

MTA 2019

Final Proposed Budget

November Financial Plan 2019 – 2022



Volume 2
November 2018



Metropolitan Transportation Authority

OVERVIEW

MTA 2019 Final Proposed Budget November Financial Plan 2019-2022 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 2019 Final Proposed Budget and the Financial Plan for 2019 through 2022. 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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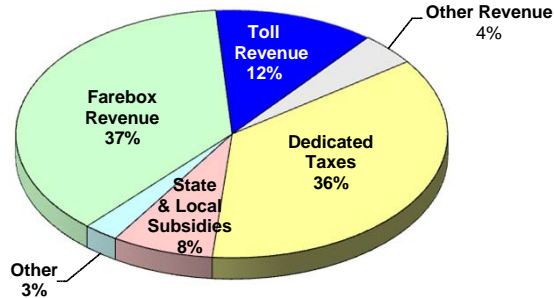
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I. MTA Consolidated Financial Plan

MTA 2019 Final Proposed Budget
Baseline Expenses Before Below-the-Line Adjustments
Non-Reimbursable

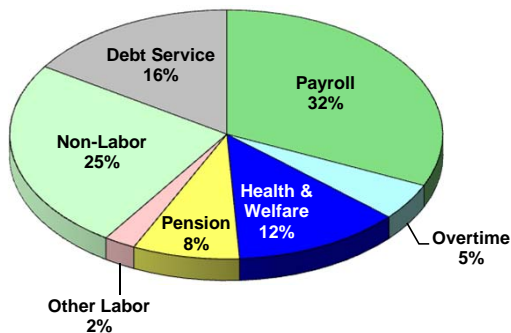
Where the Dollars Come From ...



By Revenue Source (\$ in millions)	
Farebox Revenue	\$6,122
Toll Revenue	1,984
Other Revenue	705
Dedicated Taxes	5,996
State & Local Subsidies	1,252
Other ¹	429
Total ²	\$16,488

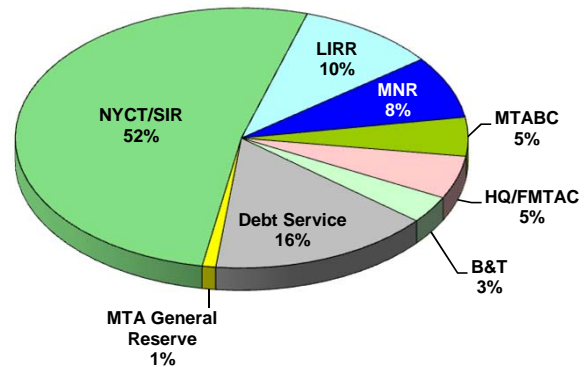
Where the Dollars Go ...

By Expense Category



By Expense Category ³ (\$ in millions)	
Payroll	\$5,392
Overtime	811
Health & Welfare	2,129
Pension	1,354
Other Labor	400
Total Labor	\$10,086
Non-Labor	4,205
Debt Service	2,692
Total ²	\$16,983

By MTA Agency



By MTA Agency ³ (\$ in millions)	
NYCT/SIR	\$8,820
LIRR	1,687
MNR	1,322
MTABC	818
HQ/FMTAC	906
B&T	574
Debt Service	2,692
MTA General Reserve	165
Total ²	16,983

¹ Includes cash adjustments and prior-year carryover.

² Totals may not add due to rounding.

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

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

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019 - 2022
MTA Consolidated Accrued Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<u>Non-Reimbursable</u>						
Operating Revenues						
Farebox Revenue	\$6,172	\$6,153	\$6,122	\$6,144	\$6,134	\$6,144
Toll Revenue	1,912	1,967	1,984	1,990	1,998	1,998
Other Revenue	653	662	705	733	757	743
Capital and Other Reimbursements	0	0	0	0	0	0
Total Revenues	\$8,737	\$8,782	\$8,810	\$8,867	\$8,889	\$8,886
Operating Expenses						
<u>Labor:</u>						
Payroll	\$5,021	\$5,212	\$5,392	\$5,529	\$5,645	\$5,776
Overtime	934	1,051	811	825	852	865
Health and Welfare	1,209	1,322	1,448	1,535	1,628	1,736
OPEB Current Payments	564	616	682	744	812	886
Pension	1,345	1,333	1,354	1,332	1,317	1,266
Other Fringe Benefits	792	880	857	896	943	968
Reimbursable Overhead	(492)	(494)	(457)	(424)	(407)	(396)
Total Labor Expenses	\$9,373	\$9,919	\$10,086	\$10,437	\$10,791	\$11,100
<u>Non-Labor:</u>						
Electric Power	\$430	\$475	\$451	\$464	\$483	\$540
Fuel	150	186	190	188	183	181
Insurance	(3)	11	17	24	31	38
Claims	526	376	379	387	391	395
Paratransit Service Contracts	393	452	483	501	518	548
Maintenance and Other Operating Contracts	695	780	899	836	884	872
Professional Services Contracts	507	578	555	485	479	490
Materials and Supplies	588	677	677	688	692	697
Other Business Expenses	217	225	231	225	240	242
Total Non-Labor Expenses	\$3,505	\$3,761	\$3,882	\$3,797	\$3,902	\$4,004
<u>Other Expense Adjustments:</u>						
Other	\$49	\$134	\$158	\$84	\$36	\$22
General Reserve	0	160	165	170	175	180
Total Other Expense Adjustments	\$49	\$294	\$323	\$254	\$211	\$202
Total Expenses Before Non-Cash Liability Adjs.	\$12,927	\$13,974	\$14,291	\$14,487	\$14,904	\$15,306
Depreciation	\$2,608	\$2,697	\$2,778	\$2,844	\$2,908	\$2,968
OPEB Liability Adjustment	1,567	1,809	1,910	2,014	2,125	2,246
GASB 68 Pension Expense Adjustment	(168)	(240)	(224)	(289)	(324)	(307)
Environmental Remediation	13	6	6	6	6	6
Total Expenses After Non-Cash Liability Adjs.	\$16,948	\$18,247	\$18,761	\$19,062	\$19,618	\$20,220
Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$4,021)	(\$4,273)	(\$4,469)	(\$4,575)	(\$4,714)	(\$4,913)
Debt Service (excludes Service Contract Bonds)	2,525	2,559	2,692	2,840	3,080	3,223
Total Expenses with Debt Service	\$15,452	\$16,534	\$16,983	\$17,328	\$17,983	\$18,529
Dedicated Taxes & State and Local Subsidies	\$6,416	\$7,254	\$7,249	\$7,370	\$7,576	\$7,807
Net Surplus/(Deficit) After Subsidies and Debt Service	(\$300)	(\$498)	(\$924)	(\$1,091)	(\$1,518)	(\$1,837)
Conversion to Cash Basis: GASB Account	\$0	\$0	\$0	(\$4)	\$0	\$0
Conversion to Cash Basis: All Other	174	282	365	155	(4)	88
Cash Balance Before Prior-Year Carryover	(\$126)	(\$216)	(\$560)	(\$940)	(\$1,523)	(\$1,749)

METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2019 - 2022

Accrued Statement of Operations by Agency

(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Non-Reimbursable						
Total Revenues						
New York City Transit	\$4,912	\$4,884	\$4,871	\$4,895	\$4,898	\$4,910
Long Island Rail Road	781	787	791	789	790	790
Metro-North Railroad	792	801	815	846	853	835
MTA Headquarters	56	54	58	53	55	58
First Mutual Transportation Assurance Company	18	21	21	22	22	23
MTA Bus Company	237	240	242	243	243	244
Staten Island Railway	9	9	10	10	10	10
Bridges and Tunnels	1,932	1,986	2,003	2,009	2,017	2,017
Total	\$8,737	\$8,782	\$8,810	\$8,867	\$8,889	\$8,886
Total Expenses before Non-Cash Liability Adjs.*						
New York City Transit	\$8,131	\$8,615	\$8,755	\$8,993	\$9,240	\$9,511
Long Island Rail Road	1,431	1,528	1,687	1,753	1,887	1,935
Metro-North Railroad	1,301	1,342	1,322	1,342	1,374	1,400
MTA Headquarters	667	772	748	721	734	750
First Mutual Transportation Assurance Company	15	(3)	0	4	2	(3)
MTA Bus Company	771	813	818	781	802	835
Staten Island Railway	71	61	65	60	59	60
Bridges and Tunnels	490	552	574	579	595	616
Other	49	294	323	254	211	202
Total	\$12,927	\$13,974	\$14,291	\$14,487	\$14,904	\$15,306
Depreciation						
New York City Transit	\$1,682	\$1,828	\$1,878	\$1,928	\$1,978	\$2,029
Long Island Rail Road	340	385	388	392	396	400
Metro-North Railroad	240	244	247	247	247	247
MTA Headquarters	36	36	50	53	50	43
First Mutual Transportation Assurance Company	0	0	0	0	0	0
MTA Bus Company	59	54	54	54	55	56
Staten Island Railway	10	12	12	12	12	12
Bridges and Tunnels	241	139	148	159	170	182
Total	\$2,608	\$2,697	\$2,778	\$2,844	\$2,908	\$2,968
OPEB Liability Adjustment						
New York City Transit	\$1,103	\$1,350	\$1,437	\$1,529	\$1,627	\$1,731
Long Island Rail Road	142	140	144	148	153	157
Metro-North Railroad	99	58	58	58	58	58
MTA Headquarters	83	89	96	100	105	111
First Mutual Transportation Assurance Company	0	0	0	0	0	0
MTA Bus Company	62	100	100	100	100	103
Staten Island Railway	7	8	8	8	8	8
Bridges and Tunnels	72	64	68	71	75	78
Total	\$1,567	\$1,809	\$1,910	\$2,014	\$2,125	\$2,246
GASB 68 Pension Expense Adjustment						
New York City Transit	(\$221)	(\$306)	(\$296)	(\$303)	(\$309)	(\$309)
Long Island Rail Road	(4)	0	0	0	0	0
Metro-North Railroad	(17)	12	(24)	(26)	(42)	(30)
MTA Headquarters	1	(3)	(3)	(3)	(8)	(3)
MTA Bus Company	66	46	86	28	19	19
Staten Island Railway	0	1	1	0	(1)	(1)
Bridges and Tunnels	6	10	13	15	16	17
Total	(\$168)	(\$240)	(\$224)	(\$289)	(\$324)	(\$307)
Environmental Remediation						
New York City Transit	\$9	\$0	\$0	\$0	\$0	\$0
Long Island Rail Road	3	2	2	2	2	2
Metro-North Railroad	1	4	4	4	4	4
MTA Bus Company	0	0	0	0	0	0
Bridges and Tunnels	0	0	0	0	0	0
Total	\$13	\$6	\$6	\$6	\$6	\$6
Net Surplus/(Deficit)						
New York City Transit	(\$5,792)	(\$6,603)	(\$6,902)	(\$7,252)	(\$7,637)	(\$8,052)
Long Island Rail Road	(1,132)	(1,268)	(1,430)	(1,506)	(1,648)	(1,704)
Metro-North Railroad	(833)	(858)	(792)	(779)	(787)	(843)
MTA Headquarters	(731)	(840)	(833)	(817)	(827)	(843)
First Mutual Transportation Assurance Company	4	23	21	17	20	26
MTA Bus Company	(721)	(774)	(816)	(721)	(733)	(771)
Staten Island Railway	(79)	(72)	(76)	(70)	(68)	(69)
Bridges and Tunnels	1,123	1,220	1,200	1,185	1,161	1,124
Other	(49)	(294)	(323)	(254)	(211)	(202)
Total	(\$8,211)	(\$9,465)	(\$9,951)	(\$10,195)	(\$10,729)	(\$11,334)

Note: * Excludes Debt Service

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019 - 2022
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$6,179	\$6,157	\$6,125	\$6,147	\$6,136	\$6,147
Other Revenue	691	671	747	847	772	759
Capital and Other Reimbursements	2,057	2,437	2,463	2,109	1,970	1,932
Total Receipts	\$8,927	\$9,266	\$9,335	\$9,103	\$8,878	\$8,838
Expenditures						
<u>Labor:</u>						
Payroll	\$5,491	\$5,767	\$6,056	\$6,127	\$6,172	\$6,300
Overtime	1,166	1,297	976	970	990	1,006
Health and Welfare	1,270	1,355	1,492	1,571	1,665	1,772
OPEB Current Payments	553	606	671	733	800	873
Pension	1,393	1,399	1,423	1,394	1,377	1,323
Other Fringe Benefits	863	923	939	948	973	1,003
Contribution to GASB Fund	0	0	0	4	0	0
Reimbursable Overhead	0	0	0	0	0	0
Total Labor Expenditures	\$10,735	\$11,347	\$11,556	\$11,747	\$11,978	\$12,278
<u>Non-Labor:</u>						
Electric Power	\$440	\$473	\$448	\$460	\$479	\$536
Fuel	142	183	188	184	180	179
Insurance	12	9	18	24	28	34
Claims	286	268	249	254	260	265
Paratransit Service Contracts	390	450	481	499	516	546
Maintenance and Other Operating Contracts	631	772	881	780	776	740
Professional Services Contracts	487	690	627	512	476	474
Materials and Supplies	770	842	830	809	806	808
Other Business Expenses	198	203	219	195	207	209
Total Non-Labor Expenditures	\$3,357	\$3,890	\$3,940	\$3,718	\$3,728	\$3,790
<u>Other Expenditure Adjustments:</u>						
Other	\$70	\$107	\$165	\$158	\$154	\$177
General Reserve	0	160	165	170	175	180
Total Other Expenditure Adjustments	\$70	\$267	\$330	\$328	\$329	\$357
Total Expenditures	\$14,163	\$15,505	\$15,826	\$15,793	\$16,034	\$16,424
Net Cash Balance Before Subsidies and Debt Service	(\$5,236)	(\$6,239)	(\$6,491)	(\$6,691)	(\$7,156)	(\$7,586)
Dedicated Taxes & State and Local Subsidies	\$6,967	\$7,914	\$7,909	\$7,855	\$7,937	\$8,270
Debt Service (excludes Service Contract Bonds)	(1,858)	(1,891)	(1,978)	(2,104)	(2,304)	(2,432)
Cash Balance Before Prior-Year Carryover	(\$126)	(\$216)	(\$560)	(\$940)	(\$1,523)	(\$1,749)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019 - 2022
Consolidated Cash Statement of Operations By Agency
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Total Receipts						
New York City Transit	\$6,184	\$6,188	\$6,342	\$6,150	\$6,038	\$6,025
Long Island Rail Road	1,096	1,290	1,149	1,084	1,072	1,068
Metro-North Railroad	1,030	1,129	1,150	1,126	1,126	1,092
MTA Headquarters	315	339	358	405	304	311
Capital Construction Company	29	40	48	47	48	50
First Mutual Transportation Assurance Company	18	21	21	22	22	23
MTA Bus Company	241	248	253	254	254	255
Staten Island Railway	12	12	14	14	14	14
Total	\$8,927	\$9,266	\$9,335	\$9,103	\$8,878	\$8,838
Total Expenditures						
New York City Transit	\$9,131	\$9,765	\$9,902	\$10,023	\$10,162	\$10,440
Long Island Rail Road	1,836	1,978	2,083	2,065	2,195	2,238
Metro-North Railroad	1,580	1,698	1,771	1,728	1,672	1,666
MTA Headquarters	790	979	982	920	906	933
Capital Construction Company	29	40	48	47	48	50
First Mutual Transportation Assurance Company	18	21	21	22	22	23
MTA Bus Company	700	795	772	735	756	788
Staten Island Railway	76	66	70	64	64	64
Other	3	163	178	191	209	222
Total	\$14,163	\$15,505	\$15,826	\$15,793	\$16,034	\$16,424
Net Operating Surplus/(Deficit)						
New York City Transit	(\$2,947)	(\$3,577)	(\$3,560)	(\$3,873)	(\$4,124)	(\$4,416)
Long Island Rail Road	(739)	(688)	(934)	(981)	(1,123)	(1,170)
Metro-North Railroad	(550)	(569)	(621)	(601)	(546)	(574)
MTA Headquarters	(474)	(640)	(623)	(515)	(602)	(622)
Capital Construction Company	0	0	0	0	0	0
First Mutual Transportation Assurance Company	0	0	0	0	0	0
MTA Bus Company	(459)	(547)	(519)	(481)	(502)	(533)
Staten Island Railway	(63)	(55)	(56)	(50)	(50)	(50)
Other	(3)	(163)	(178)	(191)	(209)	(222)
Total	(\$5,236)	(\$6,239)	(\$6,491)	(\$6,691)	(\$7,156)	(\$7,586)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019-2022
MTA Consolidated November Financial Plan Compared with July Financial Plan
Cash Reconciliation before Below-the-Line Adjustments
(\$ in millions)

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
JULY FINANCIAL PLAN 2019-2022					
CASH BALANCE BEFORE PRIOR YEAR CARRYOVER	(\$267)	(\$609)	(\$901)	(\$1,374)	(\$1,639)
Agency Baseline Adjustments	(\$78)	(\$353)	(\$229)	(\$281)	(\$250)
<i>Farebox/Toll Revenues</i>	(11)	(82)	(106)	(116)	(124)
<i>Rates:</i>					
<i>Electric Power</i>	20	32	30	59	26
<i>Fuel</i>	(2)	(15)	(18)	(19)	(12)
<i>Paratransit (Transportation Costs Only)</i>	(33)	(47)	(58)	(46)	(43)
<i>Worker's Compensation/FELA</i>	(20)	(32)	(24)	(32)	(41)
<i>Timing</i>	47	(93)	61	6	(19)
<i>Other Baseline Re-estimates ¹</i>	(79)	(115)	(115)	(133)	(38)
New Needs/Investments	\$21	(\$37)	(\$59)	(\$60)	(\$81)
<i>Maintenance / Operations</i>	21	(37)	(59)	(60)	(81)
Savings Program	\$84	\$207	\$209	\$213	\$203
<i>2018 BRP Savings (New)</i>	84	207	209	213	203
Subsidies (Cash)	\$23	\$215	\$13	(\$47)	(\$9)
<i>Petroleum Business Tax (PBT) Receipts</i>	4	4	4	4	4
<i>Real Estate Taxes</i>	22	17	(3)	(6)	(21)
<i>Payroll Mobility Tax</i>	-	(7)	(6)	(12)	(23)
<i>City Subsidy for MTA Bus Company ²</i>	(57)	160	(24)	(72)	(9)
<i>Other Subsidies</i>	55	41	42	39	41
Debt Service	\$16	\$39	\$47	\$44	\$48
Other ³	(\$16)	(\$22)	(\$20)	(\$18)	(\$21)
2018 NOVEMBER FINANCIAL PLAN					
CASH BALANCE BEFORE PRIOR YEAR CARRYOVER	(\$216)	(\$560)	(\$940)	(\$1,523)	(\$1,749)

* Totals may not add due to rounding

¹ 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 individual reconciliation categories in the Agency Baseline Adjustments above, the duplication is eliminated within the line "Other Baseline Re-estimates."

² In addition to reflecting updated net expenses for MTA Bus operations, City Subsidy to MTA Bus Company includes the impact of a revised billing and payment methodology, which reduces timing delays of payments of reimbursement from the City to MTA.

³ Reflects adjustments to offset B&T, MTA Bus and SIRTGA debt service changes that are also captured within changes to Subsidies.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019 - 2022
Farebox Recovery and Operating Ratios

FAREBOX RECOVERY RATIOS

	November Forecast 2018	Final Proposed Budget 2019	Plan 2020	Plan 2021	Plan 2022
New York City Transit	35.3%	34.0%	33.1%	31.9%	30.8%
Staten Island Railway	7.4%	7.2%	7.7%	7.8%	7.8%
Long Island Rail Road	30.2%	28.3%	27.4%	25.8%	25.2%
Metro-North Railroad	39.3%	41.0%	40.8%	40.2%	39.6%
MTA Bus Company	20.8%	20.1%	22.2%	21.9%	21.1%
MTA-Wide Farebox Recovery Ratio	34.0%	33.0%	32.4%	31.2%	30.2%

FAREBOX OPERATING RATIOS

	November Forecast 2018	Final Proposed Budget 2019	Plan 2020	Plan 2021	Plan 2022
New York City Transit	52.5%	51.1%	49.9%	48.5%	47.1%
Staten Island Railway	11.4%	10.8%	11.9%	11.9%	11.8%
Long Island Rail Road	47.8%	43.4%	42.3%	39.3%	38.3%
Metro-North Railroad	54.2%	54.8%	54.9%	56.2%	56.4%
MTA Bus Company	27.0%	27.1%	28.4%	27.6%	26.5%
MTA-Wide Farebox Operating Ratio	50.2%	48.7%	47.9%	46.5%	45.4%

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 2018 - Agency Baseline Assumptions

The November Financial Plan (the “Plan”) consists of the 2018 November Forecast, the 2019 Final Proposed Budget, and 2020 through 2022 projections. Plan-to-plan comparisons for the years 2018 through 2021 are made against the February Plan, and for the years 2018 through 2022 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, re-estimates of revenues and expenses, and the 2018 Budget Reduction Program.

The July Plan captured changes and re-estimates that were overall favorable for the Plan period. It included higher toll revenue coupled with lower expenses for energy, pensions, and debt service as well as greater savings identified through the Budget Reduction Program (BRPs). With a comprehensive, and fully-funded, "Subway Action Plan" in place, additional Action Plans were similarly launched to improve operations for Buses (“Bus Plan”), the LIRR (“Forward”), and MNR (“Way Ahead”). The Plan also captured lower passenger revenue, particularly at NYCT. Additionally, the Plan contained higher projected real estate transaction tax revenue, and below-the-line (Volume I) actions, including the use of reserves and increases in savings targets to keep the Plan in balance.

In the November Plan, Agency forecasts, in aggregate, worsen relative to the update presented in July, mostly due to lower passenger revenue expectant of further declination in subway and bus ridership at NYCT, the causes of which are explained in the Utilization section of this Volume. The Plan funds a modest increase in maintenance needs and ridership-supported platform service adjustments. Moreover, it captures increases in Paratransit service contracts, reserve requirements for claims, and overtime. Partially offsetting those unfavorable Baseline changes are revised assumptions in the scope and timing of Capital Program work, which will produce larger recoveries of capital overhead that benefit the operating budget. Savings derived from “One-Shots”, resulting mainly from an MTA directive that restricts non-critical hiring and spending, and timing-related savings, contribute to a favorable 2018 position; however, timing items reverse themselves in subsequent years, but mainly in 2019. Other major timing adjustments include the recovery of MTA relocation costs, operating capital, and rolling-stock modifications.

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 (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 investments, benefitting customers directly, include subway station enhancements and the installation of real-time information display signs, countdown clocks, and automated bus passenger counters.

The November Plan captures minor adjustments to the \$1 billion investment established in July for Agency “Action Plans,” excluding the Subway Action Plan, and marginally increases funding for other maintenance and IT-related needs.

The Plan maintains funding for both the NYCT and MTA Bus “Bus Plan” which is geared to improve bus service and safety. The strategy calls for the redesign of the bus network and route maps, an assessment on off-peak service and use of all-electronic buses, increases the number of bus lanes and the enforcement of those lanes using cameras to speed up service, and utilizes technology to improve customer and employee safety and security. The November Plan also includes additional “platform” service adjustments for both Agencies, reflecting the impact of schedule changes needed to match reliability and frequency of service with ridership trends, operating conditions and maintenance requirements.

At NYCT, additional funding is provided to sustain scheduled maintenance systems, including the change-out of all HVAC refrigerant units to comply with new environmental regulations and upgrade critical components of the R142 car fleet. The proliferation of advanced reservation and on-demand e-hail trips, through a pilot program, by both existing and new customers drawn to access-a-ride is projected to increase transportation costs significantly. Based on trends, the cost of this service will negate most of the previously achieved savings from operational efficiencies the MTA has implemented in recent years to provide eligible customers with efficiently managed paratransit services.

The Plan retains funding for the LIRR “Forward” initiative, which re-prioritizes critical infrastructure upgrades and focuses on track, stations, and fleet. The investment also funds the acceleration of system-protecting measures, e.g., seal/insulate utility hole covers, protect signals from lightning strikes and switches from snow, and provide customers with real-time and countdown clock information. The November Plan also provides additional resources for overtime to ensure adequate coverage and supervision during critical right-of-way and infrastructure maintenance work, and weather-related responses.

The November Plan continues to fund the Metro-North “Way Ahead” initiative, which focuses mainly on enhancing the customer experience, this, after years of extensive investments made to improve operations and the safe delivery of service. It funds railcar and station improvements, augments customer communications and security coverage, replaces seats and vestibule flooring in center-door coach fleet, and addresses power issues. This initiative also includes the purchase of six M8 rail cars which will be funded by the 2015-2019 Capital Program. The November Plan adds funding for roof work and upkeep of exhaust ducts in Grand Central Terminal, supports diesel fleet maintenance

work, and appropriate resources to overtime, based on a five-year average of weather-related coverage.

At MTAHQ, investments support the growing scope of the centralized IT function which is a critical component of Agency initiatives. The Plan funds equipment that will enable LIRR and MNR staff to securely access IT systems and files remotely; establish an MTA-wide application to efficiently process Workers Compensation claims; provide resiliency for New Fare Payment System Data Centers (all Agencies); and support MTA-wide Cyber Security and Threat Intelligence Operations.

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

Baseline November Plan Changes from the July Plan

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.

