	3	4	4	4	4	4
Office of Civil Rights	13	14	14	14	14	14
Office of Diversity	16	18	18	18	18	18
Corporate & Internal Communications						
Office of DED Corp. Affairs and Comm.	1	2	2	2	2	2
Marketing	8	10	10	10	10	10
Corporate & Internal Communications	9	12	12	12	12	12
Chief Financial Officer						
Office of Chief Financial Officer	4	5	5	5	5	5
Comptroller's Office	21	23	23	23	23	23
Management & Budget	19	23	23	23	23	23
Strategic Initiatives	7	9	9	9	9	9
Chief Financial Officer	51	60	60	60	60	60
Capital Programs						
Environmental, Sustainability & Compliance	5	6	6	6	6	6
Capital Programs	5	6	6	6	6	6

MTA HEADQUARTERS
November Financial Plan 2018-2021
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2016 Actual	2017 November Forecast	2018 Final Proposed Budget	2019	2020	2021
Total MTA HQ, Policy & Oversight	194	256	256	255	255	255
MTA Consolidated Functions						
External Communication	11	15	15	15	15	15
Audit	81	86	86	86	86	86
Office of Diversity - MWDBE/ DBE Contract Inte	14	15	15	15	15	15
Pensions	54	65	65	65	65	65
Occupational Health & Safety	15	30	30	30	30	30
Chief Operating Officer						
Procurement	0	104	104	104	104	104
Information Technology	911	1,131	1,135	1,139	1,139	1,133
Chief Operating Officer	911	1,235	1,239	1,243	1,243	1,237
General Counsel/Compliance						
Compliance	8	11	11	11	11	11
Chief Financial Officer						
Director of Finance	6	6	6	6	6	6
Treasury	18	18	18	18	18	18
Risk and Insurance Management	18	23	23	23	23	23
Real Estate	62	84	84	84	84	84
Chief Financial Officer	104	131	131	131	131	131
Capital Programs						
Office of Capital Programs	1	1	1	1	1	1
Construction Oversight	5	5	5	5	5	5
Federal Policy	0	0	0	0	0	0
Enterprise Asset Management	3	12	12	12	12	12
Capital Program Management	14	14	14	14	14	14
Capital Program Funding	11	13	13	13	13	13
Total Capital Programs	34	45	45	45	45	45
Corporate and Internal Communications						
Internal Communications	2	3	3	3	3	3
Arts for Transit	8	10	10	10	10	10
Transit Museum Operations	10	13	13	13	13	13
Retail Operations	3	5	5	5	5	5
Corporate and Internal Communications	23	31	31	31	31	31
Total MTA Consolidated Functions	1,255	1,664	1,668	1,672	1,672	1,666
Business Service Center	313	324	324	324	324	324
Total Administration Positions	1,762	2,244	2,248	2,251	2,251	2,245
Public Safety	755	882	882	902	956	972
Baseline Total Positions	2,517	3,126	3,130	3,153	3,207	3,217
<i>Non-Reimbursable</i>	2,378	2,987	2,991	3,014	3,068	3,078
<i>Reimbursable</i>	139	139	139	139	139	139
<i>Full-Time</i>	2,517	3,126	3,130	3,153	3,207	3,217
<i>Full-Time Equivalents</i>	-	-	-	-	-	-

MTA HEADQUARTERS
November Financial Plan 2018 - 2021
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Administration						
Managers/Supervisors	417	503	503	503	503	500
Professional/Technical/Clerical	1,345	1,741	1,745	1,748	1,748	1,745
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	1,762	2,244	2,248	2,251	2,251	2,245
Operations						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Operations Headcount	0	0	0	0	0	0
Maintenance						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Maintenance Headcount	0	0	0	0	0	0
Engineering / Capital						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	0	0	0	0	0	0
Public Safety						
Managers/Supervisors	158	177	177	177	191	191
Professional, Technical, Clerical	62	80	80	80	81	81
Operational Hourlies	535	625	625	645	684	700
Total Public Safety Headcount	755	882	882	902	956	972
Total Positions						
Managers/Supervisors	575	680	680	680	694	691
Professional, Technical, Clerical	1,407	1,821	1,825	1,828	1,829	1,826
Operational Hourlies	535	625	625	645	684	700
Total Positions	2,517	3,126	3,130	3,153	3,207	3,217

MTA Headquarters

MTA Headquarters includes four distinct components: Policy & Oversight, MTA Consolidated Functions including Information Technology and Non-Information Technology, the Business Service Center, and MTA Security:

- MTA HQ, Policy & Oversight includes MTA Executive Leadership and policy/oversight functions. All aspects of Administration strive to identify opportunities to streamline expenses and increase efficiencies.
- MTA Consolidated Functions includes areas where savings have been achieved through function consolidations or areas where the work can be more efficiently performed at Headquarters. This Plan includes the consolidation of the Information Technology functions. Future consolidations will include the Procurement and Treasury functions. As MTA consolidates functions across the Agencies, it is likely that the net budget change associated with those functions will increase Headquarters' costs, while staffing and expense levels decrease at a higher level at the Agencies.
- The Business Service Center provides shared back-office financial, payroll, procurement, and human resource services to all agencies.
- Public Safety includes the 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 2017 - 2020
Accrual Statement of Operations By Major Function
(\$ in Millions)

Non-Reimbursable	2017Final Forecast	2018	2019	2020	2021
<u>MTA Consolidated Functions</u>					
Total Revenue	\$6.384	\$5.370	\$5.444	\$5.576	\$5.743
Labor Expenses (non-IT)	34.584	38.306	44.799	45.906	47.043
Labor Expenses (IT Transformation)	140.702	160.222	168.031	172.496	176.459
Non-Labor Expenses (non-IT)	28.145	33.405	10.298	10.088	10.489
Non-Labor Expenses (IT Transformation)	132.609	123.047	119.294	120.664	123.759
Depreciation / OPEB Liability Adjustment (non-IT)	1.078	0.000	0.000	0.000	-
Depreciation / OPEB Liability Adjustment (IT Transformation)	14.790	46.449	52.133	56.146	53.861
Total Expenses	\$351.909	\$401.430	\$394.555	\$405.300	\$411.611
Baseline Deficit	(\$345.525)	(\$396.060)	(\$389.112)	(\$399.723)	(\$405.868)
<u>MTA HQ, Policy & Oversight</u>					
Total Revenue	\$47.615	\$53.484	\$50.007	\$52.007	\$54.088
Labor Expenses	15.284	51.371	53.760	55.458	55.788
Non-Labor Expenses	160.419	124.756	103.961	105.933	103.933
Depreciation / OPEB Liability Adjustment	118.901	106.856	108.614	111.688	111.406
Total Expenses	\$294.604	\$282.983	\$266.335	\$273.079	\$271.127
Baseline Deficit	(\$246.989)	(\$229.499)	(\$216.328)	(\$221.072)	(\$217.039)
<u>Business Service Center</u>					
Total Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Labor Expenses	33.058	33.498	34.428	35.446	36.435
Non-Labor Expenses	8.401	6.741	6.877	7.233	7.436
Depreciation / OPEB Liability Adjustment	-	-	-	-	-
Total Expenses	\$41.460	\$40.239	\$41.305	\$42.679	\$43.871
Baseline Deficit	(\$41.460)	(\$40.239)	(\$41.305)	(\$42.679)	(\$43.871)
<u>Public Safety</u>					
Total Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Labor Expenses	148.231	141.560	144.134	152.011	154.460
Non-Labor Expenses	(\$2.561)	9.368	10.008	12.263	11.955
Depreciation / OPEB Liability Adjustment	8.097	6.002	6.002	4.526	4.506
Total Expenses	\$153.768	\$156.930	\$160.144	\$168.800	\$170.921
Baseline Deficit	(\$153.768)	(\$156.930)	(\$160.144)	(\$168.800)	(\$170.921)

MTA HEADQUARTERS
Total Positions by Function
Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

FUNCTION	2016 Actual	2017 November Forecast	2018 Final Proposed Budget	2019	2020	2021
MTA Consolidated Functions	1,255	1,664	1,668	1,672	1,672	1,666
MTA HQ, Policy & Oversight	194	256	256	255	255	255
Business Service Center	313	324	324	324	324	324
Public Safety	755	882	882	902	956	972
Baseline Total Positions	2,517	3,126	3,130	3,153	3,207	3,217
Non-Reimbursable						
MTA Consolidated Functions	1,148	1,525	1,529	1,533	1,533	1,527
MTA HQ, Policy & Oversight	194	256	256	255	255	255
Business Service Center	313	324	324	324	324	324
Public Safety	755	882	882	902	956	972
	-	-	-	-	-	-
Reimbursable						
MTA Consolidated Functions	107	139	139	139	139	139
MTA HQ, Policy & Oversight	-	-	-	-	-	-
Business Service Center	-	-	-	-	-	-
Public Safety	-	-	-	-	-	-
	-	-	-	-	-	-
<i>Full-Time</i>	2,517	3,126	3,130	3,153	3,207	3,217
<i>Full-Time Equivalents</i>	-	-	-	-	-	-

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**MTA INSPECTOR GENERAL
2018 Final Proposed Budget
November Financial Plan 2018-2021**

Financial Overview

The forecast for the Office of Inspector General for the years 2018-2021 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.

2017 November Forecast

In the 2017 November Forecast a total of \$12.6 million is projected in baseline expenses, compared to \$14.6 million in the 2017 Adopted Budget and \$13.0 million in the 2017 Mid-Year Forecast. The favorable variance is mainly the result of vacancy savings.

2018 Preliminary Budget – Baseline

In the 2018 Final Proposed Budget, a total of \$14.2 million is projected in baseline expenses compared to the same \$14.2 million in the 2018 Preliminary Budget which represents no significant change between plans.

2019-2021 Projections

The forecast for the Office of Inspector General for the years 2019-2021 reflects inflationary growth according to the prevailing guidelines and assumptions.

MTA INSPECTOR GENERAL
November Financial Plan 2018 - 2021
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2016	2017	2018			
	Actual	November Forecast	Final Proposed Budget	2019	2020	2021
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	12.258	12.568	14.177	14.489	14.855	15.225
Total Revenue	\$12.258	\$12.568	\$14.177	\$14.489	\$14.855	\$15.225
Expenses						
<u>Labor:</u>						
Payroll	\$6.934	\$7.309	\$8.421	\$8.590	\$8.762	\$8.937
Overtime	-	-	-	-	-	-
Health and Welfare	1.097	0.928	1.214	1.244	1.303	1.364
OPEB Current Payment	-	-	-	-	-	-
Pensions	0.840	0.728	0.692	0.726	0.753	0.783
Other Fringe Benefits	0.480	0.519	0.585	0.596	0.608	0.620
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$9.351	\$9.484	\$10.912	\$11.156	\$11.426	\$11.704
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.018	0.009	0.032	0.031	0.037	0.040
Insurance	0.008	0.013	0.026	0.028	0.031	0.034
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.615	2.757	2.850	2.911	2.989	3.066
Professional Service Contracts	0.143	0.200	0.238	0.242	0.248	0.254
Materials & Supplies	-	-	-	-	-	-
Other Business Expenses	0.122	0.105	0.119	0.121	0.124	0.127
Total Non-Labor Expenses	\$2.906	\$3.084	\$3.265	\$3.333	\$3.429	\$3.521
<u>Other Expenses Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$12.258	\$12.568	\$14.177	\$14.489	\$14.855	\$15.225
Depreciation				\$0.000	\$0.000	\$0.000
Total Expenses	\$12.258	\$12.568	\$14.177	\$14.489	\$14.855	\$15.225
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
November Financial Plan 2018 - 2021
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2016	2017	2018			
	Actual	November	Final Proposed	2019	2020	2021
		Forecast	Budget			
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	12.258	12.568	14.177	14.489	14.855	15.225
Total Receipts	\$12.258	\$12.568	\$14.177	\$14.489	\$14.855	\$15.225
Expenditures						
<u>Labor:</u>						
Payroll	\$6.934	\$7.309	\$8.421	\$8.590	\$8.762	\$8.937
Overtime	-	-	-	-	-	-
Health and Welfare	1.097	0.928	1.214	1.244	1.303	1.364
OPEB Current Payment	-	-	-	-	-	-
Pensions	0.840	0.728	0.692	0.726	0.753	0.783
Other Fringe Benefits	0.480	0.519	0.585	0.596	0.608	0.620
GASB Account	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$9.351	\$9.484	\$10.912	\$11.156	\$11.426	\$11.704
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.018	0.009	0.032	0.031	0.037	0.040
Insurance	0.008	0.013	0.026	0.028	0.031	0.034
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.615	2.757	2.850	2.911	2.989	3.066
Professional Service Contracts	0.143	0.200	0.238	0.242	0.248	0.254
Materials & Supplies	-	-	-	-	-	-
Other Business Expenses	0.122	0.105	0.119	0.121	0.124	0.127
Total Non-Labor Expenditures	\$2.906	\$3.084	\$3.265	\$3.333	\$3.429	\$3.521
<u>Other Expenditure Adjustments:</u>						
Other - Operating Capital	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$12.258	\$12.568	\$14.177	\$14.489	\$14.855	\$15.225
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
November Financial Plan 2018 - 2021
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2016	2017	2018			
	<u>Actual</u>	<u>November</u>	<u>Final Proposed</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
		<u>Forecast</u>	<u>Budget</u>			
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-	-
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-	-
Pensions	-	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-	-
GASB Account	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-	-
Total Non-Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>						
Other - Operating Capital	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
November Financial Plan 2018 - 2021
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	2017	2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
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	12.568	14.177	1.609	14.489	0.312	14.855	0.366	15.225	0.370
Total Revenue	\$12.568	\$14.177	\$1.609	\$14.489	\$0.312	\$14.855	\$0.366	\$15.225	\$0.370
Expenses									
Labor:									
Payroll	\$7.309	\$8.421	(\$1.112)	\$8.590	(\$0.169)	\$8.762	(\$0.172)	\$8.937	(\$0.175)
Overtime	-	-	-	-	-	-	-	-	-
Health and Welfare	0.928	1.214	(0.286)	1.244	(0.030)	1.303	(0.059)	1.364	(0.061)
OPEB Current Payment	-	-	-	-	-	-	-	-	-
Pensions	0.728	0.692	0.036	0.726	(0.034)	0.753	(0.027)	0.783	(0.030)
Other Fringe Benefits	0.519	0.585	(0.066)	0.596	(0.011)	0.608	(0.012)	0.620	(0.012)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$9.484	\$10.912	(\$1.428)	\$11.156	(\$0.244)	\$11.426	(\$0.270)	\$11.704	(\$0.278)
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.009	0.032	(0.023)	0.031	0.001	0.037	(0.006)	0.040	(0.003)
Insurance	0.013	0.026	(0.013)	0.028	(0.002)	0.031	(0.003)	0.034	(0.003)
Claims	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other	-	-	-	-	-	-	-	-	-
Operating Contracts	2.757	2.850	(0.093)	2.911	(0.061)	2.989	(0.078)	3.066	(0.077)
Professional Service Contracts	0.200	0.238	(0.038)	0.242	(0.004)	0.248	(0.006)	0.254	(0.006)
Materials & Supplies	-	-	-	-	-	-	-	-	-
MTA Internal Subsidy	-	-	-	-	-	-	-	-	-
Other Business Expenses	0.105	0.119	(0.014)	0.121	(0.002)	0.124	(0.003)	0.127	(0.003)
Total Non-Labor Expenses	\$3.084	\$3.265	(\$0.181)	\$3.333	(\$0.068)	\$3.429	(\$0.096)	\$3.521	(\$0.092)
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	\$12.568	\$14.177	(\$1.609)	\$14.489	(\$0.312)	\$14.855	(\$0.366)	\$15.225	(\$0.370)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$12.568	\$14.177	(\$1.609)	\$14.489	(\$0.312)	\$14.855	(\$0.366)	\$15.225	(\$0.370)
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 2018 - 2021
Year-to-Year Changes by Category - Cash Basis
(\$ in millions)

CASH RECEIPTS & EXPENDITURES

	Favorable/(Unfavorable)								
	2017	2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
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	12.568	14.177	1.609	14.489	0.312	14.855	0.366	15.225	0.370
Total Receipts	\$12.568	\$14.177	\$1.609	\$14.489	\$0.312	\$14.855	\$0.366	\$15.225	\$0.370
Expenditures									
Labor:									
Payroll	\$7.309	\$8.421	(\$1.112)	\$8.590	(\$0.169)	\$8.762	(\$0.172)	\$8.937	(\$0.175)
Overtime	-	-	-	-	-	-	-	-	-
Health and Welfare	0.928	1.214	(0.286)	1.244	(0.030)	1.303	(0.059)	1.364	(0.061)
OPEB Current Payment	-	-	0.000	-	0.000	-	0.000	-	0.000
Pensions	0.728	0.692	0.036	0.726	(0.034)	0.753	(0.027)	0.783	(0.030)
Other Fringe Benefits	0.519	0.585	(0.066)	0.596	(0.011)	0.608	(0.012)	0.620	(0.012)
GASB Account	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$9.484	\$10.912	(\$1.428)	\$11.156	(\$0.244)	\$11.426	(\$0.270)	\$11.704	(\$0.278)
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.009	0.032	(0.023)	0.031	0.001	0.037	(0.006)	0.040	(0.003)
Insurance	0.013	0.026	(0.013)	0.028	(0.002)	0.031	(0.003)	0.034	(0.003)
Claims	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other									
Operating Contracts	2.757	2.850	(0.093)	2.911	(0.061)	2.989	(0.078)	3.066	(0.077)
Professional Service Contracts	0.200	0.238	(0.038)	0.242	(0.004)	0.248	(0.006)	0.254	(0.006)
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	0.105	0.119	(0.014)	0.121	(0.002)	0.124	(0.003)	0.127	(0.003)
Total Non-Labor Expenditures	\$3.084	\$3.265	(\$0.181)	\$3.333	(\$0.068)	\$3.429	(\$0.096)	\$3.521	(\$0.092)
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	\$12.568	\$14.177	(\$1.609)	\$14.489	(\$0.312)	\$14.855	(\$0.366)	\$15.225	(\$0.370)
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 2018 - 2021
Summary of Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2017	2018	2019	2020	2021
2017 July Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline:					
Changes					
Revenue:					
Capital and Other Reimbursements	(\$0.440)	(\$0.021)	(\$0.028)	(\$0.024)	(\$0.024)
Sub-Total Revenue Changes	(\$0.440)	(\$0.021)	(\$0.028)	(\$0.024)	(\$0.024)
Expenses:					
Payroll	\$0.405	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-
Health and Welfare	0.068	0.000	0.000	0.000	0.000
OPEB Current Payment	-	-	-	-	-
Pensions	(0.115)	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.011	0.000	0.000	0.000	0.000
Reimbursable Overhead	-	-	-	-	-
Fuel	(0.004)	0.000	0.000	(0.003)	(0.003)
Insurance	0.011	0.000	0.000	0.000	0.000
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other					
Operating Contracts	0.025	0.019	0.025	0.024	0.024
Professional Service Contracts	0.039	0.002	0.002	0.002	0.002
Materials & Supplies	-	-	-	-	-
Other Business Expenses	0.000	0.001	0.001	0.001	0.001
Depreciation	0.000	0.000	0.000	0.000	0.000
Sub-Total Expense Changes	\$0.440	\$0.022	\$0.028	\$0.024	\$0.024
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
2017 November Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
November Financial Plan 2018 - 2021
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time Positions/Full Time Equivalents

FUNCTION/DEPARTMENT	2016 Actual	2017 November Forecast	2018 Final Proposed Budget	2019	2020	2021
Administration						
Office of the Inspector General	86	86	86	86	86	86
Total Administration	86	86	86	86	86	86
Baseline Total Positions	86	86	86	86	86	86
Non-Reimbursable	-	-	-	-	-	-
Reimbursable	86	86	86	86	86	86
Total	86	86	86	86	86	86
Total Full-Time	86	86	86	86	86	86
Total Full-Time Equivalents	-	-	-	-	-	-

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

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
2018 Final Proposed Budget
November Financial Plan for 2018 - 2021

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 expense line. Premiums are generally increasing by 10% annually with the exception of the Casualty Owner-Controlled Insurance Programs (OCIP), which earn premium based on a percentage of contract completion calculation.

Additional expenses consist primarily of Claims and Other Business Expenses.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
2018 Final Proposed Budget
November Financial Plan 2018 - 2021

2017 November Forecast

The 2017 November Forecast is projecting a baseline deficit of \$1.8 million in comparison with a \$6.2 million baseline deficit projected in the 2017 Mid-Year Forecast. This plan-to-plan change consists of a \$4.4 million increase in revenues and no change in expenses. The favorable outcome is a result of higher Other Operating Revenue (realized investment income) than projected in the 2017 Mid-Year Forecast. Claims are based on actuarial analysis of claim activity on an estimated basis. Revenue and Other Business Expenses are based on trending actual results through July 2017.

2018 Final Proposed Budget

The 2018 Final Proposed Budget is projecting a baseline surplus of \$2.4 million in comparison with a \$2.0 million baseline deficit in the 2018 Preliminary Budget. This plan-to-plan change consists of a \$4.4 million increase in revenues and no change in expenses. The favorable outcome is a result of higher Other Operating Income (realized investment income) than projected in the 2018 Preliminary Budget. Claims are based on actuarial analysis of claim activity on an estimated basis.

2019 – 2021 Projections

2019 – 2021 projections are representative of 2017 projections with market increases. Investment Income and Other Operating Revenue are estimated to increase over 2017 projections at a rate equal to CPI. Claims are based on actuarial analysis of projected claim activities and adjustments, including required reserves. Other Business Expenses are estimated to increase over 2017 at a rate of 2% each year.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	10.110	13.994	14.207	14.521	14.926	15.324
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	2.693	2.500	2.538	2.594	2.666	2.738
Total Revenues	\$12.803	\$16.494	\$16.745	\$17.115	\$17.592	\$18.062
Operating Expense						
Labor:						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Non-Labor:						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(162.559)	(103.444)	(110.382)	(119.159)	(129.833)	(142.503)
Claims	124.134	108.096	110.720	116.872	116.105	116.224
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	15.465	13.692	13.966	14.245	14.530	14.821
Total Non-Labor Expenses	(\$22.960)	\$18.344	\$14.304	\$11.958	\$0.802	(\$11.458)
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	(\$22.960)	\$18.344	\$14.304	\$11.958	\$0.802	(\$11.458)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	(\$22.960)	\$18.344	\$14.304	\$11.958	\$0.802	(\$11.458)
Net Surplus/(Deficit)	\$35.763	(\$1.850)	\$2.441	\$5.157	\$16.790	\$29.520

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2018 - 2021
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Cash Receipts and Expenditures						
Receipts						
Other Operating Revenue	\$10.110	\$13.994	\$14.207	\$14.521	\$14.926	\$15.324
Investment Income	2.693	2.500	2.538	2.594	2.666	2.738
Total Receipts	\$12.803	\$16.494	\$16.745	\$17.115	\$17.592	\$18.062
Expenditures						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(162.559)	(103.444)	(110.382)	(119.159)	(129.833)	(142.503)
Claims	124.134	96.514	98.858	104.350	103.665	103.771
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	15.465	13.692	13.966	14.245	14.530	14.821
Total Non-Labor Expenditures	(\$22.960)	\$6.762	\$2.442	(\$0.564)	(\$11.638)	(\$23.911)
<u>Other Expenditure Adjustments:</u>						
Other	\$35.763	\$9.732	\$14.303	\$17.679	\$29.230	\$41.973
Total Other Expenditure Adjustments	\$35.763	\$9.732	\$14.303	\$17.679	\$29.230	\$41.973
Total Expenditures	\$12.803	\$16.494	\$16.745	\$17.115	\$17.592	\$18.062
Net Cash Balance	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2018 - 2021
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
Labor:						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Non-Labor:						
Electric Power	\$0.000	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	11.582	11.862	12.522	12.440	12.453
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.000	\$11.582	\$11.862	\$12.522	\$12.440	\$12.453
Other Expenditure Adjustments:						
Other Expense Adjustments	(\$35.763)	(\$9.732)	(\$14.303)	(\$17.679)	(\$29.230)	(\$41.973)
Total Other Expenditure Adjustments	(\$35.763)	(\$9.732)	(\$14.303)	(\$17.679)	(\$29.230)	(\$41.973)
Total Expenditures	(\$35.763)	\$1.850	(\$2.441)	(\$5.157)	(\$16.790)	(\$29.520)
Total Cash Conversion Adjustments before Depreciation	(\$35.763)	\$1.850	(\$2.441)	(\$5.157)	(\$16.790)	(\$29.520)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	(\$35.763)	\$1.850	(\$2.441)	(\$5.157)	(\$16.790)	(\$29.520)

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2018 - 2021
Year-to-Year Changes by Category Baseline Narrative

Revenue

Investment Income

- Investment income is the change in net unrealized gains or losses on investments.
- Investment income is projected based on the MTA Region All Urban Consumer CPI inflation rates as provided in the Economic and Demographic Forecasts, dated August 11, 2017.

Other Operating Revenue

- This is the realized gains or earned investment income from bonds and equity investments (dividends, interest).
- Other Operating Revenue is projected based on the MTA Region All Urban Consumer CPI inflation rates as provided in the Economic and Demographic Forecasts, dated August 11, 2017.

Expenses

Insurance

- Insurance (premiums paid to FMTAC) is from the 2017 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 Programs (OCIP), forecasted earned premium is also included, which is calculated based on percentage of contract completion.
- Insurance (premiums) are generally estimated to increase by 10% per annum
- Premium assumptions contained in the July Plan have not been changed in the November Plan.

Claims

- Claims expenses are determined by actuarial projection for 2018 – 2021, actual claim expense paid, and required adjustments to reserves. In addition to the actuarial analysis, claims projections are influenced by factors such as exposure (i.e. vehicle count) and higher insurance premiums.

Other Business Expenses

- Other Business Expenses projections increase by 2% each year for 2018 – 2021 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 contributing to this growth are insurance premiums and related claims expenses.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
<u>Non-Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	13.994	14.207	0.213	14.521	0.314	14.926	0.405	15.324	0.399
Investment Income	2.500	2.538	0.038	2.594	0.056	2.666	0.072	2.738	0.071
Total Revenues	\$16.494	\$16.745	\$0.251	\$17.115	\$0.370	\$17.592	\$0.478	\$18.062	\$0.470
Operating Expenses									
<u>Labor:</u>									
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(103.444)	(110.382)	6.938	(119.159)	8.777	(129.833)	10.674	(142.503)	12.670
Claims	108.096	110.720	(2.624)	116.872	(6.152)	116.105	0.767	116.224	(0.119)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	13.692	13.966	(0.274)	14.245	(0.279)	14.530	(0.285)	14.821	(0.291)
Total Non-Labor Expenses	\$18.344	\$14.304	\$4.040	\$11.958	\$2.346	\$0.802	\$11.156	(\$11.458)	\$12.260
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$18.344	\$14.304	\$4.040	\$11.958	\$2.346	\$0.802	\$11.156	(\$11.458)	\$12.260
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$18.344	\$14.304	\$4.040	\$11.958	\$2.346	\$0.802	\$11.156	(\$11.458)	\$12.260
Net Surplus/(Deficit)	(\$1.850)	\$2.441	\$4.291	\$5.157	\$2.716	\$16.790	\$11.634	\$29.520	\$12.730

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Cash Receipts and Expenditures									
Receipts									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	13.994	14.207	0.213	14.521	0.314	14.926	0.405	15.324	0.399
Investment Income	2.500	2.538	0.038	2.594	0.056	2.666	0.072	2.738	0.071
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$16.494	\$16.745	\$0.251	\$17.115	\$0.370	\$17.592	\$0.478	\$18.062	\$0.470
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor Expenditures:</u>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(103.444)	(110.382)	6.938	(119.159)	8.777	(129.833)	10.674	(142.503)	12.670
Claims	96.514	98.858	(2.344)	104.350	(5.492)	103.665	0.685	103.771	(0.106)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	13.692	13.966	(0.274)	14.245	(0.279)	14.530	(0.285)	14.821	(0.291)
Total Non-Labor Expenditures	\$6.762	\$2.442	\$4.320	(\$0.564)	\$3.006	(\$11.638)	\$11.074	(\$23.911)	\$12.273
<u>Other Expenditure Adjustments:</u>									
Other	9.732	14.303	(4.571)	17.679	(3.376)	29.230	(11.552)	41.973	(12.743)
Total Other Expenditure Adjustments	\$9.732	\$14.303	(\$4.571)	\$17.679	(\$3.376)	\$29.230	(\$11.552)	\$41.973	(\$12.743)
Total Expenditures	\$16.494	\$16.745	(\$0.251)	\$17.115	(\$0.370)	\$17.592	(\$0.478)	\$18.062	(\$0.470)
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

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MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
2018 Final Proposed Budget
November Financial Plan 2018 - 2021
Summary of Changes Between Financial Plans by Category

2017 – 2021 November Financial Plan vs July Financial Plan

Revenue

Revenue changes from the July Plan over the 2017 – 2021 period include:

- The increase of \$4.4 million in Other Operating Revenue in the 2017 November Forecast reflect higher realized investment income than projected in the 2017 Mid-Year Forecast.
- For 2018 – 2020, the 2017 November Forecast, which represents actuals through August, is inflated by the MTA Region All Urban Consumer CPI inflation rates as provided in the Economic and Demographic Forecasts August 11, 2017.

Expenses

There are no expense changes from the July Plan over the 2017 – 2021 period:

- No change to the Insurance (premium revenue) as projected in the 2017 Mid-Year Forecast of the MTA Summary & Detailed Agency Insurance Cash Budgets.
- No change to Claim expenses as projected in the July Plan.
- No change in Other Business Expenses. Other Business Expenses is expected to increase by 2% per year.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2018 - 2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE	2017	2018	2019	2020	2021
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	4.409	4.447	4.527	4.659	4.785
Investment Income	0.000	(0.007)	(0.013)	(0.011)	(0.011)
Capital and Other Reimbursement	-	-	-	-	-
Total Revenue Changes	\$4.409	\$4.440	\$4.515	\$4.648	\$4.773
Expenses					
<i>Labor:</i>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Health and Welfare	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-
Pensions	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-
Total Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Non-Labor:</i>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Expenses before Depreciation and GASB Adjs.</i>					
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	-	-	-	-	-
Environmental Remediation	-	-	-	-	-
Total Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Adjustment Changes					
<i>Revenue:</i>					
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
<i>Expenses:</i>					
Claims	-	-	-	-	-
Other Business Expenses	-	-	-	-	-
Total Expense Changes	-	-	-	-	-
Restricted Cash Adjustment	(4.409)	(4.440)	(4.515)	(4.648)	(4.773)
Total Cash Adjustment Changes	(\$4.409)	(\$4.440)	(\$4.515)	(\$4.648)	(\$4.773)
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 2018 Final Proposed Budget November Financial Plan 2018 - 2021

FINANCIAL OVERVIEW

MTA New York City Transit's subway system runs 24/7 and serves nearly 6 million customers daily. The system operates across 24 lines, 665 miles of track, and 472 stations. The system is 113 years old and a substantial portion of the basic infrastructure has never been reconstructed, notably, a large proportion of signal equipment is original equipment that is more than 50 years old. Ridership has increased dramatically over the years – 250 million more riders annually, an increase of 15% -- in the past 10 years alone, and most subway lines are operating at peak capacity during rush hour periods.