<u>AGENCY BASELINE</u> <u>NOVEMBER CHANGES FROM JULY PLAN</u> Favorable/(Unfavorable) (\$ in millions)					
	2018	2019	2020	2021	2022
Agency Baseline Adjustments	(\$78)	(\$353)	(\$229)	(\$281)	(\$250)
Farebox/Toll Revenue	(11)	(82)	(106)	(116)	(124)
Rates:					
Electric Power	20	32	30	59	26
Fuel	(2)	(15)	(18)	(19)	(12)
Paratransit (Transportation Costs Only) ¹	(33)	(47)	(58)	(46)	(43)
Worker's Compensation/FELA	(20)	(32)	(24)	(32)	(41)
Timing	47	(93)	61	6	(19)
Other Baseline Re-estimates ²	(79)	(115)	(115)	(133)	(38)
New Needs/Investments	\$21	(\$37)	(\$59)	(\$60)	(\$81)
Maintenance/Operations	21	(37)	(59)	(60)	(81)
Savings Programs	\$84	\$207	\$209	\$213	\$203
2018 BRP Savings (New)	84	207	209	213	203
Net Cash Baseline Changes	\$27	(\$183)	(\$79)	(\$128)	(\$128)
¹ Net of City reimbursements. 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 individual reconciliation categories in the Agency Baseline Adjustments above, the duplication is eliminated within the line "Other Baseline Re-estimates."					

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.

Below lists major new Plan investments proposed in the November Plan:

NYCT:

- Replace refrigerant in all subway car HVAC units based on new environmental regulations, and overhaul the HVAC, door and propulsion systems on the R-142 car class, both, which are key elements of Scheduled Maintenance System work.
- Revise Paratransit transportation costs to reflect high growth in E-Hail trips.
- Add platform service adjustments to match reliability and frequency of service with ridership trends, operating conditions, and maintenance requirements.
- Support the “Bus Plan” initiative, adding two positions tasked with enhancing fleet performance and improving the management of services.

LIRR:

- Increase train crew overtime to ensure proper coverage during infrastructure improvements.
- Increase right-of-way maintenance overtime to help further the efforts of the “Forward” plan and to address critical maintenance needs until several critical infrastructure projects are completed.

MNR:

- Continue to subsidize Rockland County bus service, beyond 2018, augmenting the service to connect customers from Suffern, Spring Valley, Nanuet, and Nyack, with Metro-North stations in Tarrytown and White Plains.
- Perform roof work at Grand Central Terminal (GCT) to allow easier and safer access to inspect and maintain exhaust ducts and other building and maintenance systems.
- Increase fleet availability and support among Diesel Shop locomotive maintenance personnel by establishing a second-shift comprised of 15 positions.
- Augment the “Way Ahead” initiative to include signage, in compliance with the Americans with Disabilities Act, in GCT.

- Install a High-Pressure Dry-Water Line System at 53 stations to improve the safety and effectiveness of station cleaning.

MTA Bus:

- Add platform service adjustments to improve reliability and frequency of service in response to ridership trends, operating conditions, and maintenance and labor requirements. Also funds shuttle service to/from employee field sites.
- Increase management coverage of inventory storeroom operations.
- Modify/upgrade the Yonkers bus maintenance facility.
- Install additional pedestrian-turn-warning and back-up camera devices on buses and upgrade safety/security systems to a 4G network, keeping in step with new industry standards.

MTAHQ:

- Shift funding from NYCT to MTA IT for project work, which includes the development of a Paratransit app. This has a net-zero financial impact on an MTA consolidated basis.

SIR:

- Increase bridge inspections to ensure compliance with State and Federal mandates.
- Upgrade and replace servers, workstations and application software; and install a backup system for the same and a closed-circuit television and video security system.
- Expedite the Track Spot Tie Program (Phase I and Phase II) to replace the system mainline track and upgrade the 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, which funds employee sleep apnea testing, MTA Police Department radios and the replacement of police vehicles. Furthermore, funding is maintained to support the Pedestrian Turn Warning system, Collision Warning System, video on-board camera program, and to perform mobile drug testing.

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), and reducing health & welfare costs.

In addition to those strategies, the MTA and its Agencies continue to review procedures and operations with an eye on identifying more efficiencies. These combined efforts have resulted in new initiatives identified/implemented by Agencies with total annual savings projected to reach \$1.9 billion over the Plan period. 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 \$2.1 billion by 2022. The following list captures Agency-specific baselined savings programs from this year’s July and November Financial Plans:

METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2019 - 2022

(\$ in millions)

Favorable/(Unfavorable)

2018 Budget Reduction Program by Agency and Category										
	2018		2019		2020		2021		2022	
	Pos	\$	Pos	\$	Pos	\$	Pos	\$	Pos	\$
Agency:										
New York City Transit/SIR	274	108.0	862	214.4	887	203.2	801	191.8	837	186.0
Long Island Rail Road	15	45.2	146	63.2	145	71.0	146	75.4	146	75.4
Metro-North Railroad	-	15.1	63	49.1	63	46.8	63	49.5	63	49.4
Bridges & Tunnels	92	37.1	92	35.6	92	36.3	92	38.5	92	38.2
MTA Headquarters	66	22.9	66	35.3	66	35.0	66	35.3	66	35.6
Subtotal (Excluding MTA Bus)	447	\$228.2	1,229	\$397.8	1,253	\$392.2	1,168	\$390.5	1,204	\$384.6
MTA Bus	14	17.6	108	19.7	139	29.3	166	34.1	89	19.9
Total	461	\$245.8	1,337	\$417.5	1,392	\$421.5	1,334	\$424.7	1,293	\$404.4
Category:										
Administration	129	96.9	337	115.8	337	89.4	338	95.8	338	100.2
Customer Convenience/Amenities	101	30.5	107	38.3	107	35.1	107	36.4	107	34.1
Maintenance/Inventory	149	47.6	556	140.2	580	148.9	494	137.9	530	141.5
Revenue Enhancement	-	0.0	-	0.0	-	0.1	-	0.1	-	0.1
Safety/Security	27	1.9	50	11.1	50	11.1	50	11.1	50	11.1
Service	(3)	9.8	-	34.9	-	51.7	-	49.8	-	39.0
Service Support	19	5.1	179	29.7	179	30.9	179	35.9	179	36.0
Other	25	36.5	-	27.8	-	25.1	-	23.5	-	22.6
Subtotal (Excluding MTA Bus)	447	\$228.2	1,229	\$397.8	1,253	\$392.2	1,168	\$390.5	1,204	\$384.6
MTA Bus - Other/Maintenance	14	17.6	108	19.7	139	29.3	166	34.1	89	19.9
Total (New)	461	245.8	1,337	417.5	1,392	421.5	1,334	424.7	1,293	404.4
Prior Period BRPs	(6)	(2.5)	(6)	(2.2)	(6)	(0.5)	(6)	(0.5)	(6)	(0.5)
Total	455	\$243.2	1,331	\$415.3	1,386	\$421.1	1,328	\$424.2	1,287	\$404.0

The 2018 MTA Budget Reduction Program (BRP) identifies approximately \$916 million in greater savings over the course of the November Plan. These savings coupled with the 2018 July Plan Budget Reduction Program reduce the *MTA Initiative: Efficiencies Not Yet Implemented (captured in Volume I)* by an average of \$383 million a year. Positions are expected to decrease by 1,293 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 2018 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:

July BRPs

- Realize fuel savings and lower insurance costs in Paratransit service as more trips are diverted to lower cost voucher, brokered, taxis and other providers. NYCT also expects to reduce rates through negotiations with major carriers as it moves to a multi-modal platform to provide more registrant rides through lower cost providers.
- Reduce administrative costs by eliminating vacant positions; streamline non-payroll expenses; and extend hiring restrictions enacted by MTA management.
- De-staff eight full-time and four part-time auxiliary booths and reduce coverage at seven auxiliary booths from full-time to part-time while still maintaining at least one full-time booth in each station and/or station complex.
- Reduce overtime expenses based on revised training requirements for supervisory and hourly employees. Enforce tighter management controls and prioritization of non-payroll budgets.
- Defer new Select Bus Service routes until 2021 -- await the results from the Network Redesign, which is a critical component of the "Bus Plan".
- Realize efficiency savings from improved terminal car cleaning processes and track inspections and utilize camera-equipped Track Geometry Car (TGC) for video inspections.

November BRPs

- Eliminate vacant administrative and professional positions; continue hiring restrictions enacted by MTA management, and expand intervals between training.
- Restructure the Stations division and increase productivity efficiencies in turnstile maintenance work, and station painting and signage programs.

- Increase operating efficiencies, extend maintenance cycles for select shop overhauls and reassess car equipment material requirements, which require fewer positions.
- Enforce tighter management controls and increase oversight of non-payroll spending.

LIRR BRP Savings:

July BRPs

- Reduce reliability-centered maintenance expenses due to the retirement of the M3 fleet and benefits of the new M9 fleet under warranty; lower rolling-stock running repair, and fleet modification requirements.
- Lower material requirements -- a direct favorable return on capially-funded investments made to infrastructure located along the main line.
- Reduce administrative costs by eliminating vacant positions; streamline non-payroll expenses and extend hiring restrictions enacted by MTA management.

November BRPs

- Increase operational efficiencies, extend cycles for reliability-centered maintenance work and component change-outs for the M7 fleet and DM overhauls, which require fewer positions.
- Increase operational efficiencies, reduce material usage for state of good repair work performed along the right-of-way, which requires fewer positions.
- Reassess support costs for East Side Access and slightly scale-back elements of the "Forward" initiative.
- Enforce tighter management controls and increase oversight of non-payroll budgets; reduce scope of the Enterprise Asset Management program; and eliminate positions in various administrative departments.
- Fund the purchase/installation of Help Point kiosks as part of the capially-funded Enhanced Station Initiative rather than through the operating budget.

MNR BRP Savings:

July BRPs

- Enforce tighter management controls of non-payroll spending, and savings resulting from hiring restrictions enacted by MTA management.
- Lower costs resulting from negotiations made between the MNR Energy Group and a Connecticut electricity power supplier used on the New Haven Line.

- Reduce overtime expense primarily in the Maintenance of Equipment Department based on enhanced controls in the authorization process, and other work production efficiencies.
- Assess and re-allocate eligible infrastructure improvement projects to capital from operating.

November BRPs

- Increase operating efficiencies, stretch maintenance cycles for replacing seats on select fleet and extensive car/coach cleaning, which require fewer positions.
- Augment management controls of non-payroll spending; additional savings from hiring restrictions enacted by MTA management; and revised assumptions for operating capital needs.
- Expand intervals between State-mandated training requirements to a three-year cycle from an annual cycle.
- Reduce energy consumption, the result of maintaining a certificate in an Energy Management Program and reduced revenue car miles due to Harlem Line track work and the White Plains Station Improvement Project.

B&T BRP Savings:

July BRPs

- Additional efficiency savings in the cashless Open Road Tolling Program.

November BRPs

- Vacancy savings, including those associated with hiring restrictions enacted by MTA management.
- Further savings, resulting from efficiencies in administering Cashless Tolling.
- Reprogram major maintenance and bridge painting work assumptions.

MTAHQ BRP Savings:

July BRPs

- Reduce dependency on procured services for MTA Real Estate and Information Technology; and lower resources needed to support All-Agency sleep apnea testing.
- Reduce MTA PD expenses for fleet purchases and related repairs, facilities maintenance and repair; and lower requirements/timing for operating capital projects.

- Streamline non-payroll expenses and impact of hiring restrictions enacted by MTA management.

November BRPs

- Additional savings resulting from hiring restrictions enacted by MTA management, and enforce tighter management controls of non-payroll spending.
- Revise assumptions for MTA PD and MTA IT initiatives and related positions.

MTA Bus BRP Savings:

July BRPs

- Improve bus operator availability based on improved management oversight and reduce maintenance positions.
- Realize fuel economies from new bus fleet.
- Enforce tighter management controls and increase oversight of non-payroll budgets.

November BRPs

- Modify weekday/weekend express bus service based on current ridership trends.
- Prolong intervals between bus over-haul maintenance cycles.
- Augment the scope and controls on non-payroll spending.

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 2019-2022
Operating Budget Impacts of Capital "Mega" Projects
(\$ in millions)

		2018 November Forecast		2019 Final Proposed Budget		2020 Plan		2021 Plan		2022 Plan	
		Pos	(\$000)	Pos	(\$000)	Pos	(\$000)	Pos	(\$000)	Pos	(\$000)
East Side Access		23	0.829	326	41.482	554	92.831	1,022	213.411	1,139	243.391
Revenue Service Date: Year 2022		-	-	20	0.891	74	7.291	90	9.078	90	9.602
LIRR											
MTAHQ											
TOTAL		23	\$ 0.829	346	\$ 42.373	628	\$ 100.122	1,112	\$ 222.489	1,229	\$ 252.993

Accrued Baseline Assumptions

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

PASSENGER & TOLL REVENUE / UTILIZATION

On an average weekday, the MTA carries 8.4 million passengers on its subways, buses and commuter railroads, and there are 900 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 along with the regional economy. Utilization, as measured by 12-month average ridership levels, also improved through much of this period, but began leveling off at the start of 2015 and has declined by about 5 percent since the third quarter of 2016, leaving utilization just below its 2010 level.

The utilization estimates in the November Financial Plan incorporate updated forecasts of regional employment, which are higher in New York City than those used in the July Plan for 2019 and 2020, but lower for 2021 and 2022; year-on-year, employment in New York City is expected to increase by 1.2% in 2019, 0.6% in 2020 and 0.1% in 2021, before decreasing by 0.1% in 2022. However, while employment projections remain mostly favorable, ridership forecasts are less favorable as a consequence of the recent trend of declining subway and bus ridership at NYCT despite increasing employment. Declining subway ridership has been driven by competition from for-hire vehicles and increased service disruption due to capital reconstruction projects and Subway Action Plan (SAP) track access requirements; declining bus ridership has been driven by competition from for-hire vehicles, slowing travel times due to road congestion, and fare evasion.

In addition to economic conditions, weather was also a determinant of utilization during 2018. Winter Storm Grayson in early January affected utilization levels, as did a series of nor'easter storms in March.

As the result of reduced track capacity at Penn Station during Amtrak's emergency repair and construction work in 2017 during July and August, the LIRR cancelled or diverted 15 morning peak period trains, affecting approximately 9,000 customers. To address this issue, the MTA put into place a robust mitigation and fare discount plan that resulted in reduced farebox revenue of \$7.9 million and lower ridership of 0.4 million. These utilization reductions affect the 2017 to 2018 comparison, particularly for LIRR.

Farebox and toll revenues also reflect the four percent average fare and toll increases that went into effect in late March 2017. On a year-to-year basis, 2018 farebox and toll revenues are based on the fully annualized impact of the increase while 2017 included just nine months under the higher fares and tolls, thus affecting the 2017 to 2018

comparison. For Metro-North, utilization figures also reflect the impact resulting from the one percent New Haven Line fare increase for travel to/from Connecticut stations that went into effect on January 1, 2018.

MNR's West of Hudson operations are included in consolidated utilization figures to maintain consistency with MNR financial statements, which 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 2018 November Forecast for MTA consolidated ridership is projected to total 2,562 million passengers, while crossings are expected to reach a record 321 million at B&T facilities. Consolidated ridership is projected to decrease by 79 million trips (3.0%) from 2017 ridership, while B&T traffic is forecast to increase by 11 million crossings (3.6%). NYCT ridership is projected to total 2,260 million, accounting for 88% of MTA consolidated ridership. LIRR and MNR account for 3.5% and 3.4% of MTA consolidated ridership respectively, with 2018 ridership projected to be 89 million for LIRR and 87 million for MNR. Ridership for MTA Bus is projected to be 121 million, which accounts for 4.7% of MTA consolidated ridership, while SIR ridership is projected to be 5 million (0.2% of MTA ridership). Compared with 2017, LIRR and MNR ridership are expected to marginally increase, by 320 thousand (0.4%) and 306 thousand (0.4%) respectively. NYCT, SIR and MTA Bus ridership are expected to be lower, despite a continued expansion of the regional economy. Subway and Bus ridership for NYCT are projected to be significantly lower in 2018—by 48 million (2.8%) and 31 million (5.2%) respectively—the result of a general weakening of ridership. MTA Bus ridership is projected to decline by 1 million (1.1%), while SIR ridership is expected to decrease by 20 thousand trips (0.5%). B&T's expected increase in traffic is due to improved mobility as a result of cashless tolling, as well as stable gas prices and modest improvements to the regional economy.

Consolidated ridership is expected to fall short of the Mid-Year Forecast by 13 million trips (0.5%), while B&T traffic is expected to surpass the Mid-Year Forecast by 2 million crossings, a 0.7% improvement. The plan-to-plan ridership shortfall is concentrated at NYCT, where ridership is projected to be lower by 14 million trips, or 0.6%. Ridership projections are also lower, compared with the Mid-Year forecast; for LIRR, down 500 thousand trips or 0.6%, for MNR, down 100 thousand trips or 0.1%, and for SIR, down 40 thousand trips or 1.0%. MTA Bus ridership is expected to increase by 2 million, or 1.4%. At NYCT, the lower ridership projection is comprised of 13 million (0.7%) fewer subway trips and 3 million (0.5%) fewer bus trips, which are partially offset by 1 million (13.7%) more paratransit trips after ridership surged due to the popularity of the paratransit e-hail service.

MTA consolidated farebox revenue for the 2018 November Forecast is expected to be \$6,153 million, and toll revenue is expected to be \$1,967 million. Compared with 2017 results, consolidated farebox revenue is projected to decrease by \$19 million (0.3%), while B&T toll revenue is expected to grow by \$55 million (2.9%). 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 that are fully annualized in 2018. NYCT farebox revenue is projected to total \$4,438 million, accounting for 72% of MTA consolidated farebox revenue. LIRR and MNR each account for 12% of consolidated farebox revenue, with LIRR projected at \$740 million and MNR projected at \$748 million. MTA Bus farebox revenue, comprising 4% of consolidated farebox revenue, is forecast to be \$219 million; SIR farebox revenue is forecast to be \$7 million, comprising less than 1% of consolidated farebox revenue. Compared with 2017, NYCT farebox revenue is projected to decrease by \$48 million (1.1%). Farebox revenue for the other Agencies is expected to increase, by \$2 million (1.0%) at MTA Bus, \$13 million (1.7%) at LIRR, \$15 million (2.0%) at MNR and \$0.1 million (1.0%) at SIR. Along with the annualized impact of the March 2017 fare and toll increases, these changes reflect weaker subway and bus ridership. Additionally, MNR farebox revenue is favorably impacted by a one percent fare increase on the Connecticut portion of the New Haven Line that went into effect on January 1, 2018. At B&T, the favorable impact from increased traffic is partially offset 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, the consolidated farebox revenue projection in the November Forecast is expected to be lower by \$23 million (0.4%), while B&T toll revenue is projected to surpass the Mid-Year Forecast by \$12 million (0.6%). Plan-to-plan reductions in farebox revenue are predominantly at NYCT, which is projected to be lower by \$21 million (0.5%). LIRR farebox revenue is expected to fall short by \$2 million (0.2%), as is MNR farebox revenue, which is expected to be \$3 million (0.4%) lower, and SIR farebox revenue, which is expected to be \$0.04 million (0.4%) lower. MTA Bus farebox revenue is expected to increase by \$2 million (1.0%) compared to the Mid-Year Forecast.

Compared with the Adopted Budget, 2018 consolidated ridership is projected to be 121 million trips (4.5%) lower, while B&T traffic is expected to increase by 13 million trips (4.1%). The ridership shortfall is predominantly at NYCT, reflecting lower ridership for both subway and bus services. Farebox revenue is expected to fall short of the Adopted Budget forecast by \$125 million (2.0%), while B&T toll revenue is expected to surpass the Adopted Budget forecast by \$44 million (2.3%).

The 2019 Final Proposed Budget anticipates a decline in utilization over 2018 levels despite the regional economy and the associated employment picture continuing to expand. This is driven by an anticipated decline in NYCT ridership, under the assumption that the recent downward trend will continue but at a reduced rate. At B&T, a continuing decline in the average toll paid—the result of increased E-ZPass market share—partially offsets favorable economy-related impacts. MTA consolidated ridership is expected to decrease by 28 million trips (1.1%) compared with 2018, while B&T vehicular crossings are expected to grow by 3 million crossings (0.9%). Farebox revenue is projected to decrease by \$31 million (0.5%) over 2018, while toll revenue is forecast to increase by \$17 million (0.8%).

Compared with the July Plan, MTA consolidated ridership for the 2019 Final Proposed Budget is expected to be lower by 54 million trips (2.1%), reflecting the impact of reduced

2018 ridership, particularly at NYCT, which forms the basis for 2019 projections. At B&T facilities, traffic is projected to increase by 3 million crossings (0.8%) compared with the July Plan. MTA consolidated farebox revenue for 2019 is expected to fall short of the projections in the July Plan by \$97 million (1.6%), primarily reflecting lower NYCT farebox revenue, along with lower LIRR and MNR farebox revenue projections. B&T toll revenue for 2019 is favorable by \$14 million (0.7%) compared with the July Plan forecast.

Compared with the February Plan, 2019 consolidated ridership is projected to be 161 million trips (6.0%) lower, predominantly at NYCT. B&T traffic is expected to exceed the February Plan projection by 13 million crossings (4.1%). Farebox revenue is expected to fall short of the February Plan forecast by \$186 million (3.0%), while B&T toll revenue is expected to exceed the February Plan forecast by \$47 million (2.4%).

MTA consolidated ridership and farebox revenue are both expected to increase in 2020 relative to 2019, by 0.3% for ridership and by 0.4% for farebox revenue, primarily because 2020 is a leap year. With employment growth slowing, along with one fewer day in 2021, MTA consolidated ridership and farebox revenue are both expected to decline by 0.2% year-on-year in 2021. For 2022, consolidated ridership is expected to increase by 0.1% year-on-year, reaching 2,538 million passengers, while farebox revenue is projected to increase 0.2%, reaching \$6,144 million. NYCT projections anticipate that the downward trend in ridership will halt and a leveling off will occur beginning in 2020. B&T crossings are projected to increase year-on-year in both 2020 and 2021, while remaining flat in 2022; by 2022 toll revenue is forecast to be \$1,998 million. Compared with the July Plan, MTA consolidated ridership is unfavorable by 2.4% in 2020, 2.5% in 2021 and 2.6% in 2022; this decline is driven by NYCT and primarily reflects the reduced 2019 ridership estimates that form the basis for the projections for 2020 to 2022. Traffic forecasts for B&T facilities are higher than in the July Plan, by 0.6% in 2020, 0.4% in 2021 and 0.2% in 2022. Relative to the July Plan, MTA consolidated farebox revenue is expected to be lower by 1.9% in both 2020 and 2021, and by 2.0% in 2022, while B&T toll revenue is projected to be higher by 0.5% in 2020, 0.3% in 2021 and 0.2% in 2022.

Compared with the February Plan, consolidated ridership is projected to be lower by 6.3% in 2020 and 6.4% in 2021. B&T traffic is expected to exceed the February Plan projections by 3.8% in 2020 and 3.7% in 2021. Farebox revenue is expected fall short of the February Plan forecasts by 3.2% in 2020 and 3.4% in 2021, while B&T toll revenue is projected to surpass them by 2.3% in both 2020 and 2021.

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

November Financial Plan					
	November Forecast	Final Proposed Budget			
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Traffic					
Bridges & Tunnels	321.111	323.874	325.043	326.349	326.337
Ridership					
Long Island Rail Road	89.479	89.925	90.453	90.301	90.261
Metro-North Railroad ¹	86.802	87.962	88.617	88.650	89.426
MTA Bus Company	120.917	120.739	121.014	120.564	120.618
New York City Transit ²	2,260.279	2,230.699	2,236.827	2,231.714	2,233.443
Staten Island Railway	4.582	4.625	4.649	4.636	4.635
	<u>2,562.059</u>	<u>2,533.950</u>	<u>2,541.560</u>	<u>2,535.865</u>	<u>2,538.383</u>

July Financial Plan					
	Mid-Year Forecast	Preliminary Budget			
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Traffic					
Bridges & Tunnels	318.785	321.189	323.106	325.099	325.528
Ridership					
Long Island Rail Road	89.999	90.513	91.025	90.921	90.990
Metro-North Railroad ¹	86.924	88.007	88.854	89.025	89.970
MTA Bus Company	119.216	119.547	119.964	119.584	119.702
New York City Transit ²	2,274.440	2,285.667	2,300.429	2,296.968	2,300.397
Staten Island Railway	4.626	4.679	4.712	4.705	4.715
	<u>2,575.205</u>	<u>2,588.413</u>	<u>2,604.984</u>	<u>2,601.202</u>	<u>2,605.774</u>

Plan-to-Plan Changes: Favorable / (Unfavorable)					
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Traffic					
Bridges & Tunnels	2.327	2.685	1.937	1.250	0.809
Ridership					
Long Island Rail Road	(0.521)	(0.588)	(0.572)	(0.619)	(0.729)
Metro-North Railroad ¹	(0.122)	(0.045)	(0.237)	(0.375)	(0.544)
MTA Bus Company	1.701	1.192	1.050	0.980	0.916
New York City Transit ²	(14.161)	(54.969)	(63.602)	(65.254)	(66.954)
Staten Island Railway	(0.044)	(0.054)	(0.063)	(0.069)	(0.080)
	<u>(13.147)</u>	<u>(54.463)</u>	<u>(63.424)</u>	<u>(65.337)</u>	<u>(67.391)</u>

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

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

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

November Financial Plan					
	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Toll Revenue					
Bridges & Tunnels	\$1,967.062	\$1,983.637	\$1,990.392	\$1,998.341	\$1,998.269
Fare Revenue					
Long Island Rail Road	740.170	743.650	746.314	746.592	746.257
Metro-North Railroad ¹	747.923	758.005	764.450	764.963	772.089
MTA Bus Company	219.317	221.404	221.981	221.085	221.195
New York City Transit ²	4,438.309	4,391.400	4,404.216	4,393.857	4,397.404
Staten Island Railway	6.964	7.041	7.083	7.060	7.059
	<u>\$6,152.683</u>	<u>\$6,121.501</u>	<u>\$6,144.044</u>	<u>\$6,133.558</u>	<u>\$6,144.005</u>
Total Toll/Fare Revenue	\$8,119.745	\$8,105.138	\$8,134.436	\$8,131.899	\$8,142.274

July Financial Plan					
	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
Toll Revenue					
Bridges & Tunnels	\$1,954.806	\$1,969.219	\$1,980.541	\$1,992.236	\$1,994.407
Fare Revenue					
Long Island Rail Road	741.932	745.955	748.496	749.191	749.763
Metro-North Railroad ¹	751.013	760.589	768.899	770.839	779.366
MTA Bus Company	217.159	217.614	218.449	217.689	217.926
New York City Transit ²	4,458.834	4,486.828	4,517.231	4,510.364	4,517.487
Staten Island Railway	7.001	7.082	7.140	7.128	7.145
	<u>\$6,175.939</u>	<u>\$6,218.068</u>	<u>\$6,260.215</u>	<u>\$6,255.212</u>	<u>\$6,271.687</u>
Total Toll/Fare Revenue	\$8,130.745	\$8,187.287	\$8,240.756	\$8,247.448	\$8,266.095

Plan-to-Plan Changes: Favorable / (Unfavorable)					
	2018	2019	2020	2021	2022
Toll Revenue					
Bridges & Tunnels	\$12.255	\$14.418	\$9.851	\$6.105	\$3.862
Fare Revenue					
Long Island Rail Road	(1.762)	(2.304)	(2.183)	(2.599)	(3.506)
Metro-North Railroad ¹	(3.090)	(2.584)	(4.448)	(5.877)	(7.277)
MTA Bus Company	2.158	3.790	3.532	3.396	3.269
New York City Transit ²	(20.525)	(95.428)	(113.015)	(116.507)	(120.083)
Staten Island Railway	(0.037)	(0.041)	(0.057)	(0.068)	(0.086)
	<u>(\$23.256)</u>	<u>(\$96.567)</u>	<u>(\$116.171)</u>	<u>(\$121.654)</u>	<u>(\$127.683)</u>
Total Toll/Fare Revenue	(\$11.000)	(\$82.149)	(\$106.320)	(\$115.549)	(\$123.821)

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 2019-2022 (\$ in millions)					
	2018 November <u>Forecast</u>	2019 Final Proposed <u>Budget</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Rental Income</i>	\$111	\$120	\$132	\$137	\$137
<i>Advertising</i>	131	136	140	144	147
<i>Paratransit Reimbursement (NYC and Urban Tax)</i>	196	215	216	224	232
<i>Fare Reimbursement (students/seniors)</i>	99	99	99	99	99
<i>Fees (including E-Z pass, AFC and TAB)*</i>	22	22	22	22	22
<i>MetroCard "Green" Fee</i>	22	22	22	22	22
<i>FMTAC Operating and Investment Income</i>	21	21	22	22	23
<i>Parking</i>	18	18	19	19	19
<i>Concessions</i>	4	6	6	6	6
<i>All Other (Paratransit Reduced Fare Program, Recoveries, SIR, etc.)</i>	37	45	56	63	36
Total Other Operating Revenue	\$662	\$705	\$733	\$757	\$743

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

Over the course of the Plan, year-to-year changes reflect increases of \$43 million in 2019, \$28 million in 2020, \$24 million in 2021, and a decrease of \$14 million in 2022. Growth in 2019 is mainly driven by NYCT, MTAHQ, and MNR. At NYCT, the increase of \$34 million is mainly attributable to higher paratransit reimbursements and rental revenue. At MTAHQ, the increase of \$5 million is mainly due to a one-time funding grant for grade-crossing safety work being performed by the Commuter Railroads. At MNR, the increase of \$4 million is mainly attributable to the timing of reimbursements from New York State for the construction of the Maybrook Trailway (formerly the "Beacon Rail Trail"), and higher advertising revenues.

Year-to-year revenue growth from 2020 through 2022 averages \$11 million annually at NYCT and is mostly attributable to increases in NYC paratransit reimbursements and higher advertising revenue. At MNR, revenues increase by \$25 million in 2020 and \$7 million in 2021, then decrease by \$26 million in 2022, mainly reflecting the timing of reimbursements for the New York State Grade Crossing project and the Maybrook Trailway as well as higher GCT retail income. At MTAHQ, revenues decrease by \$5 million in 2020, due to lower reimbursable income caused by lower recoveries for work performed for other MTA Agencies, followed by increases of \$2 million in both 2021 and 2022, due mostly to higher advertising and rental revenues; and decrease by \$4 million at the LIRR in 2020 due to the retiming of Atlantic Tunnel wireless revenue.

Compared with the July Plan, Other Operating Revenue increases by \$5 million in 2018, \$40 million in 2019, \$28 million in 2020, \$22 million in 2021, and \$20 million in 2022. Increases from 2018 through 2022 are mainly attributable to increases in NYC paratransit reimbursements driven by increases in paratransit trips at NYCT; and a retroactive payment from Amtrak for wireless leases at Penn Station. Results for 2018 and 2019 at

MTAHQ reflect a timing shift for the Grade Crossing Project reimbursement. MNR revenues decrease by \$1 million in 2018 and 2019 largely due to revised advertising projections, then increase over the 2020-2022 period due to changes in GCT retail revenue.

Compared with the February Plan, Other Operating Revenue decreases by \$11 million in 2018, then increases by \$20 million in 2019, \$15 million in 2020, and \$37 million in 2021. The decrease in 2018 is mainly due to the timing of reimbursements for the New York State Grade Crossing project and construction of the Maybrook Trailway as well as lower advertising revenue at MNR; and the previously mentioned factors at MTAHQ. These results are partially offset by favorable wireless and advertising revenue at the LIRR. Revenue increases from 2019 through 2021 are mostly attributable to the aforementioned reasons at NYCT and the LIRR; and normal inflationary growth at FMTAC.

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 Plan reflects the terms of the 28-month agreement, reached in February 2017, with the Transit Workers Union (TWU), the MTA's largest bargaining unit. The pattern established in that agreement has been followed by other TWU bargaining units, including those at the MaBSTOA division of NYCT and MTA Bus. The Plan assumes that the collective bargaining efforts with unsettled unions at NYCT will result in agreements that also follow the TWU pattern. The settlements reached so far have all included a 2.5% wage increase for 13 months, accompanied by another 2.5% wage increase for the remaining 15 months of the contract.

At MTA Bus, an arbitration award was issued with ATU Local 1179, covering the period May 22, 2012 through October 31, 2019, which is essentially, the same length of time covered by NYCT's current agreement with TWU Local 100 and its previous five-year contract with that union. Overall, the provisions of the decision are similar to those of the two TWU agreements; however, the impasse award also decided specific outstanding issues regarding ATU 1179's employee pension benefits. Subsequent to the impasse arbitration with ATU Local 1179, MTA Bus reached an agreement with a second ATU unit - Local 1181. As with ATU Local 1179, the 88-month ATU Local 1181 agreement, which expires October 31, 2019, covers an equal length of time as the two most recent labor agreements between NYCT and TWU Local 100, and is consistent with the cost pattern established by those agreements. The agreement mostly contains the same pension modifications that were laid out in the impasse ATU Local 1179 arbitration award. The Financial Plan incorporates these developments for MTA Bus.

Among the Commuter Railroads, LIRR has reached agreements with all its unions. Significantly, the agreements contain general wage increases that conform to those present in the pattern set by the TWU Local 100 agreement with NYCT, and are consistent with Plan assumptions. Meanwhile, MNR reached agreements with ten of its

bargaining units, covering 54% of its represented workforce. These agreements are consistent with the pattern established at the LIRR. MNR is engaged in collective-bargaining with its remaining unions, and the Plan anticipates that settlements will conform to the established railroad wage pattern.

At MTAHQ, the collective bargaining agreements with the police unions – both the Patrolmen’s Benevolent Association (PBA) and the Commanding Officers Association – expired in October of 2018. Agreements with TCU employees at the Business Service Center and in the Procurement and IT Departments all remain in effect through 2019 and are incorporated in Plan projections.

B&T is currently in negotiations with two of its unions, including two of its largest – the Bridge and Tunnel Officer’s Benevolent Association (BTOBA) and the Superior Officer’s Benevolent Association (SOBA). Contracts with those unions expired in May 17, 2012 and March 14, 2012, respectively.

For non-represented employee, effective July 1st of each year, and for represented employees upon the expiration of their respective collective bargaining agreements, the Plan assumes annual 2% salary increases.

The November Plan maintains the funding needed to support the wide-ranging initiatives critical to improving operations, including the following Action Plans: Subway Action Plan (SAP), the “Bus Plan” for both NYCT and MTA Bus, the “Forward” Plan at the LIRR and the “Way Ahead” initiative at MNR.

November Plan payroll expenses are projected at \$5,212 million in 2018, \$5,392 million in 2019, \$5,529 million in 2020, \$5,645 million in 2021, and \$5,776 million in 2022. On a year-over-year basis, expenses increase by \$180 million in 2019, \$137 million in 2020, \$117 million in 2021, and \$131 million in 2022.

The 2019 increases mainly reflect the filling of 2018 vacancies (partly due to the impact of the 2018 hiring freeze), contractual and non-represented wage increases referenced above and resources required to support various ongoing Agency-specific initiatives. By Agency, total expenses are higher by 3.5% compared to the prior year: NYCT (\$80 million), the LIRR (\$72 million), B&T (\$18 million), MTAHQ (\$8 million) and MNR (\$3 million). Aside from the aforementioned drivers, Agency increases in 2019 total \$181 million and reflect significant undertakings driving growth that includes new hires supporting East Side Access (ESA) and the “Forward” Plan at the LIRR, and the patrol force necessary to support the ESA Project at MTAHQ. B&T’s costs grow primarily due to the filling of 2018 vacancies, contractual step-up increases and inflationary adjustments. At MNR, increases include adding a second shift in the Maintenance of Equipment Diesel Shop. BRPs and other programmatic changes at MTA Bus (\$2 million) partially offset the expense increases.

Year-to-year annual expense growth through 2022 reflects inflationary assumptions and a continuation of the other factors noted above.

Compared with the July Plan, payroll expenses are projected to decrease by \$54 million in 2018, followed by average decreases of \$68 million per year from 2019 through 2022. The plan-to-plan reduction in 2018 is primarily due to NYCT (\$29 million), reflecting mainly the impact of BRP savings, e.g., hiring restrictions, administrative staffing reductions, and maintenance and service support efficiencies, partially offset by increases attributable to a fully-funded SAP and slight increases to the Bus Plans. Other reductions include the LIRR (\$17 million), reflecting slight revisions to the “Forward” Plan, elimination of several administrative positions, and overall vacant positions; and at B&T (\$11 million), due to vacancies. These were partially offset by an increase at MNR (\$3 million) mainly to fund a sick leave reserve and an increase in workforce allocations to operations from capital projects.

For years 2019 and beyond, the reductions reflect a continuation of the assumptions noted above at NYCT, LIRR, MNR, and MTAHQ, as well as further decreases driven by reductions in the shop program and other programmatic initiatives at MTA Bus.

When compared with the February Plan, projected payroll expenses decrease by \$73 million in 2018, followed by average annual decreases of \$64 million from 2019 through 2021. In addition to the above noted factors and aside from agreement rate changes, the expense reduction in 2018 mainly reflects a mix of BRP and vacancy savings at NYCT, B&T, and the LIRR, partially offset by a slight increase at MTAHQ for additional New Fare Payment System personnel and adjustments in the salary mix for MTA IT and MTAPD. Changes for 2019 and beyond mainly capture revised hiring assumptions for the SAP, ongoing BRP savings at B&T and MNR (including the workforce reallocation previously described), and shop program reductions at MTA Bus. These reductions were partially offset by increased support for the “Forward” Plan at the LIRR and the drivers previously noted at MTAHQ.

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 described in the Payroll section of this Volume.

November Plan expenses are projected at \$1,051 million in 2018, \$811 million in 2019, \$825 million in 2020, \$852 million in 2021, and \$865 million in 2022, reflecting a year-to-year decrease of \$240 million in 2019 followed by increases of \$14 million in 2020, \$27 million in 2021, and \$13 million in 2022.

The 2019 reduction is mostly due to 2018 expenses that do not recur in 2019. The bulk of the reduction, \$210 million, reflects mainly lower costs at NYCT for the “Subway Action

Plan” (SAP) compared with the work that was required to “jumpstart” the program in 2017 and 2018 and \$15 million at the LIRR, reflecting lower coverage requirements for vacant positions, right-of-way/fleet maintenance activity, Budget Reduction Program (BRP) initiatives, and the completion of certain projects that were accelerated within the “Forward Plan”. Other reductions include \$13 million at MTAHQ, reflecting adjustments to MTAPD, MTA IT, and BSC operations; and \$4 million at MTA Bus that reflects platform budget adjustments and changes in the Transport Workers Union (TWU) contract as well as higher traffic-related and absentee coverage requirements. Partially offsetting these reductions are increases totaling \$3 million between B&T, MNR and SIR, which reflect higher wage inflation, an increase in weather-related overtime based on a revised five-year historical average, and changes in operational needs, respectively.

Aside from planned wage increases, other projected escalations in 2020 through 2022 include requirements for the Subway and Bus Action Plans at NYCT, East Side Access readiness efforts and Reliability Centered Maintenance activities at the LIRR, and a continuation of the previously noted factors at MNR and MTA Bus. Changes across all other Agencies are consistent with wage growth assumptions and operational requirements.

When compared with the July Plan, overtime expenses increase by \$106 million in 2018, followed by modest changes from 2019 to 2022 that either grow or decline by less than 1%. The bulk of the plan-to-plan growth is at NYCT: \$99 million in 2018, followed by modest changes through 2022 mainly reflect position reductions and vacancy coverage requirements. Remaining increases in 2019 to 2022 are the result of higher right-of-way maintenance at the LIRR and higher weather-related overtime based on a revised five-year historical average at MNR. Offsetting these increases over the same period were reductions resulting from BRP savings at MTAHQ and express bus service adjustments at MTA Bus.

When compared with the February Plan, overtime expenses increase by \$258 million in 2018, followed by average annual increases of \$14 million in 2019 to 2021. The bulk of the growth captures support for the full funding of the SAP at NYCT. In addition to the factors noted above, other changes over the plan period reflect overages caused by greater police coverage requirements at MTAHQ for homeless outreach and anti-littering patrols, while at the LIRR, increases are due to the impact of the LIRR Forward Plan, as well as additional weather overtime and higher maintenance activity. Annual reductions from 2018 to 2021 result from maintenance efficiencies at MNR and shop program adjustments at MTA Bus.

HEALTH & WELFARE

Empire Plan premium rates provided in April 2018 by the New York State Department of Civil Service are used as the primary assumption for per-employee Health & Welfare premium expenses in 2018 and 2019. Premium forecasts for 2020 through 2022 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 \$1,322 million in the 2018 November Forecast. Health & Welfare expenses for the 2019 Final Proposed Budget are projected to be \$1,448 million, \$126 million (9.5%) greater than 2018 expenses, primarily due to increases in premiums. MTA Consolidated Health & Welfare expenses are forecast to increase annually by 6.0%, 6.0% and 6.7%, for 2020 through 2022, respectively, when expenses are projected to reach \$1,736 million.

In comparison with the July Plan, the changes in the November Plan are modest, favorable by less than \$1 million in 2018, \$6 million in 2019, \$2 million in 2020, \$2 million in 2021 and \$1 million in 2022, primarily due to lower headcount at the LIRR and MTAHQ.

In comparison with the February Plan, the changes in the November Plan are favorable by \$23 million in 2018, and then unfavorable by \$7 million in 2019, \$5 million in 2020 and \$1 million in 2021. The favorable plan-to-plan change in 2018 is primarily due to vacancies.

OTHER POST-EMPLOYMENT BENEFITS (OPEB)

OPEB

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

OPEB Current Payment expenses in the November Plan are \$616 million in 2018, \$682 million in 2019, \$744 million in 2020, \$812 million in 2021 and \$886 million in 2022. 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 \$8 million in 2018, \$3 million in 2019, \$3 million in 2020, \$1 million in 2021 and unfavorable by less than \$1 million in 2022. The minor favorable variances are primarily driven by lower retiree activity than assumed in the July Plan at NYCT partially offset by higher retiree activity than assumed at MTAHQ.

Compared with the February Plan, OPEB Current Payment expenses are favorable by \$22 million in 2018, \$11 million in 2019, \$7 million in 2020 and \$4 million in 2021. The favorable variance in 2018 is primarily driven by lower retiree activity than assumed in the February Plan at the LIRR, NYCT and MTA Bus.

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 \$1,333 million in 2018, \$1,354 million in 2019, \$1,332 million in 2020, \$1,317 million in 2021 and \$1,266 million in 2022. Pension expenses are based on actuarial projections and include the impact of anticipated headcount changes in the Financial Plan. Where actuarial projections are unavailable, the forward three-year average of the Consumer Price Index plus one percent—which is a proxy intended to capture anticipated impacts from demographic changes of employees and retirees—is applied to projections.

In comparison with the July Plan, projected pension expenses are unfavorable by \$6 million in 2018, \$2 million in 2019, \$6 million in 2020, \$5 million in 2021 and \$3 million in 2022, due to revised actuarial projections in the MTA Defined Benefit Plan to reflect the Impasse Award for ATU Local 1179 dated June 5, 2018.

In comparison with the February Plan, projected pension expenses are favorable, by \$7 million in 2018, \$6 million in 2019, \$27 million in 2020 and \$56 million in 2021, and include favorable returns on investment portfolios, partially offset by the impact of the ATU Local 1179 Impasse Award.

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

November Plan expenses are projected at \$880 million in 2018, \$857 million in 2019, \$896 million in 2020, \$943 million in 2021, and \$968 million in 2022, reflecting a year-over-year decrease of \$23 million in 2019, followed by average annual increases of \$37 million from 2020 through 2022.

2019 expenses are 2.6% lower than 2018 and reflect lower expenses of \$27 million at NYCT and \$4 million at the LIRR, partially offset by higher combined costs of \$9 million at MTA Bus, B&T, MTAHQ, and MNR. These changes are primarily reflective of variations in staffing levels as determined by programmatic initiatives and inflationary payroll rate assumptions across the Agencies. These changes also capture the latest RRT rates, railroad unemployment charges, personal injury claims based on historical levels and FELA adjustments pertinent to the Commuter Railroads. Specific payroll rate assumptions, as well as detailed position impacts, are explained further in Agency sections.

For 2020 through 2022, expenses increase on average by \$23 million at NYCT, \$8 million at the LIRR, \$3 million at MNR, and \$1 million each at B&T, MTAHQ, and MTA Bus. These changes reflect a continuation of the assumptions noted above, as well as further increases driven by revised Workers' Compensation assumptions and reimbursable overhead work.

Compared with the July Plan, expenses are projected to decrease by \$32 million in 2018, then decline on average by \$61 million from 2019 through 2022. Fluctuations from the July Plan are mainly driven by NYCT, reflecting Workers' Compensation reserve requirements. Plan-to-plan changes at other Agencies were modest and consistent with payroll assumptions.

When compared with the February Plan, Other Fringe Benefits expenses decrease on average by \$53 million from 2018 through 2021. A major driver of the reduction was at NYCT, reflecting revised position assumptions for the Subway Action Plan. At all Agencies, projected expense levels are consistent with prevailing wage assumptions, changes in staffing levels, and programmatic activity.

ELECTRIC POWER

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

For 2018, NYPA expenses are based on NYPA actual charges through July, with the remainder of the year based on NYPA's cost of service projection under the terms of the new LTA. For 2019 through the end of the financial plan period, the NYPA cost of service reflects out-year changes for inflation and the commodity price for natural gas, which is used in the generation of electricity. Price assumptions for NYPA-supplied electric power also include costs associated with meeting New York State's Clean Energy Standards initiative. Delivery of NYPA-supplied electricity is handled by Consolidated Edison (Con Ed), and delivery cost projections reflect rates approved by the State Public Service Commission (PSC). Con Ed delivery rates reflect a recent PSC decision to create separate and distinct delivery rates for high-tension and low-tension power supplied by NYPA, which is expected to save the MTA approximately \$12 million in 2018 and \$20 million in subsequent years. Cost estimates for electricity supplied by entities other than NYPA are based on forward electricity prices for their service territories.

FINANCIAL PLAN ASSUMPTIONS FOR ELECTRIC POWER					
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<u>2018 November Financial Plan</u>					
NYPA - Traction Power	1.9%	-5.2%	-0.4%	0.9%	2.1%
NYPA - Non-Traction Uses	1.9%	-5.2%	-0.4%	0.9%	2.1%
Con Edison Delivery	3.8%	4.9%	9.0%	8.0%	8.0%
PSE&GLI	15.3%	-11.6%	-0.9%	9.0%	13.7%
Eversource / United Illuminating	30.0%	-6.9%	-0.5%	-1.4%	-0.6%
<u>2018 July Financial Plan</u>					
NYPA - Traction Power	22.2%	-11.4%	1.0%	1.8%	3.5%
NYPA - Non-Traction Uses	22.2%	-11.4%	1.0%	1.8%	3.5%
Con Edison Delivery	3.8%	4.9%	9.0%	8.0%	8.0%
PSE&GLI	12.8%	-8.8%	0.7%	2.1%	1.4%
Eversource / United Illuminating	26.0%	-5.7%	1.6%	-0.2%	2.0%
<u>2018 February Financial Plan</u>					
NYPA - Traction Power	20.1%	0.2%	4.6%	4.2%	N/A
NYPA - Non-Traction Uses	20.1%	0.2%	4.6%	4.2%	N/A
Con Edison Delivery	3.8%	4.9%	9.0%	8.0%	N/A
PSE&GLI	2.9%	1.9%	2.2%	2.9%	N/A
Eversource / United Illuminating	2.9%	1.9%	2.2%	2.9%	N/A

MTA Consolidated Electric Power expenses of \$475 million for the 2018 November Forecast are \$45 million (10.3%) higher than 2017 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. Expenses in 2018 are also higher due to the regulatory termination of certain electric power transmission congestion credits. The November Forecast is \$20 million (4.1%) favorable compared with the Mid-Year Forecast, reflective of electric power unit costs that did not increase as expected, as well as more favorable NYPA terms in the new LTA, which took effect in August. Compared with the Adopted Budget, the November Forecast is \$30 million (6.0%) favorable.

Expenses for the 2019 Final Proposed Budget are expected to be \$451 million, a decrease of \$24 million (5.0%) from the 2018 November Forecast, reflecting the impact of decreases in the natural gas prices have on electric generation costs. The full-year impacts from the new NYPA LTA also are reflected in the year-to-year reduction. The 2019 Final Proposed Budget is \$32 million (6.6%) favorable compared with the July Plan, and is \$67 million (13.0%) favorable to the February Plan.

MTA Consolidated Electric Power expenses, projected to annually increase by 2.7% in 2020, 4.1% in 2021 and 11.8% in 2022, are forecast to total \$540 million in 2022. Compared with the July Plan, forecasts are favorable by \$30 million (6.1%) in 2020, favorable by \$59 million (10.8%) in 2021, and favorable by \$26 million (4.6%) in 2022. Compared with the February Plan, forecasts are favorable by \$83 million (15.2%) in 2020 and favorable by \$121 million (20.0%) in 2021.

FUEL

Fuel expenses reflect operating factors that impact consumption, such as service adjustments, weather impacts and seasonality. Diesel and natural gas prices for the November Financial Plan include actual prices through September 4, 2018 and reflect commodity futures prices as of September 7, 2018. Where commodity futures prices are unavailable, price changes are projected using IHS Global, Inc. forecasts (July 2018) 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 28.6% in 2018 and 3.3% in 2019, then decrease by 0.7%, 3.0% and 1.6% over the 2020 through 2022 period, respectively. For Compressed Natural Gas (CNG), year-to-year prices are forecasted to increase by 23.9% in 2018, then decrease by 7.3%, 3.8% and 0.9% over the 2019 through 2021 period, respectively, and then increase by 1.2% in 2022.

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 \$186 million for the 2018 November Forecast are \$2 million unfavorable in comparison with the 2018 Mid-Year Forecast. The 2018 November Forecast price for ULSD is estimated to be \$0.04 per gallon higher than forecasted in the 2018 Mid-Year Forecast, and CNG prices are estimated to be \$0.14 per MMBTU higher, than the price assumptions in the 2018 Mid-Year Forecast.