While capital reconstruction has brought significant segments of the system to a state of good repair, the legacy of inadequate capital funding over time is that many parts of the system in operation today are not in a state of good repair. The combined impact of the systems' aging infrastructure, record volume of customers, and inadequate funding has resulted in a significant increase in train delays and corresponding deterioration in subway service performance.

In response to these urgent problems, Governor Cuomo declared the subways in a state of emergency and in July 2017, MTA Chairman Lhota publicly presented a comprehensive plan for subway system recovery and improvement, the Subway Action Plan (SAP). The SAP targets the key factors causing 79 percent of major incidents resulting in train delays including signal failures, track conditions, and power reliability. It includes a Water Management Plan to seal leaks, clean street grates, and clear subway drains, all designed to reduce water intrusion into the system that damages track, signals, and other components.

Communication protocols are being revised to provide clearer, more timely information to customers during incidents, and Customer Service Ambassadors are being deployed at targeted stations to help customers in real time. As part of the strategy to improve communications, there is now a performance dashboard on the MTA website that will enable customers to measure performance in terms of incidents, travel time, wait time, and service delivery for any subway line.

For the first time, the July Financial Plan included a fully integrated program to improve subway service quality under the aegis of the Eighth Avenue Corridor Improvement program, implemented along the 8th Avenue Line, from 125th Street to Fulton Street. The initiatives in the Eighth Avenue program have been expanded and are now part of the SAP. The Eighth Avenue plan added 160 positions at an annual cost of \$20 million, and like the SAP, targeted the main causes of subway delays: track and signal issues, sick passengers, subway car equipment failures, loading and unloading in stations, and bottlenecks that occur at critical points in the system where lines merge. Under the SAP these strategies are being implemented system-wide.

In the near term, the SAP will serve to stabilize and improve the system and lay the foundation for modernizing subway operations. Critical plan components include:

- Track and Infrastructure Maintenance
- Signal Maintenance and Repair
- Power Reliability Improvements
- Car Reliability Improvements
- Station Improvements
- Customer Communications

Track and Infrastructure Maintenance

Track defect reduction and track bed cleanliness are two components of ensuring timely train operation. To accelerate the repair of track defects across the system, 16 track defect repair teams are being added on top of the 9 teams added in the July Plan. This investment will clear the outstanding backlog of track defects system-wide by year end 2018.

New friction pads are being installed on the track to increase resiliency of the rail and reduce incidents impacting service. Rail joints on aging tracks cause most rail breakdowns and lead to increased wear and tear on trains. To reduce the number of breakdowns and provide a smoother ride, track feet of continuous welded rail (CWR) installed will be tripled.

In order to reduce fire hazards and train delays associated with fires, the entire underground subway system between stations will be cleaned to remove debris. This augments the July Plan investment which added resources to intensively clean the track bed at each station twice yearly.

In order to mitigate the customer impact of delays by speeding up train delay response time, more emergency response repair crews are being added. The number of Combined Action Teams (CATs) which respond to incidents resulting from track, signal, and infrastructure problems are being increased from 4 to 24. Sixteen teams are being added as part of SAP on top of the 4 teams added in the July Plan. It is expected that major delay incident response time will decrease by more than 50% to just 15 minutes on average as a result of this initiative.

When a customer becomes ill on the subway, train staff are required to remain with the passenger until help arrives – effectively stopping the train and delaying trains behind it. Following a successful pilot on the A/C/E line, the number of stations with dedicated Emergency Medical Technicians (EMTs) will more than double. This is expected to reduce delays due to sick customers.

Water on the tracks erodes the infrastructure over time and is a root cause of track-related incidents that cause delays. To address this, an annual investment of \$21 million is made for Water Management initiatives. Initiatives include teams to seal leaks with chemical

grouting, clean street grates to ensure proper water diversion, and clear debris that is clogging subway drains.

Signal Maintenance & Repair

Approximately half of all signal equipment is more than 50 years old, and increasingly, this equipment is breaking down and causing signal failures that trigger nearly one-third of major train delay incidents. To reduce the failure rate, dedicated teams including a total of 139 positions will expedite a repair program to address the most problematic signals.

Power Reliability Improvements

The system is dependent on a reliable and consistent supply of power. Disruptions in power can result in shutdowns, and surges in power can destroy electrical equipment. Over the last 12 months, power-related issues have caused many delays. NYCT, in conjunction with Con Edison, has embarked on an initiative to dramatically improve signal power reliability. This includes replacement of automatic transfer panels, quick connect plugs, upgrades to Electric Distribution and Signal Relay Rooms, and improvements to signal equipment at track level.

Car Reliability Service Quality

Major overhaul capacity is being expanded to improve performance. Scheduled Maintenance System (SMS) cycles are being revised from 7 and 14 years to 6 and 12 year cycles. In addition, a series of intensive component repair campaigns are planned to address the most common causes of car failures. The first campaign will target car doors which are the cause of approximately one-third of car failures. In addition, 220 R142A cars will receive intensive overhauls including installation of updated R188 equivalent components and communications capabilities, resulting in greatly increased car reliability for this car class.

Several initiatives are being implemented to increase train capacity. Scheduled inspections and unscheduled repairs result in 20% of the fleet not available for daily service. Shop capacity will be maximized by adding a third shift resulting in a 24/7 maintenance operation. This added capacity will support the SMS and component repair campaigns noted above and at the same time result in 228 additional cars available for service, enabling peak period service increases on some subway lines. Though most lines are already operating with as many subway cars as station platforms can accommodate, cars will be added to trains on the C Line, which currently operate with less than the maximum number, boosting C train capacity by 25%. A pilot program is being launched on the E, Times Square Shuttle (S) and L lines to remove seats from select cars, increasing passenger capacity by 25 riders per car.

To mitigate the impact of train delays due to car failures, 20 new Emergency Subway Car Response teams pre-positioned at 12 locations will be added, greatly reducing major incident response time. Finally, to enhance the customer experience onboard, a \$60 million project is planned to implement interior upgrades for at least 1,000 cars including LED lighting, car wraps, new handrails, digital signs, and improved customer information.

Station Improvements

Station and elevator cleaning is being improved system-wide. Priority stations will receive increased cleaning and maintenance, and elevator and escalator maintenance is being enhanced to further improve reliability. Littering on the subway tracks is not only illegal, it contributes to 700 fire-related delays every year. In addition to the track and station cleaning initiatives outlined above, an aggressive public service campaign has been launched to educate customers on the consequences of littering. Finally, we are working cooperatively with the NYC Police Department's Transit Bureau to reinforce focus on enforcement of the laws to deter quality of life offenses including aggressive panhandling and littering.

Customer Communications

A large number of train delays are due to crowding on platforms, holding doors, and customers in need of assistance. To mitigate these problems, Customer Service Ambassadors are being deployed at high-traffic stations to help customers in real time. This program expands on prior investments in Platform Controllers, deployed to reduce dwell time at high-volume stations.

Communication protocols are being revised to provide clearer, more timely, and station-specific information to customers during incidents, and provide better information about the work being done to the system. Expansion of the Dedicated Announcer program will help accomplish this goal by increasing daily hours during which announcements are made at 61 stations and adding 64 stations to get announcements that do not currently. As a result 139 stations will have Dedicated Announcer coverage, and 95 of these stations will have 24/7 coverage.

Digital communication assets are being overhauled to provide more detailed and personalized information, including the launch of a new integrated MTA app including bus and rail trip planning and real time service delay information, and introducing new signage and employee training to improve the way service changes and alternative options are communicated.

Projected SAP Operating Expenses and Positions

Approximately 2,300 positions are being added to implement the SAP. Total operating costs over the 2017-2021 financial plan are projected at \$1.451 billion, with average annual full year expenses of \$338 million per year.

2017 November Forecast

MTA NYC Transit's 2017 November Forecast includes total expenses before depreciation, other post-employment benefits and GASB #68 Pension Expense Adjustment of \$9,465.8 million, consisting of \$8,108.1 million of non-reimbursable expenses and \$1,357.8 million of reimbursable expenses. Total revenues are projected to be \$6,276.9 million, of which \$4,919.2 million are operating revenues and \$1,357.8 million are capital reimbursements. Total baseline full-time and full-time equivalent

positions are 50,354 (44,752 non-reimbursable positions and 5,602 reimbursable positions).

The 2017 net operating cash deficit is projected to increase by a \$179.6 million from the 2017 Mid-Year Forecast.

Major operating cash changes include:

- An increase in operating costs of \$99.7 million due to the implementation of the Subway Action Plan.
- The unfavorable timing of capital reimbursements of \$88.8 million.
- A decrease in farebox revenue of \$41.4 million, due to projected lower ridership.
- The favorable timing of student fare reimbursements of \$13.8 million.
- Favorable expense rollovers of \$35.9 million offset in subsequent years.

Reimbursable expenses are projected to increase in 2017 by \$81.3 million, including \$59.2 million of departmental requirements, \$21.9 million of Platform Budget construction work, and \$7.4 million as part of the Subway Action Plan (SAP).

Plan-to-Plan, total baseline positions are projected to increase by 821, including a non-reimbursable increase of 755, and a reimbursable increase of 66. The total increase of 821 was due mostly to 784 Subway Action Plan position requirements.

2018 Final Proposed Budget

MTA New York City Transit's 2018 Final Proposed Budget includes total expenses before depreciation, other post-employment benefits and GASB #68 Pension Adjustment of \$9,960.4 million, consisting of \$8,659.1 million of non-reimbursable expenses and \$1,301.3 million of reimbursable expenses. Total revenues are projected to be \$6,296.8 million, of which \$4,995.5 million are operating revenues and \$1,301.3 million are capital reimbursements. Total baseline full-time and full-time equivalent positions are 51,607, including 46,316 non-reimbursable positions and 5,291 reimbursable positions.

The 2018 net operating cash deficit is projected to increase by \$424.1 million from the July Financial Plan.

Major operating cash variances include:

- An increase in costs of \$408.5 million due to the implementation of the Subway Action Plan.
- A decrease in farebox revenue of \$46.3 million, due to projected lower ridership.

- The unfavorable timing of student fare reimbursements of \$13.8 million.
- Unfavorable expense rollovers of \$28.1 million.
- The favorable timing of capital reimbursements of \$37.7 million.

Reimbursable expenses are projected to increase in 2018 by \$100.8 million, including \$38.8 million of Subway Action Plan (SAP) requirements, reimbursable re-estimates of \$12.2 million, signals construction/support requirements of \$14.7 million and department of subways capital support requirements of \$15.4 million.

Plan-to-Plan, total baseline positions are projected to increase by 2,555, including a non-reimbursable increase of 2,264 and a reimbursable increase of 291, due mostly to 2,262 positions in support of the SAP.

2019-2021 Projections

Net operating cash deficits are projected to increase by \$367.9 million in 2019, \$372.7 million in 2020, and \$371.7 million in 2021 relative to the July Financial Plan.

Major operating cash changes include:

- An increase in costs of \$342.1 million in 2019, \$300.5 million in 2020 and \$300.5 million in 2021 due to the implementation of the Subway Action Plan.
- A decrease in farebox revenue of \$46.9 million in 2019, \$42.8 million in 2020 and \$35.7 million in 2021, due to projected lower ridership.
- The favorable timing of capital reimbursements of \$38.1 million in 2019.

Reimbursable expenses are projected to increase by \$61.8 million in 2019, by \$19.1 million in 2020, and by \$13.8 million in 2021, due mostly to the implementation of the Subway Action Plan requirements, several re-estimates and programmatic construction/engineering requirements.

Total baseline full-time and full-time equivalent positions are 51,439 in 2019, 50,931 in 2020, and 50,684 in 2021. Non-reimbursable positions are 46,442 in 2019, 46,392 in 2020 and 46,232 in 2021. Reimbursable positions are 4,997 in 2019, 4,539 in 2020 and 4,452 in 2021.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Non-Reimbursable						
Operating Revenue						
<i>Farebox Revenue:</i>						
Subway	\$3,351.083	\$3,444.242	\$3,494.944	\$3,513.406	\$3,538.363	\$3,537.338
Bus	966.344	947.841	957.641	959.325	963.066	960.574
Paratransit	17.620	17.244	19.276	20.144	21.050	21.998
Fare Media Liability	<u>79.993</u>	<u>73.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>
Farebox Revenue	\$4,415.041	\$4,482.827	\$4,550.361	\$4,571.375	\$4,600.979	\$4,598.410
<i>Other Operating Revenue:</i>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	178.877	168.784	188.649	195.269	207.511	221.442
Other	<u>181.014</u>	<u>183.564</u>	<u>172.427</u>	<u>181.112</u>	<u>186.498</u>	<u>191.699</u>
Other Operating Revenue	\$443.907	\$436.364	\$445.092	\$460.397	\$478.025	\$497.157
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$4,858.948	\$4,919.191	\$4,995.453	\$5,031.772	\$5,079.004	\$5,095.567
Operating Expense						
<i>Labor:</i>						
Payroll	\$3,168.098	\$3,308.348	\$3,530.727	\$3,644.254	\$3,718.458	\$3,770.242
Overtime	<u>464.337</u>	<u>544.260</u>	<u>500.597</u>	<u>474.573</u>	<u>481.022</u>	<u>489.706</u>
Total Salaries and Wages	\$3,632.435	\$3,852.608	\$4,031.324	\$4,118.827	\$4,199.480	\$4,259.949
Health and Welfare	829.974	847.265	955.328	1,035.798	1,103.210	1,173.308
OPEB Current Payments	420.715	414.363	462.463	509.905	560.860	616.486
Pension	984.192	926.942	966.054	968.101	962.088	975.681
Other Fringe Benefits	<u>591.545</u>	<u>518.915</u>	<u>525.262</u>	<u>541.797</u>	<u>566.096</u>	<u>578.702</u>
Total Fringe Benefits	\$2,826.425	\$2,707.486	\$2,909.108	\$3,055.602	\$3,192.254	\$3,344.177
Reimbursable Overhead	(262.840)	(294.915)	(269.818)	(262.599)	(246.120)	(244.245)
Total Labor Expenses	\$6,196.020	\$6,265.179	\$6,670.614	\$6,911.829	\$7,145.614	\$7,359.880
<i>Non-Labor:</i>						
Electric Power	\$250.256	\$271.744	\$309.042	\$316.173	\$335.400	\$353.571
Fuel	78.076	90.361	91.353	90.528	107.509	114.325
Insurance	73.427	72.153	75.712	84.543	95.176	107.181
Claims	251.372	168.455	171.333	172.909	174.484	174.484
Paratransit Service Contracts	383.704	390.819	416.481	439.534	467.469	492.100
Maintenance and Other Operating Contracts	222.509	232.196	304.201	235.515	227.286	217.254
Professional Services Contracts	134.344	203.709	169.293	162.551	166.759	166.767
Materials and Supplies	311.860	334.322	367.938	381.689	365.624	356.799
Other Business Expenses	79.921	79.145	83.169	84.711	86.410	87.019
Total Non-Labor Expenses	\$1,785.469	\$1,842.903	\$1,988.521	\$1,968.152	\$2,026.116	\$2,069.500
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$7,981.489	\$8,108.082	\$8,659.135	\$8,879.981	\$9,171.730	\$9,429.381
Depreciation	\$1,650.337	\$1,778.062	\$1,828.062	\$1,878.062	\$1,928.062	\$1,978.062
OPEB Liability Adjustment	1,192.543	1,268.921	1,350.191	1,436.666	1,528.680	1,626.587
GASB 68 Pension Expense Adjustment	(183.805)	(296.003)	(305.534)	(296.398)	(303.171)	(308.944)
Environmental Remediation	9.662	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$10,650.227	\$10,859.062	\$11,531.854	\$11,898.311	\$12,325.301	\$12,725.086
Net Surplus/(Deficit)	(\$5,791.279)	(\$5,939.871)	(\$6,536.401)	(\$6,866.539)	(\$7,246.297)	(\$7,629.519)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1,215.852	1,357.755	1,301.314	1,261.663	1,180.475	1,181.423
Total Revenues	\$1,215.852	\$1,357.755	\$1,301.314	\$1,261.663	\$1,180.475	\$1,181.423
Operating Expense						
Labor:						
Payroll	\$447.543	\$484.734	\$510.670	\$502.074	\$467.460	\$468.691
Overtime	<u>153.059</u>	<u>176.311</u>	<u>115.272</u>	<u>115.920</u>	<u>113.149</u>	<u>113.072</u>
Total Salaries and Wages	\$600.602	\$661.044	\$625.942	\$617.994	\$580.608	\$581.764
Health and Welfare	22.445	24.240	24.250	25.529	25.152	26.355
OPEB Current Payments	7.939	10.115	10.140	10.722	11.307	11.924
Pension	24.329	36.354	37.436	37.979	36.720	37.179
Other Fringe Benefits	<u>181.914</u>	<u>201.574</u>	<u>204.862</u>	<u>201.825</u>	<u>188.391</u>	<u>188.184</u>
Total Fringe Benefits	\$236.627	\$272.283	\$276.688	\$276.055	\$261.571	\$263.642
Reimbursable Overhead	262.840	294.915	269.818	262.599	246.120	244.245
Total Labor Expenses	\$1,100.070	\$1,228.242	\$1,172.448	\$1,156.648	\$1,088.299	\$1,089.651
Non-Labor:						
Electric Power	\$0.549	\$0.252	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	0.020	0.119	0.027	(0.023)	(0.023)	(0.023)
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	35.883	39.218	44.487	32.075	32.103	32.103
Professional Services Contracts	14.192	9.381	8.664	9.014	9.014	9.014
Materials and Supplies	62.503	80.135	75.878	64.139	51.272	50.868
Other Business Expenses	2.635	0.408	(0.442)	(0.442)	(0.442)	(0.442)
Total Non-Labor Expenses	\$115.782	\$129.513	\$128.866	\$105.015	\$92.176	\$91.772
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$1,215.852	\$1,357.755	\$1,301.314	\$1,261.663	\$1,180.475	\$1,181.423
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Non-Reimbursable / Reimbursable						
Operating Revenue						
<i>Farebox Revenue:</i>						
Subway	\$3,351.083	\$3,444.242	\$3,494.944	\$3,513.406	\$3,538.363	\$3,537.338
Bus	966.344	947.841	957.641	959.325	963.066	960.574
Paratransit	17.620	17.244	19.276	20.144	21.050	21.998
Fare Media Liability	<u>79.993</u>	<u>73.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>
Farebox Revenue	\$4,415.041	\$4,482.827	\$4,550.361	\$4,571.375	\$4,600.979	\$4,598.410
<i>Other Operating Revenue:</i>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	178.877	168.784	188.649	195.269	207.511	221.442
Other	<u>181.014</u>	<u>183.564</u>	<u>172.427</u>	<u>181.112</u>	<u>186.498</u>	<u>191.699</u>
Other Operating Revenue	\$443.907	\$436.364	\$445.092	\$460.397	\$478.025	\$497.157
Capital and Other Reimbursements	1,215.852	1,357.755	1,301.314	1,261.663	1,180.475	1,181.423
Total Revenues	\$6,074.799	\$6,276.946	\$6,296.767	\$6,293.435	\$6,259.479	\$6,276.990
Operating Expense						
<i>Labor:</i>						
Payroll	\$3,615.641	\$3,793.082	\$4,041.397	\$4,146.328	\$4,185.918	\$4,238.933
Overtime	<u>617.396</u>	<u>720.571</u>	<u>615.869</u>	<u>590.493</u>	<u>594.171</u>	<u>602.779</u>
Total Salaries and Wages	\$4,233.037	\$4,513.653	\$4,657.266	\$4,736.821	\$4,780.088	\$4,841.712
<i>Health and Welfare</i>	852.419	871.505	979.578	1,061.327	1,128.362	1,199.663
OPEB Current Payments	428.654	424.478	472.603	520.627	572.167	628.410
Pension	1,008.521	963.296	1,003.490	1,006.081	998.808	1,012.859
Other Fringe Benefits	<u>773.459</u>	<u>720.489</u>	<u>730.124</u>	<u>743.622</u>	<u>754.488</u>	<u>766.886</u>
Total Fringe Benefits	\$3,063.053	\$2,979.769	\$3,185.796	\$3,331.657	\$3,453.825	\$3,607.819
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$7,296.090	\$7,493.421	\$7,843.062	\$8,068.477	\$8,233.913	\$8,449.531
<i>Non-Labor:</i>						
Electric Power	\$250.805	\$271.996	\$309.294	\$316.425	\$335.652	\$353.823
Fuel	78.096	90.480	91.380	90.505	107.486	114.302
Insurance	73.427	72.153	75.712	84.543	95.176	107.181
Claims	251.372	168.455	171.333	172.909	174.484	174.484
Paratransit Service Contracts	383.704	390.819	416.481	439.534	467.469	492.100
Maintenance and Other Operating Contracts	258.392	271.414	348.688	267.590	259.389	249.357
Professional Services Contracts	148.536	213.090	177.957	171.565	175.773	175.781
Materials and Supplies	374.364	414.457	443.816	445.827	416.896	407.667
Other Business Expenses	82.556	79.552	82.727	84.270	85.968	86.578
Total Non-Labor Expenses	\$1,901.251	\$1,972.416	\$2,117.387	\$2,073.167	\$2,118.292	\$2,161.272
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$9,197.341	\$9,465.837	\$9,960.449	\$10,141.645	\$10,352.205	\$10,610.803
Depreciation	\$1,650.337	\$1,778.062	\$1,828.062	\$1,878.062	\$1,928.062	\$1,978.062
OPEB Liability Adjustment	1,192.543	1,268.921	1,350.191	1,436.666	1,528.680	1,626.587
GASB 68 Pension Expense Adjustment	(183.805)	(296.003)	(305.534)	(296.398)	(303.171)	(308.944)
Environmental Remediation	9.662	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$11,866.079	\$12,216.817	\$12,833.168	\$13,159.975	\$13,505.776	\$13,906.508
Net Surplus/(Deficit)	(\$5,791.280)	(\$5,939.871)	(\$6,536.401)	(\$6,866.539)	(\$7,246.297)	(\$7,629.519)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2018 - 2021
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$4,426.346	\$4,493.027	\$4,550.561	\$4,571.575	\$4,601.179	\$4,598.610
<i>Other Operating Revenue:</i>						
Fare Reimbursement	84.052	97.782	40.250	84.016	84.016	84.016
Paratransit Reimbursement	182.410	165.504	188.530	195.175	207.429	221.325
Other Revenue	57.047	61.489	69.687	75.514	78.049	80.390
Other Operating Revenue	323.509	324.775	298.467	354.705	369.494	385.731
Capital and Other Reimbursements	1,067.981	1,402.148	1,413.016	1,299.394	1,196.441	1,180.716
Total Receipts	\$5,817.836	\$6,219.950	\$6,262.044	\$6,225.674	\$6,167.114	\$6,165.057
Expenditures						
Labor:						
Payroll	\$3,585.777	\$3,762.810	\$4,009.384	\$4,113.757	\$4,153.442	\$4,203.925
Overtime	617.396	720.571	615.869	590.493	594.171	602.779
Total Salaries & Wages	\$4,203.173	\$4,483.381	\$4,625.254	\$4,704.250	\$4,747.613	\$4,806.704
Health and Welfare	828.875	869.967	971.774	1,052.938	1,119.343	1,189.968
OPEB Current Payments	428.654	424.478	472.603	520.627	572.167	628.410
Pension	1,008.683	963.296	1,003.490	1,006.081	998.808	1,012.859
Other Fringe Benefits	466.168	494.985	502.732	509.688	515.931	523.416
Total Fringe Benefits	\$2,732.380	\$2,752.726	\$2,950.599	\$3,089.333	\$3,206.249	\$3,354.653
Contribution to GASB Fund	0.000	0.000	6.296	15.785	25.976	37.101
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$6,935.553	\$7,236.107	\$7,582.149	\$7,809.367	\$7,979.838	\$8,198.458
Non-Labor:						
Electric Power	\$250.143	\$271.996	\$309.294	\$316.425	\$335.652	\$353.823
Fuel	76.870	87.733	91.380	90.505	107.486	114.302
Insurance	71.364	74.176	74.730	82.751	95.636	104.983
Claims	119.113	117.635	120.367	122.806	125.295	127.834
Paratransit Service Contracts	378.960	391.142	414.481	437.534	465.469	490.100
Maintenance and Other Operating Contracts	259.401	290.514	357.618	276.520	268.319	258.287
Professional Services Contracts	149.039	206.343	165.957	159.565	163.773	163.781
Materials and Supplies	356.538	398.861	442.316	444.327	415.396	406.167
Other Business Expenses	80.995	79.552	82.727	84.270	85.968	86.578
Total Non-Labor Expenditures	\$1,742.423	\$1,917.952	\$2,058.869	\$2,014.702	\$2,062.993	\$2,105.854
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 Expenditures	\$8,677.976	\$9,154.059	\$9,641.018	\$9,824.070	\$10,042.831	\$10,304.312
Net Cash Balance	(\$2,860.140)	(\$2,934.109)	(\$3,378.974)	(\$3,598.395)	(\$3,875.717)	(\$4,139.255)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2018 - 2021
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$11.305	\$10.200	\$0.200	\$0.200	\$0.200	\$0.200
<i>Other Operating Revenue:</i>						
Fare Reimbursement	0.036	13.766	(43.766)	0.000	0.000	0.000
Paratransit Reimbursement	3.533	(3.280)	(0.119)	(0.094)	(0.082)	(0.117)
Other Revenue	<u>(123.967)</u>	<u>(122.075)</u>	<u>(102.740)</u>	<u>(105.598)</u>	<u>(108.449)</u>	<u>(111.309)</u>
Other Operating Revenue	(\$120.398)	(\$111.589)	(\$146.625)	(\$105.692)	(\$108.531)	(\$111.426)
Capital and Other Reimbursements	(147.871)	44.393	111.702	37.731	15.966	(0.707)
Total Receipts	<u>(\$256.963)</u>	<u>(\$56.996)</u>	<u>(\$34.723)</u>	<u>(\$67.761)</u>	<u>(\$92.365)</u>	<u>(\$111.933)</u>
Expenditures						
Labor:						
Payroll	\$29.864	\$30.272	\$32.012	\$32.571	\$32.475	\$35.009
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Total Salaries and Wages	\$29.864	\$30.272	\$32.012	\$32.571	\$32.475	\$35.009
Health and Welfare	23.544	1.538	7.804	8.389	9.019	9.695
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	(0.162)	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	<u>307.291</u>	<u>225.505</u>	<u>227.392</u>	<u>233.935</u>	<u>238.557</u>	<u>243.470</u>
Total Fringe Benefits	\$330.673	\$227.043	\$235.197	\$242.324	\$247.576	\$253.165
Contribution to GASB Fund	0.000	0.000	(6.296)	(15.785)	(25.976)	(37.101)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	<u>\$360.537</u>	<u>\$257.315</u>	<u>\$260.913</u>	<u>\$259.110</u>	<u>\$254.075</u>	<u>\$251.073</u>
Non-Labor:						
Electric Power	\$0.662	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	1.226	2.747	0.000	0.000	0.000	0.000
Insurance	2.063	(2.023)	0.982	1.792	(0.460)	2.198
Claims	132.259	50.820	50.966	50.103	49.189	46.650
Paratransit Service Contracts	4.744	(0.323)	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	(1.009)	(19.100)	(8.930)	(8.930)	(8.930)	(8.930)
Professional Services Contracts	(0.503)	6.747	12.000	12.000	12.000	12.000
Materials and Supplies	17.826	15.596	1.500	1.500	1.500	1.500
Other Business Expenses	1.561	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	<u>\$158.828</u>	<u>\$54.464</u>	<u>\$58.518</u>	<u>\$58.465</u>	<u>\$55.299</u>	<u>\$55.418</u>
Other Expenditure Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>
Total Expenditures	<u>\$519.365</u>	<u>\$311.779</u>	<u>\$319.431</u>	<u>\$317.575</u>	<u>\$309.374</u>	<u>\$306.491</u>
Total Cash Conversion Adjustments before Depreciation	<u>\$262.402</u>	<u>\$254.783</u>	<u>\$284.708</u>	<u>\$249.814</u>	<u>\$217.009</u>	<u>\$194.558</u>
Depreciation	\$1,650.337	\$1,778.062	\$1,828.062	\$1,878.062	\$1,928.062	\$1,978.062
OPEB Liability Adjustment	1,192.543	1,268.921	1,350.191	1,436.666	1,528.680	1,626.587
GASB 68 Pension Expense Adjustment	(183.805)	(296.003)	(305.534)	(296.398)	(303.171)	(308.944)
Environmental Remediation	9.662	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	<u>\$2,931.140</u>	<u>\$3,005.762</u>	<u>\$3,157.427</u>	<u>\$3,268.144</u>	<u>\$3,370.580</u>	<u>\$3,490.263</u>

MTA NEW YORK CITY TRANSIT
2017 November Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

	Total		
	Hours	\$	%
<i>NON-REIMBURSABLE OVERTIME</i>			
Scheduled Service	4,200,986	\$135.914	25.0%
Unscheduled Service	4,500,505	150.139	27.6%
Programmatic/Routine Maintenance	5,320,641	187.798	34.5%
Unscheduled Maintenance	96,301	3.242	0.6%
Vacancy/Absentee Coverage	1,209,768	38.595	7.1%
Weather Emergencies	603,797	20.082	3.7%
Safety/Security/Law Enforcement	129,769	3.787	0.7%
Other	151,017	4.703	0.9%
Subtotal	16,212,785	\$544.260	100.0%
<i>REIMBURSABLE OVERTIME</i>	5,142,646	\$176.311	
TOTAL OVERTIME	21,355,431	\$720.570	

No hours for PTEs are included.

MTA NEW YORK CITY TRANSIT
2018 Final Proposed Budget
November Financial Plan 2018 – 2021
Year-to-Year Changes by Category-Baseline

TOTAL REVENUE/RECEIPTS

Farebox Revenue

- Subway/bus farebox revenue annual growth is based largely on the regional economy and updated NYC employment projections. The increase in 2018 from 2017 of \$67.5 million includes the impact of adverse winter weather in early 2017 not repeating in 2018.
- 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 are calculated based on 33% of the current year net deficit in paratransit operations.
- Other revenues include annual increases mostly from advertising revenues.
- 2017 includes the year-to-year timing of fare and paratransit reimbursements.

Capital and Other Reimbursements

- Annual reimbursement levels fluctuate year-to-year based upon reimbursable expense levels driven mostly by capital project requirements.
- Annual cash adjustments are included to recognize changes in the timing of receipts.

TOTAL EXPENSES/EXPENDITURES

Payroll

- Represented employee wage increase assumptions are contracts in place or 2.00% for each plan
- Wage increases for non-represented employees are projected at 2.00% for each plan year
- The increase in 2018 payroll over 2017 of \$248.3 million includes SAP and new needs such as the Eighth Avenue Corridor Improvement and the Track Defect Reduction as well as vacancies reflected in 2017 not recurring in 2018 and the wage inflation impact. Subsequent year over year increases are primarily due to wage inflation impacts.
- 2017 includes \$1.2 million of unfavorable cash timing adjustments from 2016.