Fuel expenses of \$190 million for the 2019 Final Proposed Budget are \$15 million unfavorable in comparison with the 2019 Preliminary Budget. The 2019 Final Proposed

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

Budget price for ULSD is estimated to be \$0.11 per gallon higher, and CNG prices are estimated to be \$0.42 per MMBTU higher, than estimated in the 2019 Preliminary Budget.

For 2020, November Plan Fuel expenses are estimated to be \$188 million, \$18 million higher than projected in the July Plan. The price for ULSD is estimated to be \$0.14 per gallon higher, and CNG prices are projected to be \$0.27 per MMBTU higher, than assumed in the July Plan.

For 2021, November Plan Fuel expenses are estimated to be \$183 million, \$19 million higher than projected in the July Plan. The price for ULSD is estimated to be \$0.15 per gallon higher, and CNG prices are estimated to be \$0.20 per MMBTU higher, than projected in the July Plan.

For 2022, November Plan Fuel expenses are estimated to be \$181 million, \$12 million higher than projected in the July Plan. The price for ULSD is estimated to be \$0.08 per gallon higher, and CNG prices are estimated to be \$0.13 per MMBTU higher, than projected in the July Plan.

In comparison with the February Plan, Fuel expenses are unfavorable through 2020, and then slightly favorable in 2021. Fuel expenses for 2018 are unfavorable by \$33 million, reflecting higher prices for ULSD and CNG of \$0.52 per gallon and \$0.21 per MMBTU, respectively. For 2019, Fuel expenses are unfavorable by \$39 million, reflecting higher prices for ULSD and CNG of \$0.58 per gallon and \$0.16 per MMBTU, respectively. Fuel expenses are unfavorable by \$11 million in 2020, reflecting higher prices for ULSD and CNG of \$0.18 per gallon and \$0.06 per MMBTU, respectively. Fuel expenses are slightly favorable by \$4 million in 2021, reflecting a lower price for ULSD \$0.02 per gallon and no price change for CNG on a plan-to-plan basis.

INSURANCE

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

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

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)						
<u>Insurance Expenses</u>	<u>2017 Actual</u>	<u>2018 November Forecast</u>	<u>2019 Final Proposed Budget</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
NYCT	\$72	\$68	\$72	\$78	\$86	\$95
LIRR	21	20	22	24	25	27
MNR	17	18	19	20	22	24
SIR	1	1	1	1	1	1
MTA Bus	6	6	7	7	7	8
B&T	12	11	12	13	14	14
MTAHQ	2	4	2	2	2	2
Total Gross Insurance Expenses	\$131	\$128	\$135	\$145	\$158	\$172
<u>Insurance Credits</u>						
FMTAC	(\$134)	(\$117)	(\$118)	(\$121)	(\$127)	(\$134)
Net Insurance Expenses	(\$3)	\$11	\$17	\$24	\$31	\$38

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 2018 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 \$1 million in 2018 due to a minor expense re-estimate at MTAHQ. For the period 2019-2022, expenses are unchanged from the July Plan.

In comparison with the February Plan, MTA Consolidated Insurance expenses are favorable by \$19 million in 2018, \$16 million in 2019, \$15 million in 2020 and \$13 million in 2021 due to MTA's the renewal of policies at more favorable rates than anticipated in the forecast.

CLAIMS

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

Claims expenses in the November Financial Plan are projected to be \$376 million in 2018, \$379 million in 2019, \$387 million in 2020, \$391 million in 2021 and \$395 million in 2022. Claims expenses are unfavorable by \$33 million in 2018, \$34 million in 2019, and \$31 million for 2020 through 2022, respectively, primarily due to an increase in NYCT reserve requirements.

In comparison with the February Financial Plan, expenses are projected to be unfavorable by \$57 million, \$50 million, \$58 million, and \$62 million for 2018 through 2021, 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.

Since 2010, the MTA has taken steps to reduce non-service related costs and average cost per trip, including mechanisms to ensure adherence to eligibility requirements, and the conversion of contracted trips to fixed route feeder trips, where available. Through these efforts, the MTA has been able to maintain an expected level of service while also reducing costs. However the recent proliferation of advanced reservation e-hail trips, and on-demand e-hail trips through a pilot program, by both, existing and new customers being drawn to access-a-ride, has increased transportation costs significantly. These service cost increases will negate most of the previously achieved savings from operational efficiencies the MTA has implemented in recent years to provide eligible customers with efficiently managed paratransit services.

November Plan expenses are projected at \$452 million in 2018, \$483 million in 2019, \$501 million in 2020, \$518 million in 2021, and \$548 million in 2022, reflecting year-to-year increases of \$31 million in 2019, \$18 million in 2020, \$17 million in 2021, and \$30 million in 2022. These projections mainly reflect the increase in total trips due to the growth of E-hail trip activity, and inflationary adjustments to paratransit carrier contracts.

Compared with the July Plan, Paratransit Service Contract expenses are projected to increase by \$40 million in 2018, \$74 million in 2019, \$82 million in 2020, \$65 million in 2021, and \$60 million in 2022, mainly reflecting increased growth due to E-hail related trips.

Compared with the February Plan, Paratransit Service Contract expenses are projected to increase by \$36 million in 2018, \$43 million in 2019, \$34 million in 2020 and \$26 million in 2021, also for the same reasons noted above.

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

MAINTENANCE AND OTHER OPERATING CONTRACTS

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

November Plan expenses are projected at \$780 million in 2018, \$899 million in 2019, \$836 million in 2020, \$884 million in 2021 and \$872 million in 2022, reflecting a year-over-year increase of \$119 million in 2019, followed by a decrease of \$64 million in 2020, an increase of \$49 million in 2021, and then a decrease of \$12 million in 2022.

The projected 2019 increase is mainly driven by NYCT (\$108 million), mostly due to Scheduled Maintenance System (SMS) upgrades to the R142 fleet and similarly upgrades that require the change-out of all HVAC units. Other unfavorable variances include the LIRR (\$12 million), mostly due to the timing of Amtrak Joint Facility, East Side Access (ESA) readiness efforts, the Atlantic Tunnel wireless buildout and platform investments; MTAHQ (\$6 million), mainly due to inflation and contractual increases; and MTA Bus (\$5 million), mainly due to revisions to Selected Bus Service (SBS) routes and the Shop Program. These unfavorable projections are partially offset by decreases of \$8 million at MNR, reflecting the impact of Budget Reduction Program (BRP) initiatives, the revised timing of repairs for equipment damaged in the Bridgeport derailment, and the BL-20 Locomotive Overhaul Program. Other decreases were at B&T (\$4 million), mostly due to the revised timing of major maintenance projects.

The projected 2020 decrease is mainly driven by the following: NYCT (\$46 million), reflecting lower costs required to maintain the initial investment that was needed to

“jumpstart” the SAP program in 2017 and 2018; MTA Bus (\$15 million), reflecting the above-mentioned initiatives; and MNR (\$2 million), mostly due to BRP initiatives, the timing of Ticket Vending Machine (TVM) chip upgrades, repairs for equipment damaged in the Bridgeport derailment, and the BL-20 Locomotive Overhaul Program. All remaining agency changes were minor.

The projected 2021 increase is mainly attributable to ESA readiness efforts at the LIRR (\$34 million); additional requirements for major maintenance needs and the replacement/upgrade of the License Plate Recognition system at B&T (\$7 million); above-mentioned initiatives at MTA Bus (\$5 million); the timing of the BL-20 Locomotive Overhaul Program, and inflation and contractual increases at MNR (\$4 million); and higher lease requirements, inflation and contractual needs at MTAHQ (\$4 million). These unfavorable projections are partially offset by a decrease at NYCT (\$5 million).

The projected 2022 decrease is mainly attributable to NYCT (\$15 million); lower ESA readiness efforts at the LIRR (\$12 million); and the above-mentioned initiatives at MTA Bus (\$4 million). These favorable projections are partially offset by increases for the above-mentioned initiatives at B&T (\$9 million), MNR (\$7 million), and MTAHQ (\$3 million).

Compared with the July Plan, Maintenance and Other Operating Contract expenses decrease by \$62 million in 2018, \$1 million in 2019, \$27 million in 2020, \$19 million in 2021, and \$20 million in 2022.

The plan-to-plan decrease in 2018 is mainly driven by one-shot savings in revenue-fleet maintenance, Wi-Fi data, vehicle purchases, and paratransit vehicles at NYCT, \$48 million; reduced back-office expenses for administering the Cashless Tolling program at B&T, \$6 million; non-payroll-related BRP initiatives, and a shift in timing of various initiatives at the LIRR, \$4 million; and lower spending at MTAHQ, \$2 million.

The 2019 through 2022 decreases are driven by above-mentioned reasons and reduced requirements for maintenance work at B&T; and timing at NYCT and MNR. These projections are partially offset by increases at the LIRR mostly due to the timing of 2018 initiatives, the Atlantic Tunnel Wireless buildout, and a reclassification of operating funding capital; revisions in the Shop MCI Structure Program, platform budget adjustments and upgrades to the Yonkers Depot at MTA Bus; and the transfer of funds from NYCT to MTA IT and higher leasing expenses at MTAHQ.

Compared to the February Plan, Maintenance and other Operating Contracts increase by \$4 million in 2018, \$136 million in 2019, \$73 million in 2020, and \$84 million in 2021. In 2018, plan-to-plan increases are chiefly the result of the scope of SAP work doubling due to the full funding of the initiative; increased maintenance and factors noted above at MTAHQ; and revised timing of the Bridgeport derailment repairs, emergency tree removal, and various other initiatives at MNR, partly offset by decreases at B&T due to lower than anticipated back-office costs for administering the Tolls by Mail program; and the timing of the LIRR “Forward Plan” and other initiatives at the LIRR. From 2019 through

2021, increases are mainly attributable to factors previously described for NYCT and MTAHQ; SBS and Shop Program revisions at MTA Bus; and higher ESA readiness efforts at the LIRR. Those changes are partly offset by factors noted above for B&T and MNR.

PROFESSIONAL SERVICE CONTRACTS

Professional Service Contracts broadly consists of three expense categories: Information Technology (IT), Office and Employee expenses, and Other Professional Services. *Information Technology* expenses include software, hardware, IT consulting, data center costs, and IT maintenance and repair. *Office* and *Employee* expenses include but are not limited to, expenses for temporary services, office equipment and related rentals, repair and maintenance, and outside training. *Other Professional Services* includes, but is not limited to, fees for contracted engineering, legal, auditing, and market research services.

November Plan annual expenses are projected to be \$578 million in 2018, \$555 million in 2019, \$485 million in 2020, \$479 million in 2021, and \$490 million in 2022, reflecting year-to-year decreases of \$23 million in 2019, \$70 million in 2020, \$6 million in 2021, and an increase of \$10 million in 2022.

The decrease in contract services in 2019 is mostly the result of reductions totaling \$19 million at NYCT for expense rollovers associated with the Enhanced Station Initiative, bus safety-related investments, and lower Subway Action Plan (SAP) expenses required to maintain the initial 2017-2018 investment. Other contributors to the 2019 reduction include \$15 million at MTAHQ that primarily reflects lower IT and miscellaneous expenses relative to 2018, and \$1 million at B&T reflecting the timing of Cashless Tolling customer outreach expenses in 2018. These changes are partially offset by increases of \$7 million at the LIRR, reflecting the timing of various Maintenance of Way professional service agreements, Far Rockaway Station work, and the new credit card clearinghouse migration; and \$5 million at MTA Bus mainly supporting Select Bus Service (SBS) route rollouts and the Department of Transportation (DOT) Bus Stop Memorandum of Understanding (MOU) contract.

Year-to-year changes from 2020 to 2022 mainly reflect fluctuations in IT-related needs at MTAHQ. Other changes over the same period result from revised EAM assumptions, and completion of the decommissioning of obsolete equipment at the LIRR; and a continuation of the aforementioned factors at NYCT, MTA Bus, and MNR.

Compared with the July Plan, expenses decrease by \$21 million in 2018, then increase by \$40 million in 2019, \$3 million in 2020, and \$1 million in both 2021 and 2022. The major contributors to these changes are:

- MTAHQ: expenses decrease by \$19 million in 2018, then increase by \$23 million in 2019, followed by modest changes in spend levels from 2020 through 2022. The 2018 decrease mainly captures lower spending and timing for the Grade Crossing Initiative and revised IT expenses shifted into 2019. The 2019 increase reflects timing-related shifts from 2018, and the transfer of funding from the operating

capital budget. Modest increases in 2021 and 2022 primarily reflect adjustments from a transfer of expenses from NYCT.

- LIRR: expenses decrease by \$14 million in 2018, increase by \$4 million in 2019, followed by average annual decreases of \$3 million from 2020 to 2022. The 2018 reductions mostly reflect the timing of various initiatives that were shifted into the outer years of the financial plan, and also capture the M7 Propulsion consultant elimination, the transfer of specific engineering initiatives into Maintenance and Other Operating Contracts, and the impact of 2018 Budget Reduction Program (BRP) initiatives.
- B&T: expenses decrease by \$2 million in 2018, then increase by \$2 million in 2019, followed by modest changes from 2020 through 2022. The variances in 2018 and 2019 result from the timing of EAM systems development, while the small changes in the out-years reflect inflationary adjustments.
- MNR: expenses decrease by \$1 million on average from 2018 through 2022, primarily reflecting revised needs for EAM, engineering consulting work, and savings from BRPs.
- NYCT: expenses increase by \$14 million in 2018, \$11 million in 2019, and by approximately \$4 million annually from 2020 to 2022, reflecting miscellaneous contracted services.
- MTA Bus: expenses increase on average by \$2 million annually from 2018 to 2022. These changes mostly reflect costs associated with the “Bus Plan”.

When compared with the February Plan, Professional Service Contract expenses increased by \$15 million in 2018, \$87 million in 2019, \$23 million in 2020, and \$20 million in 2021. In addition to the factors described above, changes over the Plan period are primarily driven by provisioning for several 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 \$677 million in 2018 and 2019, \$688 million in 2020, \$692 million in 2021, and \$697 million in 2022, reflecting year-over-year increases of \$1 million in 2019, \$10 million in 2020, \$4 million in 2021, and \$5 million in 2022.

Changes from 2019 through 2022 mainly reflect revised timing assumptions, programmatic changes, and inflation. The 2019 increase is mostly timing-related, impacting Reliability Centered Maintenance (RCM) and the Lifecycle Asset Management Program (LAMP), station fire alarm upgrades, and replacement of non-revenue vehicles at the LIRR (\$12 million); and Center-Door Coach seat and vestibule floor replacement projects at MNR (\$3 million). The 2019 decrease is mostly attributable to the timing of bus fleet maintenance requirements at MTA Bus (\$9 million), and decreased SAP-related needs at NYCT (\$5 million).

The 2020 increase is also mostly timing-related, reflecting revised assumptions at NYCT (\$26 million) primarily for a new nail grounding contract; and requirements for the Moynihan Station and LAMP at the LIRR (\$7 million). These higher projections are partly offset by a decrease in expenses at MTA Bus (\$16 million), mainly due to the timing of above-mentioned initiatives; and lower RCM requirements at MNR (\$5 million).

The \$4 million increase in 2021 is mainly driven by the above-mentioned initiatives at MTA Bus (\$7 million); cyclical-related needs at NYCT (\$6 million); and RCM requirements and inflationary increases at MNR (\$2 million). These unfavorable projections are partially offset by lower capital project activity, and the timing of various RCM initiatives and fleet modifications at the LIRR (\$11 million).

The 2022 increase reflects the above-mentioned drivers at MTA Bus (\$6 million) and NYCT (\$5 million); These projections are partly offset by lower expenses at the LIRR (\$4 million) that are related to revised rolling-stock maintenance modifications and lower requirements for East Side Access (ESA); and MNR (\$2 million), reflecting the impact of completing Center Door Coach seat and vestibule floor replacement projects, and the retiming of M-8 seat replacement work.

Compared with the July Plan, expenses decrease by \$45 million in 2018, \$4 million in 2019, \$2 million in 2020, then increase by \$14 million in 2021 and \$13 million in 2022. The 2018 decrease is mostly due to the revised timing of RCM work, operating-funded capital, and Budget Reduction Program (BRP) initiatives at the LIRR (\$34 million); and lower requirements at NYCT (\$11 million). These adjustments are partially offset by an increase of \$2 million at MNR that reflect the retiming of RCM.

For 2019 and 2020, the decreases are mainly due to the above-mentioned BRP initiatives, improved right-of-way maintenance, and non-payroll savings at the LIRR; and revisions in the Shop Program and Express Bus service, and inflationary changes at MTA Bus. These changes are partly offset by increases at NYCT, mainly due to greater Scheduled Maintenance Systems (SMS) requirements; and RCM, and Center-Door Coach seat and vestibule floor replacement programs at MNR. The 2021 and 2022 increases are mostly due to above-mentioned initiatives at NYCT. These changes are partly offset by decreases at the LIRR, MTA Bus, and MNR for previously mentioned initiatives.

Compared with the February Plan, expenses increase by \$3 million in 2018 and \$11 million in 2019, they decrease by \$20 million in 2020 and \$13 million in 2021. The slight increase in 2018 is mainly attributable to NYCT. The 2019 increase is driven primarily by NYCT, the Commuter Railroads and MTA Bus. The decreases in 2020 and 2021 are based on initiatives previously noted at the LIRR, MTA Bus, and MNR.

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 \$225 million in 2018, \$231 million in 2019, \$225 million in 2020, \$240 million 2021, and \$242 million in 2022, reflecting a year-to-year increase of \$5 million in 2019, a decrease of \$5 million in 2020, and increases of \$15 million in 2021 and \$2 million 2022.

The increase in 2019 is mostly attributable to the LIRR (\$7 million), reflecting lower restitution of property damage and one-time insurance reimbursements, and East Side Access (ESA) readiness efforts. Other agency changes are minor. These are partially offset by lower expenses at MTAHQ (\$4 million), reflecting revised timing assumptions for the Rockaway Resident Discount Program and the Verrazzano-Narrows Bridge Toll Rebate Program.

The 2020 decrease is mainly due to MNR (\$10 million), reflecting a one-time insurance reimbursement for the 2016 Park Avenue Viaduct fire and higher recoveries associated with the Passenger Rail Investment and Improvement Act (PRIIA). This variance is partly offset by slightly higher expenses at NYCT and B&T of \$2 million and \$1 million, respectively.

The 2021 increase is driven by MNR (\$12 million) and due mainly to the non-recurrence of the reimbursement for the 2016 Park Avenue Viaduct fire (previous year), and higher inflation-driven increases in NJ Transit subsidy expenses; normal inflationary growth at B&T (\$1 million); and ESA readiness efforts at the LIRR (\$1 million).

The 2022 increase is largely due to inflationary growth.

Compared with the July Plan, expenses decrease by \$5 million in 2018, increase by \$2 million in 2019, decrease by \$2 million in 2020, and decrease by \$1 million in both 2021 and 2022. The decreases are mainly due to a reimbursement from insurance based on a prior year derailment at the LIRR; and higher recoveries associated with the Passenger Rail Investment and Improvement Act (PRIIA), reimbursement for losses sustained in 2016 from a restaurant located in GCT, and the impact of Budget Reduction Programs (BRPs) at MNR. These projections are partially offset by a combined annual average increase of \$2 million at both NYCT and SIR.

Compared with the February Plan, expenses increase by \$12 million in 2018 and \$6 million in 2019, decrease by \$8 million in 2020, and increase by \$2 million in 2021. The increases are mainly due to additional Owner-Controlled Insurance Program (OCIP) safety expenses at FMTAC; higher estimates for credit/debit card fees and other revenue collection processing fees at B&T; revised timing (to 2020 from 2018) of the reimbursement for the 2016 Park Avenue Viaduct fire at MNR; and the timing of reimbursement for the Verrazzano-Narrows Bridge Truck Toll program at MTAHQ. These expenses are partially offset by decreases at MNR mostly due to higher insurance recoveries, and similarly, recoveries associated with the Passenger Rail Investment and Improvement Act (PRIIA) and BRPs at MNR; and an insurance settlement and BRPs at the LIRR.

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 2018 July Plan. Detailed narratives describing each subsidy and the forecast methodologies employed are also included. The details of Bridges and Tunnels operations that produce the Operating Surplus Transfer are discussed in the Bridges and Tunnels portion of the Agency Financial Plans section of this report. Consolidated income and expense information on NYCT's Paratransit operation is included at the end of this section. (Note that additional details on NYCT's Paratransit operation can be found in the New York City Transit portion of the Agency Financial Plans section of this report.)

The November Financial Plan, consistent with the July Plan, reflects the impact of new State legislation enacted in April 2018 which provides additional revenues to the MTA to jump-start the NYCT Subway Action Plan (SAP) and cover these costs incurred in 2017 and 2018; it also reflects the impact of additional legislation, beginning in 2019 and continuing thereafter, that is intended to provide a stable and long-term revenue stream from a for-hire vehicle transportation surcharge earmarked to maintain the level of effort started with the SAP, along with additional resources for outer borough transit improvements and other MTA needs. Additional information on these subsidies is provided under New Funding Sources in this Subsidy section. The State legislation provides \$508 million in 2018, comprised of equal contributions of \$254 million from the State and the City of New York, for the funding of the SAP. Beginning in 2019, the for-hire vehicle surcharge is estimated to provide \$365 million in 2019 and \$385 million annually thereafter.

On an *accrual basis*, Dedicated Taxes and State and Local Subsidies, which excludes Other Funding Agreements¹, are projected to increase by \$742 million, or 12.8 percent, in 2018 and by \$21 million, or 0.3 percent, in 2019, followed by average annual growth of 3 percent thereafter. The large increase in 2018 is due primarily to the additional funds for the Subway Action Plan. Excluding these new revenues, the year-over-year increase in 2018 would be 4.0 percent. With the exception of Mortgage Recording Tax revenues, which decline slightly, and State and Local subsidies, which are unchanged, other dedicated taxes and subsidies increased by 5.2 percent from 2017.

For 2019, year-over-year projected growth in Dedicated Taxes and State and Local Subsidies is tempered by the reduction in SAP-related funding as NYCT transitions from the jump-start of the SAP to a "steady-state" level of maintenance. 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) also trend upwards, reflecting projected favorable economic growth in the MTA Commuter Transportation District (MCTD). Increases for MMTOA reflect higher revenue estimates for sales taxes and corporate surcharges on businesses in the MCTD; higher PMT estimates reflect projected growth in regional wage and salary disbursements; and, higher MRT revenue projections reflect improvements in mortgage activity in the MCTD. Urban Tax revenues decline modestly in 2019 and 2020 and then increase in 2021 and 2022, reflecting changes in the levels of commercial real estate transactions. Petroleum Business Tax (PBT) revenues grow modestly in 2019, followed by a slight decline in 2020 and remain flat thereafter, based on estimates by the State. The November Plan forecast

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.

of Dedicated Taxes and State and Local Subsidies is projected to grow to \$7,058 million by 2022.

Compared with the July Plan estimates, the November Plan subsidy forecast is higher by \$94 in 2018 and \$36 million in 2019, mostly reflecting higher Urban Tax due to favorable commercial real estate transactions in New York City, offset by unfavorable Mortgage Recording Tax transactions due to lower mortgage transactions in the MTA region and PMT due to slower projected growth in regional wage and salary disbursements. Accrued subsidy projections are unfavorable versus the July Plan by \$1 million in 2020, \$33 million in 2021 and \$60 million in 2022, due to lower estimates for Mortgage Recording Tax and Payroll Mobility Tax, partially offset by higher Urban Tax transactions. Compared with the February Plan, the 2018 November Forecast is \$604 million higher; however, \$254 million of the variance represents SAP subsidies that were captured below-the-line in the MTA February Plan and are now incorporated into the baseline; the actual plan-to-plan variance is \$350 million, reflecting additional SAP revenues that were included in the State Enacted Budget released in April 2018. Accrued subsidy projections are favorable by \$437 million in 2019, \$424 million in 2020 and \$402 million in 2021. Similar to 2018, \$150 million of the annual variances from 2019 to 2021 represent revenues that were captured below-the-line in the February Plan and are now incorporated into the baseline. After these baseline adjustments, the actual plan-to-plan variances are \$287 million in 2019, \$274 million in 2020 and \$251 million in 2021, primarily due to additional revenues from the new for-hire vehicle surcharge, higher Urban Tax revenues due to favorable commercial real estate transaction in New York City, and higher MMTOA and PBT revenues, both due to improved tax-generating activity in the MCTD, and partially offset by unfavorable Mortgage Recording Tax revenues, PMT revenues and MTA Aid revenues.

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 \$6,586 million in 2018. With the exception of 2019 when the forecast declines by \$132 million, subsidies increase annually growing to \$6,891 million in 2022. Overall growth is due primarily to the additional funds from the new revenue stream, higher forecasts for MMTOA and PMT, and net favorable MRT, Urban Tax, PBT and MTA Aid receipts over the period from 2018 to 2022.