Overtime

- 2018-2021 payroll wage rate increase assumptions apply.

- 2018 expenses are lower than 2017 due to adverse weather in 2017 and vacancy coverage not recurring in 2018. Subsequent year-over-year increases are due mostly to planned wage increases.

Health & Welfare

- Inflation assumptions for 2018-2021: Annual employees: 9.0% in 2018, 4.5% in subsequent years; hourly employees: 8.5% per year.
- 2017 includes \$2.3 million of unfavorable cash timing adjustments from 2016.

Pension

- Projections are consistent with current actuarial information.

Other Fringe Benefits

- Projected increases year-to-year reflect staffing levels, programmatic changes, inflationary payroll rate assumptions and Workers' Compensation cost assumptions.
- 2017 includes \$0.7 million of favorable cash timing adjustments from 2016.

Electric Power

- The financial plan reflects projected New York Power Authority and Con Edison energy rate increases for both traction and non-traction power.

Fuel

- The financial plan reflects diesel, CNG and heating fuel price assumptions.

Insurance

- Annual expenses include premium rates provided by MTA.

Paratransit Service Contracts

- The primary driver of expense increases is projected annual ridership growth of 4.5% effective 2018.
- Cost-per-trip inflation projections reflect carrier contracts, which provide for annual rate increases based on CPI.
- 2017 includes \$2.3 million of unfavorable cash timing adjustments from 2016.

Maintenance and Other Operating Contracts

- Inflation assumptions are as follows: 2018=1.62%, 2019=2.19%, 2020=2.79% and 2021=2.65%.
- The increase of \$77.3 million in 2018 over 2017 is mostly due to SAP implementation. The decrease of \$125.3 million in 2019 over 2018 is also SAP.
- 2017 includes \$4.2 million of unfavorable cash timing adjustments from 2016.

Professional Service Contracts

- Inflation assumptions are as follows: 2018=1.62%, 2019=2.19%, 2020=2.79% and 2021=2.65%.

- A reduction in expenses in 2018 over 2017 of \$33.9 million represents the favorable timing of the Enhanced Station Initiative expenses, bus safety-related priority investments, and expense rollovers. A 2019 over 2018 decrease of \$11.7 million is due to the timing of bus and subway maintenance timing.
- 2017 includes \$7.0 million of unfavorable cash timing adjustments from 2016.

Materials and Supplies

- Inflation assumptions are as follows: 2018=0.02%, 2019=0.81%, 2020=1.53% and 2021=1.38%.
- 2017 includes \$6.5 million of favorable cash timing adjustments from 2016.
- Non-reimbursable expense levels fluctuate year-to-year, primarily due to the timing of subway and bus fleet maintenance program requirements.
- The increase in 2018 over 2017 of \$29.4 million is due to SAP. The decrease of \$16.1 million in 2020 over 2019 is mostly due to the timing of subways fleet maintenance requirements. The decrease of \$8.8 million in 2021 over 2020 was due primarily to the favorable timing of subways fleet maintenance requirements.

Other Business Expenses

- Inflation assumptions are as follows: 2018=1.62%, 2019=2.19%, 2020=2.79% and 2021=2.65%.
- Increases in expenses of \$4.0 million in 2018 over 2017, \$1.5 million in 2019 over 2018, \$1.7 million in 2020 over 2019 and \$0.6 million in 2021 over 2020 are largely due to increases in MVM credit card charges.

Depreciation (non-cash)

- Annual expense increases are due to projections of additional capital assets reaching beneficial use. Examples of these assets include subway station rehabilitations, track & switches, and new subway cars and buses.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
<u>Non-Reimbursable</u>									
Operating Revenues									
Subway	3,444.242	3,494.944	50.702	3,513.406	18.462	3,538.363	24.957	3,537.338	(1.025)
Bus	947.841	957.641	9.800	959.325	1.684	963.066	3.741	960.574	(2.492)
Paratransit	17.244	19.276	2.032	20.144	0.868	21.050	0.906	21.998	0.948
Fare Media Liability	73.500	78.500	5.000	78.500	0.000	78.500	0.000	78.500	0.000
Total Farebox Revenue	\$4,482.827	\$4,550.361	\$67.534	\$4,571.375	\$21.014	\$4,600.979	\$29.604	\$4,598.410	(\$2.569)
Fare Reimbursement	84.016	84.016	0.000	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	168.784	188.649	19.865	195.269	6.620	207.511	12.242	221.442	13.931
Other	183.564	172.427	(11.137)	181.112	8.685	186.498	5.386	191.699	5.201
Total Other Operating Revenue	436.364	445.092	8.728	460.397	15.305	478.025	17.628	497.157	19.132
Total Revenues	\$4,919.191	\$4,995.453	\$76.262	\$5,031.772	\$36.319	\$5,079.004	\$47.232	\$5,095.567	\$16.563
Operating Expenses									
<u>Labor:</u>									
Payroll	\$3,308.348	\$3,530.727	(\$222.378)	\$3,644.254	(\$113.527)	\$3,718.458	(\$74.204)	\$3,770.242	(\$51.784)
Overtime	544.260	500.597	43.663	474.573	26.024	481.022	(6.449)	489.706	(8.684)
Health and Welfare	847.265	955.328	(108.063)	1,035.798	(80.470)	1,103.210	(67.412)	1,173.308	(70.098)
OPEB Current Payments	414.363	462.463	(48.100)	509.905	(47.442)	560.860	(50.955)	616.486	(55.626)
Pension	926.942	966.054	(39.112)	968.101	(2.047)	962.088	6.013	975.681	(13.593)
Other Fringe Benefits	518.915	525.262	(6.347)	541.797	(16.535)	566.096	(24.299)	578.702	(12.606)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(294.915)	(269.818)	(25.098)	(262.599)	(7.219)	(246.120)	(16.479)	(244.245)	(1.874)
Total Labor Expenses	\$6,265.179	\$6,670.614	(\$405.435)	\$6,911.829	(\$241.215)	\$7,145.614	(\$233.785)	\$7,359.880	(\$214.266)
<u>Non-Labor:</u>									
Electric Power	\$271.744	\$309.042	(\$37.298)	\$316.173	(\$7.131)	\$335.400	(\$19.227)	\$353.571	(\$18.171)
Fuel	90.361	91.353	(0.992)	90.528	0.825	107.509	(16.981)	114.325	(6.816)
Insurance	72.153	75.712	(3.559)	84.543	(8.831)	95.176	(10.633)	107.181	(12.005)
Claims	168.455	171.333	(2.878)	172.909	(1.576)	174.484	(1.575)	174.484	0.000
Paratransit Service Contracts	390.819	416.481	(25.662)	439.534	(23.053)	467.469	(27.935)	492.100	(24.631)
Maintenance and Other Operating Contracts	232.196	304.201	(72.005)	235.515	68.687	227.286	8.229	217.254	10.032
Professional Services Contracts	203.709	169.293	34.416	162.551	6.742	166.759	(4.208)	166.767	(0.008)
Materials and Supplies	334.322	367.938	(33.616)	381.689	(13.751)	365.624	16.065	356.799	8.825
Other Business Expenses	79.145	83.169	(4.024)	84.711	(1.543)	86.410	(1.699)	87.019	(0.609)
Total Non-Labor Expenses	\$1,842.903	\$1,988.521	(\$145.618)	\$1,968.152	\$20.369	\$2,026.116	(\$57.964)	\$2,069.500	(\$43.384)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$8,108.082	\$8,659.135	(\$551.053)	\$8,879.981	(\$220.847)	\$9,171.730	(\$291.749)	\$9,429.381	(\$257.650)
Depreciation	\$1,778.062	\$1,828.062	(\$50.000)	\$1,878.062	(\$50.000)	\$1,928.062	(\$50.000)	\$1,978.062	(\$50.000)
OPEB Liability Adjustment	1,268.921	1,350.191	(81.270)	1,436.666	(86.475)	1,528.680	(92.014)	1,626.587	(97.907)
GASB 68 Pension Expense Adjustment	(296.003)	(305.534)	9.531	(296.398)	(9.136)	(303.171)	6.773	(308.944)	5.773
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$10,859.062	\$11,531.854	(\$672.792)	\$11,898.311	(\$366.458)	\$12,325.301	(\$426.990)	\$12,725.086	(\$399.784)
Net Surplus/(Deficit)	(\$5,939.871)	(\$6,536.401)	(\$596.530)	(\$6,866.539)	(\$330.139)	(\$7,246.297)	(\$379.758)	(\$7,629.519)	(\$383.221)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

Reimbursable

Operating Revenues

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Subway	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Bus	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fare Media Liability	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fare Reimbursement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1,357.755	1,301.314	(56.441)	1,261.663	(39.651)	1,180.475	(81.188)	1,181.423	0.948
Total Revenues	\$1,357.755	\$1,301.314	(\$56.441)	\$1,261.663	(\$39.651)	\$1,180.475	(\$81.188)	\$1,181.423	\$0.948

Operating Expenses

Labor:

Payroll	\$484.734	\$510.670	(\$25.937)	\$502.074	\$8.596	\$467.460	\$34.615	\$468.691	(\$1.232)
Overtime	176.311	115.272	61.039	115.920	(0.648)	113.149	2.771	113.072	0.076
Health and Welfare	24.240	24.250	(0.011)	25.529	(1.279)	25.152	0.377	26.355	(1.203)
OPEB Current Payments	10.115	10.140	(0.025)	10.722	(0.581)	11.307	(0.586)	11.924	(0.617)
Pension	36.354	37.436	(1.082)	37.979	(0.544)	36.720	1.259	37.179	(0.458)
Other Fringe Benefits	201.574	204.862	(3.287)	201.825	3.036	188.391	13.434	188.184	0.207
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	294.915	269.818	25.098	262.599	7.219	246.120	16.479	244.245	1.874
Total Labor Expenses	\$1,228.242	\$1,172.448	\$55.794	\$1,156.648	\$15.800	\$1,088.299	\$68.349	\$1,089.651	(\$1.352)

Non-Labor:

Electric Power	\$0.252	\$0.252	\$0.000	\$0.252	\$0.000	\$0.252	\$0.000	\$0.252	\$0.000
Fuel	0.119	0.027	0.092	(0.023)	0.050	(0.023)	0.000	(0.023)	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	39.218	44.487	(5.269)	32.075	12.412	32.103	(0.028)	32.103	0.000
Professional Services Contracts	9.381	8.664	0.717	9.014	(0.350)	9.014	0.000	9.014	0.000
Materials and Supplies	80.135	75.878	4.257	64.139	11.739	51.272	12.867	50.868	0.404
Other Business Expenses	0.408	(0.442)	0.849	(0.442)	0.000	(0.442)	0.000	(0.442)	0.000
Total Non-Labor Expenses	\$129.513	\$128.866	\$0.647	\$105.015	\$23.851	\$92.176	\$12.839	\$91.772	\$0.404

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 **\$1,357.755** **\$1,301.314** **\$56.441** **\$1,261.663** **\$39.651** **\$1,180.475** **\$81.188** **\$1,181.423** **(\$0.948)**

Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Total Expenses After Depreciation and GASB Adjs. **\$1,357.755** **\$1,301.314** **\$56.441** **\$1,261.663** **\$39.651** **\$1,180.475** **\$81.188** **\$1,181.423** **(\$0.948)**

Net Surplus/(Deficit) **\$0.000** **\$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 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
<u>Non-Reimbursable and Reimbursable</u>									
Operating Revenues									
Subway	3,444.242	3,494.944	50.702	3,513.406	18.462	3,538.363	24.957	3,537.338	(1.025)
Bus	947.841	957.641	9.800	959.325	1.684	963.066	3.741	960.574	(2.492)
Paratransit	17.244	19.276	2.032	20.144	0.868	21.050	0.906	21.998	0.948
Fare Media Liability	73.500	78.500	5.000	78.500	0.000	78.500	0.000	78.500	0.000
Total Farebox Revenue	\$4,482.827	\$4,550.361	\$67.534	\$4,571.375	\$21.014	\$4,600.979	\$29.604	\$4,598.410	(\$2.569)
Fare Reimbursement	84.016	84.016	0.000	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	168.784	188.649	19.865	195.269	6.620	207.511	12.242	221.442	13.931
Other	183.564	172.427	(11.137)	181.112	8.685	186.498	5.386	191.699	5.201
Total Other Operating Revenue	436.364	445.092	8.728	460.397	15.305	478.025	17.628	497.157	19.132
Capital and Other Reimbursements	1,357.755	1,301.314	(56.441)	1,261.663	(39.651)	1,180.475	(81.188)	1,181.423	0.948
Total Revenues	\$6,276.946	\$6,296.767	\$19.821	\$6,293.435	(\$3.332)	\$6,259.479	(\$33.956)	\$6,276.990	\$17.511
Operating Expenses									
<u>Labor:</u>									
Payroll	\$3,793.082	\$4,041.397	(\$248.315)	\$4,146.328	(\$104.931)	\$4,185.918	(\$39.590)	\$4,238.933	(\$53.016)
Overtime	720.571	615.869	104.702	590.493	25.377	594.171	(3.678)	602.779	(8.608)
Health and Welfare	871.505	979.578	(108.073)	1,061.327	(81.749)	1,128.362	(67.035)	1,199.663	(71.301)
OPEB Current Payments	424.478	472.603	(48.125)	520.627	(48.023)	572.167	(51.540)	628.410	(56.243)
Pension	963.296	1,003.490	(40.194)	1,006.081	(2.591)	998.808	7.272	1,012.859	(14.051)
Other Fringe Benefits	720.489	730.124	(9.634)	743.622	(13.498)	754.488	(10.865)	766.886	(12.399)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$7,493.421	\$7,843.062	(\$349.640)	\$8,068.477	(\$225.415)	\$8,233.913	(\$165.436)	\$8,449.531	(\$215.618)
<u>Non-Labor:</u>									
Electric Power	\$271.996	\$309.294	(\$37.298)	\$316.425	(\$7.131)	\$335.652	(\$19.227)	\$353.823	(\$18.171)
Fuel	90.480	91.380	(0.900)	90.505	0.875	107.486	(16.981)	114.302	(6.816)
Insurance	72.153	75.712	(3.559)	84.543	(8.831)	95.176	(10.633)	107.181	(12.005)
Claims	168.455	171.333	(2.878)	172.909	(1.576)	174.484	(1.575)	174.484	0.000
Paratransit Service Contracts	390.819	416.481	(25.662)	439.534	(23.053)	467.469	(27.935)	492.100	(24.631)
Maintenance and Other Operating Contracts	271.414	348.688	(77.274)	267.590	81.099	259.389	8.201	249.357	10.032
Professional Services Contracts	213.090	177.957	35.133	171.565	6.392	175.773	(4.208)	175.781	(0.008)
Materials and Supplies	414.457	443.816	(29.358)	445.827	(2.012)	416.896	28.932	407.667	9.229
Other Business Expenses	79.552	82.727	(3.174)	84.270	(1.543)	85.968	(1.699)	86.578	(0.609)
Total Non-Labor Expenses	\$1,972.416	\$2,117.387	(\$144.971)	\$2,073.167	\$44.220	\$2,118.292	(\$45.125)	\$2,161.272	(\$42.980)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$9,465.837	\$9,960.449	(\$494.611)	\$10,141.645	(\$181.196)	\$10,352.205	(\$210.561)	\$10,610.803	(\$258.598)
Depreciation	\$1,778.062	\$1,828.062	(\$50.000)	\$1,878.062	(\$50.000)	\$1,928.062	(\$50.000)	\$1,978.062	(\$50.000)
OPEB Liability Adjustment	1,268.921	1,350.191	(81.270)	1,436.666	(86.475)	1,528.680	(92.014)	1,626.587	(97.907)
GASB 68 Pension Expense Adjustment	(296.003)	(305.534)	9.531	(296.398)	(9.136)	(303.171)	6.773	(308.944)	5.773
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$12,216.817	\$12,833.168	(\$616.351)	\$13,159.975	(\$326.807)	\$13,505.776	(\$345.802)	\$13,906.508	(\$400.732)
Net Surplus/(Deficit)	(\$5,939.871)	(\$6,536.401)	(\$596.530)	(\$6,866.539)	(\$330.139)	(\$7,246.297)	(\$379.758)	(\$7,629.519)	(\$383.221)

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MTA NEW YORK CITY TRANSIT
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Cash Receipts and Expenditures									
Receipts									
Farebox Receipts	\$4,493.027	\$4,550.561	\$57.534	\$4,571.575	\$21.014	\$4,601.179	\$29.604	\$4,598.610	(\$2.569)
Fare Reimbursement	97.782	40.250	(57.532)	84.016	43.766	84.016	0.000	84.016	0.000
Paratransit Reimbursement	165.504	188.530	23.026	195.175	6.645	207.429	12.254	221.325	13.896
Other	61.489	69.687	8.198	75.514	5.827	78.049	2.535	80.390	2.341
Total Other Operating Revenue	324.775	298.467	(26.308)	354.705	56.238	369.494	14.789	385.731	16.237
Capital and Other Reimbursements	1,402.148	1,413.016	10.868	1,299.394	(113.622)	1,196.441	(102.953)	1,180.716	(15.725)
Total Receipts	\$6,219.950	\$6,262.044	\$42.094	\$6,225.674	(\$36.370)	\$6,167.114	(\$58.560)	\$6,165.057	(\$2.057)
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$3,762.810	\$4,009.384	(\$246.575)	\$4,113.757	(\$104.373)	\$4,153.442	(\$39.685)	\$4,203.925	(\$50.482)
Overtime	720.571	615.869	104.702	590.493	25.377	594.171	(3.678)	602.779	(8.608)
Health and Welfare	869.967	971.774	(101.807)	1,052.938	(81.163)	1,119.343	(66.405)	1,189.968	(70.625)
OPEB Current Payments	424.478	472.603	(48.125)	520.627	(48.023)	572.167	(51.540)	628.410	(56.243)
Pension	963.296	1,003.490	(40.194)	1,006.081	(2.591)	998.808	7.272	1,012.859	(14.051)
Other Fringe Benefits	494.985	502.732	(7.747)	509.688	(6.956)	515.931	(6.243)	523.416	(7.485)
Contribution to GASB Fund	0.000	6.296	(6.296)	15.785	(9.488)	25.976	(10.191)	37.101	(11.125)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$7,236.107	\$7,582.149	(\$346.042)	\$7,809.367	(\$227.218)	\$7,979.838	(\$170.471)	\$8,198.458	(\$218.620)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$271.996	\$309.294	(\$37.298)	\$316.425	(\$7.131)	\$335.652	(\$19.227)	\$353.823	(\$18.171)
Fuel	87.733	91.380	(3.647)	90.505	0.875	107.486	(16.981)	114.302	(6.816)
Insurance	74.176	74.730	(0.554)	82.751	(8.021)	95.636	(12.885)	104.983	(9.347)
Claims	117.635	120.367	(2.732)	122.806	(2.439)	125.295	(2.489)	127.834	(2.539)
Paratransit Service Contracts	391.142	414.481	(23.339)	437.534	(23.053)	465.469	(27.935)	490.100	(24.631)
Maintenance and Other Operating Contracts	290.514	357.618	(67.104)	276.520	81.099	268.319	8.201	258.287	10.032
Professional Services Contracts	206.343	165.957	40.386	159.565	6.392	163.773	(4.208)	163.781	(0.008)
Materials and Supplies	398.861	442.316	(43.454)	444.327	(2.012)	415.396	28.932	406.167	9.229
Other Business Expenses	79.552	82.727	(3.174)	84.270	(1.543)	85.968	(1.699)	86.578	(0.609)
Total Non-Labor Expenditures	\$1,917.952	\$2,058.869	(\$140.917)	\$2,014.702	\$44.167	\$2,062.993	(\$48.291)	\$2,105.854	(\$42.861)
<u>Other Expenditure Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$9,154.059	\$9,641.018	(\$486.959)	\$9,824.070	(\$183.051)	\$10,042.831	(\$218.762)	\$10,304.312	(\$261.481)
Net Cash Surplus/(Deficit)	(\$2,934.109)	(\$3,378.974)	(\$444.865)	(\$3,598.395)	(\$219.421)	(\$3,875.717)	(\$277.322)	(\$4,139.255)	(\$263.538)

MTA NEW YORK CITY TRANSIT
2018 Final Proposed Budget
November Financial Plan 2018 – 2021
Summary of Major Plan-to-Plan Changes by Generic Categories

2017: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Operating revenues are projected to decrease from the July Financial Plan by \$51.9 million.

Major generic category changes include:

- Farebox revenue is projected to decrease by \$41.4 million, due primarily to lower ridership.
- Other operating revenue is projected to decrease by a net \$10.5 million, due mostly to a reduction in advertising revenue.

Operating Expense Changes

Operating expenses are projected to increase by \$53.6 million from the July Financial Plan.

Major generic category changes include:

- Payroll expenses are higher by \$22.4 million, due principally to additional headcount requirements of 784 in support of the Subway Action Plan (SAP) and availability/pay hour adjustments.
- Overtime is projected to increase by \$62.0 million, due largely to SAP needs and vacancy coverage requirements.
- Health & welfare/OPEB current payment expenses are projected to decrease by \$21.2 million, due mainly to favorable rates and healthcare provider credits.
- Other fringe benefits are projected to increase by \$10.5 million, due mainly to additional FICA costs driven by SAP payroll/headcount requirements.
- Reimbursable overhead credits are projected to grow by \$34.1 million, due to projected additional reimbursable work for SAP and other requirements.
- Electric power expenses are projected to decrease by \$8.7 million, due mostly to projected lower consumption and prices, partly offset by the unfavorable timing of expenses.

- Fuel expenses are projected to overrun by \$3.0 million, due to adjustments/re-estimates.
- Paratransit expenses are lower than the July forecast by \$8.6 million, due mostly to lower completed trips.
- Maintenance contract expenses are projected to decrease by a net \$21.5 million, due mostly to the favorable timing of expenses of \$38 million (including paratransit vehicle purchases and subways Scheduled Maintenance) to 2018 and 2019, partly offset by SAP maintenance contract requirements.
- Professional service contract expenses are projected to increase by \$29.4 million, including SAP requirements, Transit Wireless/Beacon expenses and costs for independent medical exams for workers.
- Materials & supplies expenses are projected to increase by \$20.7 million, due mostly to SAP requirements.

2018-2021: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Operating revenues are projected to decrease from the July Financial Plan by \$63.7 million in 2018, \$70.9 million in 2019, \$67.0 million in 2020 and \$60.3 million in 2021:

Major generic category changes include:

- Farebox revenue is projected to decrease by \$46.3 million in 2018, \$46.9 million in 2019, \$42.8 million in 2020 and \$35.7 million in 2021, due to projected lower ridership.
- Other operating revenue is projected to decrease by \$17.5 million in 2018, \$24.1 million in 2019, \$24.3 million in 2020 and \$24.6 million in 2021, due largely to projected reductions in advertising revenue.

Operating Expense Changes

Operating expenses increased from the July Financial Plan by \$401.5 million in 2018, \$354.0 million in 2019, \$333.7 million in 2020 and \$332.2 million in 2021.

Major generic category changes include:

- Payroll expenses are projected to increase by \$133.0 million in 2018, \$178.3 million in 2019, \$175.5 million in 2020, and \$182.3 million in 2021, due mostly to additional headcount requirements in support of the SAP.

- Overtime expenses are projected to increase by \$54.7 million in 2018, \$25.4 million in 2019, \$23.6 million in 2020 and \$23.9 million in 2021, due primarily to support the SAP requirements.
- Health & welfare/OPEB current expenses are projected to increase by \$26.5 million in 2018, \$42.9 million in 2019, \$44.4 million in 2020, and \$44.1 million in 2021, based on projected inflationary growth.
- Pension expenses are projected to increase by \$22.1 million in 2018, \$25.5 million in 2019, \$23.0 million in 2020 and \$22.0 million in 2021, based on updated actuarial information incorporating inflation assumptions.
- Other fringe benefit expenses are projected to increase by \$4.6 million in 2018, \$8.0 million in 2019, \$12.0 million in 2020 and \$13.3 million in 2021, due primarily to additional FICA costs driven by SAP payroll/headcount requirements.
- Maintenance contract costs are projected to increase by \$97.6 million in 2018, including \$71.6 million of SAP requirements with the remaining increase resulting from the timing of expenses from 2017. A \$15.4 million increase in 2019 is due largely to SAP requirements.
- Professional service contract expenses are projected to increase by \$9.5 million in 2018, due to SAP requirements.
- Materials & supplies expenses are projected to increase by \$71.5 million in 2018, \$72.1 million in 2019, \$42.5 million in 2020 and \$42.8 million in 2021, due primarily to SAP requirements.
- Other business expenses are projected to increase by \$4.3 million in 2018, \$4.4 million in 2019, \$4.4 million in 2020 and \$4.5 million in 2021, due mostly to an increase in MVM credit card costs.

MTA New York City Transit
November Financial Plan 2018 - 2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE	2017	2018	2019	2020	2021
July Financial Plan - Cash Surplus/(Deficit)	(\$2,754.496)	(\$2,954.887)	(\$3,230.470)	(\$3,503.066)	(\$3,767.585)
Baseline Changes					
Revenue					
Farebox Revenue	(\$41.440)	(\$46.272)	(\$46.878)	(\$42.753)	(\$35.676)
Other Operating Revenue	(10.470)	(17.470)	(24.066)	(24.265)	(\$24.615)
Capital and Other Reimbursement	0.000	0.000	0.000	0.000	\$0.000
Total Revenue Changes	(\$51.910)	(\$63.742)	(\$70.944)	(\$67.018)	(\$60.291)
Expenses					
<i>Labor:</i>					
Payroll	(\$22.379)	(\$133.008)	(\$178.300)	(\$175.458)	(\$182.348)
Overtime	(61.951)	(54.676)	(25.441)	(23.561)	(\$23.922)
Health and Welfare	17.179	(26.453)	(41.685)	(41.712)	(\$39.957)
OPEB Current Payment	3.960	(0.085)	(1.232)	(2.663)	(\$4.120)
Pensions	0.629	(22.057)	(25.498)	(22.992)	(\$22.018)
Other Fringe Benefits	(10.498)	(4.614)	(8.024)	(12.020)	(\$13.283)
Reimbursable Overhead	34.078	23.329	18.149	7.679	\$5.807
Total Labor Expense Changes	(\$38.982)	(\$217.564)	(\$262.031)	(\$270.727)	(\$279.841)
<i>Non-Labor:</i>					
Electric Power	\$8.702	\$0.713	\$0.710	\$3.859	\$4.368
Fuel	(3.022)	(1.591)	(0.482)	(9.320)	(8.525)
Insurance	0.934	1.078	0.983	0.967	\$0.998
Claims	0.000	0.000	0.000	0.000	\$0.000
Paratransit Service Contracts	8.640	(1.220)	0.000	0.000	\$0.000
Maintenance and Other Operating Contracts	21.512	(97.581)	(15.437)	(10.012)	(\$0.315)
Professional Service Contracts	(29.370)	(9.460)	(1.318)	(1.445)	(\$1.582)
Materials & Supplies	(20.701)	(71.523)	(72.062)	(42.547)	(\$42.794)
Other Business Expenses	(1.296)	(4.337)	(4.383)	(4.438)	(\$4.491)
Total Non-Labor Expense Changes	(\$14.601)	(\$183.921)	(\$91.989)	(\$62.936)	(\$52.341)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expense Changes	(\$53.583)	(\$401.485)	(\$354.020)	(\$333.663)	(\$332.182)
Cash Adjustment Changes					
Revenue	13.766	7.834	21.743	22.380	\$23.011
Expense	0.881	(4.442)	(2.824)	(3.251)	(\$3.303)
Depreciation	0.000	0.000	0.000	0.000	\$0.000
Total Cash Adjustment Changes	\$14.647	\$3.392	\$18.919	\$19.129	\$19.708
Total Baseline Changes	(\$90.846)	(\$461.835)	(\$406.045)	(\$381.552)	(\$372.765)
November Financial Plan - Cash Surplus/(Deficit)	(\$2,845.342)	(\$3,416.722)	(\$3,636.515)	(\$3,884.618)	(\$4,140.350)

MTA New York City Transit
November Financial Plan 2018 - 2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE	2017	2018	2019	2020	2021
July Financial Plan - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue					
Other Operating Revenue					
Capital and Other Reimbursement	81.295	100.799	61.821	19.095	\$13.837
Total Revenue Changes	\$81.295	\$100.799	\$61.821	\$19.095	\$13.837
Expenses					
<i>Labor:</i>					
Payroll	\$28.832	(\$21.656)	(\$14.737)	(\$2.111)	(\$1.049)
Overtime	(64.325)	(6.325)	(5.897)	(3.979)	(\$2.681)
Health and Welfare	(1.831)	(0.011)	0.033	0.105	\$0.112
OPEB Current Payment	(0.944)	(0.906)	(0.860)	(0.897)	(\$0.936)
Pensions	0.032	0.052	0.031	0.056	\$0.133
Other Fringe Benefits	0.358	(13.010)	(10.129)	(4.664)	(\$4.085)
Reimbursable Overhead	(34.078)	(23.329)	(18.149)	(7.679)	(\$5.807)
Total Labor Expense Changes	(\$71.956)	(\$65.185)	(\$49.708)	(\$19.169)	(\$14.313)
<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	(4.841)	(12.817)	(0.417)	(0.417)	(0.417)
Professional Service Contracts	1.808	0.495	0.495	0.495	0.495
Materials & Supplies	(5.857)	(23.692)	(12.592)	(0.404)	0.000
Other Business Expenses	(0.449)	0.400	0.401	0.400	0.398
Total Non-Labor Expense Changes	(\$9.339)	(\$35.614)	(\$12.113)	\$0.074	\$0.476
Total Expense Changes	(\$81.295)	(\$100.799)	(\$61.821)	(\$19.095)	(\$13.837)
Cash Adjustment Changes					
Capital Reimbursement Timing	(88.767)	37.748	38.120	8.901	1.095
Total Cash Adjustment Changes	(\$88.767)	\$37.748	\$38.120	\$8.901	\$1.095
Total Baseline Changes	(\$88.767)	\$37.748	\$38.120	\$8.901	\$1.095
November Financial Plan - Cash Surplus/(Deficit)	(\$88.767)	\$37.748	\$38.120	\$8.901	\$1.095

MTA New York City Transit
November Financial Plan 2018 - 2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE	2017	2018	2019	2020	2021
July Financial Plan - Cash Surplus/(Deficit)	(\$2,754.496)	(\$2,954.887)	(\$3,230.470)	(\$3,503.066)	(\$3,767.585)
Baseline Changes					
Revenue					
Farebox Revenue	(\$41.440)	(\$46.272)	(\$46.878)	(\$42.753)	(\$35.676)
Other Operating Revenue	(10.470)	(17.470)	(24.066)	(24.265)	(24.615)
Capital and Other Reimbursement	81.295	100.799	61.821	19.095	13.837
Total Revenue Changes	\$29.385	\$37.057	(\$9.123)	(\$47.923)	(\$46.454)
Expenses					
<i>Labor:</i>					
Payroll	\$6.453	(\$154.664)	(\$193.037)	(\$177.569)	(\$183.397)
Overtime	(126.276)	(61.001)	(31.338)	(27.540)	(26.603)
Health and Welfare	15.348	(26.464)	(41.652)	(41.607)	(39.845)
OPEB Current Payment	3.016	(0.991)	(2.092)	(3.560)	(5.056)
Pensions	0.661	(22.005)	(25.467)	(22.936)	(21.885)
Other Fringe Benefits	(10.140)	(17.624)	(18.153)	(16.684)	(17.368)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	(\$110.938)	(\$282.749)	(\$311.739)	(\$289.896)	(\$294.154)
<i>Non-Labor:</i>					
Electric Power	\$8.702	\$0.713	\$0.710	\$3.859	\$4.368
Fuel	(3.022)	(1.591)	(0.482)	(9.320)	(8.525)
Insurance	0.934	1.078	0.983	0.967	0.998
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	8.640	(1.220)	0.000	0.000	0.000
Maintenance and Other Operating Contracts	16.671	(110.398)	(15.854)	(10.429)	(0.732)
Professional Service Contracts	(27.562)	(8.965)	(0.823)	(0.950)	(1.087)
Materials & Supplies	(26.558)	(95.215)	(84.654)	(42.951)	(42.794)
Other Business Expenses	(1.745)	(3.937)	(3.982)	(4.038)	(4.093)
Total Non-Labor Expense Changes	(\$23.940)	(\$219.535)	(\$104.102)	(\$62.862)	(\$51.865)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expense Changes	(\$134.878)	(\$502.284)	(\$415.841)	(\$352.758)	(\$346.019)
Cash Adjustment Changes					
Revenue	13.766	7.834	21.743	22.380	23.011
Expense	0.881	(4.442)	(2.824)	(3.251)	(3.303)
Capital Reimbursement Timing	(88.767)	37.748	38.120	8.901	1.095
Depreciation	0.000	0.000	0.000	0.000	0.000
Total Cash Adjustment Changes	(\$74.120)	\$41.140	\$57.039	\$28.030	\$20.803
Total Baseline Changes	(\$179.613)	(\$424.087)	(\$367.925)	(\$372.651)	(\$371.670)
November Financial Plan - Cash Surplus/(Deficit)	(\$2,934.109)	(\$3,378.974)	(\$3,598.395)	(\$3,875.717)	(\$4,139.255)

MTA NEW YORK CITY TRANSIT
2018 Final Proposed Budget
November Financial Plan 2018 – 2021
Summary of Major Plan-to-Plan Changes

2017: November Financial Plan vs. July Financial Plan

Revenue Changes

Total revenue changes from the July Financial Plan increased by \$29.4 million.

Major changes include:

- Farebox revenue decreased by \$41.4 million, due to lower projected ridership.
- Other operating revenue was unfavorable by \$10.5 million, due mostly to lower projected advertising revenue.
- Capital reimbursements increase by \$81.3 million to provide for reimbursement of projected reimbursable expense increases.

Expense Changes

Total expenses are projected to increase from the July Financial Plan by \$134.9 million.

Major changes include:

- An increase in operating costs of \$99.7 million, due to the implementation of the Subway Action Plan (SAP).
- Reimbursable expenses are projected to increase in 2017 by \$81.3 million, including \$56.2 million of departmental requirements, \$21.9 million of Platform Budget construction work, and \$7.4 million for the Subway Action Plan (SAP).
- Favorable expense rollovers of \$35.9 million offset in subsequent years.

Cash Adjustments

Cash adjustments are projected to be unfavorable by \$74.1 million.

Major changes include:

- The unfavorable timing of capital reimbursements/job overruns of \$88.8 million to be offset in subsequent years.
- The favorable timing of fare reimbursements of \$13.8 million

2018-2021: November Financial Plan vs. July Financial Plan

Revenue Changes

Total revenue changes from the July Financial Plan represent an increase of \$37.1 million in 2018, and net decreases of \$9.3 million in 2019, \$47.9 million in 2020 and \$46.5 million in 2021.

Major changes include:

- Farebox revenue is projected to decrease by \$46.3 million in 2018, \$46.9 million in 2019, \$42.8 million in 2020 and \$35.7 million in 2021, due to lower ridership.
- Other operating revenue is projected to decrease by \$17.5 million in 2018, \$24.1 million in 2019, \$24.3 million in 2020 and \$24.6 million in 2021, due largely to projected lower advertising revenue.
- Capital reimbursements increase by \$100.8 million in 2018, \$61.6 million in 2019, \$19.1 million in 2020 and \$13.8 million in 2021 to provide for reimbursement of reimbursable expense increases.

Expense Changes

Total expenses are projected to increase by \$502.3 million in 2018, \$415.8 million in 2019, \$352.8 million in 2020 and \$346.0 million in 2021.

Major changes include:

- An increase in operating costs of \$401.5 million in 2018, \$354.0 in 2019, \$337.3 million in 2020 and \$332.2 million in 2021, due to the implementation of the Subway Action Plan (SAP).
- Reimbursable expenses are projected to increase by \$100.8 million in 2018, \$61.8 million in 2019, \$19.1 million in 2020 and \$13.8 million in 2021. These increases are mostly from SAP requirements, re-estimates, and programmatic construction/engineering changes.

Cash Adjustments

Cash adjustments are projected to be favorable by \$41.1 million in 2018, \$57.0 million in 2019, \$28.0 million in 2020 and \$20.8 million in 2021.

Major changes include:

- The favorable timing of capital reimbursements of \$37.7 million in 2018, \$38.1 million in 2019 and \$8.9 million in 2020.
- Favorable other operating revenue cash offsets to negative accrual adjustments of \$17.2 million in 2018, \$18.9 million in 2019, \$19.1 million in 2020 and \$19.7 million in 2021.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2018-2021
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

TOTAL NON-REIMBURSABLE and REIMBURSABLE

	2017	2018	2019	2020	2021
July Financial Plan - Cash Surplus/(Deficit)	(\$2,754.496)	(\$2,954.887)	(\$3,230.470)	(\$3,503.066)	(\$3,767.585)
Non-Reimbursable Major Changes					
Revenue					
Farebox	(\$41.440)	(\$46.272)	(\$46.878)	(\$42.753)	(\$35.676)
Other Operating Revenue	(10.470)	(17.470)	(24.066)	(24.265)	(24.615)
Sub-Total Non-Reimbursable Revenue Changes	(\$51.910)	(\$63.742)	(\$70.944)	(\$67.018)	(\$60.291)
Expenses					
Subways Action Plan (SAP)	(99.653)	(408.498)	(342.082)	(300.541)	(300.541)
Projected Out-Year Inflation/Adjustments	(1.431)	19.330	(18.449)	(26.500)	(25.644)
Total Subways Action Plan (SAP)	(101.084)	(389.168)	(360.531)	(327.041)	(326.185)
Inflation-Related:					
Bus/Heating Fuel	(\$1.036)	(\$2.039)	(\$1.545)	(\$10.383)	(\$9.588)
Electric Power	8.703	1.387	2.615	5.764	6.273
Health & Welfare Rates	2.170	8.503	4.451	0.311	3.943
Insurance	0.743	1.079	1.109	1.125	1.181
MTA Material/R&M Inflation Adj.	0.000	7.008	9.707	10.114	10.220
Sub-total Inflation-Related	10.580	15.938	16.337	6.931	12.029
Technical Adjustments/Re-estimates:					
Amtrack Mitigation Requirements	(6.462)	0.000	0.000	0.000	0.000
Workers' Compensation/Other Fringe Benefit Reforecast	(7.604)	(9.172)	(7.346)	(7.483)	(7.622)
Bus Service-Traffic/Ramp Delays	(5.562)	(5.562)	(5.562)	(5.562)	(5.562)
MetroCard Fees Reforecast	(3.692)	(4.181)	(4.245)	(4.298)	(4.355)
OTPS Adjustments	9.006	(3.978)	(3.096)	(3.236)	(3.341)
Pay Rate Adjustments	(11.336)	0.408	0.647	0.728	0.602
Expense Rollovers	35.857	(28.087)	(7.826)	0.000	0.000
Reimbursable Adjustments	20.831	20.991	27.530	17.958	8.062
All Other	5.883	1.326	(9.928)	(11.660)	(5.810)
Sub-total Technical Adjustments/Re-estimates	36.921	(28.255)	(9.826)	(13.553)	(18.026)
Sub-Total Non-Reimbursable Expense Changes	(\$53.583)	(\$401.485)	(\$354.020)	(\$333.663)	(\$332.182)
Total Non-Reimbursable Major Changes	(\$105.493)	(\$465.227)	(\$424.964)	(\$400.681)	(\$392.473)
Reimbursable Major Changes					
Revenue					
Increased Reimbursements-Higher Expenses	81.295	100.799	61.821	19.095	13.837
Sub-Total Reimbursable Revenue Changes	\$81.295	\$100.799	\$61.821	\$19.095	\$13.837
Expenses					
Increased Expenses	(81.295)	(100.799)	(61.821)	(19.095)	(13.837)
Sub-Total Reimbursable Expense Changes	(\$81.295)	(\$100.799)	(\$61.821)	(\$19.095)	(\$13.837)
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	(\$105.493)	(\$465.227)	(\$424.964)	(\$400.681)	(\$392.473)
Cash Adjustment Changes					
Fare Reimbursement Timing	\$13.766	(\$13.766)	\$0.000	\$0.000	\$0.000
Capital Reimbursement Timing/Job Overruns	(88.767)	37.748	38.120	8.901	1.095
All Other-Mostly Offset to Other Revenue Re-estimates	0.881	17.158	18.919	19.129	19.708
Total Cash Adjustment Changes	(\$74.120)	\$41.140	\$57.039	\$28.030	\$20.803
Total Baseline Changes	(\$179.613)	(\$424.087)	(\$367.925)	(\$372.651)	(\$371.670)
November Financial Plan - Cash Surplus/(Deficit)	(\$2,934.109)	(\$3,378.974)	(\$3,598.395)	(\$3,875.717)	(\$4,139.255)

MTA NEW YORK CITY TRANSIT
2018 Final Proposed Budget
November Financial Plan 2018 – 2021

RIDERSHIP/ (UTILIZATION)

The November 2017 Financial Plan ridership forecast projects that 2017 subway ridership will be 0.9 percent below the July 2017 Plan and 2017 bus ridership will be 1.0 percent below the July Plan, based on April-August 2017 weather and calendar adjusted ridership compared to the same period in 2016. The revised 2017 forecast includes preliminary actual ridership through August 2017, which was 0.6 percent below the July Plan on subway and 0.8 percent below the July Plan on bus, due mainly to unfavorable ridership trends. As a result of lower subway and bus baseline ridership, projected 2017 subway and bus ridership is 21.9 million lower than the July 2017 Plan.

In developing the 2018 ridership forecast, baseline subway ridership is projected to increase by approximately 0.9 percent over 2017, based in part on the August 2017 employment forecast, which projects a lower percentage increase from 2017 to 2018 than the February 2017 forecast used in the July 2017 Plan. 2018 bus ridership is projected to increase by approximately 0.7 percent; the 2018 bus ridership increase (and part of the 2018 subway increase) is mainly due to positive adjustments to the baseline forecast to account for lower ridership in early 2017 resulting from adverse weather. As a result of lower 2017 subway and bus ridership, and slightly lower subway economic growth, projected 2018 subway and bus ridership is 25.1 million lower than the July Plan.

Working off the revised 2018 baseline projection, 2019-2021 subway and bus ridership growth forecasts are based on the August 2017 employment forecast, which projects a smaller percent increase in employment for 2019 and higher growth for 2020 and 2021 compared to the forecast used in the July 2017 Plan. The resulting ridership is expected to be 25.4 million lower than the July Plan in 2019, 23.4 million lower in 2020, and 19.9 million lower in 2021.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2018 - 2021
Ridership (Utilization)
(in millions)

	Actual	November	Final			
	2016	Forecast	Proposed	2019	2020	2021
		2017	Budget			
			2018			

RIDERSHIP

Subway	1,756.815	1,740.491	1,756.538	1,765.477	1,777.561	1,777.065
Bus	638.413	605.880	610.191	611.174	613.359	611.904
Paratransit	8.938	8.843	9.576	10.007	10.457	10.927

Total Ridership

2,404.166	2,355.215	2,376.304	2,386.658	2,401.377	2,399.896
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FAREBOX REVENUE (Excluding fare media liability)

Subway	\$3,351.083	\$3,444.242	\$3,494.944	\$3,513.406	\$3,538.363	\$3,537.338
Bus	966.344	947.841	957.641	959.325	963.066	960.574
Paratransit	17.620	17.244	19.276	20.144	21.050	21.998

Total Revenue

\$4,335.047	\$4,409.327	\$4,471.861	\$4,492.875	\$4,522.479	\$4,519.910
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NEW YORK CITY TRANSIT
November Financial Plan 2018-2021
2017 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2017	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021
Administration										
Additional Transit Adjudication Bureau Revenue (July Plan)		4.077								
Administrative & OTPS Savings (July Plan)	2	1.758	2	2.275	2	2.275	2	2.275	2	2.275
Cancel BRP -Paratransit Zero Fare Revenue (July Plan)		(2.100)		(3.600)		(3.600)		(3.600)		(3.600)
EAM Adjustments (July Plan)	17	5.102	18	2.839	12	1.629	12	1.958	12	1.958
Health & Welfare-Medical Rebid (July Plan)		17.397		5.981		6.362		6.768		7.202
Health & Welfare-NYSHIP DEVA (July Plan)		2.463		2.614		2.779		2.949		3.130
Mandated Training (July Plan)		2.635		2.982		2.982		2.982		2.982
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Administration</i>	19	31.332	20	13.091	14	12.427	14	13.332	14	13.947
<i>% of Total Proposed</i>		55.2%		36.7%		36.2%		31.0%		31.4%
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
<i>% of Total Proposed</i>		0.0%		0.0%		0.0%		0.0%		0.0%
Maintenance										
Power Maintainer Vacancies (July Plan)	31	2.057		2.037						
Maintenance Material and Contract Savings (July Plan)	-	1.620	-	2.847	-	4.347	-	4.347	-	4.347
<i>Subtotal Maintenance</i>	31	3.677	-	4.884	-	4.347	-	4.347	-	4.347
<i>% of Total Proposed</i>		6.5%		13.7%		12.7%		10.1%		9.8%
Revenue Enhancement										
Revenue Control Efficiencies (July Plan)	10	0.858	10	0.954	10	0.954	10	0.954	10	0.954
<i>Subtotal Revenue Enhancement</i>	10	0.858	10	0.954	10	0.954	10	0.954	10	0.954
<i>% of Total Proposed</i>		1.5%		2.7%		2.8%		2.2%		2.1%
Safety										
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
<i>% of Total Proposed</i>		0.0%		0.0%		0.0%		0.0%		0.0%
Security										
EAGLE TEAM Deployment (July Plan)	64	3.718	64	6.723	64	6.723	64	6.723	64	6.723
<i>Subtotal Security</i>	64	3.718	64	6.723	64	6.723	64	6.723	64	6.723
<i>% of Total Proposed</i>		6.6%		18.9%		19.6%		15.6%		15.1%
Service										
Bus Operator Hours of Service/OT Adjustments (July Plan)	50	2.354	50	2.608	50	2.608	50	2.608	50	2.608
Cancel BRP - Destaff Auxillary Full-time Booth (July Plan)	(42)	(2.329)	(42)	(3.879)	(42)	(3.879)	(42)	(3.879)	(42)	(3.879)
Paratransit Shift Trips to Voucher/Taxi/E-Hail Prov. (July Plan)		2.392		5.742		4.857		12.332		12.868
Tower Operator Economy (July Plan)	19	1.652	19	2.025	24	2.557	24	2.557	24	2.557
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Service</i>	27	4.069	27	6.496	32	6.143	32	13.618	32	14.154
<i>% of Total Proposed</i>		7.2%		18.2%		17.9%		31.7%		31.9%
Service Support										
None	-	(0.001)	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Service Support</i>	-	(0.001)	-	0.000	-	0.000	-	0.000	-	0.000
<i>% of Total Proposed</i>		0.0%		0.0%		0.0%		0.0%		0.0%
Other										
Prescription Benefit Management - Additional Savings (Nov. Plan)	-	13.076	-	3.499	-	3.744	-	4.007	-	4.288
<i>Subtotal All Other</i>	-	13.076	0	3.499	0	3.744	0	4.007	0	4.288
<i>% of Total Proposed</i>		23.0%		9.8%		10.9%		9.3%		9.7%
Agency Submission	151	\$56.729	121	\$35.647	120	\$34.338	120	\$42.981	120	\$44.413

**NEW YORK CITY TRANSIT
July Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Administration

Program: Additional Transit Adjudication Bureau (TAB) Revenue

Background Details:	Savings is generated from the Transit Adjudication Bureau participation in NYS' Statewide Offset Program (SWOP). This program was launched in 2016 and is based on a systematic review of unpaid summonses that could be potentially eligible for collection through the SWOP program.
----------------------------	--

Program Description/ Implementation Plan:	The Law Department's Transit Adjudication Bureau (TAB) will increase the recovery of unpaid summonses by participating in the Statewide Offset Program (SWOP). The process is two-fold in that TAB generates a warning letter for all unpaid summonses; and then transmits information of non-respondents to the NYS Department of Taxation. Payments are then deducted from a non-responders tax return.
--	---

Program Implementation Date:	7/1/2017	When will savings begin?:	7/1/2017
		Are these savings recurring?:	No

Other Issues:

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$4.077	\$0.000	\$0.000	\$0.000	\$0.000

Total Positions Required:

**NEW YORK CITY TRANSIT
July Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Administration
Program: Administrative & OTPS Savings

Background Details:	This initiative reflects full and part time position reductions in the Human Resources, System Safety and Operations Planning divisions. In addition, the initiative also reflects price discounts gained from rapid invoice payments as well as reduced contractual costs through more effective management in the Materiel, Human Resources and Corporate Communications departments.
----------------------------	---

Program Description/Implementation Plan:	Efficiency savings gained through productivity measures.
---	--

Program Implementation Date:	When will savings begin?:
	Are these savings recurring?:
Other Issues:	

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$1.758	\$2.275	\$2.275	\$2.275	\$2.275
<i>Total Positions Required:</i>	2	2	2	2	2

**NEW YORK CITY TRANSIT
July Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Administration
Program: EAM Adjustments

Background Details:	EAM will maximize the safety, service life, and efficiency of each and every physical asset at NYCT. Investments were made in prior Financial Plan and were allocated to the Central Project Management Office (PMO), Department of Subways (DOS), and Department of Buses (DOB) .
----------------------------	--

Program Description/ Implementation Plan:	Review of EAM's organizational structure has resulted in disbanding the PMO and moving staff into DOS and DOB. In addition, due to hiring delays, vacancy savings can also be achieved in 2017 and 2018.
--	--

Program Implementation Date:	1/1/2017	When will savings begin?:	1/1/2017
		Are these savings recurring?:	yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$5.102	\$2.839	\$1.629	\$1.958	\$1.958
<i>Total Positions Required:</i>	17	18	12	12	12

**NEW YORK CITY TRANSIT
July Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Administration
Program: Health & Welfare - Medical Rebid

Background Details:	In 2017, Aetna replaced Empire Blue Cross Blue Shield and United Healthcare for the hourly and supervisory medical coverage. The Medical Rebid savings initiative was created to factor in cost reductions from changing vendors.
----------------------------	---

Program Description/ Implementation Plan:	Starting in 1/1/2017. Health and Welfare claims are well below budget, and below prior year levels. Further, the budget had anticipated a transition loss in 2017 which did not materialize.
--	--

Program Implementation Date:	1/1/2017	When will savings begin?:	1/1/2017
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$17.397	\$5.981	\$6.362	\$6.768	\$7.202

Total Positions Required:

**NEW YORK CITY TRANSIT
July Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Administration
Program: Health & Welfare - NYSHIP DEVA

Background Details:	In 2016, NYSHIP conducted a Dependent Eligibility Audit (DEVA), which produces savings by reducing coverage costs as members update their plans from Family to individual.
----------------------------	--

Program Description/ Implementation Plan:	NYSHIP DEVA savings initiative is effective in 2017 and continues through the out-years.
--	--

Program Implementation Date:	1/1/2017	When will savings begin?:	1/1/2017
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$2.463	\$2.614	\$2.779	\$2.949	\$3.130

Total Positions Required:

**NEW YORK CITY TRANSIT
July Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Administration

Program: Mandated Training

Background Details:	The New York State Mandated Training program began in 2015. The program was extensive including 399,615 individual course enrollments for NYCT and was budgeted on overtime for Supervisory and Hourly employees accordingly. Based on changes in course requirements and enrollment population, savings can be achieved.
----------------------------	---

Program Description/ Implementation Plan:	A reduction in overtime expense based off of the updated 2017 MTA Mandated Annual Training & Policy Certification requirements for Supervisory and Hourly employees.
--	--

Program Implementation Date:	7/1/2017	When will savings begin?:	7/1/2017
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$2.635	\$2.982	\$2.982	\$2.982	\$2.982
<i>Total Positions Required:</i>					

**NEW YORK CITY TRANSIT
July Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Maintenance

Program: Power Maintainer Vacancies

Background Details:	Due to difficulty in hiring Power Maintainers, savings can be achieved. It is expected that hiring will be at budgeted headcount by the end of 2018. This initiative reduces headcount to reflect vacancies and increases overtime in order to accommodate maintenance requirements during the hiring period.
----------------------------	---

Program Description/ Implementation Plan:	Starting in 2017 and ending in 2018 a swap of budgeted positions for overtime hours to reflect a savings.
--	---

Program Implementation Date:	1/1/2017	When will savings begin?:	1/1/2017
Other Issues:		Are these savings recurring?:	No

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$2.057	\$2.037			
 <i>Total Positions Required:</i>	31				

**NEW YORK CITY TRANSIT
July Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Maintenance

Program: Maintenance Material and Contract Savings

Background Details:	After review of historical actuals and projected OTPS needs, the Dept of Subways and Buses reduced their materials and R&M budgets. Reductions include bus depot materials, DOB's Veeder Root Contract, and material savings in DCE.
----------------------------	--

Program Description/ Implementation Plan:	Starting in 2017 for DOB and 2018 for DOS, each department will take budget reductions in their M&S and R&M budgets to reflect annual needs. These will be permanent savings.
--	---

Program Implementation Date:	1/1/2017	When will savings begin?:	1/1/2017
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$1.620	\$2.847	\$4.347	\$4.347	\$4.347

Total Positions Required:

**NEW YORK CITY TRANSIT
July Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Revenue Enhancement
Program: Revenue Control Efficiencies

Background Details:	Savings in revenue collections reflects position vacancies and a reduction in the number of collecting agents (5) based on review of current operations.
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Program Description/ Implementation Plan:	Reduce 11 positions of various titles in Revenue Control's operations beginning 1/1/2017.
--	---

Program Implementation Date:	1/1/2017	When will savings begin?:	1/1/2017
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.858	\$0.954	\$0.954	\$0.954	\$0.954
<i>Total Positions Reduced:</i>	10	10	10	10	10

**NEW YORK CITY TRANSIT
July Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Security
Program: Eagle Team Deployment

Background Details:	Savings is based on the reduction and redeployment of RBS Eagle Teams. These teams were originally created to limit fare evasion on regular bus service.
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Program Description/ Implementation Plan:	This program has been revised in subsequent financial plans because it is difficult to determine the impact on local bus fare evasion. Through redeployment to SBS and attrition, savings can be achieved.
--	--

Program Implementation Date:	1/1/2017	When will savings begin?: January 1, 2017
Are these savings recurring?: Yes		
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$3.718	\$6.723	\$6.723	\$6.723	\$6.723
<i>Total Positions Required:</i>	64	64	64	64	64

**NEW YORK CITY TRANSIT
July Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Service

Program: Bus Operator Hours of Service/OT Adjustment

Background Details:	The FTA tasked the Transit Advisory Committee for Safety (TRACS) with establishing a Fatigue Management Program for the Bus and Rail Transit Industry. Senior managers of various public transportation agencies, including NYCT, are members of the National Safety Panel which provides inputs and support TRACS's efforts. The 2015 Financial Plan included an Hours of Service (HOS) provision while efforts continued to determine the appropriate policy regarding maximum tour length, minimum rest between tours, maximum number of consecutive working days and maximum number of on-duty hours over the consecutive working days.
----------------------------	---

Program Description/Implementation Plan:	The consecutive RDO policy is near completion and the gap to bring us to full compliance is smaller than anticipated. Consequently, the reserve for HOS is no longer required based on the current policy.
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Program Implementation Date:	1/1/2017	When will savings begin?:	Jan-17
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$2.354	\$2.608	\$2.608	\$2.608	\$2.608
<i>Total Positions Required:</i>	50	50	50	50	50

NEW YORK CITY TRANSIT
July Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet

Category by Function: Service
Program: Paratransit Shift Trips to Voucher/Taxi/E-Hail Providers

Background Details:	Continued shift of trips from higher cost Primary service providers to lower cost providers including brokered car service, taxis and E-Hail services.
----------------------------	--

Program Description/ Implementation Plan:	Shifting trips to the lower cost providers allows NYCT to take advantage of beneficial pricing by selecting providers with lower overhead costs. In addition, this action creates competition for the Primary service providers which may facilitate better rates.
--	--

Program Implementation Date:	7/1/2017	When will savings begin?:	7/1/2017
		Are these savings recurring?:	
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$2.392	\$5.742	\$4.857	\$12.332	\$12.868
<i>Total Positions Required:</i>	0	0	0	0	0

**NEW YORK CITY TRANSIT
July Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Service
Program: Tower Operator Economy

Background Details: Using the work program effective 12/18/2016, an analysis was completed to calculate how many tower operators were needed to operate the towers. The FTE calculation was then compared to the tower operators in the 2017 adopted budget. The budget included 24 positions more than the calculated tower operators required per the work program. Five of these tower operators are needed until the Fan Plant SCADA cut over is completed in 2019: the initial savings is 19 tower operators, and in 2019 the savings will increase to 24 tower operators.

Program Description/ Implementation Plan: To more closely align with the work program, 19 tower operators will be removed from the budget in 2017, and an additional 5 tower operator positions will be saved in 2019.

Program Implementation Date: 1/1/2017 **When will savings begin?:** 1/1/2017
Are these savings recurring?: yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$1.652	\$2.025	\$2.557	\$2.557	\$2.557
<i>Total Positions Required:</i>	19	19	24	24	24

**NEW YORK CITY TRANSIT
November Financial Plan 2018-2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Other
Program: Prescription Benefit Management - Additional Savings

Background Details: Active and retired employees of NYCT (and eligible dependents) receive prescription medication benefits as part of their Health & Welfare (H&W) benefits package. Express Scripts (ESI) took over the contract on April 1, 2016, Commercial and Employee Group Waiver Plan (EGWP). The contract included the following savings: discounts on retail brand & generic prescription drugs; retail dispensing fees; rebates for prescriptions processed at retail sites & through the mail.

Program Description/ Implementation Plan: The budget anticipated lags in projected receipt of significant carrier credits, which accompany transition from one carrier to another under the current Affordable Care Act legislation. Such contract credit payment schedules would have delayed recognition of 'savings' by the agency until well into the following year. The November Plan estimate reflects more timely receipt of credits received.

Program Implementation Date: 4/1/2016 **When will savings begin?:** 1/1/2017
Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$13.076	\$3.499	\$3.744	\$4.007	\$4.288

Total Positions Required:

MTA NEW YORK CITY TRANSIT
2018 Final Proposed Budget
November Financial Plan 2018 – 2021
Positions

POSITION ASSUMPTIONS

2017: November Financial Plan vs. July Financial Plan

Total baseline positions are projected to increase by 821, including a non-reimbursable increase of 755 and a reimbursable increase of 66. Specifically:

New Needs - Subways Action Plan (total increase of 784 positions) includes:

- 257 positions for Track and Infrastructure
- 82 positions for Signals
- 15 positions for Power
- 183 positions for Car Equipment
- 132 positions for Stations
- 64 positions for Communications
- 51 positions for Training Float /Flagging/Support/Other

(These initiatives are summarized at the beginning of the introductory narrative.)

Reimbursable (total increase of 66 positions) includes:

- 39 positions for Platform Budget - Construction
- 5 positions for Capital Program Support
- 22 positions for Subway Action Plan – Continuous Welded Rail (CWR)

Re-estimates (decrease of 29 positions) include:

- 6 positions for OBI – Security Cameras
- 9 positions for Miscellaneous Other/SAP Inflation
- -44 positions for Platform Budget Normal Business

The breakdown of the 821 position increase by function is as follows:

Administration (total decrease of 1 positions) includes:

- 1 positions for Miscellaneous Other

Operations (total increase of 119 positions) include:

- 117 positions for Subways Action Plan
- 2 positions for Miscellaneous Other

Maintenance (total increase of 701 positions) includes:

- 682 positions for Subway Action Plan
- 6 positions for OBI – Security Cameras
- 5 positions for Capital Program Support
- 8 positions for Miscellaneous Other

Position increases by occupational group are: Managers/Supervisors +132, Professional, Technical, Clerical +6, and Operational Hourlies +683.

For further details, please see position tables.

2018: November Financial Plan vs. July Financial Plan

BRPs (total increase of 8 positions) includes:

- 8 positions for Tower Operator Economy Revision

New Needs - Subways Action Plan (total increase of 2,262 positions) includes:

- 568 positions for Track and Infrastructure
- 91 positions for Signals
- 29 positions for Power
- 584 positions for Car Equipment
- 494 positions for Stations
- 313 positions for Communications
- 183 positions for Training Float /Flagging/Support/Other

(These initiatives are summarized at the beginning of the introductory narrative.)

Reimbursable (total increase of 291 positions) includes:

- 33 positions for Platform Budget - Construction
- 62 positions for Capital Program Support
- 46 positions for Subway Action Plan, CWR
- 19 positions for Fiber Optic Cable Replacement
- 13 positions for New Fare Payments
- 86 positions for Signals Construction/Support
- 11 positions for Enhanced Station Initiatives
- 20 positions for R179 Car Delivery
- 1 position for Miscellaneous Other

Re-estimates (decrease of 6 positions) include:

- 8 positions for OBI – Security Cameras
- 37 positions for Platform Budget Normal Business
- 40 positions for Advertising Contract Support
- -65 positions for Availability/Pay Hour Adjustments/Training Float

- -13 positions for SBS Adjustments
- -13 positions for Miscellaneous Other

The breakdown of the 2,555 position increase by function is as follows:

- Administration (total increase of 27 positions) – mainly due to SAP support in Human Resources.
- Operations (total increase of 539 positions) – mainly due to SAP support in Service Delivery and Stations.
- Maintenance (total increase of 1,988 positions) – mainly due to SAP support, and reimbursable adjustments noted above.
- Engineering (no change)
- Public Safety (total increase of 1 position)

Position increases by occupational group are: Managers/Supervisors +435, Professional, Technical, Clerical +120, and Operational Hourlies +2,000.