Compared with the July Plan forecast, the November Plan forecast is higher by \$27 million in 2018 and \$17 million in 2019; the out-year forecasts are below the July Plan by \$6 million in 2020, \$14 million in 2021 and \$41 million in 2022. Excluding transactional cash adjustments that are discussed in the Other Subsidy Adjustment section of this report, actual cash variances are higher by \$662 in 2018, \$32 million in 2019, \$154 million in 2020, \$165 million in 2021 and \$185 in 2022, primarily reflecting the new revenue stream, higher MMTOA and PMT, and net favorable MRT, Urban Tax, PBT and MTA receipts for the period from 2018 to 2022. Compared with the February Plan forecast, the November Plan forecast is higher by \$776 million in 2018, \$580 million in 2019, \$483 million in 2020 and \$414 million in 2021. After adjustments for transactional cash adjustments that are discussed in the Other Subsidy Adjustment section of this report, actual cash variances were higher by \$595 million in 2018, \$440 million in 2019, \$427 million in 2020 and \$400 million in 2021, primarily reflecting the new revenue stream, higher Urban Tax, MMTOA and PBT, partially offset by lower MRT and PMT revenues.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019 - 2022
Consolidated Subsidies
Accrual Basis
(\$ in Millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<u>Subsidies</u>						
<i>Dedicated Taxes</i>						
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$1,668.0	\$1,686.6	\$1,777.6	\$1,840.4	\$1,918.3	\$1,999.4
Petroleum Business Tax (PBT)	606.0	629.0	637.4	637.0	637.0	637.0
Mortgage Recording Tax (MRT)	452.7	444.5	454.3	470.4	484.5	499.4
MRT Transfer to Suburban Counties	(4.9)	(5.6)	(6.0)	(6.4)	(6.8)	(7.1)
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Interest	5.4	5.3	5.3	5.3	5.3	5.3
Urban Tax	539.1	647.3	624.5	603.3	604.3	616.3
Other Investment Income	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>
	\$3,257.5	\$3,398.3	\$3,484.2	\$3,541.3	\$3,633.9	\$3,741.5
<i>PMT and MTA Aid</i>						
Payroll Mobility Tax (PMT)	\$1,450.9	\$1,526.4	\$1,594.9	\$1,668.3	\$1,739.1	\$1,810.5
Payroll Mobility Tax Replacement Funds	244.3	244.3	244.3	244.3	244.3	244.3
MTA Aid	<u>291.9</u>	<u>303.0</u>	<u>308.2</u>	<u>308.2</u>	<u>309.2</u>	<u>310.2</u>
	\$1,987.0	\$2,073.7	\$2,147.3	\$2,220.7	\$2,292.5	\$2,365.0
<i>New Funding Sources</i>						
NYS Operating Support for SAP	\$0.0	\$254.0	\$0.0	\$0.0	\$0.0	\$0.0
NYC Operating Support for SAP	0.0	254.0	0.0	0.0	0.0	0.0
NYC Transportation Assistance Fund	<u>0.0</u>	<u>0.0</u>	<u>365.0</u>	<u>385.0</u>	<u>385.0</u>	<u>385.0</u>
	\$0.0	\$508.0	\$365.0	\$385.0	\$385.0	\$385.0
<i>State and Local Subsidies</i>						
State Operating Assistance	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance	187.9	187.9	187.9	187.9	187.9	187.9
Station Maintenance	<u>165.2</u>	<u>171.5</u>	<u>176.0</u>	<u>180.7</u>	<u>185.5</u>	<u>190.4</u>
	\$541.0	\$547.3	\$551.8	\$556.6	\$561.4	\$566.2
Subtotal Dedicated Taxes & State and Local Subsidies	\$5,785.5	\$6,527.3	\$6,548.3	\$6,703.5	\$6,872.8	\$7,057.7
<i>Other Funding Agreements</i>						
City Subsidy for MTA Bus Company	\$461.5	\$549.2	\$528.0	\$492.4	\$519.3	\$554.2
City Subsidy for Staten Island Railway	58.5	51.0	54.0	53.5	59.7	64.7
CDOT Subsidy for Metro-North Railroad	<u>110.1</u>	<u>126.5</u>	<u>118.6</u>	<u>120.6</u>	<u>124.3</u>	<u>130.1</u>
	\$630.2	\$726.7	\$700.6	\$666.4	\$703.4	\$749.0
Total Dedicated Taxes & State and Local Subsidies	\$6,415.8	\$7,254.0	\$7,249.0	\$7,370.0	\$7,576.2	\$7,806.7
<i>Inter-agency Subsidy Transactions</i>						
B&T Operating Surplus Transfer	<u>\$740.1</u>	<u>\$645.8</u>	<u>\$586.5</u>	<u>\$647.8</u>	<u>\$661.0</u>	<u>\$647.7</u>
	\$740.1	\$645.8	\$586.5	\$647.8	\$661.0	\$647.7
TOTAL SUBSIDIES	\$7,155.9	\$7,899.8	\$7,835.4	\$8,017.7	\$8,237.2	\$8,454.4

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

	2018	2019	2020	2021	2022
<u>Subsidies</u>					
<i>Dedicated Taxes</i>					
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Petroleum Business Tax (PBT)	3.8	3.8	3.8	3.8	3.8
Mortgage Recording Tax (MRT)	(28.0)	(37.2)	(38.0)	(42.3)	(44.8)
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	118.1	76.6	38.6	17.8	4.7
Other Investment Income	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$93.9	\$43.2	\$4.4	(\$20.7)	(\$36.4)
<i>PMT and MTA Aid</i>					
Payroll Mobility Tax (PMT)	\$0.0	(\$7.3)	(\$5.6)	(\$12.1)	(\$23.3)
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	(\$7.3)	(\$5.6)	(\$12.1)	(\$23.3)
<i>New Funding Sources</i>					
NYS Operating Support for SAP	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
NYC Operating Support for SAP	0.0	0.0	0.0	0.0	0.0
NYC Transportation Assistance Fund	<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	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Local Operating Assistance	0.0	0.0	0.0	0.0	0.0
Station Maintenance	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Subtotal Dedicated Taxes & State and Local Subsidies	\$93.9	\$35.9	(\$1.3)	(\$32.8)	(\$59.6)
<i>Other Funding Agreements</i>					
City Subsidy for MTA Bus Company	\$0.7	(\$5.0)	(\$22.3)	(\$18.1)	(\$8.9)
City Subsidy for Staten Island Railway	2.2	7.4	3.7	3.4	4.0
CDOT Subsidy for Metro-North Railroad	<u>9.7</u>	<u>(10.8)</u>	<u>(4.0)</u>	<u>(7.3)</u>	<u>(8.0)</u>
	\$12.6	(\$8.4)	(\$22.6)	(\$22.0)	(\$12.8)
Total Dedicated Taxes & State and Local Subsidies	\$106.5	\$27.5	(\$23.9)	(\$54.9)	(\$72.5)
<i>Inter-agency Subsidy Transactions</i>					
B&T Operating Surplus Transfer	<u>\$54.0</u>	<u>\$46.0</u>	<u>\$39.3</u>	<u>\$43.2</u>	<u>\$46.0</u>
	\$54.0	\$46.0	\$39.3	\$43.2	\$46.0
TOTAL SUBSIDIES	\$160.5	\$73.5	\$15.4	(\$11.6)	(\$26.5)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019 - 2022
Consolidated Subsidies
Cash Basis
(\$ in Millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<u>Subsidies</u>						
<i>Dedicated Taxes</i>						
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$1,668.0	\$1,686.6	\$1,777.6	\$1,840.4	\$1,918.3	\$1,999.4
Petroleum Business Tax (PBT)	617.1	628.2	637.4	637.3	633.8	632.9
Mortgage Recording Tax (MRT)	461.4	442.8	452.9	469.2	483.3	498.2
MRT Transfer to Suburban Counties	(4.1)	(4.9)	(5.6)	(6.0)	(6.4)	(6.8)
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
MTA Bus Debt Service	(24.9)	(23.8)	(23.8)	(23.8)	(23.8)	(23.8)
Interest	5.4	5.3	5.3	5.3	5.3	5.3
Urban Tax	585.5	638.1	626.4	603.3	603.3	615.8
Other Investment Income	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>
	\$3,299.5	\$3,363.6	\$3,461.4	\$3,516.9	\$3,605.0	\$3,712.3
<i>PMT and MTA Aid</i>						
Payroll Mobility Tax (PMT)	\$1,435.6	\$1,526.4	\$1,594.9	\$1,668.3	\$1,739.1	\$1,810.5
Payroll Mobility Tax Replacement Funds	244.3	244.3	244.3	244.3	244.3	244.3
MTA Aid	<u>306.2</u>	<u>303.0</u>	<u>308.2</u>	<u>308.2</u>	<u>309.2</u>	<u>310.2</u>
	\$1,986.1	\$2,073.7	\$2,147.3	\$2,220.7	\$2,292.5	\$2,365.0
<i>New Funding Sources</i>						
NYS Operating Support for SAP	\$0.0	\$254.0	\$0.0	\$0.0	\$0.0	\$0.0
NYC Operating Support for SAP	0.0	254.0	0.0	0.0	0.0	0.0
NYC Transportation Assistance Fund	<u>0.0</u>	<u>0.0</u>	<u>365.0</u>	<u>385.0</u>	<u>385.0</u>	<u>385.0</u>
	\$0.0	\$508.0	\$365.0	\$385.0	\$385.0	\$385.0
<i>State and Local Subsidies</i>						
State Operating Assistance	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance	188.4	187.9	187.9	187.9	187.9	187.9
Station Maintenance	<u>166.1</u>	<u>168.7</u>	<u>172.4</u>	<u>177.2</u>	<u>181.9</u>	<u>186.7</u>
	\$542.4	\$544.5	\$548.2	\$553.0	\$557.8	\$562.6
<i>Other Subsidy Adjustments</i>						
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)	2.3	15.8	9.4	(0.3)	0.0	0.0
MNR Repayment of 525 North Broadway	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)
Committed to Capital Program Contributions	(300.9)	(38.8)	(63.9)	(122.8)	(180.6)	(120.2)
Drawdown of GASB 45 OPEB Reserves	<u>17.0</u>	<u>132.7</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	(\$295.6)	\$95.8	(\$68.5)	(\$137.0)	(\$194.5)	(\$134.1)
Subtotal Dedicated Taxes & State and Local Subsidies	\$5,532.3	\$6,585.5	\$6,453.4	\$6,538.6	\$6,645.8	\$6,890.7
<i>Other Funding Agreements</i>						
City Subsidy for MTA Bus Company	\$519.9	\$463.9	\$693.8	\$500.1	\$453.8	\$540.4
City Subsidy for Staten Island Railway	53.0	58.5	51.0	54.0	53.5	59.7
CDOT Subsidy for Metro-North Railroad	<u>130.6</u>	<u>121.0</u>	<u>118.6</u>	<u>120.6</u>	<u>124.3</u>	<u>130.1</u>
	\$703.5	\$643.4	\$863.5	\$674.7	\$631.6	\$730.3
Total Dedicated Taxes & State and Local Subsidies	\$6,235.9	\$7,229.0	\$7,316.9	\$7,213.3	\$7,277.4	\$7,621.0
<i>Inter-agency Subsidy Transactions</i>						
B&T Operating Surplus Transfer	<u>\$731.0</u>	<u>\$684.8</u>	<u>\$592.4</u>	<u>\$641.6</u>	<u>\$659.7</u>	<u>\$649.0</u>
	\$731.0	\$684.8	\$592.4	\$641.6	\$659.7	\$649.0
TOTAL SUBSIDIES	\$6,966.9	\$7,913.8	\$7,909.3	\$7,854.9	\$7,937.1	\$8,270.0

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

	2018	2019	2020	2021	2022
<u>Subsidies</u>					
<i>Dedicated Taxes</i>					
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Petroleum Business Tax (PBT)	3.8	3.8	3.8	3.8	3.8
Mortgage Recording Tax (MRT)	(8.9)	(14.7)	(19.2)	(22.2)	(25.4)
MRT Transfer to Suburban Counties	0.0	0.0	0.0	0.0	0.0
Reimburse Agency Security Costs	0.0	0.0	0.0	0.0	0.0
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	30.7	31.8	16.3	16.3	4.3
Other Investment Income	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$25.6	\$20.9	\$0.9	(\$2.1)	(\$17.4)
<i>PMT and MTA Aid</i>					
Payroll Mobility Tax (PMT)	\$0.0	(\$7.3)	(\$5.6)	(\$12.1)	(\$23.3)
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	(\$7.3)	(\$5.6)	(\$12.1)	(\$23.3)
<i>New Funding Sources</i>					
NYS Operating Support for SAP	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
NYC Operating Support for SAP	0.0	0.0	0.0	0.0	0.0
NYC Transportation Assistance Fund	<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	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Local Operating Assistance	0.0	0.0	0.0	0.0	0.0
Station Maintenance	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<i>Other Subsidy Adjustments</i>					
NYCT Charge Back of MTA Bus Debt Service	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Forward Energy Contracts Program - Gain/(Loss)	1.7	3.1	(1.7)	0.0	0.0
MNR Repayment of 525 North Broadway	0.0	0.0	0.0	0.0	0.0
Committed to Capital Program Contributions	0.0	0.0	0.0	0.0	0.0
Drawdown of GASB 45 OPEB Reserves	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$1.7	\$3.1	(\$1.7)	\$0.0	\$0.0
Subtotal Dedicated Taxes & State and Local Subsidies	\$27.3	\$16.8	(\$6.4)	(\$14.2)	(\$40.6)
<i>Other Funding Agreements</i>					
City Subsidy for MTA Bus Company	(\$56.8)	\$160.3	(\$24.0)	(\$71.8)	(\$9.3)
City Subsidy for Staten Island Railway	0.0	2.2	7.4	3.7	3.4
CDOT Subsidy for Metro-North Railroad	<u>4.3</u>	<u>(10.8)</u>	<u>(4.0)</u>	<u>(7.3)</u>	<u>(8.0)</u>
	(\$52.6)	\$151.7	(\$20.7)	(\$75.4)	(\$14.0)
Total Dedicated Taxes & State and Local Subsidies	(\$25.2)	\$168.5	(\$27.1)	(\$89.6)	(\$54.6)
<i>Inter-agency Subsidy Transactions</i>					
B&T Operating Surplus Transfer	<u>\$48.6</u>	<u>\$46.8</u>	<u>\$39.9</u>	<u>\$42.8</u>	<u>\$45.7</u>
	\$48.6	\$46.8	\$39.9	\$42.8	\$45.7
TOTAL SUBSIDIES	\$23.4	\$215.3	\$12.9	(\$46.7)	(\$8.9)

METROPOLITAN MASS TRANSPORTATION OPERATING ASSISTANCE (MMTOA)

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

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

Tax law changes implemented in January 2015 require general business corporations deriving at least \$1 million in receipts from activity in New York State, or those that are part of a combined group with New York-derived receipts totaling at least \$1 million, to pay the Corporate Franchise Tax, and the Corporate Surcharge if operating in the MCTD. The changes effectively merge Article 32 of the New York Tax Law, that was applicable to banking corporations, into Article 9-A, applicable to general corporations, to streamline the tax rules for equitability for taxpayers engaged in similar activities. To offset the impact of these tax changes, NYS Department of Taxation and Finance annually adjusts the rate of the Corporate Surcharge to reflect a dollar amount equal to the financial projections in the State's Enacted Budget; for 2018-19, the Corporate Surcharge was increased from 28.3% to 28.6%.

2018 November Forecast

The estimate of total taxes in the MMTOA fund for downstate mass transit operations for 2018 is \$2,267 million. Of this allotment, \$1,687 million in funds exclusive of 18-b² is appropriated for the benefit of MTA, with \$1,140 million for NYCT/SIR and \$547 million for the Commuter Railroads. Further, an additional \$190 million of MMTOA is earmarked to fund the State's 18-b obligation, which includes \$154 million for NYCT/SIR and \$21 million for the Commuter Railroads. Both the MMTOA and 18-b levels flowing to the MTA are unchanged from 2017 and from both the 2018 Mid-Year Forecast and Adopted Budget. The amounts appropriated in the New York State 2018-19 Enacted Budget, combined with the State 18-b amounts, reflect a 57.1% share of the downstate portion of MMTOA for NYCT/SIR and 25.0% for the Commuter Railroads. MMTOA

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

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

and State 18-b funds are also allotted to MTA Bus and other downstate transportation properties. 2018 MMTOA receipts to the MTA are \$19 million higher than the 2017 level, and are unchanged from both the Mid-Year Forecast and Adopted Budget, reflecting the NYS Enacted Budget 2018-19 appropriation.

2019 Final Proposed Budget

The 2019 Final Proposed Budget estimates MTA MMTOA revenue at \$1,778 million, which is \$91 million (5.4%) more than the 2018 November Forecast. The forecast is unchanged from the 2018 Preliminary Budget, and is \$21 million more than the February Plan forecast. Of the total, \$1,203 million is earmarked for NYCT/SIR and \$574 million is earmarked for the Commuter Railroads. Year-over-year changes for the Corporate Surcharge, the Sales Tax and the PBT components of MMTOA are 6.5%, 3.4% and 2.6% respectively, while revenue from the Corporate Franchise Tax is expected to decline by 0.4%. These forecasts reflect the latest revenue projections from New York State Division of Budget.

The Final Proposed Budget further assumes that the State's funding of its 18-b obligation for NYCT/SIR and the Commuter Railroads will be \$175 million, unchanged from the 2019 Preliminary Budget and the February Plan. The percentage allocations of MMTOA's downstate shares remain at the 2018 levels of 57.1% for NYCT/SIR and 25.0% for the Commuter Railroads.

2020 – 2022

MTA MMTOA forecasts are \$1,840 million in 2020, \$1,918 million in 2021, and \$1,999 million in 2022, increasing 4% annually; these forecasts are unchanged from the July Plan and higher than the February Plan by \$26 million in 2020 and \$36 million in 2021. The annual MMTOA estimates, reflecting the latest revenue projections from New York State Division of Budget, are based on: sales tax receipts increasing 3% annually; PBT receipts decreasing between 0.6% to 0.9% annually; corporate tax surcharge revenues increasing between 3% and 5% annually; and corporate franchise tax receipts decreasing 1.0% in 2020 and increasing 0.4% annually in both 2021 and 2022.

MMTOA STATE DEDICATED TAXES
November Financial Plan 2019-2022
(\$ in millions)

	ACTUAL	FORECAST				
	2017	2018	2019	2020	2021	2022
<u>Forecast of MMTOA Gross Receipts (\$FY):</u>						
Sales Tax	\$962.0	\$992.0	\$1,026.0	\$1,059.0	\$1,095.0	\$1,132.2
PBT	127.2	131.6	135.0	134.2	133.0	131.8
Corporate Franchise	1,067.4	49.7	49.5	49.0	49.2	49.4
Corporate Surcharge	59.5	1,155.2	1,230.3	1,274.8	1,334.0	1,395.9
Investment Income	18.9	17.5	17.5	17.5	17.5	17.5
Total Gross Receipts Available for Allocation	\$2,235.0	\$2,346.0	\$2,458.3	\$2,534.5	\$2,628.7	\$2,726.9

Allocation of Total Gross Receipts to Downstate:

Total Gross Receipts	\$2,235.0	\$2,346.0	\$2,458.3	\$2,534.5	\$2,628.7	\$2,726.9
Less: Upstate Share of PBT	(57.2)	(59.2)	(60.8)	(60.4)	(59.9)	(59.3)
Less: Upstate Share of Transmission	(19.8)	(19.8)	(19.8)	(19.8)	(19.8)	(19.8)
Less: NYS GF Transfer - Hold Harmless	0.0	0.0	0.0	0.0	0.0	0.0
Upstate Percent Share of Investment Income	2.58%	2.54%	2.49%	2.40%	2.29%	2.19%
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	\$2,157.5	\$2,266.5	\$2,377.3	\$2,453.9	\$2,548.6	\$2,647.4
Less: 18-B Adjustment	(189.5)	(189.5)	(189.5)	(189.5)	(189.5)	(189.5)
Adjusted Total Net Downstate Share for Allocation	\$1,967.9	\$2,077.0	\$2,187.8	\$2,264.4	\$2,359.1	\$2,457.8
Add: NYS Reimbursement	0.0	0.0	0.0	0.0	0.0	0.0
Adjusted Total Net Downstate Share + Other	\$1,967.9	\$2,077.0	\$2,187.8	\$2,264.4	\$2,359.1	\$2,457.8

Allocation of Total Net Downstate Share to NYCT/SIR:

NYCT/SIR Share	59.24%	57.09%	57.09%	57.09%	57.09%	57.09%
From Total Net Downstate Share	\$1,278.1	\$1,293.9	\$1,357.1	\$1,400.9	\$1,454.9	\$1,511.3
Less: 18-B Adjustment	(153.9)	(153.9)	(153.9)	(153.9)	(153.9)	(153.9)
Reduced Economic Activity	0.0	0.0	0.0	0.0	0.0	0.0
Adjusted Total Net Downstate Share	\$1,124.3	\$1,140.0	\$1,203.3	\$1,247.0	\$1,301.1	\$1,357.5
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	\$1,140.0	\$1,203.3	\$1,247.0	\$1,301.1	\$1,357.5
SIR Share (Accrued)	4.006	4.062	4.287	4.443	4.636	4.836
Total SIR Share (Cash)	4.0	4.1	4.3	4.4	4.6	4.8
Total NYCT Share of Net Downstate Share	\$1,120.3	\$1,136.0	\$1,199.0	\$1,242.6	\$1,296.5	\$1,352.6

Allocation of Total Net Downstate Share to MTA:

MTA Share	26.18%	25.05%	25.05%	25.05%	25.05%	25.05%
From Total Net Downstate Share	\$564.9	\$567.7	\$595.5	\$614.7	\$638.4	\$663.1
Less: 18-B Adjustment	(21.2)	(21.2)	(21.2)	(21.2)	(21.2)	(21.2)
Reduced Economic Activity	0.0	0.0	0.0	0.0	0.0	0.0
Adjusted Total Net Downstate Share	\$543.7	\$546.5	\$574.3	\$593.5	\$617.2	\$641.9
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	\$546.5	\$574.3	\$593.5	\$617.2	\$641.9

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

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

2018 November Forecast

PBT receipts are projected to be \$628 million for 2018, an \$11 million (1.8%) increase from 2017 due to higher estimates for petroleum and motor fuel tax receipts. Projected revenues are \$4 million (0.6%) favorable to both the Mid-Year Forecast and Adopted Budget, reflecting actual collections through October 2018. Of the total PBT allocation, \$534 million is earmarked for New York City Transit and \$94 million for the commuter railroads.

2019 Final Proposed Budget

The 2019 Final Proposed Budget for PBT is \$637 million, a \$9 million (1.5%) increase from the 2018 November Forecast due to higher petroleum tax and motor fuel tax estimates. The forecast is \$4 million (0.6%) above the July Plan forecast and \$22 million (3.6%) above the February Plan forecast, reflecting a higher 2018 base.

2020 - 2022

For the remainder of the Plan period, PBT forecasts are \$637 million in 2020, \$634 million in 2021 and \$633 million in 2022, reflecting year-to-year declines of less than a million dollars in both 2020 and 2022, and a decline of \$3 million (0.5%) in 2021. These estimates are higher than the July Plan by \$4 million (0.6%) annually for the period 2020 to 2022, and higher than the February Plan by \$25 million (4.1%) in 2020 and \$22 million (3.6%) in 2021, reflecting a higher 2018 base estimate.

PETROLEUM BUSINESS TAX PROJECTIONS
November Financial Plan 2019-2022
(\$ in millions)

	ACTUAL	FORECAST				
	2017	2018	2019	2020	2021	2022
Total Net PBT Collections Available for Distribution	\$1,814.9	\$1,847.7	\$1,874.6	\$1,874.3	\$1,864.2	\$1,861.6

Distribution Shares:

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

Amount of Total Net Collections Available for the MTA:

Accrual Basis

NYCT/SIR Share of MTA Total	\$515.1	\$534.6	\$541.8	\$541.4	\$541.4	\$541.4
Commuter Railroad Share of MTA Total	90.9	94.3	95.6	95.5	95.5	95.5
MTA Total of Net Collections	\$606.0	\$629.0	\$637.4	\$637.0	\$637.0	\$637.0

Cash Basis

NYCT/SIR Share of MTA Total	\$524.5	\$534.0	\$541.8	\$541.7	\$538.8	\$538.0
Commuter Railroad Share of MTA Total	92.6	94.2	95.6	95.6	95.1	94.9
MTA Total of Net Collections	\$617.1	\$628.2	\$637.4	\$637.3	\$633.8	\$632.9

MORTGAGE RECORDING TAXES (MRT)

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

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

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

Forecast Methodology

MRT forecasts consist of actual receipts through October 2018, with the remainder of 2018 based on recent trends in collection activity. For 2019 and subsequent years, forecasts are consistent with estimates in the City of New York's May 2018 Executive 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.

2018 November Forecast

MRT receipts are forecast to be \$443 million in 2018, a \$19 million (4.0%) decrease from 2017 receipts; this projection is 42 percent lower than when MRT receipts peaked in 2006. Compared with 2017, MRT-1, which is collected on all mortgages, is projected to decrease \$13 million (4.0%) while MRT-2, which is only paid on residential properties with fewer than seven units in the structure, is forecast to decrease \$6 million (4.0%). The 2018 November Forecast is \$9 million (2.0%) less than the Mid-Year Forecast; MRT-1 is estimated to be \$7 million (2.3%) lower, while MRT-2 is projected to be \$1 million (1.1%) lower, indicating reduced mortgage activity in both the residential and commercial mortgage markets compared with the expectations in the Mid-Year Forecast. Compared with the Adopted Budget, the November Forecast is \$28 million (6.0%) lower, with MRT-1 lower by \$13 million (4.0%) and MRT-2 lower by \$15 million (10.1%).