2019 - 2021: November Financial Plan vs. July Financial Plan

BRPs (total increase of 13 positions in 2019-2021) includes:

- 13 positions for Tower Operator Economy Revision

New Needs - Subways Action Plan (total increase of 2,345 positions in 2019, 2,207 positions in 2020 and 2021) includes:

- 592 positions for Track and Infrastructure (460 in 2020/2021)
- 91 positions for Signals (91 in 2020/2021)
- 29 positions for Power (29 in 2020/2021)
- 621 positions for Car Equipment (675 in 2020/2021)
- 499 positions for Stations (455 in 2020/2021)
- 312 positions for Communications (312 in 2020/2021)
- 201 positions for Training Float /Flagging/Support/Other (185 in 2020/2021)

(These initiatives are summarized at the beginning of the introductory narrative.)

Reimbursable (total increase of 122 positions in 2019, 19 positions in 2020 - 2021) includes:

- 19 positions for Platform Budget – Construction in 2019 – 2021
- 44 positions for Capital Program Support in 2019
- 14 positions for Fiber Optic Cable Replacement in 2019
- 12 positions for New Fare Payments in 2019
- 33 positions for Signals Construction/Support in 2019

Re-estimates (increase of 24 positions in 2019, 8 in 2020, 56 in 2021) include:

- 8 positions for OBI – Security Cameras

- 37 positions for Platform Budget Normal Business
- 40 positions for Advertising Contract Support
- -29 positions for Availability/Pay Hour Adjustments/Training Float
- -13 positions for SBS Adjustments
- -19 positions for Miscellaneous Other/SAP Inflation in 2019, -35 in 2020, +13 in 2021

The breakdown of the 2,504 position increase in 2019, 2,247 positions in 2020, and 2,295 positions in 2021 is as follows:

- Administration (total increase of 17 positions in 2019, 2020 and 2021)
- Operations (total increase of 438 positions in 2019 and 2020, 95 positions in 2021) – mainly due to SAP support in Service Delivery and Stations.
- Maintenance (total increase 2,048 positions in 2019, 1,791 positions in 2020, 1,839 positions in 2021) – mainly due to SAP, reimbursable adjustments noted above and SMS program changes.
- Engineering (no change)
- Public Safety (total increase of 1 position)

Position increases by occupational group in 2019 are: Managers/Supervisors +387, Professional, Technical, Clerical +102, and Operational Hourlies +2,015. In 2020, positions increase among Managers/Supervisors +303, and Professional, Technical, Clerical +118 and Operational Hourlies +1,826. In 2021, positions increase among Managers/Supervisors +308, and Professional, Technical, Clerical +118 and Operational Hourlies +1,869.

Year over Year

2018 over 2017

Total positions increase by 1,253 positions, mainly due to Subways Action Plan and Capital Program support.

2019 over 2018

Total positions decrease by 168 positions, mainly due to Subways Action Plan and offset by reduction in Capital Program support.

2020 over 2019

Total positions decrease by 508 positions, mainly due to changes in the Subways Action Plan, capital project completion and Sandy Recovery & Resiliency program.

2021 over 2020

Total positions decrease by 247 positions, mainly due to changes in capital project completion, changes in Subways SMS program and bus shop plan.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2018-2021
Favorable/(Unfavorable)

Total Position Changes at a Glance

	2017	2018	2019	2020	2021
2017 July Plan - Total Baseline Positions	49,533	49,052	48,935	48,684	48,389
Total Plan-to-Plan Changes	(821)	(2,555)	(2,504)	(2,247)	(2,295)
2017 November Plan - Total Baseline Positions	50,354	51,607	51,439	50,931	50,684
Total Year-to-Year Changes, November Plan		(1,253)	168	508	247

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	(755)	(2,264)	(2,382)	(2,228)	(2,276)
<i>Reimbursable</i>	(66)	(291)	(122)	(19)	(19)
Total	(821)	(2,555)	(2,504)	(2,247)	(2,295)
<i>Full-Time</i>	(821)	(2,555)	(2,504)	(2,247)	(2,295)
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	(821)	(2,555)	(2,504)	(2,247)	(2,295)
<i>By Function Category</i>					
- Administration	(1)	(27)	(17)	(17)	(17)
- Operations	(119)	(539)	(438)	(438)	(438)
- Maintenance	(701)	(1,988)	(2,048)	(1,791)	(1,839)
- Engineering/Capital	0	0	0	0	0
- Public Safety	0	(1)	(1)	(1)	(1)
Total	(821)	(2,555)	(2,504)	(2,247)	(2,295)
<i>By Occupational Group</i>					
- Managers/Supervisors	(132)	(435)	(387)	(303)	(308)
- Professional, Technical, Clerical	(6)	(120)	(102)	(118)	(118)
- Operational Hourlies	(683)	(2,000)	(2,015)	(1,826)	(1,869)
Total	(821)	(2,555)	(2,504)	(2,247)	(2,295)

Total Plan-to-Plan Changes by Major Category:

<i>2017 BRPs</i>	0	(8)	(13)	(13)	(13)
<i>New Needs</i>	(784)	(2,262)	(2,345)	(2,207)	(2,207)
<i>Change in Reimbursable Positions</i>	(66)	(291)	(122)	(19)	(19)
<i>Re-estimates & All Other</i> ¹	29	6	(24)	(8)	(56)
Total	(821)	(2,555)	(2,504)	(2,247)	(2,295)

¹ Includes Full-time Equivalents

MTA New York City Transit
November Financial Plan 2018 -2021
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2016	2017	2018 Final			
	Actual	November	Proposed	2019	2020	2021
		Forecast	Budget			
Administration						
Office of the President	46	33	33	33	33	33
Law	294	320	320	320	320	320
Office of the EVP	43	53	53	53	51	51
Human Resources	236	240	265	254	254	254
Office of Management and Budget	43	43	43	43	42	42
Capital Planning & Budget	31	35	35	35	35	35
Corporate Communications	245	278	279	279	277	277
Non-Departmental	1	(32)	(24)	(24)	(24)	(24)
Labor Relations	92	97	103	103	103	103
Materiel	272	239	240	238	209	209
Controller	128	128	128	128	125	125
Total Administration	1,431	1,434	1,475	1,462	1,425	1,425
Operations						
Subways Service Delivery	8,540	8,856	8,944	8,795	8,671	8,603
Subways Operation Support /Admin	404	403	403	403	403	403
Subways Stations	2,617	2,638	2,871	2,871	2,871	2,871
Subtotal - Subways	11,561	11,897	12,218	12,069	11,945	11,877
Buses	10,982	11,142	10,991	10,991	10,991	10,991
Paratransit	197	213	213	213	213	213
Operations Planning	377	406	407	403	396	396
Revenue Control	555	573	575	575	575	575
Non-Departmental	-	-	-	-	-	-
Total Operations	23,672	24,231	24,404	24,251	24,120	24,052
Maintenance						
Subways Operation Support /Admin	148	146	178	161	154	153
Subways Engineering	352	392	398	364	315	312
Subways Car Equipment	4,436	4,655	4,946	4,903	4,985	4,863
Subways Infrastructure	1,542	1,749	1,680	1,671	1,654	1,654
Subways Elevator & Escalators	424	485	487	474	493	541
Subways Stations	3,723	3,985	4,372	4,364	4,286	4,291
Subways Track	2,836	3,079	3,365	3,414	3,275	3,257
Subways Power	602	613	657	645	625	625
Subways Signals	1,482	1,648	1,701	1,677	1,629	1,629
Subways Electronics Maintenance	1,562	1,681	1,642	1,604	1,585	1,585
Subtotal - Subways	17,107	18,433	19,426	19,277	19,001	18,910
Buses	3,671	3,680	3,679	3,804	3,818	3,730
Supply Logistics	569	574	571	571	571	571
System Safety	83	98	98	98	95	95
Non-Departmental	17	(108)	(64)	(42)	(42)	(42)
Total Maintenance	21,447	22,677	23,710	23,708	23,443	23,264
Engineering/Capital						
Capital Program Management	1,398	1,358	1,358	1,358	1,283	1,283
Total Engineering/Capital	1,398	1,358	1,358	1,358	1,283	1,283
Public Safety						
Security	663	654	660	660	660	660
Total Public Safety	663	654	660	660	660	660
Total Baseline Positions	48,611	50,354	51,607	51,439	50,931	50,684
Non-Reimbursable	44,256	44,752	46,316	46,442	46,392	46,232
Reimbursable	4,355	5,602	5,291	4,997	4,539	4,452
Total Full-Time	48,355	50,152	51,405	51,237	50,729	50,482
Total Full-Time Equivalents	256	202	202	202	202	202

MTA NEW YORK CITY TRANSIT
November Financial Plan 2018 - 2021
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Administration						
Managers/Supervisors	452	508	517	514	495	495
Professional/Technical/Clerical	958	897	929	919	901	901
Operational Hourlies	23	29	29	29	29	29
Total Administration Headcount	1,433	1,434	1,475	1,462	1,425	1,425
Operations						
Managers/Supervisors	2,725	2,866	2,851	2,829	2,809	2,806
Professional/Technical/Clerical	486	508	506	506	503	503
Operational Hourlies	20,461	20,857	21,047	20,916	20,808	20,743
Total Operations Headcount	23,672	24,231	24,404	24,251	24,120	24,052
Maintenance						
Managers/Supervisors	3,914	4,073	4,289	4,238	4,188	4,171
Professional/Technical/Clerical	1,034	1,153	1,205	1,181	1,120	1,107
Operational Hourlies	16,498	17,451	18,216	18,289	18,135	17,986
Total Maintenance Headcount	21,446	22,677	23,710	23,708	23,443	23,264
Engineering / Capital						
Managers/Supervisors	339	339	339	339	283	283
Professional/Technical/Clerical	1,057	1,017	1,017	1,017	998	998
Operational Hourlies	2	2	2	2	2	2
Total Engineering Headcount	1,398	1,358	1,358	1,358	1,283	1,283
Public Safety						
Managers/Supervisors	277	276	281	281	281	281
Professional, Technical, Clerical	39	42	42	42	42	42
Operational Hourlies	347	336	337	337	337	337
Total Public Safety Headcount	663	654	660	660	660	660
Total Positions						
Managers/Supervisors	7,707	8,062	8,277	8,201	8,056	8,036
Professional, Technical, Clerical	3,573	3,617	3,699	3,665	3,564	3,551
Operational Hourlies	37,331	38,675	39,631	39,573	39,311	39,097
Total Positions	48,611	50,354	51,607	51,439	50,931	50,684

MTA Bus Company

MTA BUS COMPANY
2018 Final Proposed Budget
November Financial Plan 2018 – 2021

FINANCIAL OVERVIEW

MTA Bus Company (**MTA BC**) 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 those needs and includes funding for several important programmatic initiatives critical to meeting MTA Bus Company's operational and maintenance needs. All other expense/cash changes result from either re-estimates, adjustments reflecting the impact of inflation, or the projected timing of expenses, payments or reimbursements.

The primary investment initiatives included in this plan are summarized as follows:

Articulated Buses on Loan from NYCT: 40 articulated buses are being loaned for 18 to 24 months by NYCT to MTABC to operate the Q52/53 SBS service. As a result, NYCT will be retaining older articulated buses (2003) to replace the buses being loaned. The incremental costs associated with the older articulated fleet will be charged to MTABC along with a monthly lease fee. This is estimated to cost \$1.2 million in 2017, \$5.4 million in 2018, and \$4.3 million in 2019.

Investigation Unit Position: Additional positions are required in Investigations and Security to oversee the investigative process which involves obtaining documentary evidence, identifying, interviewing and obtaining statements from individuals, conducting surveillance and covert observation bus rides, analyzing business records and testifying at criminal, civil or disciplinary hearings, imparting factual and cogent testimony as needed, and performing audits. In Security, an Operations Support Group will be created to reinforce and advance the day to day operations of Special Investigations and System Security. The manager of Internal Investigations & System Security will develop and lead the implementation of internal control systems and ensure compliance with procedures in critical areas identified based on a risk analysis. This will cost \$0.7 million annually from 2018 to 2021, and increase staffing by five.

Janitorial Services Contract / Prevailing Wage Adjustment: The janitorial services contract provides cleaning services to MTABC depots and provides cleaning materials, equipment, labor, paper goods and toiletries. The contract is subject to increases in the New York State (NYS) Prevailing Wage Schedule over its duration. The contract expiring on 10/31/18 is expected to be renewed and the adjustment will cost \$0.5 million in 2017 and \$0.2 million annually thereafter.

Traffic Signal Priority (TSP): This project will encompass all activities required to develop, test, and rollout the TSP. TSP improves bus service by facilitating the movement of buses through traffic signal controlled intersections. The TSP system generates messages from the bus requesting signal priority and is sent to the NYC DOT Traffic Management Center. MTABC's portion of the project will cost \$0.3 million in 2018, \$0.4 million in 2019, \$0.6 million in 2020, and \$0.5 million in 2021.

Platform Budget – TWU Contract Agreement: Additional cost associated with the 2017 TWU Contract agreement to have a unified collective bargaining agreement within 120 days, utilizing College Point depot's work rules as a guideline. This will cost \$3.5 million in 2018, \$3.6 million in 2019 and 2020, and \$3.7 million in 2021.

Platform Budget - Normal Service: The MTABC Bus operator platform budget addresses the following platform budget adjustments: Outdated running times, improved wait assessment, frequency improvements, Q103 Route Extension, and savings once the Far Rockaway depot is assigned articulated buses. This will cost \$1.0 million in 2017, \$2.1 million in 2018, and \$2.2 million from 2019 to 2021.

Employee Availability: Overtime hours are necessary to cover employee availability shortfalls. The 2017 November Plan reduces the average Bus Operator employee availability estimate from 205.1 to 203.6 days, which translates into 38,705 additional overtime and bonus hours. The average maintenance availability estimate also declined from 212.5 to 210.6 days, resulting in an additional 11,151 overtime and bonus hours. The average Dispatcher availability estimate declined from 217.1 to 215.8 days, resulting in an additional 3,039 overtime and bonus hours. This will cost \$2.1 million in 2017, \$2.2 million in 2018 to 2020, and \$2.3 million in 2021.

The 2017 Budget Reduction Program (BRP) is based on a continued review of controllable non-labor expenses for areas of savings, specifically:

- **Professional Service Contract** - \$0.3 million savings annually over the 2017 – 2021 plan period.
- **Material and Supplies** - \$0.5 million savings in 2017, \$0.2 million in 2018 – 2021 plan period.
- **Other Business Expense** - \$0.2 million savings in 2017, \$0.15 million in 2018 – 2021 plan period.

2017 November Forecast

MTA Bus Company's 2017 November Forecast includes total expenses before depreciation and other post-employment benefits of \$733.0 million, consisting of \$727.1 million of non-reimbursable expenses and \$5.9 million of reimbursable expenses. Total revenues are projected to be \$242.6 million, of which \$215.6 million is Farebox Revenue,

\$21.1 million is Other Operating Revenue, and \$5.9 million is Capital and Other Reimbursements.

The 2017 net operating cash deficit is projected to decrease by \$5.2 million from the Mid-Year Forecast.

Major operating cash changes include:

- **Programmatic Investment** increases of \$1.4 million as a result of several initiatives discussed in the Financial Overview.
- **Employee Availability** increases of \$2.1 million due to lower employee availability.
- **Platform Budget/Normal Service** increases of \$1.0 million due to service adjustments mentioned previously.

Partially offset by:

- **Farebox Revenue** increase of \$2.3 million due to an increase in projected ridership.

Reimbursable expenses are projected to remain the same.

Total baseline full-time and full-time equivalent positions are 3,952 (3,912 non-reimbursable and 40 reimbursable).

2018 Final Proposed Budget

MTA Bus Company's 2018 Final Proposed Budget includes total expenses before depreciation and other post-employment benefits of \$779.0 million, consisting of \$773.0 million of non-reimbursable expenses and \$6.0 million of reimbursable expenses. Total revenue is projected to be \$245.5 million, of which \$219.0 million is Farebox Revenue, \$20.5 million is Other Operating Revenue, and \$6.0 million is Capital and Other Reimbursements.

The 2018 net operating cash deficit is projected to increase by \$14.2 million from the July Financial Plan.

Major Operating Cash changes include:

- **Programmatic Investment** increase of \$7.5 million mainly due to several initiatives discussed in the Financial Overview.
- **Payroll** expense increase of \$3.7 million due to programmatic initiatives.

- **Health & Welfare** (including OPEB current payment) increase of \$1.0 million due to an increase in headcount.
- **Fuel** expense increase of \$0.2 million due to revised forecast assumptions.
- **Professional Service Contracts** increase of \$5.8 million primarily due to the forty articulated buses loaned by NYCT to MTABC.

Partially offset by:

- **Farebox Revenue** increase of \$2.3 million.

Reimbursable expenses remain the same.

Total baseline positions are projected to increase by 48 from the July Financial Plan.

Total baseline full-time and full-time equivalent positions are 3,984 (3,944 non-reimbursable and 40 reimbursable).

2019 – 2021 Projections

Net operating cash deficits are projected to increase by \$19.4 million in 2019, \$11.4 million in 2020 and \$10.2 million in 2021, relative to the July Financial Plan.

Major operating cash changes include:

- **Programmatic investment** increases of \$6.3 million in 2019, \$2.3 million in 2020, and \$2.2 million in 2021, due to new and or ongoing initiatives.
- **Payroll** increases of \$3.7 million in 2019, \$3.8 million in 2020, and \$3.9 million in 2021, primarily due to programmatic initiatives referenced in the overview.
- **Health & Welfare** (including OPEB current payment) expense increases of \$1.0 million in 2019, and \$1.1 million in 2020 and 2021, mainly due to an increase in headcount.
- **Fuel** expense decrease of \$0.2 million in 2019, and increases of \$1.9 million in 2020, and \$1.3 million in 2021, as a result of revised forecast assumptions.
- **Maintenance and Other Operating Contract** increases of \$5.9 million in 2019, and \$0.3 million in 2020 and 2021, primarily due to shop program changes.
- **Professional Service Contract** increases of \$4.3 million in 2019, \$0.3 million in 2020, and \$0.2 million in 2021 primarily due to increased use of inter-agency personnel.

- **Materials & Supplies** decreases of \$0.4 million in 2019, \$1.1 million in 2020, and \$1.6 million in 2021, mostly due to shop program changes.
- **Operating Revenue** decreases of \$0.2 million in 2019 and \$0.1 million in 2020, and stay relatively flat in 2021, due to lower forecasted advertising revenues.

Reimbursable expenses remain the same.

Total Baseline positions are projected to increase by 48 annually from the July Financial Plan over the 2019 to 2021 period.

MTA BUS COMPANY
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$212.483	\$215.630	\$219.031	\$220.098	\$221.195	\$220.704
Other Operating Revenue	21.991	21.089	20.536	20.657	20.797	21.511
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$234.474	\$236.719	\$239.567	\$240.755	\$241.992	\$242.215
Operating Expense						
Labor:						
Payroll	\$275.379	\$280.147	\$286.731	\$291.799	\$293.033	\$296.130
Overtime	58.556	63.093	64.551	64.824	64.226	65.011
Health and Welfare	66.151	63.090	68.738	75.093	76.828	80.713
OPEB Current Payments	20.945	25.892	27.825	30.387	31.197	32.783
Pension	44.365	52.336	53.282	54.226	53.381	51.809
Other Fringe Benefits	61.609	67.238	70.159	72.096	71.573	72.192
Reimbursable Overhead	(1.450)	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$525.556	\$551.797	\$571.285	\$588.425	\$590.238	\$598.638
Non-Labor:						
Electric Power	\$1.542	\$1.916	\$2.162	\$2.203	\$2.338	\$2.469
Fuel	15.565	19.704	21.933	21.826	25.780	27.177
Insurance	7.714	5.755	6.578	7.709	8.364	9.457
Claims	63.400	29.447	29.977	30.490	30.502	30.807
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	28.125	33.878	41.869	39.882	31.232	35.284
Professional Services Contracts	27.748	29.693	35.469	37.845	33.634	33.876
Materials and Supplies	43.812	50.347	58.604	51.437	48.318	48.389
Other Business Expenses	3.907	4.591	5.120	5.334	5.351	5.440
Total Non-Labor Expenses	\$191.812	\$175.331	\$201.711	\$196.727	\$185.519	\$192.899
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$717.368	\$727.129	\$772.996	\$785.152	\$775.757	\$791.537
Depreciation	\$57.158	\$53.901	\$54.341	\$54.341	\$54.341	\$54.778
OPEB Liability Adjustment	63.516	100.150	100.150	100.150	100.150	100.150
GASB 68 Pension Expense Adjustment	(5.686)	114.600	45.600	44.600	40.400	30.700
Environmental Remediation	0.041	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$832.398	\$995.780	\$973.087	\$984.243	\$970.648	\$977.165
Net Surplus/(Deficit)	(\$597.924)	(\$759.061)	(\$733.520)	(\$743.488)	(\$728.656)	(\$734.950)

MTA BUS COMPANY
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	4.258	5.857	5.960	5.925	5.871	5.966
Total Revenues	\$4.258	\$5.857	\$5.960	\$5.925	\$5.871	\$5.966
Operating Expense						
Labor:						
Payroll	\$2.612	\$2.682	\$2.731	\$2.586	\$2.430	\$2.395
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.780	1.101	1.121	1.214	1.314	1.422
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.378	0.498	0.508	0.508	0.509	0.514
Other Fringe Benefits	0.374	0.486	0.495	0.495	0.495	0.501
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$4.144	\$4.767	\$4.855	\$4.803	\$4.748	\$4.832
Non-Labor:						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.235	0.238	0.242	0.242	0.244
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.114	0.855	0.867	0.881	0.881	0.890
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.114	\$1.090	\$1.105	\$1.122	\$1.123	\$1.134
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$4.258	\$5.857	\$5.960	\$5.925	\$5.871	\$5.966
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Non-Reimbursable / Reimbursable						
Operating Revenue						
Farebox Revenue	\$212.483	\$215.630	\$219.031	\$220.098	\$221.195	\$220.704
Other Operating Revenue	21.991	21.089	20.536	20.657	20.797	21.511
Capital and Other Reimbursements	4.258	5.857	5.960	5.925	5.871	5.966
Total Revenues	\$238.732	\$242.576	\$245.527	\$246.680	\$247.863	\$248.181
Operating Expense						
Labor:						
Payroll	\$277.991	\$282.829	\$289.462	\$294.385	\$295.463	\$298.525
Overtime	58.556	63.093	64.551	64.824	64.226	65.011
Health and Welfare	66.931	64.191	69.859	76.307	78.141	82.135
OPEB Current Payments	20.945	25.892	27.825	30.387	31.197	32.783
Pension	44.743	52.835	53.790	54.734	53.890	52.324
Other Fringe Benefits	61.983	67.724	70.654	72.591	72.068	72.693
Reimbursable Overhead	(1.450)	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$529.700	\$556.564	\$576.140	\$593.228	\$594.985	\$603.471
Non-Labor:						
Electric Power	\$1.542	\$1.916	\$2.162	\$2.203	\$2.338	\$2.469
Fuel	15.565	19.704	21.933	21.826	25.780	27.177
Insurance	7.714	5.755	6.578	7.709	8.364	9.457
Claims	63.400	29.447	29.977	30.490	30.502	30.807
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	28.125	34.113	42.107	40.124	31.474	35.528
Professional Services Contracts	27.748	29.693	35.469	37.845	33.634	33.876
Materials and Supplies	43.926	51.202	59.471	52.317	49.199	49.279
Other Business Expenses	3.907	4.591	5.120	5.334	5.351	5.440
Total Non-Labor Expenses	\$191.926	\$176.421	\$202.816	\$197.849	\$186.642	\$194.033
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$721.626	\$732.986	\$778.955	\$791.077	\$781.628	\$797.503
Depreciation	\$57.158	\$53.901	\$54.341	\$54.341	\$54.341	\$54.778
OPEB Liability Adjustment	63.516	100.150	100.150	100.150	100.150	100.150
GASB 68 Pension Expense Adjustment	(5.686)	114.600	45.600	44.600	40.400	30.700
Environmental Remediation	0.041	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$836.656	\$1,001.637	\$979.046	\$990.168	\$976.519	\$983.131
Net Surplus/(Deficit)	(\$597.924)	(\$759.061)	(\$733.520)	(\$743.488)	(\$728.656)	(\$734.950)

MTA BUS COMPANY
November Financial Plan 2018 - 2021
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$211.450	\$216.876	\$219.031	\$220.098	\$221.195	\$220.704
Other Operating Revenue	21.703	21.089	20.536	20.657	20.797	21.511
Capital and Other Reimbursements	4.905	7.908	8.042	11.308	11.247	11.328
Total Receipts	\$238.058	\$245.873	\$247.609	\$252.063	\$253.239	\$253.543
Expenditures						
Labor:						
Payroll	\$284.836	\$277.002	\$287.383	\$295.764	\$297.001	\$298.119
Overtime	58.595	63.093	64.551	64.824	64.226	65.011
Health and Welfare	61.580	63.771	69.431	76.307	78.142	82.135
OPEB Current Payments	22.355	25.892	27.825	30.387	31.197	32.783
Pension	44.365	50.870	53.616	54.560	53.716	52.148
Other Fringe Benefits	47.719	55.830	55.477	57.414	56.891	57.514
Contribution to GASB Fund	0.000	0.000	0.000	0.094	0.205	0.318
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$519.450	\$536.459	\$558.282	\$579.350	\$581.378	\$588.028
Non-Labor:						
Electric Power	\$1.542	\$1.916	\$2.162	\$2.203	\$2.338	\$2.469
Fuel	15.480	19.704	21.933	20.403	24.357	27.178
Insurance	9.071	5.755	6.578	7.709	8.364	9.457
Claims	27.967	25.385	25.842	26.355	26.367	26.631
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	27.156	39.614	42.107	38.635	29.985	35.528
Professional Services Contracts	22.820	39.193	35.469	37.845	33.634	33.876
Materials and Supplies	41.887	54.402	59.471	52.318	49.199	49.279
Other Business Expenses	3.776	4.591	5.119	5.334	5.351	5.440
Total Non-Labor Expenditures	\$149.699	\$190.561	\$198.679	\$190.803	\$179.595	\$189.858
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 Expenditures	\$669.149	\$727.019	\$756.961	\$770.153	\$760.974	\$777.885
Net Cash Balance	(\$431.091)	(\$481.146)	(\$509.352)	(\$518.090)	(\$507.735)	(\$524.342)

MTA BUS COMPANY
November Financial Plan 2018 - 2021
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Cash Flow Adjustments						
Receipts						
Farebox Revenue	(\$1.033)	\$1.246	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	(0.288)	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.647	2.051	2.082	5.383	5.376	5.362
Total Receipts	(\$0.674)	\$3.297	\$2.082	\$5.383	\$5.376	\$5.362
Expenditures						
Labor:						
Payroll	(\$6.845)	\$5.827	\$2.079	(\$1.379)	(\$1.538)	\$0.406
Overtime	(0.039)	0.000	0.000	0.000	0.000	0.000
Health and Welfare	5.351	0.420	0.428	0.000	(0.001)	0.000
OPEB Current Payments	(1.410)	0.000	0.000	0.000	0.000	0.000
Pension	0.378	1.965	0.174	0.174	0.174	0.176
Other Fringe Benefits	14.264	11.894	15.177	15.177	15.177	15.179
Contribution to GASB Fund	0.000	0.000	0.000	(0.094)	(0.205)	(0.318)
Reimbursable Overhead	(1.450)	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$10.250	\$20.106	\$17.858	\$13.878	\$13.607	\$15.443
Non-Labor:						
Electric Power	\$0.000	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.085	0.000	0.000	1.423	1.423	(0.001)
Insurance	(1.357)	0.000	0.000	0.000	0.000	0.000
Claims	35.433	4.062	4.135	4.135	4.135	4.176
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.969	(5.501)	0.000	1.489	1.489	0.000
Professional Services Contracts	4.928	(9.500)	0.000	0.000	0.000	0.000
Materials and Supplies	2.039	(3.200)	0.000	(0.001)	0.000	0.000
Other Business Expenses	0.131	0.000	0.001	0.000	0.000	0.000
Total Non-Labor Expenditures	\$42.227	(\$14.139)	\$4.136	\$7.046	\$7.047	\$4.175
Other Expenditure Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$52.477	\$5.967	\$21.994	\$20.924	\$20.654	\$19.618
Total Cash Conversion Adjustments before Depreciation	\$51.803	\$9.264	\$24.076	\$26.307	\$26.030	\$24.980
Depreciation	\$57.158	\$53.901	\$54.341	\$54.341	\$54.341	\$54.778
OPEB Liability Adjustment	63.516	100.150	100.150	100.150	100.150	100.150
GASB 68 Pension Expense Adjustment	(5.686)	114.600	45.600	44.600	40.400	30.700
Environmental Remediation	0.041	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$166.833	\$277.915	\$224.167	\$225.398	\$220.921	\$210.608

MTA BUS COMPANY
2017 November Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

<i>NON-REIMBURSABLE OVERTIME</i>	Total		
	Hours	\$	%
Scheduled Service	651,920	\$27.117	43.0%
Unscheduled Service	147,624	6.474	10.3%
Programmatic/Routine Maintenance	268,131	11.530	18.3%
Unscheduled Maintenance	0	0.000	0.0%
Vacancy/Absentee Coverage	312,584	15.818	25.1%
Weather Emergencies	45,130	1.709	2.7%
Safety/Security/Law Enforcement	2,641	0.128	0.2%
Other	3,802	0.316	0.5%
Subtotal	1,431,832	\$63.092	100.0%
<i>REIMBURSABLE OVERTIME</i>	0	\$0.000	
TOTAL OVERTIME	1,431,832	\$63.092	

MTA BUS COMPANY
2018 Final Proposed Budget
November Financial Plan 2018 – 2021
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.
- Changes in Farebox Revenue are as follows: Increases of \$3.4 million in 2018, \$1.1 million in 2019; \$1.1 million in 2020; and a decrease of \$0.5 million in 2021.

Other Operating Revenue

- Other Operating Revenue decreases \$0.6 million in 2018, increases \$0.1 million in 2019 and 2020, and \$0.7 million in 2021, due primarily to revisions in forecasted advertising revenues.

Capital and Other Reimbursements

- Capital and Other Reimbursements are projected to essentially remain the same.

TOTAL EXPENSES/EXPENDITURES

Payroll

- Represented employee wage increase assumptions follow the TWU pattern upon expiration of existing contracts starting in January 2017 as follows: 2.5% for 13 months, and then 2.5% through May 2019. An additional one-time non-pensionable payment of \$500 will be awarded in 2019 and CPI-based increases of 2.0% are assumed for each year past May 2019.
- Non-Reimbursable payroll expenses are projected to increase by \$6.6 million in 2018, \$5.1 million in 2019, \$1.2 million in 2020, and \$3.1 million in 2021 mainly due to changes in the platform budget and other programmatic initiatives.

Overtime

- Non-Reimbursable overtime expenses are projected to increase by \$1.5 million in 2018, \$0.3 million in 2019, decrease by \$0.6 million in 2020, and increase by \$0.8 million in 2021. The increases are due to the impact of platform budget/normal service and TWU contract adjustments, as well as traffic and employee availability.

Health & Welfare and OPEB Current

- Health & Welfare/OPEB increases of \$7.6 million in 2018, \$8.9 million in 2019, \$2.5 million in 2020 and \$5.5 million in 2021 are due to plan instruction guidelines

Pension

- Pension increases of \$0.9 million in 2018 and 2019, decreases of \$0.8 million in 2020, and \$1.6 million in 2021 consistent with current actuarial information.

Other Fringe Benefits

- Projected year-to-year changes mainly reflect changes in staffing levels and programmatic changes.

Electric Power

- The financial plan reflects the forecast NYPA, PSE&G, and Con Ed electric and delivery rate guidance.

Fuel

- The Financial Plan reflects diesel, CNG, and heating fuel price assumptions. Diesel fuel inflation assumptions are as follows: 15.3% in 2017, 1.5% in 2018; 0.7% in 2019, 21.7% in 2020 and 6.1% in 2021.

Insurance

- Insurance premium rates reflect forecast guidelines.

Claims

- Projections are consistent with the current actuarial information.

Maintenance and Other Operating Contracts

- The increase of \$8.0 million in 2018, decreases of \$2.0 million in 2019 and \$8.7 million in 2020, and increase of \$4.1 million in 2021, are mainly due to changes in SBS Routes and the shop program.

Professional Service Contracts

- The increase of \$5.8 million in 2018 and of \$2.4 million in 2019, decrease of \$4.2 million in 2020 and increase of \$0.2 million in 2021, are mainly due to the continued rollout of SBS routes and the DOT bus stop MOU contract.

Materials and Supplies

- The changes in Materials and Supplies are primarily due to the timing of bus fleet maintenance program requirements.

Other Business Expenses

- Expenses increase by \$0.5 million in 2018, \$0.2 million in 2019, remain relatively flat in 2020, and increase of \$0.1 million in 2021, mainly due to CPI inflation factors.

Depreciation (non-cash)

- Annual expense changes are due to projections of additional assets reaching full beneficial use.

MTA BUS COMPANY
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Non-Reimbursable									
Operating Revenues									
Farebox Revenue	\$215.630	\$219.031	\$3.401	\$220.098	\$1.067	\$221.195	\$1.097	\$220.704	(\$0.491)
Other Operating Revenue	21.089	20.536	(0.553)	20.657	0.121	20.797	0.140	21.511	0.714
Total Revenues	\$236.719	\$239.567	\$2.848	\$240.755	\$1.188	\$241.992	\$1.237	\$242.215	\$0.223
Operating Expenses									
Labor:									
Payroll	\$280.147	\$286.731	(\$6.583)	\$291.799	(\$5.069)	\$293.033	(\$1.234)	\$296.130	(\$3.097)
Overtime	63.093	64.551	(1.457)	64.824	(0.274)	64.226	0.598	65.011	(0.785)
Health and Welfare	63.090	68.738	(5.648)	75.093	(6.355)	76.828	(1.735)	80.713	(3.885)
OPEB Current Payments	25.892	27.825	(1.933)	30.387	(2.562)	31.197	(0.810)	32.783	(1.586)
Pension	52.336	53.282	(0.946)	54.226	(0.944)	53.381	0.845	51.809	1.572
Other Fringe Benefits	67.238	70.159	(2.921)	72.096	(1.937)	71.573	0.523	72.192	(0.620)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$551.797	\$571.285	(\$19.488)	\$588.425	(\$17.139)	\$590.238	(\$1.813)	\$598.638	(\$8.401)
Non-Labor:									
Electric Power	\$1.916	\$2.162	(\$0.246)	\$2.203	(\$0.041)	\$2.338	(\$0.135)	\$2.469	(\$0.131)
Fuel	19.704	21.933	(2.229)	21.826	0.107	25.780	(3.954)	27.177	(1.396)
Insurance	5.755	6.578	(0.823)	7.709	(1.131)	8.364	(0.655)	9.457	(1.093)
Claims	29.447	29.977	(0.530)	30.490	(0.513)	30.502	(0.012)	30.807	(0.305)
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	33.878	41.869	(7.990)	39.882	1.987	31.232	8.650	35.284	(4.052)
Professional Services Contracts	29.693	35.469	(5.776)	37.845	(2.377)	33.634	4.211	33.876	(0.242)
Materials and Supplies	50.347	58.604	(8.256)	51.437	7.167	48.318	3.119	48.389	(0.071)
Other Business Expenses	4.591	5.120	(0.529)	5.334	(0.215)	5.351	(0.016)	5.440	(0.089)
Total Non-Labor Expenses	\$175.331	\$201.711	(\$26.379)	\$196.727	\$4.984	\$185.519	\$11.208	\$192.899	(\$7.379)
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$727.129	\$772.996	(\$45.867)	\$785.152	(\$12.156)	\$775.757	\$9.395	\$791.537	(\$15.780)
Depreciation	\$53.901	\$54.341	(\$0.440)	\$54.341	\$0.000	\$54.341	\$0.000	\$54.778	(\$0.437)
OPEB Liability Adjustment	100.150	100.150	0.000	100.150	0.000	100.150	0.000	100.150	0.000
GASB 68 Pension Expense Adjustment	114.600	45.600	69.000	44.600	1.000	40.400	4.200	30.700	9.700
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$995.780	\$973.087	\$22.693	\$984.243	(\$11.156)	\$970.648	\$13.595	\$977.165	(\$6.517)
Net Surplus/(Deficit)	(\$759.061)	(\$733.520)	\$25.541	(\$743.488)	(\$9.968)	(\$728.656)	\$14.832	(\$734.950)	(\$6.294)

MTA BUS COMPANY
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
<u>Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	5.857	5.960	0.103	5.925	(0.034)	5.871	(0.054)	5.966	0.096
Total Revenues	\$5.857	\$5.960	\$0.103	\$5.925	(\$0.034)	\$5.871	(\$0.054)	\$5.966	\$0.096
Operating Expenses									
<u>Labor:</u>									
Payroll	\$2.682	\$2.731	(\$0.049)	\$2.586	\$0.145	\$2.430	\$0.156	\$2.395	\$0.035
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	1.101	1.121	(0.020)	1.214	(0.093)	1.314	(0.100)	1.422	(0.109)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.498	0.508	(0.009)	0.508	0.000	0.509	0.000	0.514	(0.005)
Other Fringe Benefits	0.486	0.495	(0.009)	0.495	0.000	0.495	0.000	0.501	(0.005)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$4.767	\$4.855	(\$0.088)	\$4.803	\$0.051	\$4.748	\$0.055	\$4.832	(\$0.085)
<u>Non-Labor:</u>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.235	0.238	(0.003)	0.242	(0.004)	0.242	(0.001)	0.244	(0.002)
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.855	0.867	(0.012)	0.881	(0.014)	0.881	(0.001)	0.890	(0.009)
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$1.090	\$1.105	(\$0.015)	\$1.122	(\$0.017)	\$1.123	(\$0.001)	\$1.134	(\$0.011)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$5.857	\$5.960	(\$0.103)	\$5.925	\$0.034	\$5.871	\$0.054	\$5.966	(\$0.096)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$5.857	\$5.960	(\$0.103)	\$5.925	\$0.034	\$5.871	\$0.054	\$5.966	(\$0.096)
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 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast	Final Proposed Budget	Change	Change	Change	Change	Change	Change	Change
	2017	2018	2017 - 2018	2019	2018 - 2019	2020	2019 - 2020	2021	2020 - 2021
<u>Non-Reimbursable and Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$215.630	\$219.031	\$3.401	\$220.098	\$1.067	\$221.195	\$1.097	\$220.704	(\$0.491)
Other Operating Revenue	21.089	20.536	(0.553)	20.657	0.121	20.797	0.140	21.511	0.714
Capital and Other Reimbursements	5.857	5.960	0.103	5.925	(0.034)	5.871	(0.054)	5.966	0.096
Total Revenues	\$242.576	\$245.527	\$2.951	\$246.680	\$1.153	\$247.863	\$1.183	\$248.181	\$0.319
Operating Expenses									
<u>Labor:</u>									
Payroll	\$282.829	\$289.462	(\$6.632)	\$294.385	(\$4.924)	\$295.463	(\$1.078)	\$298.525	(\$3.062)
Overtime	63.093	64.551	(1.457)	64.824	(0.274)	64.226	0.598	65.011	(0.785)
Health and Welfare	64.191	69.859	(5.668)	76.307	(6.448)	78.141	(1.835)	82.135	(3.994)
OPEB Current Payments	25.892	27.825	(1.933)	30.387	(2.562)	31.197	(0.810)	32.783	(1.586)
Pension	52.835	53.790	(0.955)	54.734	(0.944)	53.890	0.844	52.324	1.566
Other Fringe Benefits	67.724	70.654	(2.930)	72.591	(1.937)	72.068	0.523	72.693	(0.625)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$556.564	\$576.140	(\$19.576)	\$593.228	(\$17.088)	\$594.985	(\$1.758)	\$603.471	(\$8.485)
<u>Non-Labor:</u>									
Electric Power	\$1.916	\$2.162	(\$0.246)	\$2.203	(\$0.041)	\$2.338	(\$0.135)	\$2.469	(\$0.131)
Fuel	19.704	21.933	(2.229)	21.826	0.107	25.780	(3.954)	27.177	(1.396)
Insurance	5.755	6.578	(0.823)	7.709	(1.131)	8.364	(0.655)	9.457	(1.093)
Claims	29.447	29.977	(0.530)	30.490	(0.513)	30.502	(0.012)	30.807	(0.305)
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	34.113	42.107	(7.993)	40.124	1.983	31.474	8.649	35.528	(4.054)
Professional Services Contracts	29.693	35.469	(5.776)	37.845	(2.377)	33.634	4.211	33.876	(0.242)
Materials and Supplies	51.202	59.471	(8.268)	52.317	7.153	49.199	3.119	49.279	(0.080)
Other Business Expenses	4.591	5.120	(0.529)	5.334	(0.215)	5.351	(0.016)	5.440	(0.089)
Total Non-Labor Expenses	\$176.421	\$202.816	(\$26.394)	\$197.849	\$4.967	\$186.642	\$11.207	\$194.033	(\$7.390)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$732.986	\$778.955	(\$45.970)	\$791.077	(\$12.121)	\$781.628	\$9.449	\$797.503	(\$15.876)
Depreciation	\$53.901	\$54.341	(\$0.440)	\$54.341	\$0.000	\$54.341	\$0.000	\$54.778	(\$0.437)
OPEB Liability Adjustment	100.150	100.150	0.000	100.150	0.000	100.150	0.000	100.150	0.000
GASB 68 Pension Expense Adjustment	114.600	45.600	69.000	44.600	1.000	40.400	4.200	30.700	9.700
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$1,001.637	\$979.046	\$22.590	\$990.168	(\$11.121)	\$976.519	\$13.649	\$983.131	(\$6.613)
Net Surplus/(Deficit)	(\$759.061)	(\$733.520)	\$25.541	(\$743.488)	(\$9.968)	(\$728.656)	\$14.832	(\$734.950)	(\$6.294)

MTA BUS COMPANY
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Cash Receipts and Expenditures									
Receipts									
Farebox Revenue	\$216.876	\$219.031	\$2.155	\$220.098	\$1.067	\$221.195	\$1.097	\$220.704	(\$0.491)
Other Operating Revenue	21.089	20.536	(0.553)	20.657	0.121	20.797	0.140	21.511	0.714
Capital and Other Reimbursements	7.908	8.042	0.134	11.308	3.267	11.247	(0.061)	11.328	0.082
Total Receipts	\$245.873	\$247.609	\$1.736	\$252.063	\$4.454	\$253.239	\$1.176	\$253.543	\$0.305
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$277.002	\$287.383	(\$10.380)	\$295.764	(\$8.382)	\$297.001	(\$1.237)	\$298.119	(\$1.118)
Overtime	63.093	64.551	(1.457)	64.824	(0.274)	64.226	0.598	65.011	(0.785)
Health and Welfare	63.771	69.431	(5.660)	76.307	(6.876)	78.142	(1.836)	82.135	(3.993)
OPEB Current Payments	25.892	27.825	(1.933)	30.387	(2.562)	31.197	(0.810)	32.783	(1.586)
Pension	50.870	53.616	(2.746)	54.560	(0.944)	53.716	0.844	52.148	1.568
Other Fringe Benefits	55.830	55.477	0.353	57.414	(1.937)	56.891	0.523	57.514	(0.623)
Contribution to GASB Fund	0.000	0.000	0.000	0.094	(0.094)	0.205	(0.111)	0.318	(0.113)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$536.459	\$558.282	(\$21.823)	\$579.350	(\$21.068)	\$581.378	(\$2.029)	\$588.028	(\$6.649)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$1.916	\$2.162	(\$0.246)	\$2.203	(\$0.041)	\$2.338	(\$0.135)	\$2.469	(\$0.131)
Fuel	19.704	21.933	(2.229)	20.403	1.530	24.357	(3.954)	27.178	(2.820)
Insurance	5.755	6.578	(0.823)	7.709	(1.131)	8.364	(0.655)	9.457	(1.093)
Claims	25.385	25.842	(0.457)	26.355	(0.513)	26.367	(0.012)	26.631	(0.264)
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	39.614	42.107	(2.492)	38.635	3.472	29.985	8.650	35.528	(5.543)
Professional Services Contracts	39.193	35.469	3.724	37.845	(2.377)	33.634	4.211	33.876	(0.242)
Materials and Supplies	54.402	59.471	(5.068)	52.318	7.153	49.199	3.119	49.279	(0.080)
Other Business Expenses	4.591	5.119	(0.527)	5.334	(0.216)	5.351	(0.016)	5.440	(0.089)
Total Non-Labor Expenditures	\$190.561	\$198.679	(\$8.119)	\$190.803	\$7.876	\$179.595	\$11.208	\$189.858	(\$10.262)
<u>Other Expenditure Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$727.019	\$756.961	(\$29.942)	\$770.153	(\$13.192)	\$760.974	\$9.179	\$777.885	(\$16.912)
Net Cash Surplus/(Deficit)	(\$481.146)	(\$509.352)	(\$28.206)	(\$518.090)	(\$8.737)	(\$507.735)	\$10.355	(\$524.342)	(\$16.607)

MTA BUS COMPANY
2018 Final Proposed Budget
November Financial Plan 2018 – 2021
Summary of Major Plan-to-Plan Changes by Generic Category

2017: November Forecast vs. Mid-Year Forecast

Operating Revenue Changes

Operating revenues are projected to increase from the July Financial Plan by \$2.3 million.

Major generic category changes include:

- An increase in Farebox Revenue of \$2.3 million due to higher projected ridership.

Operating Expense Changes

Operating expenses decreased from the July Financial Plan by \$2.9 million.

Major generic category changes include:

- **Overtime** is projected to increase by \$2.9 million primarily due to traffic, platform budget/normal service adjustments, and employee availability.
- **Pension** expenses are projected to increase by \$0.4 million based on the increase in headcount.
- **Fuel** expenses are projected to decrease by \$1.1 million as a result of lower forecasted fuel prices.
- **Maintenance & Other Operating Contracts** expenses are projected to decrease by \$5.1 million primarily due to changes in the shop program and the janitorial services contract.

2018-2021: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Operating Revenues are projected to increase from the July Financial Plan by \$1.3 million in 2018, decrease by \$0.2 million in 2019 and \$0.1 million in 2020, and remain relatively flat in 2021.

Major changes include:

An increase in Farebox Revenue of \$2.3 million in 2018, \$0.8 million in 2019, \$0.9 million in 2020 and \$1.1 million in 2021 based on the updated Ridership and Revenue forecast.

A decrease in Other Operating Revenue of \$1.0 million in 2018 through 2020, and \$1.1 million in 2021 based on the latest advertising revenue forecast.

Operating Expense Changes

Operating Expenses increased from the July Plan by \$15.5 million in 2018, \$19.2 million in 2019, \$11.3 million in 2020 and \$10.3 million in 2021.

Major changes include:

- **Payroll** is projected to increase by \$3.7 million in 2018 and 2019, \$3.8 million in 2020 and \$3.9 million in 2021, primarily due to Bus Operating training float and programmatic initiatives discussed above.
- **Overtime** is projected to increase by \$3.4 million in 2018 and 2019, \$3.5 million in 2020, and \$3.6 million in 2021 due to requirements for the overage fleet, maintenance training float, employee availability, platform budget and traffic.
- **Health & Welfare/OPEB current payment** expenses are projected to increase by \$1.0 million in 2018 and 2019, \$1.1 million in 2020 and 2021, due to an increase in headcount.
- **Pension** expenses are projected to increase by \$0.9 million in 2018, \$1.0 million in 2019 thru 2021, based on the current actuarial re-estimate and increase in headcount.
- **Fuel** expenses are projected to increase by \$0.2 million in 2018, decrease by \$0.2 million in 2019, and increase by \$1.9 million in 2020 and \$1.3 million in 2021, due to revised forecast assumptions.
- **Maintenance and Other Operating Contract** expenses are projected to decrease by \$5.0 million in 2017, and increase by \$0.2 million in 2018, \$5.9 million in 2019, and \$0.3 million in 2020 and 2021 primarily due to changes in the shop program.

- **Materials and Supplies** expenses are projected to decrease \$0.2 million in 2018, \$0.4 million 2019, \$1.0 million in 2020, and \$1.6 million in 2021 mainly due to changes in the shop program and janitorial services contract.

MTA BUS COMPANY
2018 Final Proposed Budget
November Financial Plan 2018 – 2021
Summary of Major Plan-to-Plan Changes by Generic Category

2017 - 2020: November Financial Plan vs. February Financial Plan

Operating Revenue Changes

Operating Revenues are projected to decrease from the February Financial Plan by \$4.2 million in 2017, \$4.1 million in 2018, \$3.5 million in 2019, and \$3.3 million in 2020, due to lower ridership and advertising revenue.

Operating Expense Changes

Operating Expenses increase from the February Plan by \$0.4 million in 2017, \$23.7 million in 2018, \$29.7 million in 2019 and \$15.1 million in 2020.

Major generic category changes include:

- **Payroll** is projected to increase \$1.9 million in 2017, \$4.9 million in 2018, \$5.3 million in 2019 and \$5.6 million in 2020, primarily due to labor settlement assumptions, programmatic initiatives (discussed earlier) and shop programs.
- **Health & Welfare/OPEB** current payment expenses are projected to decrease by \$2.6 million in 2017 and \$1.4 million in 2018, increase by \$0.1 million in 2019, and decrease by \$5.1 million in 2020, based on the latest projected rates and increase in headcount.
- **Pension expenses** are projected to increase by \$7.6 million in 2017, \$8.3 million in 2018, \$8.9 million in 2019 and \$9.2 million in 2020, based on the most current actuarial re-estimate.
- **Other Fringe Benefits** expenses are projected to increase by \$0.9 million in 2017, \$1.2 million in 2018, \$2.2 million in 2019 and 2020 due to changes in staffing levels and programmatic changes.
- **Fuel** expenses are projected to decrease by \$3.9 million in 2017, \$2.8 million in 2018, \$5.2 million in 2019 and \$4.3 million 2020, due to revised forecast assumptions.
- **Maintenance and Other Operating Contract** expenses are projected to decrease by \$8.5 million in 2017 and increase \$1.3 million in 2018, \$7.4 million in 2019 and \$1.4 million in 2020. This is mostly due to changes in the shop program, SBS routes and a new security contract.

- **Materials and Supplies** expenses are projected to decrease by \$4.2 million in 2017, \$1.1 million in 2018, \$0.4 million in 2019 and \$1.0 million in 2020, mostly due to changes in the shop program and the Budget Reduction Programs (BRP).
- **Other Business Expenses** are projected to decrease by \$0.6 million in 2017, \$0.2 million in 2018, \$1.0 million in 2019 and \$1.1 million in 2020, due mainly to a reclassification of mobility taxes.

MTA BUS COMPANY
November Financial Plan 2018 - 2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2017	2018	2019	2020	2021
July Financial Plan - Net Cash Surplus/(Deficit)	(\$486.304)	(\$495.161)	(\$498.703)	(\$496.331)	(\$514.099)
Baseline Changes					
Revenue					
Farebox Revenue	\$2.308	\$2.287	\$0.797	\$0.949	\$1.113
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	(0.935)	(0.993)	(1.035)	(1.084)
Total Revenue Changes	\$2.308	\$1.352	(\$0.196)	(\$0.086)	\$0.029
Expenses					
Labor:					
Payroll	(\$0.037)	(\$3.678)	(\$3.726)	(\$3.799)	(\$3.874)
Overtime	(2.919)	(3.399)	(3.422)	(3.491)	(3.561)
Health and Welfare	(0.010)	(1.021)	(1.034)	(1.055)	(1.075)
OPEB Current Payment	-	-	-	-	-
Pensions	(0.396)	(0.949)	(0.959)	(0.978)	(0.997)
Other Fringe Benefits	(0.286)	(0.684)	(0.690)	(0.704)	(0.718)
Reimbursable Overhead	-	-	-	-	-
Total Labor Expense Changes	(\$3.648)	(\$9.731)	(\$9.831)	(\$10.026)	(\$10.226)
Non-Labor:					
Electric Power	\$0.056	\$0.012	\$0.021	\$0.044	\$0.049
Fuel	1.075	(0.233)	0.215	(1.889)	(1.304)
Insurance	0.008	0.003	0.001	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	5.049	(0.210)	(5.875)	(0.339)	(0.309)
Professional Service Contracts	(0.443)	(5.798)	(4.327)	(0.319)	(0.218)
Materials & Supplies	0.546	0.247	0.446	1.064	1.586
Other Business Expenses	0.207	0.166	0.160	0.147	0.149
Total Non-Labor Expense Changes	\$6.498	(\$5.813)	(\$9.360)	(\$1.291)	(\$0.48)
Total Expenses before Depreciation and GASB Adjs.	\$2.850	(\$15.544)	(\$19.191)	(\$11.318)	(\$10.273)
Depreciation	-	-	-	-	-
OPEB Liability Adjustment	-	-	-	-	-
GASB 68 Pension Adjustment	-	-	-	-	-
Environmental Remediation	-	-	-	-	-
Total Expense Changes	\$2.850	(\$15.544)	(\$19.191)	(\$11.318)	(\$10.273)
Cash Adjustment Changes					
Revenue					
Expense					
Depreciation					
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$5.158	(\$14.192)	(\$19.387)	(\$11.404)	(\$10.244)
November Financial Plan - Net Cash Surplus/(Deficit)	(\$481.146)	(\$509.352)	(\$518.090)	(\$507.735)	(\$524.343)

MTA BUS COMPANY
November Financial Plan 2018 - 2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE	2017	2018	2019	2020	2021
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 Reimbursements	-	-	-	-	-
Total Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
Labor:					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-
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	\$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 Expenses	-	-	-	-	-
Total Non-Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Adjustment Changes					
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
November Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
November Financial Plan 2017 - 2020
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE	2017	2018	2019	2020	2021
July Financial Plan - Net Cash Surplus/(Deficit)	(\$486.304)	(\$495.161)	(\$498.703)	(\$496.331)	(\$514.099)
Baseline Changes					
Revenue					
Farebox Revenue	\$2.308	\$2.287	\$0.797	\$0.949	\$1.113
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	(0.935)	(0.993)	(1.035)	(1.084)
Capital and Other Reimbursements	-	-	-	-	-
Total Revenue Changes	\$2.308	\$1.352	(\$0.196)	(\$0.086)	\$0.029
Expenses					
Labor:					
Payroll	(\$0.037)	(\$3.678)	(\$3.726)	(\$3.799)	(\$3.874)
Overtime	(2.919)	(3.399)	(3.422)	(3.491)	(3.561)
Health and Welfare	(0.010)	(1.021)	(1.034)	(1.055)	(1.075)
OPEB Current Payment	-	-	-	-	-
Pensions	(0.396)	(0.949)	(0.959)	(0.978)	(0.997)
Other Fringe Benefits	(0.286)	(0.684)	(0.690)	(0.704)	(0.718)
Reimbursable Overhead	-	-	-	-	-
Total Labor Expense Changes	(\$3.648)	(\$9.731)	(\$9.831)	(\$10.026)	(\$10.226)
Non-Labor:					
Electric Power	0.056	0.012	0.021	0.044	0.049
Fuel	1.075	(0.233)	0.215	(1.889)	(1.304)
Insurance	0.008	0.003	0.001	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	5.049	(0.210)	(5.875)	(0.339)	(0.309)
Professional Service Contracts	(0.443)	(5.798)	(4.327)	(0.319)	(0.218)
Materials & Supplies	0.546	0.247	0.446	1.064	1.586
Other Business Expenses	0.207	0.166	0.160	0.147	0.149
Total Non-Labor Expense Changes	\$6.498	(\$5.813)	(\$9.360)	(\$1.291)	(\$0.048)
Total Expenses before Depreciation and GASB Adjs.	\$2.850	(\$15.544)	(\$19.191)	(\$11.318)	(\$10.273)
Depreciation	-	-	-	-	-
OPEB Liability Adjustment	-	-	-	-	-
GASB 68 Pension Adjustment	-	-	-	-	-
Environmental Remediation	-	-	-	-	-
Total Expense Changes	\$2.850	(\$15.544)	(\$19.191)	(\$11.318)	(\$10.273)
Cash Adjustment Changes					
Revenue	-	-	-	-	-
Expense	-	-	-	-	-
Depreciation	-	-	-	-	-
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$5.158	(\$14.192)	(\$19.387)	(\$11.404)	(\$10.244)
November Financial Plan - Net Cash Surplus/(Deficit)	(\$481.146)	(\$509.352)	(\$518.090)	(\$507.735)	(\$524.343)

MTA BUS COMPANY
2018 Final Proposed Budget
November Financial Plan 2018 – 2021
Summary of Major Plan-to-Plan Changes

2017: November Forecast vs. Mid-Year Forecast

Revenue Changes

Total Revenue increased from the July Financial Plan by \$2.3 million.

Major changes include:

- An increase in Farebox Revenue of \$2.3 million annually due to higher forecasted ridership.

Expense Changes

Operating expenses decreased from the July Financial Plan by \$2.9 million.

Major changes include:

- Programmatic investments of \$1.4 million, mainly due to articulated buses on loan from NYCT.
- Major re-estimates/technical adjustments of \$5.2 million mainly due to adjustments for employee availability, platform budget/normal service, and traffic.
- A Pension increase of \$0.4 million, mostly due to changes in headcount.
- Updated inflation assumptions resulting in savings of \$1.0 million mainly from lower projected fuel prices.

2018 - 2021: November Financial Plan vs. July Financial Plan

Revenue Changes

Total Revenue changes from the July Financial Plan result in an increase of \$1.4 million in 2018, decreases of \$0.2 million in 2019 and \$0.1 million in 2020, and remain relatively flat in 2021.

Major changes include:

- Increases in Farebox Revenue of \$2.3 million in 2018, \$0.8 million in 2019, \$0.9 million in 2020 and \$1.0 million in 2021, due to higher ridership projections.

- Decreases in Other Operating Revenue of \$1.0 million in 2018 through 2020, and \$1.1 million in 2021, based on lower advertising revenue forecast.

Expense Changes

Total expenses increase by \$15.5 million in 2018, \$19.2 million in 2019, \$11.3 million in 2020 and \$10.3 million in 2021. The changes are due to revised inflation, forecast assumptions, and programmatic investments.

Major changes include:

- Programmatic investments costing \$7.5 million in 2018, \$6.3 million in 2019, \$2.3 million in 2020 and \$2.2 million 2021 mainly to meet maintenance and operational requirements.
- Fuel expense is projected to increase \$0.2 million in 2018, decrease \$0.2 million in 2019, increase \$1.9 million in 2020 and \$1.3 million in 2021 based on the latest projected rates.
- Platform budget/normal service and TWU contract agreement adjustment increases of approximately \$5.7 million for each of the plan years.
- Employee availability averaging \$2.2 million annually for each of the Plan years.

MTA BUS COMPANY
November Financial Plan 2018 - 2021
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

TOTAL NON-REIMBURSABLE and REIMBURSABLE

	2017	2018	2019	2020	2021
July Financial Plan - Net Cash Surplus/(Deficit)	(\$486.304)	(\$495.161)	(\$498.703)	(\$496.331)	(\$514.099)
Non-Reimbursable Major Changes					
Revenue					
Farebox Revenue	\$2.308	\$2.287	\$0.797	\$0.949	\$1.113
Other Operating Revenue	-	(0.935)	(0.993)	(1.035)	(1.084)
Sub-Total Non-Reimbursable Revenue Changes	\$2.308	\$1.352	(\$0.196)	(\$0.086)	\$0.029
Expenses					
Programs:					
Investigation /Security Unit	\$0.000	(\$0.655)	(\$0.667)	(\$0.680)	(\$0.694)
Convert 3 Clerical to PTE	(0.032)	(0.128)	(0.130)	(0.133)	(0.136)
Safety Position	-	(0.172)	(0.176)	(0.179)	(0.183)
Training Superintendent - BPI	-	(0.172)	(0.176)	(0.179)	(0.183)
Portable Radio	(0.096)	-	-	-	-
Artic Buses on Loan from NYCT	(1.200)	(5.435)	(4.296)	-	-
AGS/Manager - Bus Operator	-	(0.344)	(0.353)	(0.359)	(0.365)
Facilities Line Supervisor PIP	(0.024)	(0.024)	-	-	-
Bike Rack	-	(0.071)	(0.005)	(0.006)	(0.006)
ENY Shop - Depot Training Supervisor (DTS)	-	(0.125)	(0.128)	(0.130)	(0.133)
Traffic Signal Priority (TSP)	-	(0.336)	(0.395)	(0.599)	(0.515)
Sub-Total Programs	(\$1.352)	(\$7.462)	(\$6.326)	(\$2.266)	(\$2.213)
Major Re-estimates/Technical Adjustments/Other:					
Platform Budget – Normal Service	(\$0.979)	(\$2.121)	(\$2.155)	(\$2.199)	(\$2.245)
Platform Budget – Contract Adjustment	-	(3.500)	(3.555)	(3.626)	(3.698)
Traffic	(0.466)	(0.478)	(0.485)	(0.495)	(0.505)
Employee Availability	(2.106)	(2.154)	(2.188)	(2.231)	(2.276)
Janitorial Svcs Contract/Prevailing Wage Adjustment	(0.532)	(0.246)	(0.238)	(0.227)	(0.210)
Depot Wi-Fi Rollover	0.416	(0.416)	-	-	-
BusTime Maintenance Contract	-	(0.022)	(0.022)	(0.023)	(0.024)
Energy - Fuel	(0.434)	(0.218)	0.230	(1.874)	(1.289)
OTPS CPI	0.173	0.407	0.238	(0.072)	(0.012)
Electric Power	0.056	0.012	0.021	0.044	0.049
Insurance	0.008	0.003	0.001	-	-
CGN Rebate	1.455	-	-	-	-
New Bus Material	-	-	0.250	1.000	1.500
MCI Structures	5.611	-	(5.611)	-	-
BRP- OTPS	1.000	0.650	0.650	0.650	0.650
Sub-Total Non-Reimbursable Expense Changes	\$4.201	(\$8.082)	(\$12.865)	(\$9.053)	(\$8.060)
Total Non-Reimbursable Major Changes	\$5.158	(\$14.191)	(\$19.387)	(\$11.404)	(\$10.244)
Reimbursable Major Changes					
Revenue					
Reimbursement of Increased Expense Requirements	0.000	0.000	0.000	0.000	0.000
Sub-Total Reimbursable Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
	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	\$5.158	(\$14.191)	(\$19.387)	(\$11.404)	(\$10.244)
Cash Adjustment 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	\$5.158	(\$14.191)	(\$19.387)	(\$11.404)	(\$10.244)
November Financial Plan - Net Cash Surplus/(Deficit)	(\$481.147)	(\$509.352)	(\$518.090)	(\$507.735)	(\$524.343)

MTA BUS COMPANY
2018 Preliminary Budget
November Financial Plan 2018 – 2021

RIDERSHIP / (UTILIZATION)

Ridership

The November 2017 Financial Plan ridership forecast assumes that the April - August 2017 weather-adjusted, non-student local bus ridership variance from budget (down 0.4 percent), and the April - August express bus variance (down 4.0 percent), will continue through the remainder of the year. The April - August variances from budget were favorable compared to the January-April variances (local bus down 2.4 percent; express bus down 5.2 percent) used in the July 2017 Plan forecast. As a result of the improved ridership results, the November 2017 Plan ridership forecast is 1.4 million higher than the July Plan projection.