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.

2019 Final Proposed Budget

MRT receipts are projected to be \$453 million in 2019, \$10 million (2.3%) more than estimated for the 2018 November Forecast; MRT-1 receipts are projected to increase \$1 million (0.4%), while MRT-2 receipts are forecast to increase \$9 million (6.6%). The 2019 Final Proposed Budget is \$15 million (3.1%) less than the July Plan forecast, reflecting weaker activity in both the commercial and residential mortgage markets than was previously assumed. MRT-1 is estimated to be \$13 million (3.9%) lower and MRT-2 is projected to be \$2 million (1.5%) lower than the July Plan forecast. Compared with the February Plan, MRT receipts are projected to be unfavorable by \$37 million (7.6%), with MRT-1 lower by \$25 million (7.4%) and MRT-2 lower by \$12 million (8.0%).

2020 - 2022

MRT receipts are expected to grow annually, increasing \$16 million (3.6%) in 2020, \$14 million (3.0%) in 2021 and \$15 million (3.1%) in 2022. The projected growth in MRT receipts reflects modest growth in the regional economy over the course of the plan period, which is expected to have favorable impacts on housing demand – and, by extension, mortgage recording activity. Despite these increases, 2022 MRT receipts, which are projected to reach \$498 million, will still be 35 percent below receipts from sixteen years earlier, when MRT receipts peaked in 2006. Compared with the July Plan, MRT receipts are \$19 million (3.9%) lower in 2020, \$22 million (4.4%) lower in 2021 and \$25 million (4.9%) lower in 2022, reflecting a lower 2018 base and modestly weaker annual growth. MRT projections, compared with the February Plan, are lower by \$38 million (7.4%) and \$42 million (8.0%) for 2020 and 2021, respectively.

Other MRT-2 Adjustments (Cash)

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

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 and February Plans.

MRT-2 receipts are also earmarked for the MTA General Reserve, which is set at approximately one percent of total expenses. The General Reserve is \$160 million for 2018, \$165 million for 2019, \$170 million for 2020, \$175 for 2021 and \$180 for 2022; adjustments to the 2018 General Reserve are captured and explained in Volume 1 of this 2018 November Financial Plan.

MORTGAGE RECORDING TAX PROJECTIONS

November Financial Plan 2019-2022

(\$ in millions)

Cash Basis

	ACTUAL	FORECAST				
	2017	2018	2019	2020	2021	2022
MORTGAGE RECORDING TAX #261-1						

Receipts Available for Transfer to NYCT and CRs:

Total Gross Receipts	\$321.9	\$308.9	\$310.2	\$320.3	\$329.1	\$339.2
Less: MTAHQ Operating Expenses Net of Reimbursements	(647.2)	(754.3)	(739.8)	(720.1)	(728.7)	(734.8)

Receipts Available for Transfer	(\$325.3)	(\$445.3)	(\$429.6)	(\$399.8)	(\$399.6)	(\$395.7)
MRT-2 Required to Balance	325.3	445.3	429.6	399.8	399.6	395.7
Adjusted Receipts Available for Transfer	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

Allocation of Net Receipts to NYCT/SIR Account:

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

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

Allocation of Net Receipts to Commuter Railroad Account:

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

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

Receipts Available

Total Receipts to Corporate Account	\$139.5	\$133.9	\$142.8	\$148.9	\$154.2	\$159.1
All Agency Security Pool	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
MTA Bus Debt Service	(24.9)	(23.8)	(23.8)	(23.8)	(23.8)	(23.8)
General Reserve	0.0	(160.0)	(165.0)	(170.0)	(175.0)	(180.0)
Investment Income	5.4	5.3	5.3	5.3	5.3	5.3

Total Receipts Available for Transfer	\$109.9	(\$54.6)	(\$50.7)	(\$49.6)	(\$49.3)	(\$49.4)
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Use of Total Receipts:

DORF Opening Balance	\$4.5	\$4.5	\$4.5	\$4.5	\$4.5	\$4.5
Less: Transfer to MTA DORF Account	(8.6)	(9.4)	(10.0)	(10.5)	(10.9)	(11.2)
Less: Transfer to MTAHQ Funds	(325.3)	(445.3)	(429.6)	(399.8)	(399.6)	(395.7)

Net Receipts Available	(\$219.5)	(\$504.9)	(\$485.9)	(\$455.4)	(\$455.3)	(\$451.9)
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URBAN TAXES

The Urban Taxes consist of two distinct taxes applied to certain commercial real property transactions and mortgage recordings within New York City: a Real Property Transfer Tax (RPTT) 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; and 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. 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 2018, with projections for the remainder of 2018 based on recent trends in collection activity. For 2019 and subsequent years, forecasts are consistent with estimates in the City of New York's May 2018 Executive Budget. Receipts from unusually large transactions¹ are excluded from the base that is used to estimate Urban Tax receipts over the forecast period.

2018 November Forecast

Urban Tax receipts are forecast to be \$638 million in 2018, \$53 million (9.0%) more than 2017 receipts. This follows a \$225 million (27.8%) decline in 2017 compared with 2016 collections; about 40 percent of the 2017 decline was attributable to the level of receipts generated by large property transactions in 2016, which were significantly lower in 2017. The 2018 increase results from higher RPTT receipts, which are projected to increase \$78 million (22.5%), while MRT receipts are forecast to decrease \$25 million (10.7%). The 2018 forecast is \$488 million (326%) 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. Despite the current increase, the recent declines experienced in 2016 and 2017 leave the 2018 forecast below the 2007 high mark by \$245 million (28%). Compared with the Mid-Year Forecast, the November Forecast is favorable by \$31 million, a 5.1% increase, with RPTT receipts favorable by \$32 million (8.2%) while MRT receipts are unfavorable by \$1 million (0.7%). The November Forecast, compared with the Adopted Budget, is \$110 million (20.9%) favorable, with RPTT receipts favorable by \$106 million (33.4%) and MRT receipts favorable by \$4 million (2.0%).

2019 Final Proposed Budget

Urban Tax receipts are forecast to be \$626 million in 2019, a \$12 million (1.8%) decline from the 2018 November Forecast. RPTT receipts are forecast to increase by \$7 million (1.6%) while MRT receipts are expected to decrease by \$19 million (8.7%). The 2019 Final Proposed Budget is greater than the July Plan forecast by \$32 million (5.3%), with RPTT favorable by \$37 million (9.4%) while MRT is unfavorable by \$6 million (2.8%). Compared with the February Plan, the

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.

Final Proposed Budget is \$80 million (14.6%) favorable; RPTT receipts are favorable by \$102 million (31.0%) and MRT receipts are unfavorable by \$22 million (10.4%).

2020 - 2022

Urban Tax receipts are expected to decrease \$23 million (3.7%) in 2020, remain unchanged in 2021, and increase \$12 million (2.1%) in 2022, with receipts in 2022 projected to be \$616 million, still short of the 2007 pre-recession peak by \$268 million (30%). Urban Tax projections are forecast to exceed the July Plan by \$16 million (2.8%) for both 2020 and 2021 and by \$4 million (0.7%) for 2022. Compared with the February Plan, Urban Tax receipts are expected to be favorable by \$40 million (7.2%) in 2020 and by \$19 million (3.2%) in 2021.

NEW FUNDING SOURCES

The 2018-19 NYS Enacted Budget included a new revenue stream for the Metropolitan Transportation Authority (Article 29-C, Chapter 59 of the NYS Tax Law) to provide a stable, long-term source of funding for the Subway Action Plan, outer borough transit improvements, and other MTA needs.

For 2018, the State budget established the Subway Assistance Fund to cover the operating and capital costs associated with the Subway Action Plan, and committed both the State and the City of New York to contribute equally to this fund for 2018 only.

For 2019 and thereafter, the New York City Transportation Assistance Fund was established by the State to provide a stable ongoing source of funds for the Subway Action Plan and other improvements. Beginning on January 1, 2019, surcharges are imposed on for-hire vehicle trips entirely within New York State that start or terminate in, or traverse, Manhattan below 96th Street; revenues from these surcharges will be deposited into the New York Transportation Assistance Fund for the benefit of the MTA. This new revenue fund consists of deposits from the implementation of the following surcharges:

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

The fund consists of three sub-accounts, the Subway Action Plan Account, the Outer Borough Transportation Account, and the General Transportation Account. Moneys in each of these accounts are to be used for the following exclusive purposes:

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

2018 November Forecast

For 2018, the total estimated costs for the Subway Action Plan of \$836 million is directly funded by equal contributions of \$418 million from the State and the City of New York respectively, and must be paid to the MTA no later than the end of December 2018. This is a one-time funding from the State and the City, and the future costs of the Subway Action Plan will be funded from the for-hire vehicle surcharges that begin in January 2019. Of the total Subway Action Plan costs for 2018, \$508 million is for operations and is funded by equal contributions of \$254 million from State and the City of New York; the balance is capital costs, also equally funded by the State and the City.

The November Forecast for the Subway Action Plan of \$508 million, and the City and State contributions to fund it, is unchanged from the Mid-Year Forecast. Compared with the Adopted Budget, the November Forecast for Subway Action Plan is higher by \$254 million, reflecting additional revenues enacted in the State Budget that were not known at the time the Adopted Budget was approved by the MTA.

2019 Final Proposed Budget

The 2019 Final Proposed Budget forecasts of revenues from the new surcharges are \$342 million for the Subway Action Plan Account, \$50 million for the Outer Borough Account, and \$23 million for the General Transportation Account; these estimates are unchanged from the July Plan and are based on the NYS revenue projections included in the new legislation. These new funding sources for 2019 were not yet established by the State when the MTA February Plan was released.

2020 - 2022

The revenue projections for 2020 through 2022 from the new surcharges are unchanged from the July Plan. For the Subway Action Plan Account, revenues are forecast to be \$301 million in 2020 and \$300 million in both 2021 and 2022. Revenues for the Outer Borough Account are \$50 million annually through 2022, and revenues for the General Transportation Account are forecast to be \$84 million in 2020 and \$85 million in both 2021 and 2022. The new funding sources for 2020 to 2022 were not yet established by the State when the MTA February Plan was released.

NEW FUNDING SOURCES
November Financial Plan 2019 - 2022
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Accrual Basis						
NYS Operating Support for SAP	\$0.000	\$254.000	\$0.000	\$0.000	\$0.000	\$0.000
NYC Operating Support for SAP	0.000	254.000	0.000	0.000	0.000	0.000
NYC Transportation Assistance Fund	0.000	0.000	365.000	385.000	385.000	385.000
<i>Subway Action Plan Account</i>	0.000	0.000	342.000	301.000	300.000	300.000
<i>Outerborough Transportation Account</i>	0.000	0.000	50.000	50.000	50.000	50.000
<i>Less: Assumed Capital or Member Project</i>	0.000	0.000	(50.000)	(50.000)	(50.000)	(50.000)
<i>General Transportation Account</i>	0.000	0.000	23.000	84.000	85.000	85.000
Cash Basis						
NYS Operating Support for SAP	\$0.000	\$254.000	\$0.000	\$0.000	\$0.000	\$0.000
NYC Operating Support for SAP	0.000	254.000	0.000	0.000	0.000	0.000
NYC Transportation Assistance Fund	0.000	0.000	365.000	385.000	385.000	385.000
<i>Subway Action Plan Account</i>	0.000	0.000	342.000	301.000	300.000	300.000
<i>Outerborough Transportation Account</i>	0.000	0.000	50.000	50.000	50.000	50.000
<i>Less: Assumed Capital or Member Project</i>	0.000	0.000	(50.000)	(50.000)	(50.000)	(50.000)
<i>General Transportation Account</i>	0.000	0.000	23.000	84.000	85.000	85.000
Cash Flow Adjustments						
NYS Operating Support for SAP	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
NYC Operating Support for SAP	0.000	0.000	0.000	0.000	0.000	0.000
NYC Transportation Assistance Fund	0.000	0.000	0.000	0.000	0.000	0.000
<i>Subway Action Plan Account</i>	0.000	0.000	0.000	0.000	0.000	0.000
<i>Outerborough Transportation Account</i>	0.000	0.000	0.000	0.000	0.000	0.000
<i>Less: Assumed Capital or Member Project</i>	0.000	0.000	0.000	0.000	0.000	0.000
<i>General Transportation Account</i>	0.000	0.000	0.000	0.000	0.000	0.000

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. Amendments, effective April 2012, either reduced the tax rate or eliminated the PMT liability entirely for a number of taxpayers, leaving the liability as follows:

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

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

The tax law governing the Payroll Mobility Tax was amended in the 2018-19 State Enacted Budget, eliminating appropriation by the State legislature and allowing the PMT-collected funds to go directly to the MTA. The monthly schedule of payments to the MTA was also amended; as a result, collections will be advanced by two weeks at the end of each year, resulting in a one-time benefit to the MTA that the State is estimating will be \$60 million in 2018. This final 2018 payment, of \$60 million, will be transferred for the benefit of the MTA Subway Action Plan.

2018 November Forecast

PMT revenues for the 2018 November Forecast are projected to be \$1,526 million, a \$91 million (6.3%) increase over 2017 receipts. The November Forecast is unchanged from the Mid-Year Forecast and the Adopted Budget forecast, reflecting year-to-date actual collections through October. PMT replacement funds are projected to total \$244 million, which is unchanged from the Mid-Year Forecast and Adopted Budget. PMT revenues, including the replacement funds, total \$1,771 million for 2018.

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.

2019 Final Proposed Budget

The 2019 Final Proposed Budget forecast for PMT is \$1,595 million, \$68 million (4.0%) higher than the 2018 November Forecast. The forecast is \$7 million (0.5%) below both the July Plan and the February Plan, and reflects the latest regional wage and salary forecasts. The forecast for PMT replacement funds of \$244 million is unchanged from the 2018 level and from the July Plan and February Plan projections for 2019. Including the replacement funds, PMT revenues are projected to total \$1,839 million in 2019.

2020 - 2022

Excluding replacement funds, PMT is forecast to be \$1,668 million in 2020, \$1,739 in 2021 and \$1,811 in 2022. These forecasts are unfavorable to the July Plan and the February Plan by \$6 million in 2020 and \$12 million in 2021, and unfavorable to the July Plan by \$23 million in 2022, reflecting revised wage and salary forecasts. PMT replacement funds of \$244 million annually are unchanged from the July Plan and February Plan projections. Including the replacement funds, PMT revenues are projected to total \$1,913 million in 2020 and \$1,983 million in 2021 and \$2,055 in 2022.

MTA AID TRUST REVENUES

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

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

MTA Aid receipts for the 2018 November Forecast are projected to be \$303 million, a \$3 million (1.0%) decline from 2017 receipts. The November Forecast is unchanged from the Mid-Year Forecast and Adopted Budget, due to no changes in the projected revenues from the taxes and fees.

Lower receipts from the Taxicab Tax component of MTA Aid have significantly impacted MTA Aid revenues in recent years due to the decline in pickups made by Yellow and Green taxicabs; this decline has been attributed to market share increases by smartphone app-driven providers such as Uber and Lyft, which are not subject to the Taxicab Tax. From 2014 to 2017, receipts from the Taxicab Tax fell by \$26 million, a 32 percent decline. For 2018, there continues to be slight fall off of about \$5 million in Taxicab revenues based on the latest New York State projections.

For the 2019 Final Proposed Budget, MTA Aid is forecast to be \$308 million, a \$5 million (1.7%) increase from the 2018 November Forecast due to higher projected revenues from motor vehicle registration and auto rental fees. The forecast is unchanged from the July Plan forecast and \$5 million (1.5%) below the February Plan forecast, reflecting the latest projections provided by the New York State Division of the Budget. Out-year projections are \$308 million in 2020, \$309 million in 2021 and \$310 million in 2022, reflecting no growth in 2020, and \$1 million (0.3%) annual increases in 2021 and 2022. These estimates are unchanged from the July Plan and lower than the February Plan by \$7 million (2.1%) in 2020 and \$8 million (2.4%) in 2021.

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 and 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.

2018 November Forecast

The 2018 November cash forecast of State and Local Direct Subsidies is \$545 million, a \$2 million (0.4%) increase from 2017; the forecast is unchanged from the Mid-Year Forecast and \$1 million (0.1 %) favorable to the Adopted Budget.

2019 Final Proposed Budget

The 2019 Final Proposed Budget for State and Local Direct Subsidies, on a cash basis, is \$548 million or \$4 million (0.7%) above the 2018 November Forecast, while the estimate is unchanged from the July Plan forecast and \$1 million (0.1%) above the February Plan forecast.

2020 - 2022

State and Local Direct Subsidies are forecast to annually increase by \$5 million in each year from 2020 to 2022. These estimates are unchanged from the July Plan and are above the February Plan by \$1 million in 2020 and 2021.

OTHER SUBSIDY ADJUSTMENTS

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

NYCT Charge Back of MTA Bus Debt Service – Consistent with prior Plans, the November Plan reflects the MTA's agreement with the City of New York to fund a portion of MTA Bus debt service from New York City Transit subsidies each year, amounting to \$12 million annually for the duration of the Plan. These amounts reflect reimbursement to MTA Bus under a swap agreement with NYCT in which Federal capital grant money earmarked for MTA Bus is paid directly to NYCT; NYCT applies these funds to cover its own capital projects and in turn reimburses MTA Bus. This is in addition to the MTA's funding of all capital costs associated with the MTA Bus 2005-2009 Capital Program, currently \$24 million for 2018. [For details, see *Other MRT-2 Adjustments* in the Mortgage Recording Taxes section.]

Forward Energy Contracts Program – Since 2008, the MTA has hedged a portion of its projected fuel expense to reduce budgetary risk from price volatility. The Plan reflects continuation of this strategy, which provides a measure of financial stability from price fluctuations. To effectuate the strategy of reducing the budgetary impact from fuel price volatility, new hedge contracts, extending as far as 24 months from execution date, are executed on a monthly basis. MTA's hedging strategy is not intended to be speculative, but rather to reduce the financial impacts of fuel price changes. With approximately half of MTA's fuel needs covered by hedges at any time, the net effect is essentially a halving of adverse impact from price increases, but also a halving of savings during price declines. The impact of the fuel hedges on the financial Plan is a favorable \$16 million in 2018 and \$9 million in 2019, and an unfavorable \$300 thousand in 2020. Compared with the July Plan, this is favorable by \$2 million and \$3 million in 2018 and 2019, and unfavorable by \$2 million in 2020, respectively. Included below the line in this Plan is a proposal to reduce the excess collateral in the amount of \$40 million that is retained to cover fuel expenses.

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

Committed to Capital Program Contributions – A portion of the MTA operating revenues is used to support both the 2010-2014 and 2015-2019 Capital Programs. The monies are either converted to debt service or expended as "Pay-As-You-Go" Capital (PAYGO), with funds used by either of the two capital programs. The November Plan assumes annual combined operating budget contributions of \$39 million in 2018, \$64 million in 2019, \$123 million in 2020, \$181 million in 2021 and \$120 million in 2022.

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.

2018 November Forecast

The 2018 November Forecast cash projection for Other Funding Agreements is \$643 million; this is \$60 million (8.5 %) below 2017, \$53 million (7.6%) below the Mid-Year Forecast and \$34 million (5.1 %) below the Adopted Budget.

The CDOT Subsidy for Metro-North Railroad of \$121 million is \$10 million (7.3%) below 2017, and \$4 million (3.6%) favorable to the Mid-Year Forecast and \$3 million (2.2%) favorable to the Adopted Budget. Higher revenues and lower expenses in 2018 is reducing the projected MNR cash deficit and subsidy requirements of both CDOT and the MTA compared with the 2017 actuals. Compared with the Mid-Year Forecast and the Adopted Budget, higher expenses and lower revenues in 2018 increased the projected MNR cash deficit and the subsidy requirements of both CDOT and MTA.

The cash forecast for City Subsidy for MTA Bus of \$464 million is \$56 million (10.9%) below 2017, \$59 million (10.9%) below the Mid-Year Forecast and \$34 million (6.9%) below the Adopted Budget; these variances are due to cash timing adjustments and changes in the timing of the City's reimbursement to the MTA for the MTA Bus operating deficit.

The 2018 cash forecast for the City Subsidy for Staten Island Railway of \$59 million is \$6 million (10.4%) more than 2017, unchanged from the Mid-Year Forecast and \$6 million (8.8%) less than the Adopted Budget. The reduction versus 2017 is due to higher expenses, and the variance to the Adopted Budget is due to unfavorable cash timing adjustments.

2019 Final Proposed Budget

The 2019 Final Proposed Budget cash forecast for Other Funding Agreements is \$863 million, or \$220 million (34.2%) above the 2018 November Forecast; this forecast is \$152 million (21.3%) favorable to the Preliminary Budget Forecast and \$158 million (22.4%) favorable to the February

Plan estimate. The year-over-year variance reflects favorable cash timing adjustments affecting City Subsidy for MTA Bus, higher New Haven Line expense re-estimates which increased the CDOT subsidy, and an estimated SIR cash deficit increase.

The 2019 cash forecast for CDOT Subsidy for Metro-North Railroad is lower compared with the 2018 November Forecast by \$2 million (2.0%), less than the Preliminary Budget Forecast by \$11 million (8.3%) and less than the February Plan by \$13 million (10.0%).

The 2019 forecast for City Subsidy for MTA Bus is favorable compared with the 2018 November Forecast by \$230 million (49.6%), while the plan-to-plan variances reflect favorable changes of \$160 million (30.0%) from the July Plan and \$175 million (33.7%) from the February Plan. Both the year-over-year and plan-to-plan variances are due to cash timing adjustments and changes in the timing of the City's reimbursement to the MTA for the MTA Bus operating deficit.

City Subsidy for Staten Island Railway is \$7 million (12.8%) unfavorable compared with the 2018 November Forecast, \$2 million favorable to the July Plan and \$6 million (12.2%) favorable relative to the February Plan.

2020 – 2022

Other Funding Agreements, on a cash basis, total \$675 million for 2020, \$632 million for 2021 and \$730 million for 2022, reflecting year-over-year decreases of \$189 million (21.9%) in 2020 and \$43 million (6.4%) in 2021, and a year-over-year increase of \$99 million (15.6%) in 2022. These estimates are below the July Plan by \$21 million (3.0%) in 2020, \$75 million (10.7%) in 2021 and \$14 million (1.9%) in 2022. Compared with the February Plan, these estimates are lower by \$29 million (4.1%) in 2020 and \$104 million (14.1%) in 2021; variances reflect revised expense assumptions to meet operational requirements.

The cash forecasts for CDOT Subsidy for Metro-North Railroad are \$121 million for 2020, \$124 million for 2021, and \$130 million for 2022, reflecting a year-over-year increase of \$2 million (1.6%) in 2020, \$4 million (3.1%) in 2021 and \$6 million (4.7%) in 2022. These estimates, compared with the July Plan, are unfavorable by \$4 million (3.2%) in 2020, \$7 million (5.5%) in 2021 and \$8 million (5.8%) in 2022. Compared with the February Plan, these estimates are unfavorable by \$13 million (9.9%) in 2020 and \$18 million (12.4%) in 2021.

The cash forecasts for City Subsidy for MTA Bus are \$500 million for 2020, \$454 million for 2021 and \$540 million for 2022, reflecting decreases of \$194 million (27.9%) in 2020 and \$46 million (9.3%) in 2021, and a year-over-year increase of \$87 million (19.1%) in 2022. These estimates are below the July Plan by \$24 million (4.6%) in 2020, \$72 million (13.7%) in 2021 and \$9.3 million (1.7%) in 2022, and below the February Plan by \$21 million (4.0%) in 2020 and by \$73 million (13.8%) in 2021. Both the year-over-year and plan-to-plan variances are due to cash timing adjustments and changes in the timing of the City's reimbursement to the MTA for the MTA Bus operating deficit.

The cash forecasts for City Subsidy for Staten Island Railway are \$54 million in 2020, \$53 million in 2021 and \$60 million in 2022, reflecting year-over-year increases of \$3 million (5.8%) in 2020 and \$6 million (11.7%) in 2022 and a decrease of \$1 million (0.9%) in 2021. These estimates are favorable to the July Plan by \$7 million (15.8%) in 2020, \$4 million (7.4%) in 2021, and \$4 million (6.0%) in 2022. Compared with the February Plan, these estimates are favorable by \$5 million (11.0%) in 2020 and \$1 million (2.2%) in 2021.