Ridership for 2018 is projected to increase by 1.0 percent over 2017, reflecting a positive baseline ridership adjustment to account for the January, February, and March 2017 snowstorms and employment growth. Employment growth is projected to be slightly lower than assumed in the July Plan. The resulting 2018 ridership is 1.6 million higher than the July Plan forecast.

Ridership forecasts for 2019 through 2021 are based on the revised 2018 ridership forecast and the August 2017 employment forecast, which projects slightly lower employment increases than projected in the July Plan in 2019, and higher increases in 2020 and 2021. The resulting ridership is expected to be 0.8 million higher than the July Plan in 2019, 0.9 million higher in 2020, and 1.0 million higher in 2021.

Revenue

Projected farebox revenue is \$2.3 million higher than the July Plan in 2017 and 2018, \$0.8 million higher in 2019, \$0.9 million higher in 2020, and \$1.1 million higher in 2021. These changes reflect higher ridership levels.

MTA BUS COMPANY
November Financial Plan 2018 - 2021
Ridership (Utilization)
(in millions)

	Actual	November	Final			
	2016	Forecast	Proposed	2019	2020	2021
		2017	Budget			
			2018			

RIDERSHIP

Fixed Route	125.617	122.969	124.393	124.896	125.462	125.211
Total Ridership	125.617	122.969	124.393	124.896	125.462	125.211

FAREBOX REVENUE

Fixed Route Farebox Revenue	\$212.483	\$215.630	\$219.031	\$220.098	\$221.195	\$220.704
Farebox Revenue	\$212.483	\$215.630	\$219.031	\$220.098	\$221.195	\$220.704

MTA BUS COMPANY
November Financial Plan 2018 - 2021
2017 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2017	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021
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										
BRP - Shop Scope Reliability Maintenance Savings	-	0.485	2	0.735	-	0.000	-	0.000	-	0.000
Veeder Root Contract	-	0.010	-	0.046	-	0.046	-	0.046	-	0.046
BRP - Facilities Maintainers	9	0.899	6	0.612	3	0.311	-	0.000	-	0.000
Subtotal Maintenance	9	1.394	8	1.393	3	0.357	-	0.046	-	0.046
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										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Security										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Security	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Service										
Bus Operator Relief	14	0.707	14	1.448	14	1.469	14	1.499	14	1.529
Subtotal Service	14	0.707	14	1.448	14	1.469	14	1.499	14	1.529
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	-	3.500	-	1.000	-	1.000	-	1.000	-	1.000
Professional Service Contract	-	0.300	-	0.300	-	0.300	-	0.300	-	0.300
Material & Supplies	-	0.500	-	0.200	-	0.200	-	0.200	-	0.200
Other Business Expense	-	0.200	-	0.150	-	0.150	-	0.150	-	0.150
Subtotal Other	-	4.500	-	1.650	-	1.650	-	1.650	-	1.650
Agency Submission	23	\$6.601	22	\$4.491	17	\$3.476	14	\$3.195	14	\$3.225

MTA BUS COMPANY
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Worksheet

Category by Function: Maintenance
Program: BRP - Shop Scope Reliability Maintenance Savings

Background Details:	2017 labor and material savings due to Transducer, wiper motor/starter and starting batteries from 100% replacement to 5% (50% of buses). 2018 includes scope labor reduction by 10 hours and material reduction by \$2,500 per bus for all fleets.
----------------------------	---

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	Jan-17
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.485	\$0.735	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>		2			

MTA BUS COMPANY
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Worksheet

Category by Function: OTPS
Program: Veeder Root Contract

Background Details:	Savings due to system automation upgrade eliminating the vendor as a middle man on alarm responses.
----------------------------	---

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	Jul-17
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.010	\$0.046	\$0.046	\$0.046	\$0.046
<i>Total Positions Required:</i>					

MTA BUS COMPANY
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Worksheet

Category by Function: Maintenance
Program: BRP - Facilities Maintainers

Background Details:	Due to the specialized skills and test requirements, Facilities will not be able to fill these maintenance positions until 2019.
----------------------------	--

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	Jun-17
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.899	\$0.612	\$0.311	\$0.000	\$0.000
<i>Total Positions Required:</i>	9	6	3		

MTA BUS COMPANY
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Worksheet

Category by Function: Operations
Program: Bus Operator Relief Reduction

Background Details:	Bus Operator relief has increased to match the pace of declining availability. A comprehensive review of Transportation practices revealed that some level of availability decrease is the result of decisions regarding Bus Operator assignments that have unforeseen negative impact on availability, which in turn results in increased relief. To accomplish this relief reduction, management will exercise strict oversight of Bus Operator Extra List assignment and policy guidance on Extra List Operator assignments.
----------------------------	---

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	Jun-17
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.707	\$1.448	\$1.469	\$1.499	\$1.529
<i>Total Positions Required:</i>	14	14	14	14	14

MTA BUS COMPANY
July Financial Plan 2018 - 2021
2017 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: BRP - OTPS

Background Details:	These savings are based on a review of controllable non-labor OTPS categories resulting in recurring savings from 2018.
----------------------------	---

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	Jan-17
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$3.500	\$1.000	\$1.000	\$1.000	\$1.000

Total Positions Required:

MTA BUS COMPANY
November Financial Plan 2018 - 2021
2017 Budget Reduction Plan Worksheet

Category by Function: **OTPS**

Program: **BRP**

Background Details:	These savings are based on a review of controllable non-labor OTPS categories resulting in recurring savings.
----------------------------	---

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	Jan-17
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>	\$1.000	\$0.650	\$0.650	\$0.650	\$0.650
Net Cash Savings (in millions)					
<i>Total Positions Required:</i>					

**MTA BUS COMPANY
2017 Final Proposed Budget
November Plan 2018– 2021
Positions**

POSITION ASSUMPTIONS

2017: November Forecast vs. Mid-Year Forecast

Total November Forecast positions of 3,952 remain unchanged from the Mid-Year Forecast.

Reimbursable positions remain the same

2018: November Financial Plan vs. July Financial Plan

Total positions for 2018 in the July Plan were 3,936. There is an increase of 48 positions which will result in 3,984 for the 2017 November Plan. The changes are as follows:

New Needs (total increase of 10 positions) includes:

- 5 positions - Investigation Unit
- 1 position - Depot Training Supervisor (DTS)
- 1 position - Safety
- 1 position - Training Superintendent
- 2 positions - Assistant General Superintendent (AGS)

Reimbursable positions remain the same

Re-estimates (increase of 38 positions) include:

- 28 positions - Platform budget TWU contract agreement
- 10 positions - Platform budget/normal Service

The breakdown of the 48 positions increase by function is as follows:

Administration (total increase of 2 position includes:

- 1 position - General Superintendent Training Program
- 1 position - Assistant General Superintendent (AGS)

Operations (total increase of 40 positions) include:

- 1 position - Assistant General Superintendent (AGS)
- 1 position - Safety
- 28 positions - Platform budget TWU contract agreement
- 10 positions - Platform budget/normal service

Maintenance (total increase of 1 position) includes:

- 1 position - Training Supervisor (DTS)

Public Safety (total increase of 5 positions) includes:

- 5 positions - Investigation Unit

Position changes by occupational group are: Managers/Supervisor 7, Professional Technical 5, Clerical -2, and Operational Hourlies 38.

2019: November Financial Plan vs. July Financial Plan

Total positions for 2019 in the July Plan were 3,964. There is an increase of 48 positions which will result in the sum of 4,012 for the 2017 November Plan. The changes are as follows:

New Needs (Total increase of 10 positions) includes:

- 5 positions - Investigation Unit
- 1 position - Depot Training Supervisor (DTS)
- 1 position - Safety
- 1 position - Training Superintendent
- 2 positions - Assistant General Superintendent (AGS)

Reimbursable positions remain the same

Re-estimates (increase of 38 positions) include:

- 28 positions - Platform budget TWU contract agreement
- 10 positions - Platform budget/normal service

The breakdown of the 48 positions increase by function is as follows:

Administration (total increase of 2 position includes:

- 1 position - General Superintendent Training Program
- 1 position - Assistant General Superintendent (AGS)

Operations (total increase of 40 positions) include:

- 1 position - Assistant General Superintendent (AGS)
- 1 position - Safety
- 28 positions - Platform budget TWU contract agreement
- 10 positions – Platform budget/normal service

Maintenance (total increase of 1 position) includes:

- 1 position - Depot Training Supervisor

Public Safety (total increase of 5 positions) includes:

- 5 positions - Investigation Unit

Position changes by occupational group are: Managers/Supervisor 7, Professional Technical 5, Clerical -2, and Operational Hourlies 38.

2020: November Financial Plan vs. July Financial Plan

The total positions for 2020 in the July Plan were 3,957. There is an increase of 48 positions which will result in the sum of 4,005 for the 2017 November Plan. The changes are as follows:

New Needs (Total increase of 10 positions) includes:

- 5 positions - Investigation Unit
- 1 position - Depot Training Supervisor (DTS)
- 1 position - Safety
- 1 position - Training Superintendent
- 2 positions - Assistant General Superintendent (AGS)

Reimbursable positions remain the same

Re-estimates (increase of 38 positions) include:

- 28 positions - Platform budget TWU contract agreement
- 10 positions - Platform budget/normal service

The breakdown of the 48 positions increase by function is as follows:

Administration (total increase of 2 position includes:

- 1 position - General Superintendent Training Program
- 1 position - Assistant General Superintendent (AGS)

Operations (total increase of 40 positions) include:

- 1 position - Assistant General Superintendent (AGS)
- 1 position - Safety
- 28 positions - Platform budget TWU contract agreement
- 10 positions - Platform budget/normal service

Maintenance (total increase of 1 position) includes:

- 1 position - Depot Training Supervisor (DTS)

Public Safety (total increase of 5 positions) includes:

- 5 positions - Investigation Unit

Position changes by occupational group are: Managers/Supervisor 7, Professional Technical 5, Clerical -2, and Operational Hourlies 38.

2021: November Financial Plan vs. July Financial Plan

Total positions for 2021 in the July Plan were 3,961. There is an increase of 48 positions which will result in the sum of 4,009 for the 2017 November Plan. The changes are as follows:

New Needs (Total increase of 10 positions) includes:

- 5 positions - Investigation Unit
- 1 position - Depot Training Supervisor (DTS)
- 1 position - Safety
- 1 position - Training Superintendent
- 2 positions - Assistant General Superintendent (AGS)

Reimbursable positions remain the same

Re-estimates (increase of 38 positions) include:

- 28 positions - Platform budget TWU contract agreement
- 10 positions - Platform budget/normal service

The breakdown of the 48 positions increase by function is as follows:

Administration (total increase of 2 position includes:

- 1 position - General Superintendent Training Program
- 1 position - Assistant General Superintendent (AGS)

Operations (total increase of 40 positions) include:

- 1 position - Assistant General Superintendent (AGS)
- 1 position - Safety
- 28 positions - the Platform budget TWU contract agreement
- 10 positions - the Platform budget/normal service

Maintenance (total increase of 1 position) includes:

- 1 position - Depot Training Supervisor (DTS)

Public Safety (total increase of 5 positions) includes:

- 5 positions - Investigation Unit

Position changes by occupational group are: Managers/Supervisor 7, Professional Technical 5, Clerical -2 and Operational Hourlies 38.

Year-to-Year Changes

2018 Changes Over 2017:

Total positions increase by 32 positions. The decrease is mainly attributable to adjustments for platform budget/normal service, the TWU contract agreement, the Investigation Unit and Training, partially offset by shop program changes.

2019 Changes Over 2018:

Total positions increase by 28 positions. The increase is mainly due to shop program changes.

2020 Changes Over 2019:

Total positions decrease by 7 positions. The decrease is mainly due to shop program adjustment changes.

2021 Changes Over 2020:

Total positions increase by 4 positions. The increase is mainly due to SBS engineers and shop program adjustment changes.

MTA BUS COMPANY
November Financial Plan 2018 - 2021
Favorable/(Unfavorable)

Total Position Changes at a Glance

	2017	2018	2019	2020	2021
2017 July Plan - Total Baseline Positions	3,952	3,936	3,964	3,957	3,961
Total Plan-to-Plan Changes	0	(48)	(48)	(48)	(48)
2017 November Plan - Total Baseline Positions	3,952	3,984	4,012	4,005	4,009
Total Year-to-Year Changes, November Plan		(32)	(28)	7	(4)

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	0	(48)	(48)	(48)	(48)
<i>Reimbursable</i>	0	0	0	0	0
Total	0	(48)	(48)	(48)	(48)
<i>Full-Time</i>	0	(48)	(48)	(48)	(48)
<i>Full-Time Equivalent</i> s	0	0	0	0	0
Total	0	(48)	(48)	(48)	(48)
<i>By Function Category</i>					
- Administration	0	(2)	(2)	(2)	(2)
- Operations	0	(40)	(40)	(40)	(40)
- Maintenance	0	(1)	(1)	(1)	(1)
- Engineering/Capital	0	0	0	0	0
- Public Safety	0	(5)	(5)	(5)	(5)
Total	0	(48)	(48)	(48)	(48)
<i>By Occupational Group</i>					
- Managers/Supervisors	0	(7)	(7)	(7)	(7)
- Professional, Technical, Clerical	0	(3)	(3)	(3)	(3)
- Operational Hourlies	0	(38)	(38)	(38)	(38)
Total	0	(48)	(48)	(48)	(48)

Total Plan-to-Plan Changes by Major Category:

<i>2017 BRPs</i>	0	0	0	0	0
<i>New Needs</i>	0	(10)	(10)	(10)	(10)
<i>Change in Reimbursable Positions</i>	0	(38)	(38)	(38)	(38)
<i>Re-estimates & All Other</i> ¹	0	0	0	0	0
Total	0	(48)	(48)	(48)	(48)

¹ Includes Full-time Equivalent

MTA BUS COMPANY
November Financial Plan 2018 - 2021
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2016 Actual	2017 November Forecast	2018 Final Proposed Budget	2019	2020	2021
Administration						
Office of the EVP	3	3	3	3	3	3
Human Resources	15	18	18	18	18	18
Office of Management and Budget	12	13	13	13	13	13
Technology & Information Services	-	-	-	-	-	-
Materiel	15	17	17	17	17	17
Controller	19	17	17	17	17	17
Office of the President	3	7	7	7	7	7
System Safety Administration	1	5	5	5	5	5
Law	23	25	25	25	25	25
Corporate Communications	-	-	-	-	-	-
Strategic Office	17	27	30	31	31	31
Labor Relations	4	4	4	4	4	4
Non Departmental	-	15	7	34	39	7
Total Administration	112	151	146	174	179	147
Operations						
Buses	2,237	2,295	2,328	2,328	2,328	2,328
Office of the Executive Vice President, Regional	5	4	4	4	4	4
Safety & Training	67	55	56	56	56	56
Road Operations	124	123	123	123	123	123
Transportation Support	25	22	22	22	22	22
Operations Planning	30	33	33	33	33	33
Revenue Control	28	30	30	30	30	30
Total Operations	2,516	2,562	2,596	2,596	2,596	2,596
Maintenance						
Buses	749	757	765	765	765	765
Maintenance Support/CMF	207	246	233	230	215	253
Facilities	66	75	78	81	84	82
Supply Logistics	89	99	99	99	99	99
Total Maintenance	1,111	1,177	1,175	1,175	1,163	1,199
Engineering/Capital						
Capital Program Management	26	37	37	37	37	37
Public Safety						
Office of the Senior Vice President	19	25	30	30	30	30
Total Positions	3,784	3,952	3,984	4,012	4,005	4,009
Non-Reimbursable	3,748	3,912	3,944	3,972	3,965	3,969
Reimbursable	36	40	40	40	40	40
Total Full-Time	3,770	3,937	3,969	3,997	3,990	3,994
Total Full-Time Equivalents	14	15	15	15	15	15

MTA BUS COMPANY
November Financial Plan 2018 - 2021
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Administration						
Managers/Supervisors	46	67	67	67	67	67
Professional/Technical/Clerical	66	73	75	76	76	76
Operational Hourlies	0	11	4	31	36	4
Total Administration Headcount	112	151	146	174	179	147
Operations						
Managers/Supervisors	307	308	310	310	310	310
Professional/Technical/Clerical	50	51	51	51	51	51
Operational Hourlies	2,159	2,203	2,235	2,235	2,235	2,235
Total Operations Headcount	2,516	2,562	2,596	2,596	2,596	2,596
Maintenance						
Managers/Supervisors	222	229	230	230	230	230
Professional/Technical/Clerical	22	29	29	29	29	27
Operational Hourlies	867	919	916	916	904	942
Total Maintenance Headcount	1,111	1,177	1,175	1,175	1,163	1,199
Engineering / Capital						
Managers/Supervisors	14	21	21	21	21	21
Professional/Technical/Clerical	12	16	16	16	16	16
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	26	37	37	37	37	37
Public Safety						
Managers/Supervisors	15	17	19	19	19	19
Professional, Technical, Clerical	4	5	8	8	8	8
Operational Hourlies	0	3	3	3	3	3
Total Public Safety Headcount	19	25	30	30	30	30
Total Positions						
Managers/Supervisors	604	642	647	647	647	647
Professional, Technical, Clerical	154	174	179	180	180	178
Operational Hourlies	3,026	3,136	3,158	3,185	3,178	3,184
Total Positions	3,784	3,952	3,984	4,012	4,005	4,009

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Staten Island Railway

**MTA STATEN ISLAND RAILWAY
2018 Final Proposed Budget
November Financial Plan 2018 - 2021**

FINANCIAL OVERVIEW

The 2017 November Forecast, 2018 Final Proposed Budget and projections for the years 2019-2021 provide sufficient funding to maintain current service levels as well as to maintain MTA's commitment to safety and security. This plan includes additional funding requirements in support of an important Mainline Track Tie Replacement Program and other important SIR requirements. Performance indicators including mean distance between failures and on-time performance remain within targeted levels.

The Mainline Track Tie Replacement Program was first introduced in the July 2017 Financial Plan, based on a 2015 mainline track condition assessment which indicated that component ties, which serve to maintain the stability of the mainline track, would at this time need to be replaced, beginning with the most worn ties. To implement the first phase of this program, 12 positions were added for the first year of the program effective 7/1/17, with a cost of \$1.737 million, including labor cost of \$1.487 million and material cost of \$0.250 million. In this November Plan, this initial program has now expanded by extending the above 12 positions through the end of 2019 at a cost of \$2.629 million and now added an additional 8 positions, effective the fourth quarter 2017 through the end of 2019, at a cost of \$2.369 million. During 2019, a further assessment of the status of this program will be undertaken to determine what additional resources/support will be required for subsequent plan years.

Two other important SIR requirements are included in this plan and are summarized as follows:

- 4 Dispatcher positions are necessary to staff a new Enhanced Employee Protection System (EEPS) desk at our Rail Control Center for redundant roadway worker protection. This requirement meets an NTSB safety recommendation and will be similar to the system now in place at Metro North. The annual cost of these positions are \$0.525 million beginning 2018.
- SIR needs to upgrade the third rail in designated locations along the right-of-way to low resistance contact rail to ensure the successful performance of the new R211 car fleet which is scheduled to replace the current nearly 45 year old R44 car fleet around 2022. SIR has developed a detailed Third Rail Upgrade Replacement plan during the period 2018-2022, to be implemented by current SIR personnel. The projected cost of the required materials for this project is \$0.200 million in 2018 and \$0.527 million per year for the subsequent four years.

2017 November Forecast

MTA Staten Island Railway's 2017 November Forecast reflects total expenses, before depreciation, other post-employment benefits (OPEB) and GASB 68 Pension Adjustment, of \$78.135 million, including \$75.625 million of non-reimbursable expenses and \$2.510 million of reimbursable expenses. Total revenues are projected to be \$11.718 million, of which \$9.208 million are operating revenues and \$2.510 million represent capital reimbursements. Total full-time positions are 338, including 324 non-reimbursable positions and 14 reimbursable positions.

The 2017 November Forecast operating cash deficit is projected to decrease by \$0.742 million in comparison with the 2017 Mid-Year Forecast. Major variances include:

- The favorable timing of non-revenue vehicle purchases (maintenance contract expenses) from 2017 to 2018 of \$0.529 million.
- The favorable timing of the non-revenue shop roof and HVAC system repairs (maintenance contract expenses) from 2017 to 2018 of \$0.350 million.
- The addition of 8 positions supporting the Mainline Track Tie Replacement Program expansion, effective the fourth quarter of 2017, with a cost of \$0.263 million.

Reimbursable expenses of \$2.510 million did not change from the Mid-Year Forecast.

Total end-of-year positions of 338 increased from the Mid-Year Forecast by 8, in support of the Mainline Track Spot Tie Program.

2018 Final Proposed Budget

MTA Staten Island Railway's 2018 Final Proposed Budget reflects total expenses, before depreciation, OPEB and GASB #68 Pension Adjustment, of \$62.188 million, including \$60.178 million of non-reimbursable expenses and \$2.010 million of reimbursable expenses. Total revenues are projected to be \$11.327 million, of which \$9.317 million are operating revenues and \$2.010 million represent capital reimbursements. Total full-time positions are 343, including 329 non-reimbursable positions and 14 reimbursable positions.

The 2018 Final Proposed Budget operating cash deficit is projected to increase by \$3.569 million. Major changes include:

- The expansion of the Mainline Track Tie Replacement Program costing \$1.946 million, including the extending of 12 prior plan positions from June through the end of the year, and the addition of 8 positions for the full year.
- The addition of four positions in support of a new Enhanced Employee Protection System (EEPS), costing \$0.525 million.

- \$0.200 million of material requirements in support of a Composite Third Rail Upgrade.
- The unfavorable timing of non-revenue vehicle purchases of \$0.529 million from 2017.
- The unfavorable timing of Non-Revenue Shop roof and HVAC system repairs of \$0.350 million.

Reimbursable expenses of \$2.010 million did not change from the Mid-Year Forecast.

Total positions of 343 increased from the July Financial Plan by 24, including 20 supporting the Mainline Track Tie Replacement Program expansion and 4 in support of the Enhanced Employee Projection System (EEPS).

Financial Plan 2019-2021 Projections

Operating cash deficits are projected to increase by \$3.835 million in 2019, \$1.026 million in 2020 and \$1.011 million in 2021. Major changes include:

- The expansion of the Mainline Track Tie Replacement Program through 2019, costing \$2.789 million in 2019, including the extending of 12 prior plan positions and the addition of 8 new positions established in this plan.
- The addition of four positions in support of a new Enhanced Employee Protection System (EEPS), costing \$0.525 million per year.
- \$0.527 million of material requirements per year in support of a Composite Third Rail Upgrade.

Reimbursable expenses of \$2.010 million in 2019, and \$0.900 million in both 2020 and 2021 did not change from the July Financial Plan.

Total end-of-year positions of 309 in each year increased by 4 positions in support of the Enhanced Employee Protection System (EEPS).

MTA STATEN ISLAND RAILWAY
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$6.522	\$6.841	\$6.933	\$6.970	\$7.022	\$7.022
Other Operating Revenue	2.798	2.367	2.384	2.385	2.385	2.386
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$9.319	\$9.208	\$9.317	\$9.355	\$9.407	\$9.408
Operating Expense						
Labor:						
Payroll	\$21.409	\$23.312	\$24.962	\$25.336	\$24.200	\$24.672
Overtime	2.686	3.409	1.863	1.877	1.669	1.588
Health and Welfare	5.291	5.713	6.525	6.744	6.647	6.936
OPEB Current Payments	2.215	2.375	2.585	2.631	2.747	2.867
Pension	5.885	6.811	6.979	7.080	6.772	6.571
Other Fringe Benefits	5.848	5.649	5.701	5.774	5.737	5.832
Reimbursable Overhead	(2.119)	(0.489)	(0.489)	(0.489)	0.000	0.000
Total Labor Expenses	\$41.215	\$46.780	\$48.126	\$48.953	\$47.772	\$48.466
Non-Labor:						
Electric Power	\$3.381	\$3.716	\$4.282	\$4.350	\$4.607	\$4.854
Fuel	0.179	0.215	0.218	0.210	0.256	0.285
Insurance	1.307	0.918	1.185	1.371	1.364	1.461
Claims	0.475	0.087	0.087	0.089	0.091	0.094
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	14.044	20.849	3.368	2.046	1.920	1.992
Professional Services Contracts	0.762	1.109	1.037	1.053	1.074	1.097
Materials and Supplies	2.433	1.921	1.845	2.132	1.893	1.704
Other Business Expenses	0.149	0.030	0.030	0.030	0.030	0.029
Total Non-Labor Expenses	\$22.730	\$28.845	\$12.052	\$11.281	\$11.235	\$11.516
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$63.945	\$75.625	\$60.178	\$60.234	\$59.007	\$59.982
Depreciation	\$7.803	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Liability Adjustment	7.229	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	(0.293)	0.300	0.600	0.500	(0.100)	(1.100)
Environmental Remediation	0.050	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$78.733	\$91.725	\$76.578	\$76.534	\$74.707	\$74.682
Net Surplus/(Deficit)	(\$69.414)	(\$82.517)	(\$67.261)	(\$67.179)	(\$65.300)	(\$65.274)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	4.534	2.510	2.010	2.010	0.900	0.900
Total Revenues	\$4.534	\$2.510	\$2.010	\$2.010	\$0.900	\$0.900
Operating Expense						
Labor:						
Payroll	\$1.432	\$0.521	\$0.521	\$0.521	\$0.000	\$0.000
Overtime	0.831	1.500	1.000	1.000	0.900	0.900
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.013	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	2.120	0.489	0.489	0.489	0.000	0.000
Total Labor Expenses	\$4.396	\$2.510	\$2.010	\$2.010	\$0.900	\$0.900
Non-Labor:						
Electric Power	\$0.009	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.018	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.111	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	\$0.138	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$4.534	\$2.510	\$2.010	\$2.010	\$0.900	\$0.900
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
November Financial Plan 2018 - 2021
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Non-Reimbursable / Reimbursable						
Operating Revenue						
Farebox Revenue	\$6.522	\$6.841	\$6.933	\$6.970	\$7.022	\$7.022
Other Operating Revenue	2.798	2.367	2.384	2.385	2.385	2.386
Capital and Other Reimbursements	4.534	2.510	2.010	2.010	0.900	0.900
Total Revenues	\$13.853	\$11.718	\$11.327	\$11.365	\$10.307	\$10.308
Operating Expense						
Labor:						
Payroll	\$22.841	\$23.833	\$25.483	\$25.857	\$24.200	\$24.672
Overtime	3.517	4.909	2.863	2.877	2.569	2.488
Health and Welfare	5.291	5.713	6.525	6.744	6.647	6.936
OPEB Current Payments	2.228	2.375	2.585	2.631	2.747	2.867
Pension	5.885	6.811	6.979	7.080	6.772	6.571
Other Fringe Benefits	5.848	5.649	5.701	5.774	5.737	5.832
Reimbursable Overhead	0.001	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$45.611	\$49.290	\$50.136	\$50.963	\$48.672	\$49.366
Non-Labor:						
Electric Power	\$3.390	\$3.716	\$4.282	\$4.350	\$4.607	\$4.854
Fuel	0.179	0.215	0.218	0.210	0.256	0.285
Insurance	1.307	0.918	1.185	1.371	1.364	1.461
Claims	0.475	0.087	0.087	0.089	0.091	0.094
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	14.044	20.849	3.368	2.046	1.920	1.992
Professional Services Contracts	0.780	1.109	1.037	1.053	1.074	1.097
Materials and Supplies	2.544	1.921	1.845	2.132	1.893	1.704
Other Business Expenses	0.149	0.030	0.030	0.030	0.030	0.029
Total Non-Labor Expenses	\$22.868	\$28.845	\$12.052	\$11.281	\$11.235	\$11.516
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$68.479	\$78.135	\$62.188	\$62.244	\$59.907	\$60.882
Depreciation	\$7.803	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Liability Adjustment	7.229	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	(0.293)	0.300	0.600	0.500	(0.100)	(1.100)
Environmental Remediation	0.050	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$83.267	\$94.235	\$78.588	\$78.544	\$75.607	\$75.582
Net Surplus/(Deficit)	(\$69.414)	(\$82.517)	(\$67.261)	(\$67.179)	(\$65.300)	(\$65.274)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2018 - 2021
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$6.551	\$6.435	\$6.933	\$6.971	\$7.022	\$7.022
Other Operating Revenue	2.890	3.636	2.384	2.385	2.384	2.386
Capital and Other Reimbursements	3.520	4.307	2.010	2.010	0.900	0.900
Total Receipts	\$12.961	\$14.378	\$11.327	\$11.366	\$10.306	\$10.308
Expenditures						
Labor:						
Payroll	\$30.936	\$23.833	\$25.483	\$25.857	\$24.198	\$24.672
Overtime	3.359	4.909	2.863	2.877	2.569	2.488
Health and Welfare	5.750	5.713	6.525	6.744	6.645	6.936
OPEB Current Payments	1.853	2.375	2.585	2.631	2.747	2.867
Pension	5.885	6.811	6.979	7.080	6.773	6.571
Other Fringe Benefits	4.877	4.149	4.201	4.276	4.241	4.332
Contribution to GASB Fund	0.000	0.000	0.042	0.051	0.074	0.098
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$52.660	\$47.790	\$48.678	\$49.516	\$47.247	\$47.964
Non-Labor:						
Electric Power	\$3.641	\$3.716	\$4.282	\$4.350	\$4.607	\$4.855
Fuel	0.118	0.215	0.218	0.210	0.256	0.285
Insurance	0.990	0.918	1.185	1.371	1.364	1.461
Claims	0.154	0.087	0.087	0.089	0.091	0.094
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	9.524	27.349	3.368	2.046	1.920	1.992
Professional Services Contracts	1.041	1.109	1.037	1.053	1.074	1.097
Materials and Supplies	1.990	2.391	1.845	2.132	1.893	1.704
Other Business Expenses	0.123	0.030	0.030	0.030	0.030	0.030
Total Non-Labor Expenditures	\$17.581	\$35.815	\$12.052	\$11.281	\$11.235	\$11.518
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 Expenditures	\$70.241	\$83.605	\$60.730	\$60.797	\$58.482	\$59.482
Net Cash Balance	(\$57.280)	(\$69.227)	(\$49.403)	(\$49.431)	(\$48.176)	(\$49.174)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2018 - 2021
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$0.029	(\$0.406)	\$0.000	\$0.001	\$0.000	\$0.000
Other Operating Revenue	0.092	1.269	0.000	0.000	(0.001)	0.000
Capital and Other Reimbursements	(1.014)	1.797	0.000	0.000	0.000	0.000
Total Receipts	(\$0.892)	\$2.660	\$0.000	\$0.001	(\$0.001)	\$0.000
Expenditures						
Labor:						
Payroll	(\$8.095)	\$0.000	\$0.000	\$0.000	\$0.002	\$0.000
Overtime	0.158	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(0.459)	0.000	0.000	0.000	0.002	0.000
OPEB Current Payments	0.375	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	(0.001)	0.000
Other Fringe Benefits	0.971	1.500	1.500	1.498	1.496	1.500
Contribution to GASB Fund	0.000	0.000	(0.042)	(0.051)	(0.074)	(0.098)
Reimbursable Overhead	0.001	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$7.049)	\$1.500	\$1.458	\$1.447	\$1.425	\$1.402
Non-Labor:						
Electric Power	(\$0.251)	\$0.000	0.000	\$0.000	\$0.000	(\$0.001)
Fuel	0.061	0.000	0.000	0.000	0.000	0.000
Insurance	0.317	0.000	0.000	0.000	0.000	0.000
Claims	0.321	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.520	(6.500)	0.000	0.000	0.000	0.000
Professional Services Contracts	(0.261)	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.554	(0.470)	0.000	0.000	0.000	0.000
Other Business Expenses	0.026	0.000	0.000	0.000	0.000	(0.001)
Total Non-Labor Expenditures	\$5.287	(\$6.970)	\$0.000	\$0.000	\$0.000	(\$0.002)
Other Expenditure Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	(\$1.762)	(\$5.470)	\$1.458	\$1.447	\$1.425	\$1.400
Total Cash Conversion Adjustments before Depreciation	(\$2.654)	(\$2.810)	\$1.458	\$1.448	\$1.424	\$1.400
Depreciation	\$7.803	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Liability Adjustment	7.229	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	(0.293)	0.300	0.600	0.500	(0.100)	(1.100)
Environmental Remediation	0.050	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$12.134	\$13.290	\$17.858	\$17.748	\$17.124	\$16.100

MTA STATEN ISLAND RAILWAY
2018 Final Proposed Budget
November Financial Plan 2018 - 2021
Year-to-Year Changes by Category-Baseline

TOTAL REVENUES/RECEIPTS

Farebox Revenue

- Farebox revenue is projected to increase by \$0.092 million or 1.3% in 2018, \$0.037 million or 0.5% in 2019, \$0.052 or 0.7% in 2020 with no change projected in 2021. These increases are due mostly to projected increases in employment. 2018 includes a favorable cash timing variance of \$0.498 million, which essentially offsets an unfavorable timing adjustment in 2017 originating from year-end 2016 results.

Other Operating Revenue

- Revenue changes year-over-year are insignificant. The major unfavorable cash variance in 2018 over 2017 of \$1.252 million was due to the favorable timing in 2017 from 2016 of student fare reimbursements not recurring in 2016.

Capital and Other Reimbursements

- Capital reimbursements are projected to decrease by \$0.500 million in 2018 over 2017, and by \$1.110 million in 2020 over 2019, due to projected lower reimbursable project work requirements. Cash reimbursements indicate a decrease in 2018 of \$2.297 million from 2017, due to the projected timing of reimbursements.

TOTAL EXPENSES/EXPENDITURES

Payroll

- Represented employee wage increases are based on current contract settlements with the effective annual rate of 2.00% per year.
- Salaries for non-represented employees are projected at 2.00% for each plan effective 7/1 of each year.

Overtime

- Includes projected wage inflation increases as noted above for represented employees.

Health & Welfare/OPEB Current Payment

- 2018 - 2021 includes projected rate increases of 8.83%, 1.77%, 4.40%, 4.40%, and 4.40%, respectively.

Pension

- Projections are based on current actuarial information.

Other Fringe Benefits

- 2018 - 2021 includes projected rate increases of 1.62%, 2.19%, 2.79%, 2.65%, and 2.61%, respectively.

Electric Power (Traction/Non-Traction)

- 2018-2021 cost assumptions are based on projected New York Power Authority (NYPA)/Con Edison rate increases.

Fuel (Heating/Diesel)

- 2018-2021 reflects inflationary assumptions.

Insurance

- 2018-2021 reflects inflationary assumptions.

Claims

- 2018-2021 reflects inflationary assumptions of 1.62%, 2.19%, 2.79% and 2.65%, respectively.

Maintenance and Other Operating Contracts

- 2018-2021 reflects inflationary increases of 1.62%, 2.19%, 2.79% and 2.65%, respectively. The decrease in 2018 from 2017 of \$17.481 million is due to the expected completion of the R44 fleet maintenance project work in 2017 not recurring in 2018. Subsequent year-over-year changes are due to changes in maintenance requirements. Subsequent to closing of the fleet maintenance project in 2017, future year-over-year cash changes are due primarily to the timing of maintenance project requirements.

Professional Service Contracts

- 2018-2021 reflects inflationary increases of 1.62%, 2.19%, 2.79% and 2.65%, respectively.

Materials and Supplies

- 2018-2021 reflects inflationary increases of 1.82%, 1.33%, 1.23% and 1.25%, respectively.
- Year-over-year changes in expenses and expenditures are driven by the change in maintenance material purchase requirements.

Other Business Expenses

- 2018-2021 reflects inflationary increases of 1.62%, 2.19%, 2.79% and 2.65%, respectively.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Non-Reimbursable									
Operating Revenues									
Farebox Revenue	\$6.841	\$6.933	\$0.092	\$6.970	\$0.037	\$7.022	\$0.052	\$7.022	\$0.000
Other Operating Revenue	2.367	2.384	0.017	2.385	0.001	2.385	0.000	2.386	0.001
Total Revenues	\$9.208	\$9.317	\$0.109	\$9.355	\$0.038	\$9.407	\$0.052	\$9.408	\$0.001
Operating Expenses									
Labor:									
Payroll	\$23.312	\$24.962	(\$1.650)	\$25.336	(\$0.374)	\$24.200	\$1.136	\$24.672	(\$0.472)
Overtime	3.409	1.863	1.546	1.877	(0.014)	1.669	0.208	1.588	0.081
Health and Welfare	5.713	6.525	(0.812)	6.744	(0.219)	6.647	0.097	6.936	(0.289)
OPEB Current Payments	2.375	2.585	(0.210)	2.631	(0.046)	2.747	(0.116)	2.867	(0.120)
Pension	6.811	6.979	(0.168)	7.080	(0.101)	6.772	0.308	6.571	0.201
Other Fringe Benefits	5.649	5.701	(0.052)	5.774	(0.073)	5.737	0.037	5.832	(0.095)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(0.489)	(0.489)	0.000	(0.489)	0.000	0.000	(0.489)	0.000	0.000
Total Labor Expenses	\$46.780	\$48.126	(\$1.346)	\$48.953	(\$0.827)	\$47.772	\$1.181	\$48.466	(\$0.694)
Non-Labor:									
Electric Power	\$3.716	\$4.282	(\$0.566)	\$4.350	(\$0.068)	\$4.607	(\$0.257)	\$4.854	(\$0.247)
Fuel	0.215	0.218	(0.003)	0.210	0.008	0.256	(0.046)	0.285	(0.029)
Insurance	0.918	1.185	(0.267)	1.371	(0.186)	1.364	0.007	1.461	(0.097)
Claims	0.087	0.087	0.000	0.089	(0.002)	0.091	(0.002)	0.094	(0.003)
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	20.849	3.368	17.481	2.046	1.322	1.920	0.126	1.992	(0.072)
Professional Services Contracts	1.109	1.037	0.072	1.053	(0.016)	1.074	(0.021)	1.097	(0.023)
Materials and Supplies	1.921	1.845	0.076	2.132	(0.287)	1.893	0.239	1.704	0.189
Other Business Expenses	0.030	0.030	0.000	0.030	0.000	0.030	0.000	0.029	0.001
Total Non-Labor Expenses	\$28.845	\$12.052	\$16.793	\$11.281	\$0.771	\$11.235	\$0.046	\$11.516	(\$0.281)
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$75.625	\$60.178	\$15.447	\$60.234	(\$0.056)	\$59.007	\$1.227	\$59.982	(\$0.975)
Depreciation	\$8.300	\$8.300	\$0.000	\$8.300	\$0.000	\$8.300	\$0.000	\$8.300	\$0.000
OPEB Liability Adjustment	7.500	7.500	0.000	7.500	0.000	7.500	0.000	7.500	0.000
GASB 68 Pension Expense Adjustment	0.300	0.600	(0.300)	0.500	0.100	(0.100)	0.600	(1.100)	1.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$91.725	\$76.578	\$15.147	\$76.534	\$0.044	\$74.707	\$1.827	\$74.682	\$0.025
Net Surplus/(Deficit)	(\$82.517)	(\$67.261)	\$15.256	(\$67.179)	\$0.082	(\$65.300)	\$1.879	(\$65.274)	\$0.026

MTA STATEN ISLAND RAILWAY
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
<u>Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	2.510	2.010	(0.500)	2.010	0.000	0.900	(1.110)	0.900	0.000
Total Revenues	\$2.510	\$2.010	(\$0.500)	\$2.010	\$0.000	\$0.900	(\$1.110)	\$0.900	\$0.000
Operating Expenses									
<u>Labor:</u>									
Payroll	\$0.521	\$0.521	\$0.000	\$0.521	\$0.000	\$0.000	\$0.521	\$0.000	\$0.000
Overtime	1.500	1.000	0.500	1.000	0.000	0.900	0.100	0.900	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.489	0.489	0.000	0.489	0.000	0.000	0.489	0.000	0.000
Total Labor Expenses	\$2.510	\$2.010	\$0.500	\$2.010	\$0.000	\$0.900	\$1.110	\$0.900	\$0.000
<u>Non-Labor:</u>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$2.510	\$2.010	\$0.500	\$2.010	\$0.000	\$0.900	\$1.110	\$0.900	\$0.000
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$2.510	\$2.010	\$0.500	\$2.010	\$0.000	\$0.900	\$1.110	\$0.900	\$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 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
<u>Non-Reimbursable and Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$6.841	\$6.933	\$0.092	\$6.970	\$0.037	\$7.022	\$0.052	\$7.022	\$0.000
Other Operating Revenue	2.367	2.384	0.017	2.385	0.001	2.385	0.000	2.386	0.001
Capital and Other Reimbursements	2.510	2.010	(0.500)	2.010	0.000	0.900	(1.110)	0.900	0.000
Total Revenues	\$11.718	\$11.327	(\$0.391)	\$11.365	\$0.038	\$10.307	(\$1.058)	\$10.308	\$0.001
Operating Expenses									
<u>Labor:</u>									
Payroll	\$23.833	\$25.483	(\$1.650)	\$25.857	(\$0.374)	\$24.200	\$1.657	\$24.672	(\$0.472)
Overtime	4.909	2.863	2.046	2.877	(0.014)	2.569	0.308	2.488	0.081
Health and Welfare	5.713	6.525	(0.812)	6.744	(0.219)	6.647	0.097	6.936	(0.289)
OPEB Current Payments	2.375	2.585	(0.210)	2.631	(0.046)	2.747	(0.116)	2.867	(0.120)
Pension	6.811	6.979	(0.168)	7.080	(0.101)	6.772	0.308	6.571	0.201
Other Fringe Benefits	5.649	5.701	(0.052)	5.774	(0.073)	5.737	0.037	5.832	(0.095)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$49.290	\$50.136	(\$0.846)	\$50.963	(\$0.827)	\$48.672	\$2.291	\$49.366	(\$0.694)
<u>Non-Labor:</u>									
Electric Power	\$3.716	\$4.282	(\$0.566)	\$4.350	(\$0.068)	\$4.607	(\$0.257)	\$4.854	(\$0.247)
Fuel	0.215	0.218	(0.003)	0.210	0.008	0.256	(0.046)	0.285	(0.029)
Insurance	0.918	1.185	(0.267)	1.371	(0.186)	1.364	0.007	1.461	(0.097)
Claims	0.087	0.087	0.000	0.089	(0.002)	0.091	(0.002)	0.094	(0.003)
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	20.849	3.368	17.481	2.046	1.322	1.920	0.126	1.992	(0.072)
Professional Services Contracts	1.109	1.037	0.072	1.053	(0.016)	1.074	(0.021)	1.097	(0.023)
Materials and Supplies	1.921	1.845	0.076	2.132	(0.287)	1.893	0.239	1.704	0.189
Other Business Expenses	0.030	0.030	0.000	0.030	0.000	0.030	0.000	0.029	0.001
Total Non-Labor Expenses	\$28.845	\$12.052	\$16.793	\$11.281	\$0.771	\$11.235	\$0.046	\$11.516	(\$0.281)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$78.135	\$62.188	\$15.947	\$62.244	(\$0.056)	\$59.907	\$2.337	\$60.882	(\$0.975)
Depreciation	\$8.300	\$8.300	\$0.000	\$8.300	\$0.000	\$8.300	\$0.000	\$8.300	\$0.000
OPEB Liability Adjustment	7.500	7.500	0.000	7.500	0.000	7.500	0.000	7.500	0.000
GASB 68 Pension Expense Adjustment	0.300	0.600	(0.300)	0.500	0.100	(0.100)	0.600	(1.100)	1.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$94.235	\$78.588	\$15.647	\$78.544	\$0.044	\$75.607	\$2.937	\$75.582	\$0.025
Net Surplus/(Deficit)	(\$82.517)	(\$67.261)	\$15.256	(\$67.179)	\$0.082	(\$65.300)	\$1.879	(\$65.274)	\$0.026

MTA STATEN ISLAND RAILWAY
November Financial Plan 2018 - 2021
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2017	Final Proposed Budget 2018	Change 2017 - 2018	2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021
Cash Receipts and Expenditures									
Receipts									
Farebox Revenue	\$6.435	\$6.933	\$0.498	\$6.971	\$0.038	\$7.022	\$0.051	\$7.022	\$0.000
Other Operating Revenue	3.636	2.384	(1.252)	2.385	0.001	2.384	(0.001)	2.386	0.002
Capital and Other Reimbursements	4.307	2.010	(2.297)	2.010	0.000	0.900	(1.110)	0.900	0.000
Total Receipts	\$14.378	\$11.327	(\$3.051)	\$11.366	\$0.039	\$10.306	(\$1.060)	\$10.308	\$0.002
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$23.833	\$25.483	(\$1.650)	\$25.857	(\$0.374)	\$24.198	\$1.659	\$24.672	(\$0.474)
Overtime	4.909	2.863	2.046	2.877	(0.014)	2.569	0.308	2.488	0.081
Health and Welfare	5.713	6.525	(0.812)	6.744	(0.219)	6.645	0.099	6.936	(0.291)
OPEB Current Payments	2.375	2.585	(0.210)	2.631	(0.046)	2.747	(0.116)	2.867	(0.120)
Pension	6.811	6.979	(0.168)	7.080	(0.101)	6.773	0.307	6.571	0.202
Other Fringe Benefits	4.149	4.201	(0.052)	4.276	(0.075)	4.241	0.035	4.332	(0.091)
Contribution to GASB Fund	0.000	0.042	(0.042)	0.051	(0.009)	0.074	(0.023)	0.098	(0.024)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$47.790	\$48.678	(\$0.888)	\$49.516	(\$0.838)	\$47.247	\$2.269	\$47.964	(\$0.717)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$3.716	\$4.282	(\$0.566)	\$4.350	(\$0.068)	\$4.607	(\$0.257)	\$4.855	(\$0.248)
Fuel	0.215	0.218	(0.003)	0.210	0.008	0.256	(0.046)	0.285	(0.029)
Insurance	0.918	1.185	(0.267)	1.371	(0.186)	1.364	0.007	1.461	(0.097)
Claims	0.087	0.087	0.000	0.089	(0.002)	0.091	(0.002)	0.094	(0.003)
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	27.349	3.368	23.981	2.046	1.322	1.920	0.126	1.992	(0.072)
Professional Services Contracts	1.109	1.037	0.072	1.053	(0.016)	1.074	(0.021)	1.097	(0.023)
Materials and Supplies	2.391	1.845	0.546	2.132	(0.287)	1.893	0.239	1.704	0.189
Other Business Expenses	0.030	0.030	0.000	0.030	0.000	0.030	0.000	0.030	0.000
Total Non-Labor Expenditures	\$35.815	\$12.052	\$23.763	\$11.281	\$0.771	\$11.235	\$0.046	\$11.518	(\$0.283)
<u>Other Expenditure Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$83.605	\$60.730	\$22.875	\$60.797	(\$0.067)	\$58.482	\$2.315	\$59.482	(\$1.000)
Net Cash Surplus/(Deficit)	(\$69.227)	(\$49.403)	\$19.824	(\$49.431)	(\$0.028)	(\$48.176)	\$1.255	(\$49.174)	(\$0.998)

MTA STATEN ISLAND RAILWAY
2018 Final Proposed Budget
November Financial Plan 2018-2021
Summary of Plan to Plan Changes-Baseline

2017: November Financial Plan vs. July Financial Plan

Major Revenue Re-estimates

- An increase in farebox revenue of \$0.048 million, due mostly to higher ridership.
- A decrease in other operating revenue of \$0.040 million, due mostly to a projected reduction in student fare reimbursements.

Major Expense Re-estimates

- The favorable timing of non-revenue vehicle purchases (maintenance contract expenses) from 2017 to 2018 of \$0.529 million.
- The favorable timing of the non-revenue shop roof and HVAC system repairs (maintenance contract expenses) from 2017 to 2018 of \$0.350 million.
- The addition of 8 positions supporting the Mainline Track Tie Replacement Program expansion, effective the fourth quarter of 2017, with a cost of \$0.263 million.

Cash Adjustments

- None

2018-2021: November Financial Plan vs. July Financial Plan

Major Revenue Re-estimates

- Increases in farebox revenue of \$0.019 million in 2018, \$0.020 million in 2019, \$0.028 million in 2020 and \$0.043 million in 2021, which are due to projected higher ridership levels.
- Other operating revenues are projected to decrease by \$0.023 million for each year 2018 through 2021, due to lower student fare reimbursement projections.

Major Expense Re-estimates

- The expansion of the Mainline Track Tie Replacement Program through 2019, resulting in expense increases of \$1.946 million in 2018 and \$2.789 million in 2019.

- The addition of four positions in support of a new Enhanced Employee Protection System (EEPS) with a cost of \$0.525 million per year.
- \$0.200 million in 2018 and \$0.527 million in subsequent years of material requirements in support of a Composite Third Rail Upgrade.
- The unfavorable timing in 2018 of non-revenue vehicle purchases of \$0.529 million from 2017.
- The unfavorable timing in 2018 of Non-Revenue Shop roof and HVAC system repairs of \$0.350 million.

Cash Adjustments

- Minor GASB OPEB funding adjustments.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2018-2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE	2017	2018	2019	2020	2021
July Financial Plan - Cash Surplus/(Deficit)	(\$69.969)	(\$45.834)	(\$45.596)	(\$47.150)	(\$48.163)
Baseline Changes					
Revenue					
Farebox Revenue	\$0.048	\$0.019	\$0.020	\$0.028	\$0.043
Other Operating Revenue	(0.040)	(0.023)	(0.023)	(0.023)	(0.023)
Capital and Other Reimbursement	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	\$0.008	(\$0.004)	(\$0.003)	\$0.005	\$0.020
Expenses					
Labor:					
Payroll	(\$0.164)	(\$1.495)	(\$1.964)	(\$0.369)	(\$0.369)
Overtime	(0.025)	(0.160)	(0.222)	0.000	0.000
Health and Welfare	(0.039)	(0.350)	(0.460)	(0.086)	(0.086)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	(0.022)	(0.190)	(0.251)	(0.042)	(0.042)
Other Fringe Benefits	0.000	(0.101)	(0.136)	0.002	0.002
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	(\$0.250)	(\$2.296)	(\$3.033)	(\$0.495)	(\$0.495)
Non-Labor:					
Electric Power	\$0.081	(\$0.035)	(\$0.017)	\$0.031	\$0.036
Fuel	0.002	0.002	0.003	(0.023)	(0.021)
Insurance	0.017	0.007	0.002	0.000	0.000
Claims	0.001	0.001	0.001	0.001	0.001
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.889	(0.862)	0.022	0.021	0.021
Professional Service Contracts	0.003	0.005	0.007	0.006	0.006
Materials & Supplies	(0.009)	(0.372)	(0.798)	(0.545)	(0.543)
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expense Changes	\$0.984	(\$1.254)	(\$0.780)	(\$0.509)	(\$0.500)
Total Expense Changes before Depreciation & GASB Adjs.	\$0.734	(\$3.550)	(\$3.813)	(\$1.004)	(\$0.995)
Depreciation					
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Depreciation and GASB Adjs. Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Adjustment Changes					
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000
GASB Account Payments	0.000	(0.015)	(0.019)	(0.027)	(0.036)
Total Cash Adjustment Changes	\$0.000	(\$0.015)	(\$0.019)	(\$0.027)	(\$0.036)
Total Baseline Changes	\$0.742	(\$3.569)	(\$3.835)	(\$1.026)	(\$1.011)
November Financial Plan - Cash Surplus/(Deficit)	(\$69.227)	(\$49.403)	(\$49.431)	(\$48.176)	(\$49.174)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2018-2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE	2017	2018	2019	2020	2021
July Financial Plan - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue					
Other Operating Revenue					
Capital and Other Reimbursement					
Total Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
<i>Labor:</i>					
Payroll					
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					
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	\$0.000	\$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 - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA Staten Island Railway
November Financial Plan 2018-2021
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2017	2018	2019	2020	2021
July Financial Plan - Cash Surplus/(Deficit)	(\$69.969)	(\$45.834)	(\$45.596)	(\$47.150)	(\$48.163)
Non-Reimbursable Major Changes					
Revenue					
Farebox Revenue	\$0.048	\$0.019	\$0.020	\$0.028	\$0.043
Other Operating Revenue	(0.040)	(0.023)	(0.023)	(0.023)	(0.023)
Sub-Total Non-Reimbursable Revenue Changes	\$0.008	(\$0.004)	(\$0.003)	\$0.005	\$0.020
Expenses					
Mainline Track Spot Tie Replacement Program Expansion:	(\$0.263)	(\$1.946)	(\$2.789)	\$0.000	\$0.000
Composite Third Rail Upgrade	0.000	(0.200)	(0.527)	(0.527)	(0.527)
Enhanced Employee Protection System (EEPS)	0.000	(0.525)	(0.525)	(0.525)	(0.525)
The timing of Non-Revenue Vehicle Purchases	0.529	(0.529)	0.000	0.000	0.000
The Timing of the Non-Revenue Shop Roof Repair and HVAC System	0.350	(0.350)	0.000	0.000	0.000
Other Changes-Mostly Impact of Inflation	0.118	0.000	0.028	0.048	0.057
Sub-Total Non-Reimbursable Expense Changes	\$0.734	(\$3.550)	(\$3.813)	(\$1.004)	(\$0.995)
Total Non-Reimbursable Major Changes	\$0.742	(\$3.554)	(\$3.816)	(\$0.999)	(\$0.975)
Reimbursable Major Changes					
Sub-Total Reimbursable Revenue Changes	\$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	\$0.742	(\$3.554)	(\$3.816)	(\$0.999)	(\$0.975)
Cash Adjustment Changes					
GASB Payment Re-estimate	\$0.000	(\$0.015)	(\$0.019)	(\$0.027)	(\$0.036)
Total Cash Adjustment Changes	\$0.000	(\$0.015)	(\$0.019)	(\$0.027)	(\$0.036)
Total Baseline Changes	\$0.742	(\$3.569)	(\$3.835)	(\$1.026)	(\$1.011)
November Financial Plan - Cash Surplus/(Deficit)	(\$69.227)	(\$49.403)	(\$49.431)	(\$48.176)	(\$49.174)

MTA STATEN ISLAND RAILWAY
2018 Preliminary Budget
November Financial Plan 2018-2021
Ridership/(Utilization)

- A re-estimate of non-student ridership is projected to increase ridership above the July Financial Plan by 0.036 million in 2017, based on higher than forecasted ridership growth in June through August 2017.
- The year-to-year economic growth in the November Plan is slightly lower than the July Plan in 2018 and 2019, and slightly higher in 2020 and 2021.
- Annual ridership is projected to be above the July Financial Plan by 0.022 million in 2018, 0.023 million in 2019, 0.028 million in 2020 and 0.036 million in 2021.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2018 - 2021
Ridership (Utilization)
(in millions)

	Actual	November	Final			
	2016	Forecast	Proposed	2019	2020	2021
		2017	Budget			
			2018			

RIDERSHIP

Fixed Route	4.532	4.555	4.585	4.606	4.636	4.636
Total Ridership	4.532	4.555	4.585	4.606	4.636	4.636

FAREBOX REVENUE

Fixed Route Farebox Revenue	\$6.522	\$6.841	\$6.933	\$6.970	\$7.022	\$7.022
Farebox Revenue	\$6.522	\$6.841	\$6.933	\$6.970	\$7.022	\$7.022

MTA Staten Island Railway
November Financial Plan 2018-2021
2017 Budget Reduction Proposals - Accrual Basis
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2017	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021
<u>Administration</u>										
Vacancy Savings	-	0.100	-	0.100	-	0.100	-	0.100	-	0.100
Subtotal Administration	-	0.100	-	0.100	-	\$0.100	-	\$0.100	-	\$0.100
<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	-	\$0.100	-	\$0.100	-	\$0.100	-	\$0.100	-	\$0.100

**MTA Staten Island Railway
July Financial Plan 2018 -2021
2017 Budget Reduction Plan Worksheet**

Category by Function: Administration
Program: Additional Vacancy Savings

Background Details:	Replacement of non-priority vacant positions will be delayed, thus generating additional vacancy savings of \$100K annually.
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Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	Effective Immediately
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.100	\$0.100	\$0.100	\$0.100	\$0.100
<i>Total Positions Required:</i>					

**MTA STATEN ISLAND RAILWAY
2018 Final Proposed Budget
November Financial Plan 2018-2021
Positions**

2018-2021: November Financial Plan vs. July Financial Plan

Non-reimbursable positions are projected to increase by 24 in 2018, and by 4 in subsequent plan years.

The increase of 24 in 2018 is comprised of the following:

- In the July 2017 FP, 12 Maintenance of Way positions were added in support of the initial phase of the Mainline Track Tie Replacement Program through June, 2018. In this November plan, these 12 positions will be extended through 2019 (positions not included end of year).
- In this November plan, an additional 8 positions also in support of the Mainline Track Tie Replacement Program are being added through 2019 (positions not included end of year).
- 4 Transportation Supervisory positions have been added in this November plan, in support of the Enhanced Employee Protection System (EEPS) implementation, on an ongoing basis. This hiring represents the 4 position increase in the out years of the plan.

Reimbursable positions have not changed in this Financial Plan.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2018-2021
Favorable/(Unfavorable)

Total Position Changes at a Glance

	2017	2018	2019	2020	2021
2017 July Plan - Total Baseline Positions	330	319	305	305	305
Total Plan-to-Plan Changes	(8)	(24)	(4)	(4)	(4)
2017 November Plan - Total Baseline Positions	338	343	309	309	309
Total Year-to-Year Changes, November Plan		(5)	34	0	0

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	(8)	(24)	(4)	(4)	(4)
<i>Reimbursable</i>	0	0	0	0	0
Total	(8)	(24)	(4)	(4)	(4)
<i>Full-Time</i>	(8)	(24)	(4)	(4)	(4)
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	(8)	(24)	(4)	(4)	(4)
<i>By Function Category</i>					
- Administration	0	0	0	0	0
- Operations	0	(4)	(4)	(4)	(4)
- Maintenance	(8)	(20)	0	0	0
- Engineering/Capital	0	0	0	0	0
- Public Safety	0	0	0	0	0
Total	(8)	(24)	(4)	(4)	(4)
<i>By Occupational Group</i>					
- Managers/Supervisors	(1)	(7)	(4)	(4)	(4)
- Professional, Technical, Clerical	0	0	0	0	0
- Operational Hourlies	(7)	(17)	0	0	0
Total	(8)	(24)	(4)	(4)	(4)

Total Plan-to-Plan Changes by Major Category:

<i>2017 BRPs</i>	0	0	0	0	0
<i>New Needs</i>	(8)	(24)	(4)	(4)	(4)
<i>Change in Reimbursable Positions</i>	0	0	0	0	0
<i>Re-estimates & All Other</i> ¹	0	0	0	0	0
Total	(8)	(24)	(4)	(4)	(4)

¹ Includes Full-time Equivalents

MTA STATEN ISLAND RAILWAY
November Financial Plan 2018-2021
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2016 Actual	2017 November Forecast	2018 Final Proposed Budget	2019	2020	2021
Administration						
Executive	9	13	13	13	13	13
General Office	7	10	10	10	10	10
Purchasing/Stores	4	6	6	6	6	6
Total Administration	20	29	29	29	29	29
Operations						
Transportation	111	107	111	111	111	111
Maintenance						
Mechanical	50	52	52	52	52	52
Electronic/Electrical	13	15	15	15	15	15
Power/Signals	20	27	27	27	27	27
Maintenance of Way	51	68	69	49	49	49
Infrastructure	27	26	26	26	26	26
Total Maintenance	161	188	189	169	169	169
Engineering/Capital						
Capital Project Support	5	14	14	-	-	-
Public Safety						
Total Public Safety	-	-	-	-	-	-
Baseline Total Positions						
	297	338	343	309	309	309
Non-Reimbursable	292	324	329	309	309	309
Reimbursable	5	14	14	-	-	-
Total Full-Time	297	338	343	309	309	309
Total Full-Time Equivalents	-	-	-	-	-	-

MTA STATEN ISLAND RAILWAY
November Financial Plan 2018 - 2021
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2016	November Forecast 2017	Final Proposed Budget 2018	2019	2020	2021
Administration						
Managers/Supervisors	13	17	17	17	17	17
Professional/Technical/Clerical	7	12	12	12	12	12
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	20	29	29	29	29	29
Operations						
Managers/Supervisors	3	5	9	9	9	9
Professional/Technical/Clerical	2	3	3	3	3	3
Operational Hourlies	106	99	99	99	99	99
Total Operations Headcount	111	107	111	111	111	111
Maintenance						
Managers/Supervisors	13	16	16	13	13	13
Professional/Technical/Clerical	4	6	6	6	6	6
Operational Hourlies	144	166	167	150	150	150
Total Maintenance Headcount	161	188	189	169	169	169
Engineering / Capital						
Managers/Supervisors	2	3	3	0	0	0
Professional/Technical/Clerical	0	2	2	0	0	0
Operational Hourlies	3	9	9	0	0	0
Total Engineering Headcount	5	14	14	0	0	0
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	31	41	45	39	39	39
Professional, Technical, Clerical	13	23	23	21	21	21
Operational Hourlies	253	274	275	249	249	249
Total Positions	297	338	343	309	309	309

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