MTA NEW YORK CITY TRANSIT SUBSIDY ALLOCATION
November Financial Plan 2019 - 2022
Cash Basis
(\$ in Millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<u>Subsidies</u>						
<i>Dedicated Taxes</i>						
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$1,120.3	\$1,136.0	\$1,199.0	\$1,242.6	\$1,296.5	\$1,352.6
Petroleum Business Tax (PBT)	524.5	534.0	541.8	541.7	538.8	538.0
Urban Tax	<u>585.5</u>	<u>638.1</u>	<u>626.4</u>	<u>603.3</u>	<u>603.3</u>	<u>615.8</u>
	\$2,230.3	\$2,308.1	\$2,367.2	\$2,387.5	\$2,438.5	\$2,506.4
<i>PMT and MTA Aid</i>						
Payroll Mobility Tax (PMT)	\$1,021.5	\$812.1	\$870.3	\$876.3	\$821.6	\$895.4
Payroll Mobility Tax Replacement Funds	205.2	194.2	191.7	176.5	156.3	161.0
MTA Aid	<u>257.2</u>	<u>240.9</u>	<u>241.9</u>	<u>222.7</u>	<u>197.9</u>	<u>204.5</u>
	\$1,483.9	\$1,247.2	\$1,303.8	\$1,275.4	\$1,175.8	\$1,260.8
<i>Other Funding Sources</i>						
NYS Operating Support for SAP	\$0.0	\$254.0	\$0.0	\$0.0	\$0.0	\$0.0
NYC Operating Support for SAP	0.0	254.0	0.0	0.0	0.0	0.0
NYC Transportation Assistance Fund	<u>0.0</u>	<u>0.0</u>	<u>358.1</u>	<u>359.8</u>	<u>359.5</u>	<u>359.5</u>
	\$0.0	\$508.0	\$358.1	\$359.8	\$359.5	\$359.5
<i>State and Local Subsidies</i>						
State Operating Assistance	\$158.1	\$158.1	\$158.1	\$158.1	\$158.1	\$158.1
Local Operating Assistance	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>
	\$316.2	\$316.2	\$316.2	\$316.2	\$316.2	\$316.2
<i>Other Subsidy Adjustments</i>						
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)	1.6	11.0	6.6	(0.2)	0.0	0.0
Committed to Capital Program Contributions	(263.4)	(139.5)	(160.3)	(205.4)	(248.7)	(203.4)
Drawdown of GASB 45 OPEB Reserves	<u>17.0</u>	<u>59.2</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	(\$256.4)	(\$80.8)	(\$165.2)	(\$217.1)	(\$260.2)	(\$214.9)
Total Dedicated Taxes & State and Local Subsidies	\$3,774.1	\$4,298.7	\$4,180.1	\$4,121.8	\$4,029.8	\$4,228.0
<i>Inter-agency Subsidy Transactions</i>						
B&T Operating Surplus Transfer	<u>\$307.6</u>	<u>\$279.6</u>	<u>\$237.3</u>	<u>\$262.0</u>	<u>\$271.4</u>	<u>\$268.3</u>
	\$307.6	\$279.6	\$237.3	\$262.0	\$271.4	\$268.3
TOTAL SUBSIDIES	\$4,081.6	\$4,578.3	\$4,417.4	\$4,383.8	\$4,301.3	\$4,496.2

MTA COMMUTER RAILROADS SUBSIDY ALLOCATION
November Financial Plan 2019 - 2022
Cash Basis
(\$ in Millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<u>Subsidies</u>						
<i>Dedicated Taxes</i>						
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$543.7	\$546.5	\$574.3	\$593.5	\$617.2	\$641.9
Petroleum Business Tax (PBT)	92.6	94.2	95.6	95.6	95.1	94.9
Other Investment Income	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>	<u>1.2</u>
	\$637.5	\$642.0	\$671.1	\$690.2	\$713.5	\$738.1
<i>PMT and MTA Aid</i>						
Payroll Mobility Tax (PMT)	\$194.6	\$209.4	\$238.6	\$336.6	\$462.2	\$463.3
Payroll Mobility Tax Replacement Funds	39.1	50.1	52.6	67.8	87.9	83.3
MTA Aid	<u>49.0</u>	<u>62.1</u>	<u>66.3</u>	<u>85.5</u>	<u>111.3</u>	<u>105.8</u>
	\$282.7	\$321.6	\$357.5	\$489.9	\$661.4	\$652.4
<i>New Funding Sources</i>						
NYS Operating Support for SAP	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
NYC Operating Support for SAP	0.0	0.0	0.0	0.0	0.0	0.0
NYC Transportation Assistance Fund	<u>0.0</u>	<u>0.0</u>	<u>6.9</u>	<u>25.2</u>	<u>25.5</u>	<u>25.5</u>
	\$0.0	\$0.0	\$6.9	\$25.2	\$25.5	\$25.5
<i>State and Local Subsidies</i>						
State Operating Assistance	\$29.3	\$29.3	\$29.3	\$29.3	\$29.3	\$29.3
Local Operating Assistance	29.7	29.3	29.3	29.3	29.3	29.3
Station Maintenance	<u>166.1</u>	<u>168.7</u>	<u>172.4</u>	<u>177.2</u>	<u>181.9</u>	<u>186.7</u>
	\$225.1	\$227.2	\$230.9	\$235.7	\$240.4	\$245.2
<i>Other Subsidy Adjustments</i>						
Forward Energy Contracts Program - Gain/(Loss)	\$0.7	\$4.7	\$2.8	(\$0.1)	\$0.0	\$0.0
MNR Repayment of 525 North Broadway	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)
Committed to Capital Program Contributions	(37.5)	100.7	96.4	82.6	68.2	83.2
Drawdown of GASB 45 OPEB Reserves	<u>0.0</u>	<u>73.6</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	(\$39.3)	\$176.6	\$96.7	\$80.1	\$65.7	\$80.8
Subtotal Dedicated Taxes & State and Local Subsidies	\$1,106.0	\$1,367.3	\$1,363.1	\$1,521.1	\$1,706.5	\$1,742.0
<i>Other Funding Agreements</i>						
CDOT Subsidy for Metro-North Railroad	<u>\$130.6</u>	<u>\$121.0</u>	<u>\$118.6</u>	<u>\$120.6</u>	<u>\$124.3</u>	<u>\$130.1</u>
	\$130.6	\$121.0	\$118.6	\$120.6	\$124.3	\$130.1
Total Dedicated Taxes & State and Local Subsidies	\$1,236.6	\$1,488.4	\$1,481.8	\$1,641.6	\$1,830.9	\$1,872.1
<i>Inter-agency Subsidy Transactions</i>						
B&T Operating Surplus Transfer	<u>\$423.4</u>	<u>\$405.3</u>	<u>\$355.2</u>	<u>\$379.7</u>	<u>\$388.3</u>	<u>\$380.7</u>
	\$423.4	\$405.3	\$355.2	\$379.7	\$388.3	\$380.7
TOTAL SUBSIDIES	\$1,660.0	\$1,893.6	\$1,836.9	\$2,021.3	\$2,219.1	\$2,252.8

MTA STATEN ISLAND RAILWAY SUBSIDY ALLOCATION
November Financial Plan 2019 - 2022
Cash Basis
(\$ in Millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<u>Subsidies</u>						
<i>Dedicated Taxes</i>						
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$4.0	\$4.1	\$4.3	\$4.4	\$4.6	\$4.8
	\$4.0	\$4.1	\$4.3	\$4.4	\$4.6	\$4.8
<i>State and Local Subsidies</i>						
State Operating Assistance	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6
Local Operating Assistance	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>
	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1
Subtotal Dedicated Taxes & State and Local Subsidies	\$5.1	\$5.2	\$5.4	\$5.6	\$5.8	\$6.0
<i>Other Funding Agreements</i>						
City Subsidy for Staten Island Railway	<u>\$53.0</u>	<u>\$58.5</u>	<u>\$51.0</u>	<u>\$54.0</u>	<u>\$53.5</u>	<u>\$59.7</u>
	\$53.0	\$58.5	\$51.0	\$54.0	\$53.5	\$59.7
TOTAL SUBSIDIES	\$58.2	\$63.7	\$56.5	\$59.6	\$59.3	\$65.7

MTA HEADQUARTERS SUBSIDY ALLOCATION
November Financial Plan 2019 - 2022
Cash Basis
(\$ in Millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Net Funding Required for MTA Headquarters	(\$647.2)	(\$754.3)	(\$739.8)	(\$720.1)	(\$728.7)	(\$734.8)
<u>Mortgage Recording Tax -1</u>						
<i>MRT-1 Gross Receipts</i>	\$321.9	\$308.9	\$310.2	\$320.3	\$329.1	\$339.2
<i><u>Adjustments to MRT -1</u></i>						
<i>Diversion of MRT to Suburban Highway</i>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>
<i>Total Adjustments to MRT-1</i>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>
Total MRT-1 Available to Fund MTA HQ	\$321.9	\$308.9	\$310.2	\$320.3	\$329.1	\$339.2
Remaining Requirement to Fund MTA HQ, after MRT-1	(\$325.3)	(\$445.3)	(\$429.6)	(\$399.8)	(\$399.6)	(\$395.7)
<u>Mortgage Recording Tax -2</u>						
<i>MRT-2 Gross Receipts</i>	\$139.5	\$133.9	\$142.8	\$148.9	\$154.2	\$159.1
<i><u>Adjustments to MRT - 2</u></i>						
<i>Funding of General Reserve</i>	\$0.0	(\$160.0)	(\$165.0)	(\$170.0)	(\$175.0)	(\$180.0)
<i>MTA Bus Debt Service</i>	(24.9)	(23.8)	(23.8)	(23.8)	(23.8)	(23.8)
<i>Reimburse Agency Security Costs</i>	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
<i>MRT Transfer To Suburban Counties</i>	(4.1)	(4.9)	(5.6)	(6.0)	(6.4)	(6.8)
<i>Interest</i>	<u>5.4</u>	<u>5.3</u>	<u>5.3</u>	<u>5.3</u>	<u>5.3</u>	<u>5.3</u>
<i>Total Adjustments to MRT-2</i>	<u>(\$33.7)</u>	<u>(\$193.4)</u>	<u>(\$199.1)</u>	<u>(\$204.5)</u>	<u>(\$209.9)</u>	<u>(\$215.3)</u>
Total MRT-2 Available to Fund MTAHQ	\$105.8	(\$59.5)	(\$56.3)	(\$55.6)	(\$55.7)	(\$56.2)
Remaining Requirement to Fund MTA HQ, after MRT-2	(\$219.5)	(\$504.9)	(\$485.9)	(\$455.4)	(\$455.3)	(\$451.9)
Payroll Mobility Tax for Fund Unallocated MRT-2 Receipts	\$219.5	\$504.9	\$485.9	\$455.4	\$455.3	\$451.9

MTA BUS COMPANY SUBSIDY ALLOCATION
November Financial Plan 2019 - 2022
Cash Basis
(\$ in Millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<u>Subsidies</u>						
City Subsidy for MTA Bus Company	\$519.9	\$463.9	\$693.8	\$500.1	\$453.8	\$540.4
TOTAL SUBSIDIES	\$519.9	\$463.9	\$693.8	\$500.1	\$453.8	\$540.4

MTA BRIDGES AND TUNNELS
November Financial Plan 2019 - 2022
Surplus Transfer
(\$ in Millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Net Surplus/(Deficit)	\$1,443.232	\$1,435.152	\$1,429.806	\$1,431.133	\$1,423.035	\$1,402.727
<u>Deductions from Net Operating Income:</u>						
Capitalized Assets	\$22.032	\$13.943	\$24.696	\$27.090	\$21.899	\$22.409
Reserves and Prepaid Expenses	27.347	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted Net Income/(Deficit)	\$1,393.853	\$1,421.210	\$1,405.110	\$1,404.043	\$1,401.136	\$1,380.318
Less: Debt Service	\$652.232	\$654.482	\$684.411	\$698.408	\$724.989	\$731.421
Less: Contribution to the Capital Program	0.000	119.664	132.981	56.623	13.878	0.000
Net Income Available for Transfer to MTA and NYCT	\$741.621	\$647.063	\$587.718	\$649.012	\$662.269	\$648.897
Distributable Income						
<u>Distribution of Funds to MTA:</u>						
Investment Income in the Current Year	\$1.477	\$1.240	\$1.240	\$1.240	\$1.240	\$1.240
Accrued Current Year Allocation	429.777	380.653	352.317	382.703	388.896	379.819
Accrued Amount Distributed to MTA	\$431.253	\$381.893	\$353.557	\$383.943	\$390.136	\$381.059
<u>Distribution of Funds to NYCT:</u>						
First \$24 million reserved for NYCT	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000
Additional Accrued Current Year Allocation	286.368	241.171	210.161	241.068	248.132	243.838
Accrued Amount Distributed to NYCT	\$310.368	\$265.171	\$234.161	\$265.068	\$272.132	\$267.838
Total Distributable Income:	\$741.621	\$647.063	\$587.718	\$649.012	\$662.269	\$648.897
Cash Transfers						
<u>Actual Cash Transfer to MTA and NYCT:</u>						
From Current Year Surplus	\$423.437	\$405.264	\$355.151	\$379.665	\$388.277	\$380.726
MTA - B&T Investment Income - Prior Year	0.635	1.477	1.240	1.240	1.240	1.240
Cash Amount Distributed to MTA	\$424.072	\$406.741	\$356.391	\$380.905	\$389.517	\$381.967
Cash Amount Distributed to NYCT	\$307.555	\$279.563	\$237.262	\$261.978	\$271.426	\$268.267
Total Cash Transfer:	\$731.627	\$686.304	\$593.653	\$642.882	\$660.943	\$650.234

MTA BRIDGES AND TUNNELS
November Financial Plan 2019 - 2022
Surplus Transfer
(\$ in Millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<u>Debt Service Detail By Agency:</u>						
B&T Own Purpose Debt Service	\$271.246	\$272.503	\$292.640	\$307.865	\$336.761	\$355.676
NYCT Transportation Debt Service	262.198	260.730	266.964	266.089	264.496	255.863
MTA Transportation Debt Service	118.788	121.249	124.808	124.454	123.732	119.882
Total Debt Service by Agency	\$652.232	\$654.482	\$684.411	\$698.408	\$724.989	\$731.421

Total Accrued Amount for Transfer to MTA and NYCT:

Total Adjusted Net Income Available for Transfer	\$1,392.376	\$1,300.306	\$1,270.889	\$1,346.180	\$1,386.017	\$1,379.077
Less: B&T Total Debt Service	(271.246)	(272.503)	(292.640)	(307.865)	(336.761)	(355.676)
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	\$1,097.130	\$1,003.802	\$954.249	\$1,014.315	\$1,025.256	\$999.401

Calculation of Actual Cash Transfer to MTA:

<u>Distribution of Remainder to MTA</u>						
Fifty Percent of Total Accrued Amount for Transfer	\$548.565	\$501.901	\$477.125	\$507.157	\$512.628	\$499.701
Less: MTA Total Debt Service	(118.788)	(121.249)	(124.808)	(124.454)	(123.732)	(119.882)
MTA's Accrued Current Year Allocation	\$429.777	\$380.653	\$352.317	\$382.703	\$388.896	\$379.819
<u>Cash Conversion of MTA's Accrued Amount</u>						
Current Year Amount	\$367.101	\$342.587	\$317.085	\$344.433	\$350.007	\$341.837
Balance of Prior Year	56.336	62.677	38.065	35.232	38.270	38.890
Cash Transfer to MTA	\$423.437	\$405.264	\$355.151	\$379.665	\$388.277	\$380.726

Calculation of Accrual Cash Transfer to NYCT:

<u>Distribution of Remainder to NYCT</u>						
Fifty Percent of Total Accrued Amount for Transfer	\$548.565	\$501.901	\$477.125	\$507.157	\$512.628	\$499.701
Less: NYCT Total Debt Service	(262.198)	(260.730)	(266.964)	(266.089)	(264.496)	(255.863)
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	\$310.367	\$265.171	\$234.161	\$265.068	\$272.132	\$267.838
<u>Cash Conversion of NYCT's Accrued Amount</u>						
Current Year Amount	\$269.457	\$238.653	\$210.745	\$238.561	\$244.919	\$241.054
Balance of Prior Year	38.098	40.910	26.517	23.416	26.507	27.213
Cash Transfer to NYCT	\$307.555	\$279.563	\$237.262	\$261.978	\$271.426	\$268.267

MTA BUS COMPANY
2018 November Financial Plan 2019 - 2022
Summary
(\$ in Millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<u>Revenue Summary:</u>						
Farebox Revenue	\$217.2	\$219.3	\$221.4	\$222.0	\$221.1	\$221.2
Other Revenue	19.8	20.5	20.7	20.8	21.5	22.4
Total Revenues	\$237.0	\$239.9	\$242.1	\$242.8	\$242.6	\$243.6
<u>Non-Reimbursable Expense Summary:</u>						
Labor Expenses	\$553.9	\$574.2	\$575.7	\$569.2	\$575.9	\$604.0
Non-Labor Expenses	217.5	238.7	242.4	211.8	225.9	231.4
Depreciation	58.6	54.3	54.3	54.3	54.8	56.2
OPEB Liability Adjustment	61.7	100.2	100.2	100.2	100.2	103.3
GASB 68 Pension Expense Adjustment	66.0	46.3	85.9	28.2	18.7	19.2
Environmental Remediation	0.2	0.0	0.0	0.0	0.0	0.0
Total Non-Reimbursable Expenses	\$957.9	\$1,013.7	\$1,058.6	\$963.7	\$975.4	\$1,014.1
Total Net Revenue/(Deficit)	(\$720.9)	(\$773.8)	(\$816.5)	(\$720.9)	(\$732.8)	(\$770.5)
<u>Cash Adjustment Summary:</u>						
Operating Cash Adjustments	\$262.2	\$226.9	\$297.4	\$240.4	\$231.2	\$237.4
Contribution to GASB Fund	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
Total Cash Adjustments	\$262.2	\$226.9	\$297.4	\$240.4	\$231.2	\$237.4
Gross Cash Balance	(\$458.8)	(\$547.0)	(\$519.1)	(\$480.5)	(\$501.6)	(\$533.1)
<u>Other Adjustments:</u>						
Non-Billable GASB Cash Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Debt Service Expenses	(15.1)	(12.9)	(25.6)	(29.4)	(35.0)	(38.7)
Non-Billable Debt Service	12.3	10.7	16.7	17.5	17.3	17.6
Total Billable Adjusted Cash Balance after Debt Service	(\$461.5)	(\$549.2)	(\$528.0)	(\$492.4)	(\$519.3)	(\$554.2)
<u>City Subsidy Summary:</u>						
Cash Balance Due from the City of New York	\$461.5	\$549.2	\$528.0	\$492.4	\$519.3	\$554.2
Cash Subsidy Received from City of New York	<u>519.9</u>	<u>463.9</u>	<u>693.8</u>	<u>500.1</u>	<u>453.8</u>	<u>540.4</u>
Subsidy Cash Timing	\$58.4	(\$85.3)	\$165.8	\$7.7	(\$65.5)	(\$13.8)
<i>Net Cash Balance from Previous Year</i>	(152.3)	(93.9)	(179.2)	(13.4)	(5.7)	(71.2)
Net Cash Surplus/(Deficit)	(\$93.9)	(\$179.2)	(\$13.4)	(\$5.7)	(\$71.2)	(\$85.0)

STATEN ISLAND RAILWAY
2018 November Financial Plan 2019 - 2022
Summary
(\$ in Millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<u>Revenue Summary:</u>						
Farebox Revenue	\$6.9	\$7.0	\$7.0	\$7.1	\$7.1	\$7.1
Other Revenue	2.5	2.4	2.5	2.5	2.5	2.5
State/City Subsidies	5.1	5.2	5.4	5.6	5.8	6.0
Total Revenues	\$14.6	\$14.6	\$14.9	\$15.1	\$15.3	\$15.5
<u>Non-Reimbursable Expense Summary:</u>						
Labor Expenses	\$45.6	\$48.5	\$49.2	\$47.4	\$47.8	\$48.2
Non-Labor Expenses	24.9	12.9	16.0	12.3	11.2	11.5
Depreciation	10.5	12.0	12.0	12.0	12.0	12.0
OPEB Liability Adjustment	7.1	7.5	7.5	7.5	7.5	7.5
GASB 68 Pension Expense Adjustment	0.5	0.6	0.5	(0.1)	(1.1)	(1.1)
Environmental Remediation	0.1	0.0	0.0	0.0	0.0	0.0
Total Non-Reimbursable Expenses	\$88.6	\$81.4	\$85.2	\$79.1	\$77.5	\$78.1
Total Net Revenue/(Deficit)	(\$74.0)	(\$66.8)	(\$70.3)	(\$63.9)	(\$62.2)	(\$62.6)
<u>Cash Adjustment Summary:</u>						
Operating Cash Adjustments	\$16.1	\$17.1	\$20.0	\$19.4	\$18.4	\$18.4
Contribution to GASB Fund	0.0	0.0	0.0	0.0	0.0	0.0
Total Cash Adjustments	\$16.1	\$17.1	\$20.0	\$19.4	\$18.4	\$18.4
Gross Cash Balance	(\$58.0)	(\$49.8)	(\$50.3)	(\$44.5)	(\$43.8)	(\$44.2)
<u>Other Adjustments:</u>						
Debt Service Expenses	(\$0.5)	(\$1.3)	(\$3.7)	(\$8.9)	(\$15.9)	(\$20.5)
Total Billable Adjusted Cash Balance after Debt Service	(\$58.5)	(\$51.0)	(\$54.0)	(\$53.5)	(\$59.7)	(\$64.7)
<u>City Subsidy Summary:</u>						
Cash Balance Due from the City of New York	(\$58.5)	(\$51.0)	(\$54.0)	(\$53.5)	(\$59.7)	(\$64.7)
Cash Subsidy Received from City of New York	<u>53.0</u>	<u>58.5</u>	<u>51.0</u>	<u>54.0</u>	<u>53.5</u>	<u>59.7</u>
Subsidy Cash Timing	(\$5.5)	\$7.5	(\$3.0)	\$0.5	(\$6.3)	(\$5.0)
<i>Net Cash Balance from Previous Year</i>	(53.0)	(58.5)	(51.0)	(54.0)	(53.5)	(59.7)
Net Cash Surplus/(Deficit)	(\$58.5)	(\$51.0)	(\$54.0)	(\$53.5)	(\$59.7)	(\$64.7)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2019-2022
Paratransit Operations
(\$ in thousands)

	2018	2019	2020	2021	2022
ADA Trips:	7,135,249	7,920,126	8,316,133	8,731,939	9,168,536
<i>Pct Change from Previous Year</i>	16.4%	11.0%	5.0%	5.0%	5.0%
Revenue:					
Fares	\$ 20,763	\$ 23,047	\$ 24,199	\$ 25,409	\$ 26,679
Urban Tax	43,156	41,632	40,219	40,288	41,085
<i>Sub-total</i>	\$ 63,919	\$ 64,679	\$ 64,418	\$ 65,697	\$ 67,764
City Reimbursements	153,166	172,766	174,768	182,685	190,474
Total Revenue	\$ 217,085	\$ 237,445	\$ 239,186	\$ 248,383	\$ 258,240
Expenses:					
Operating Expenses:					
Salaries & Benefits	\$ 24,268	\$ 26,893	\$ 27,429	\$ 27,977	\$ 28,535
Rental & Miscellaneous	519,118	577,788	583,359	608,389	633,813
Total Expenses	\$ 543,387	\$ 604,681	\$ 610,788	\$ 636,365	\$ 662,349
Net Paratransit Surplus/(Deficit)	\$ (326,302)	\$ (367,236)	\$ (371,602)	\$ (387,982)	\$ (404,109)
Paratransit Details					
Total Paratransit Reimbursement:	\$ 196,322	\$ 214,398	\$ 214,987	\$ 222,973	\$ 231,559
Urban Tax	\$ 43,156	\$ 41,632	\$ 40,219	\$ 40,288	\$ 41,085
City Reimbursements	153,166	172,766	174,768	182,685	190,474
Rental & Miscellaneous Expense:					
<i>Paratransit Service Contracts</i>					
Carrier Services	\$ 408,223	\$ 438,788	\$ 454,376	\$ 471,794	\$ 502,234
Command Center	35,489	35,124	37,859	37,175	37,175
Eligibility Certification	3,411	3,808	3,964	4,039	4,039
Other	5,068	5,031	5,031	5,031	5,031
Subtotal	\$ 452,190	\$ 482,751	\$ 501,230	\$ 518,040	\$ 548,478
<i>Other Than Personnel Service:</i>					
Insurance	36,988	39,315	43,828	49,667	56,273
Fuel	13,055	13,620	13,633	13,474	13,618
Other	15,389	40,690	23,256	25,796	14,031
Subtotal	\$ 65,432	\$ 93,625	\$ 80,717	\$ 88,937	\$ 83,923
<i>Non-City Reimbursable OTPS:</i>	\$ 1,496	\$ 1,412	\$ 1,412	\$ 1,412	\$ 1,412
Total Rental & Miscellaneous Expense	\$ 519,118	\$ 577,788	\$ 583,359	\$ 608,389	\$ 633,813
Annual Growth in Total Expenses	14.5%	11.3%	1.0%	4.2%	4.1%
Ridership					
Registrant	7,135,249	7,920,126	8,316,133	8,731,939	9,168,536
Personal Care Attendant (PCA)	563,619	625,617	656,898	689,743	724,230
Guest	2,215,634	2,459,353	2,582,321	2,711,437	2,847,009
Total Ridership	9,914,502	11,005,097	11,555,352	12,133,119	12,739,775
Total Cost / Trip ^a	\$ 76.16	\$ 76.35	\$ 73.45	\$ 72.88	\$ 72.24
Total Cost / Ridership ^b	\$ 54.81	\$ 54.95	\$ 52.86	\$ 52.45	\$ 51.99

Note:

^a Cost / Trip reflects cost per ADA registrant trip

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

Debt Service

Debt Service in the Financial Plan

The following table includes debt service projections for 2018 through 2022 in connection with the bond financed portion of approved Capital Programs.

The favorable variance below primarily reflects the impact of debt service savings generated as a result of three refunding transactions completed in August, 2018. In addition, we are benefitted by a reduction in the sequestration rate on our BAB subsidy, a reduction of our 2019 interest rate assumption on variable rate debt from 4% to 3%, and the issuance of longer-dated BANs in 2018. This is partially offset by a re-estimate of projected RRIF loan amortization that is accelerated versus the July Financial Plan, and timing of actual, reported debt service.

Debt Service Forecast			
(\$ in millions)			
Year	July Plan Debt Service	November Plan Debt Service	Difference Favorable/ (Unfavorable)
2018	\$ 2,575	\$ 2,559	\$ 16
2019	2,731	2,692	39
2020	2,888	2,840	47
2021	3,124	3,080	44
2022	3,270	3,223	48
Total 2018-2022	\$ 14,588	\$ 14,394	\$ 194

*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	2018 ¹	2019	2020	2021	2022
(\$ in millions)					
TRB New Money BANs ²	\$ 849	2,622	2,053	1,302	859
TRB Bonds to Retire BANs	\$ -	1,524	4,010	3,427	1,366
TRB New Money Bonds	\$ -	-	-	-	-
TRB Total Bonds Issued	\$ -	1,524	4,010	3,427	1,366
TBTA New Money BANs	\$ -	-	-	-	-
TBTA Bonds to Retire BANs	\$ -	-	-	-	-
TBTA New Money Bonds	\$ 204	126	459	592	455
TBTA Total Bonds Issued	\$ 204	126	459	592	455
Total MTA Long Term Bonds Issued	\$ 204	1,650	4,470	4,019	1,821

¹ Excludes remarketings and what has already been issued in 2018 as of 9/6/18.

² Assumes all TRB New Money BAN issues are retired by bonds in the following year with the exception of \$849 million of TRB New Money BANs in 2018, half of which we project to be taken out by bonds in 2020, and half in 2021.

Forecasted Interest Rates	2018	2019	2020	2021	2022
Assumed Fixed-Rates					
Transportation Revenue Bonds	3.81%	4.14%	4.43%	4.50%	4.43%
Transportation Revenue Bond Anticipation Notes (1 Year Maturity)	1.85%	2.43%	2.82%	2.91%	2.87%
Triborough Bridge & Tunnel Authority	3.51%	3.84%	4.13%	4.20%	4.13%
Assumed Variable Rates	2.00%	3.00%	4.00%	4.00%	4.00%

Debt Issuance Assumptions:

- All debt is assumed to be issued as 30-year level debt service debt with principal amortized over the life of the bonds, except for the Railroad Rehabilitation and Improvement Financing (RRIF) loan which is amortized from the year of issuance to 2037 on a level debt service basis, based on an interest rate of 2.38%.
- Fixed-rate estimates are derived from the August 31, 2018 Municipal Market Data High Grade - 1 year rate for BAN interest and 25 year interpolated rate for bond interest both adjusted for the projected increase through the plan period in the three-month US Treasury Bill and 10-year US Treasury Note, respectively (source: The August 2018 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 and 1-year BAN issues use the fixed interest rate forecast at time of issuance using rates in above table.
- 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 6.2% annually through the plan years reflecting the sequester reduction for payments to issuers of direct-pay bonds.
- No reserve funds are assumed in these projections.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019 - 2022
Total Budgeted Debt Service
(\$ in millions)

	ACTUAL	FORECAST				
	2017	2018	2019	2020	2021	2022
By Agency or Group:						
<u>New York City Transit:</u>						
Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$933.243	\$946.818	\$957.568	\$934.613	\$928.140	\$924.510
Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	20.745	83.276	166.586	220.641
2 Broadway Certificates of Participation - NYCT Lease Portion	4.932	4.628	5.833	5.356	4.860	4.346
2 Broadway Certificates of Participation - Additional NYCT Share of MTA Lease Portion	0.000	0.000	0.000	0.000	0.000	0.000
Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	340.892	342.854	340.582	344.678	344.078	341.482
Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	0.000	0.000
Subtotal MTA Paid Debt Service	\$1,279.067	\$1,294.300	\$1,324.728	\$1,367.923	\$1,443.664	\$1,490.979
Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$181.493	\$192.770	\$206.554	\$205.097	\$203.544	\$194.242
Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	66.732	67.960	60.410	60.992	60.952	61.621
Subtotal B&T Paid Debt Service	\$248.224	\$260.730	\$266.964	\$266.089	\$264.496	\$255.863
Total NYCT Debt Service	\$1,527.291	\$1,555.030	\$1,591.692	\$1,634.012	\$1,708.160	\$1,746.842
<u>Commuter Railroads:</u>						
Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$585.746	\$602.916	\$626.035	\$611.028	\$606.796	\$604.422
Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	31.874	127.949	255.948	339.000
Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
2 Broadway Certificates of Participation - CRR Share	1.508	1.414	1.782	1.636	1.485	1.327
2 Broadway Certificates of Participation - Additional CRR Share of MTA Lease Portion	0.000	0.000	0.000	0.000	0.000	0.000
Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	71.530	72.984	74.048	74.938	74.808	74.243
Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	0.000	0.000
Subtotal MTA Paid Debt Service	\$658.783	\$677.314	\$733.739	\$815.550	\$939.036	\$1,018.993
Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$84.257	\$87.123	\$93.250	\$92.593	\$91.892	\$87.692
Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	29.547	34.125	31.557	31.861	31.840	32.190
Subtotal B&T Paid Debt Service	\$113.804	\$121.249	\$124.808	\$124.454	\$123.732	\$119.882
Total CRR Debt Service	\$772.588	\$798.563	\$858.546	\$940.004	\$1,062.768	\$1,138.875
<u>Bridges and Tunnels:</u>						
Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$271.811	\$255.305	\$270.439	\$268.532	\$266.498	\$254.319
Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	25.964	19.433	15.148	15.293	15.283	15.451
Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	5.555	14.680	31.738	62.752	93.641
2 Broadway Certificates of Participation - TBTA Lease Portion	0.739	0.694	0.875	0.803	0.730	0.653
2 Broadway Certificates of Participation - Additional TBTA Share of MTA Lease Portion	0.000	0.000	0.000	0.000	0.000	0.000
Total B&T Debt Service	\$298.514	\$280.987	\$301.142	\$316.366	\$345.263	\$364.064
<u>MTA Bus:</u>						
Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$15.126	\$12.991	\$24.201	\$23.621	\$23.457	\$23.366
Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	1.447	5.810	11.622	15.393
Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
Total MTA Bus Debt Service	\$15.126	\$12.991	\$25.648	\$29.431	\$35.079	\$38.759
<u>Staten Island Railway:</u>						
Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$0.545	\$1.282	\$1.978	\$1.930	\$1.917	\$1.909
Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	1.747	7.011	14.025	18.577
Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
Total SIR Debt Service	\$0.545	\$1.282	\$3.724	\$8.942	\$15.942	\$20.486
Total MTA HQ Debt Service for 2 Broadway Certificates of Participation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019 - 2022
Total Budgeted Debt Service
(\$ in millions)

	ACTUAL	FORECAST				
	2017	2018	2019	2020	2021	2022
MTA Summary:						
<u>Subtotal MTA Debt Service:</u>						
Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$1,534.660	\$1,564.005	\$1,609.781	\$1,571.192	\$1,560.310	\$1,554.206
Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	412.421	415.838	414.630	419.616	418.885	415.726
Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	537.561	535.198	570.243	566.222	561.934	536.253
Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	122.243	121.519	107.114	108.146	108.075	109.262
2 Broadway Certificates of Participation	7.179	6.736	8.489	7.795	7.074	6.326
Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	55.813	224.047	448.181	593.611
Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	0.000	0.000
Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	5.555	14.680	31.738	62.752	93.641
Subtotal Debt Service	\$2,614.064	\$2,648.851	\$2,780.752	\$2,928.755	\$3,167.212	\$3,309.025
<u>Investment Income by Resolution:</u>						
Investment Income from Transportation Debt Service Fund	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Investment Income for Dedicated Tax Fund Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income from TBTA (B&T) General Revenue Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income from TBTA (B&T) Subordinate Revenue Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income from 2 Broadway Certificates of Participation Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
Total Investment Income	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Total MTA Debt Service</u>						
Net Transportation Revenue Bonds Debt Service	\$1,534.660	\$1,564.005	\$1,665.595	\$1,795.238	\$2,008.492	\$2,147.817
Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
Net Dedicated Tax Fund Bonds Debt Service	412.421	415.838	414.630	419.616	418.885	415.726
Net TBTA (B&T) General Revenue Bonds Debt Service	537.561	540.753	584.924	597.960	624.685	629.894
Net TBTA (B&T) Subordinate Revenue Bonds Debt Service	122.243	121.519	107.114	108.146	108.075	109.262
New 2 Broadway Certificates of Participation	7.179	6.736	8.489	7.795	7.074	6.326
Build America Bonds Interest Subsidy - TRB	(54.270)	(54.565)	(54.158)	(53.488)	(52.778)	(52.023)
Build America Bonds Interest Subsidy - DTF	(26.147)	(26.553)	(26.457)	(26.293)	(26.115)	(25.922)
Build America Bonds Interest Subsidy - TBTA GR Bonds	(8.452)	(8.483)	(8.501)	(8.501)	(8.501)	(8.388)
Total MTA Wide Debt Service	\$2,525.196	\$2,559.250	\$2,691.636	\$2,840.473	\$3,079.818	\$3,222.692

Debt Service Affordability Statement

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METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019-2022
Debt Affordability Statement ⁽¹⁾

\$ in millions

Forecasted Debt Service and Borrowing Schedule		Notes	2017 ACTL	2018	2019	2020	2021	2022
Combined MTA/TBTA Forecasted Debt Service Schedule	1, 2, 3		\$2,525.2	\$2,559.2	\$2,691.6	\$2,840.5	\$3,079.8	\$3,222.7
Forecasted New Money Bonds Issued	4		1,838.6	204.1	1,650.4	4,469.8	4,018.6	1,820.7
Forecasted Debt Service by Credit ⁹		Notes	2017 ACTL	2018	2019	2020	2021	2022
Transportation Revenue Bonds								
Pledged Revenues	5		\$13,149.7	\$13,151.2	\$13,501.7	\$13,580.2	\$13,718.5	\$13,965.5
Debt Service	9		1,480.4	1,509.4	1,611.4	1,741.7	1,955.7	2,095.8
Debt Service as a % of Pledged Revenues			11%	11%	12%	13%	14%	15%
Dedicated Tax Fund Bonds								
Pledged Revenues	6		\$617.1	\$628.2	\$637.4	\$637.3	\$633.8	\$632.9
Debt Service	9		386.3	389.3	388.2	393.3	392.8	389.8
Debt Service as a % of Pledged Revenues			63%	62%	61%	62%	62%	62%
Triborough Bridge and Tunnel Authority General Revenue Bonds								
Pledged Revenues	7		\$1,392.4	\$1,300.3	\$1,270.9	\$1,346.2	\$1,386.0	\$1,379.1
Debt Service	9		529.1	532.3	576.4	589.5	616.2	621.5
Debt Service as a % of Total Pledged Revenues			38%	41%	45%	44%	44%	45%
Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds								
Pledged Revenues	8		\$863.3	\$768.0	\$694.5	\$756.7	\$769.8	\$757.6
Debt Service	9		122.2	121.5	107.1	108.1	108.1	109.3
Debt Service as a % of Total Pledged Revenues			14%	16%	15%	14%	14%	14%
2 Broadway Certificates of Participation								
Lease Payments			\$7.2	\$6.7	\$8.5	\$7.8	\$7.1	\$6.3
Cumulative Debt Service (Excluding State Service Contract Bonds)		Notes	2017 ACTL	2018	2019	2020	2021	2022
Total Debt Service	1, 2, 3		\$2,525.2	\$2,559.2	\$2,691.6	\$2,840.5	\$3,079.8	\$3,222.7
Fare and Toll Revenues			\$8,083.7	\$8,119.7	\$8,105.1	\$8,134.4	\$8,131.9	\$8,142.3
Total Debt Service as a % of Fare and Toll Revenue			31%	32%	33%	35%	38%	40%
Operating Revenues (including Fare and Toll Revenues) and Subsidies			\$15,152.3	\$16,035.6	\$16,058.8	\$16,237.1	\$16,464.9	\$16,692.3
Total Debt Service as a % of Operating Revenues and Subsidies			17%	16%	17%	17%	19%	19%
Non-Reimbursable Expenses with Non-Cash Liabilities			\$16,947.8	\$18,246.9	\$18,760.6	\$19,062.1	\$19,617.6	\$20,219.9
Total Debt Service as a % of Non-reimbursable Expenses			15%	14%	14%	15%	16%	16%
Total Debt Service after Below the Line Adjustments	10		\$2,525.2	\$2,559.2	\$2,691.6	\$2,840.5	\$3,079.8	\$3,222.7
Fare and Toll Revenues after Below the Line Adjustments	10		\$8,083.7	\$8,119.7	\$8,374.3	\$8,450.9	\$8,728.7	\$8,787.9
Total Debt Service as a % of Fare and Toll Revenue after BTL Adj.			31%	32%	32%	34%	35%	37%
Operating Revenues and Subsidies after Below the Line Adjustments	10		\$15,152.3	\$16,035.6	\$16,051.9	\$16,228.2	\$16,448.6	\$16,674.0
Total Debt Service as a % of Operating Rev/Subsidies after BTL Adj.			17%	16%	17%	18%	19%	19%
Non-reimbursable Expenses after Below the Line Adjustments	10		\$16,947.8	\$18,086.9	\$18,497.1	\$18,949.5	\$19,482.3	\$20,080.2
Total Debt Service as a % of Non-Reimbursable Exp after BTL Adj.			15%	14%	15%	15%	16%	16%

Notes on the following page are integral to this table.

Notes

- 1 Floating rate notes assumed at the variable rate assumption plus the current fixed spread to maturity.
- 2 Synthetic fixed-rate debt assumed at swap rate; floating rate notes assumed at swap rate plus the current fixed spread to maturity.
- 3 All debt service numbers reduced by Build America Bonds (BAB) subsidy.
- 4 New money bonds amortized as 30-year level debt except for the Railroad Rehabilitation and Improvement Financing (RRIF) loan which is amortized of 20 years on a level debt service basis at a rate of 2.38%.
- 5 Transportation Revenue Bonds pledged revenues consist generally of the following: fares and other miscellaneous revenues from the transit and commuter systems, including advertising, rental income and certain concession revenues (not including Grand Central and Penn Station); revenues from the distribution to the transit and commuter system of TBTA surplus; State and local general operating subsidies, 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 SIRTAA.
- 7 Triborough Bridge and Tunnel Authority General Revenue Bond pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels. Pledged revenues secure TBTA General Revenue Bonds after the payment of TBTA operating and maintenance expenses, including certain reserves.
- 8 Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels, after the payment of debt service on the TBTA General Revenue Bonds.
- 9 A debt service schedule for each credit is attached as addendum hereto.
- 10 These totals incorporate the Plan Below-the-Line Adjustments that are included in Volume 1.

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 September 6, 2018 (\$ in millions)

	Transportation Revenue Resolution					Dedicated Tax Fund Resolution			TBTA General Revenue Resolution			TBTA Subordinate Resolution			MTA and TBTA Debt Service			
Fiscal Year	Existing DS	2017C / 2018A BAN Takeout DS	2018B BAN Takeout DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	2 Bdw CoP Lease Payments	Combined
2018	1,509.4	-	-	-	1,509.4	389.3	-	389.3	526.7	5.6	532.3	121.5	-	121.5	2,547.0	5.6	6.7	2,559.2
2019	1,555.6	55.8	-	-	1,555.6	388.2	-	388.2	561.7	14.7	576.4	107.1	-	107.1	2,612.7	70.5	8.5	2,691.6
2020	1,517.7	91.8	28.6	103.6	1,621.3	393.3	-	393.3	557.7	31.7	589.5	108.1	-	108.1	2,576.9	255.8	7.8	2,840.5
2021	1,507.5	91.8	75.4	281.0	1,788.5	392.8	-	392.8	553.4	62.8	616.2	108.1	-	108.1	2,561.8	510.9	7.1	3,079.8
2022	1,502.2	91.8	100.5	401.3	1,903.5	389.8	-	389.8	527.9	93.6	621.5	109.3	-	109.3	2,529.1	687.3	6.3	3,222.7
2023	1,577.4	91.8	100.5	470.1	2,047.5	392.8	-	392.8	587.1	115.8	703.0	109.0	-	109.0	2,666.4	778.2	5.5	3,450.1
2024	1,568.4	91.8	100.5	511.5	2,079.9	392.3	-	392.3	556.5	129.5	686.0	99.7	-	99.7	2,616.9	833.3	4.7	3,454.9
2025	1,553.6	91.8	100.5	525.7	2,079.3	385.6	-	385.6	580.2	134.3	714.5	100.0	-	100.0	2,619.4	852.3	3.9	3,475.6
2026	1,589.8	91.8	100.5	526.7	2,116.4	378.8	-	378.8	580.3	134.3	714.6	100.2	-	100.2	2,649.0	853.3	3.0	3,505.3
2027	1,578.9	91.8	100.5	526.7	2,105.5	385.6	-	385.6	591.4	134.3	725.7	100.5	-	100.5	2,656.4	853.3	2.1	3,511.8
2028	1,576.4	91.8	100.5	526.7	2,103.1	386.1	-	386.1	663.3	134.3	797.6	100.8	-	100.8	2,726.5	853.3	1.2	3,581.0
2029	1,585.2	91.8	100.5	526.7	2,111.9	395.1	-	395.1	585.5	134.3	719.8	101.0	-	101.0	2,666.8	853.3	0.2	3,520.3
2030	1,582.9	91.8	100.5	526.7	2,109.6	392.7	-	392.7	591.1	134.3	725.5	101.2	-	101.2	2,668.0	853.3	-	3,521.2
2031	1,616.3	91.8	100.5	526.7	2,143.0	372.1	-	372.1	593.8	134.3	728.1	99.0	-	99.0	2,681.2	853.3	-	3,534.5
2032	1,567.4	91.8	100.5	526.7	2,094.1	351.3	-	351.3	449.7	134.3	584.0	76.5	-	76.5	2,444.9	853.3	-	3,298.1
2033	1,280.0	91.8	100.5	526.7	1,806.7	346.5	-	346.5	312.6	134.3	446.9	-	-	-	1,939.1	853.3	-	2,792.4
2034	1,244.5	91.8	100.5	526.7	1,771.2	276.3	-	276.3	321.7	134.3	456.0	-	-	-	1,842.5	853.3	-	2,695.8
2035	1,223.7	91.8	100.5	526.7	1,750.4	287.7	-	287.7	352.6	134.3	486.9	-	-	-	1,864.0	853.3	-	2,717.3
2036	1,062.4	91.8	100.5	526.7	1,589.1	352.5	-	352.5	346.2	134.3	480.5	-	-	-	1,761.1	853.3	-	2,614.3
2037	1,035.9	91.8	100.5	526.7	1,562.6	369.7	-	369.7	347.8	134.3	482.1	-	-	-	1,753.4	853.3	-	2,606.7
2038	969.4	72.0	93.6	495.6	1,465.0	358.4	-	358.4	332.1	134.3	466.4	-	-	-	1,659.9	795.4	-	2,455.3
2039	905.8	72.0	93.6	495.6	1,401.4	307.3	-	307.3	224.4	134.3	358.7	-	-	-	1,437.5	795.4	-	2,233.0
2040	803.9	72.0	93.6	495.6	1,299.5	68.8	-	68.8	182.0	134.3	316.3	-	-	-	1,054.7	795.4	-	1,850.2
2041	650.6	72.0	93.6	495.6	1,146.2	38.2	-	38.2	161.7	134.3	296.1	-	-	-	850.5	795.4	-	1,646.0
2042	587.2	72.0	93.6	495.6	1,082.7	38.2	-	38.2	159.4	134.3	293.7	-	-	-	784.8	795.4	-	1,580.2
2043	456.8	72.0	93.6	495.6	952.3	38.2	-	38.2	143.0	134.3	277.3	-	-	-	638.0	795.4	-	1,433.4
2044	398.4	72.0	93.6	495.6	894.0	38.2	-	38.2	138.1	134.3	272.5	-	-	-	574.7	795.4	-	1,370.2
2045	297.0	72.0	93.6	495.6	792.5	38.2	-	38.2	124.1	134.3	258.5	-	-	-	459.3	795.4	-	1,254.7
2046	236.7	72.0	93.6	495.6	732.2	38.2	-	38.2	118.0	134.3	252.3	-	-	-	392.8	795.4	-	1,188.2
2047	218.2	72.0	93.6	495.6	713.8	35.7	-	35.7	98.7	134.3	233.0	-	-	-	352.5	795.4	-	1,148.0
2048	193.8	72.0	93.6	495.6	689.4	21.5	-	21.5	73.2	123.2	196.4	-	-	-	288.5	784.3	-	1,072.8
2049	109.0	-	93.6	495.6	604.6	21.5	-	21.5	13.7	116.1	129.8	-	-	-	144.2	705.2	-	849.4
2050	105.2	-	50.1	311.1	416.2	21.5	-	21.5	12.0	89.1	101.1	-	-	-	138.6	450.3	-	588.9
2051	79.4	-	-	158.3	237.7	21.5	-	21.5	-	54.0	54.0	-	-	-	100.9	212.4	-	313.2
2052	79.4	-	-	78.5	157.9	21.5	-	21.5	-	27.3	27.3	-	-	-	100.9	105.8	-	206.6
2053	79.4	-	-	25.3	104.8	21.4	-	21.4	-	9.6	9.6	-	-	-	100.9	35.0	-	135.8
2054	79.4	-	-	0.0	79.5	21.4	-	21.4	-	-	-	-	-	-	100.9	0.0	-	100.9
2055	77.4	-	-	0.0	77.4	21.5	-	21.5	-	-	-	-	-	-	98.8	0.0	-	98.8
2056	56.9	-	-	-	56.9	20.2	-	20.2	-	-	-	-	-	-	77.1	-	-	77.1
2057	9.1	-	-	-	9.1	11.4	-	11.4	-	-	-	-	-	-	20.6	-	-	20.6
2058	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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 Financial Plan reflects changes to strategic resources, including reductions in areas where operations can be made more efficient, while also adding positions where more personnel are required.

METROPOLITAN TRANSPORTATION AUTHORITY November Financial Plan 2019-2022 Favorable/(Unfavorable)					
Total Position Changes at a Glance					
	2018	2019	2020	2021	2022
2018 July Plan - Total Baseline Positions¹	74,878	75,412	74,009	74,101	74,237
Total Plan-to-Plan Changes	209	352	181	253	289
2018 November Plan - Total Baseline Positions¹	74,669	75,060	73,828	73,848	73,948
Total Year-to-Year Changes, November Plan		(391)	1,232	(20)	(100)
Total Plan-to-Plan Changes by Reporting Category:					
<i>Non-Reimbursable</i>	159	709	637	570	547
<i>Reimbursable</i>	50	(357)	(456)	(317)	(258)
Total	209	352	181	253	289
<i>Full-Time</i>	208	353	182	254	290
<i>Full-Time Equivalents</i>	1	(1)	(1)	(1)	(1)
Total	209	352	181	253	289
<i>By Function Category</i>					
- Administration	82	60	45	27	34
- Operations	6	(190)	(188)	(160)	(137)
- Maintenance	129	529	424	442	429
- Engineering/Capital	(16)	(56)	(118)	(90)	(71)
- Public Safety	8	9	18	34	34
Total	209	352	181	253	289
<i>By Occupational Group</i>					
- Managers/Supervisors	(30)	(13)	(35)	1	32
- Professional, Technical, Clerical	98	125	85	129	139
- Operational Hourlies	141	240	131	123	118
Total	209	352	181	253	289
Total Plan-to-Plan Changes by Major Category:					
<i>2018 BRPs</i>	96	729	784	728	685
<i>New Needs</i>	(19)	(39)	(5)	(5)	(5)
<i>Change in Reimbursable Positions</i>	50	(357)	(456)	(317)	(258)
<i>Re-estimates & All Other²</i>	82	19	(142)	(153)	(133)
Total	209	352	181	253	289

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

² Includes Full-time Equivalents.

Positions are added to meet the requirements of a myriad of initiatives and activities scheduled or already underway, including: critical operational and maintenance needs, customer-focused amenities and safety initiatives, and support to improve service. Finally, position levels 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.

The November Financial Plan 2019-2022 incorporates positions to support the following “action plans” to maintain and/or improve infrastructure and operations across the MTA transportation network: the MTA NYCT Subway Action Plan (SAP), the MTA Bus Plans for bus operations at NYCT and MTA Bus, MTA Metro-North’s Way Ahead plan and MTA Long Island Rail Road’s Forward initiative.

Year-to-Year Position Changes

It is important to note that the 2017 Actual levels shown in consolidated positions tables reflect only paid positions (incumbents); whereas, the projections for 2018 and beyond reflect authorized positions (including vacancies). To illustrate, in 2017 there were 73,575 authorized positions at year end (2017 Final Estimate) but only 72,348 incumbents, a difference of 1,227 positions. Thus, the growth between 2017 and 2018, as captured in position tables, is overstated.

2019 vs. 2018

The consolidated 2019 baseline includes 75,060 positions, an overall net increase of 391 positions from the 2018 level of 74,669. This is primarily due to:

- **NYCT** – a net increase of 289 positions, comprised of 939 reimbursable position increases, partially offset by 650 non-reimbursable position decreases. Reimbursable increases are mainly to support various capital projects.
- **LIRR** – a net increase of 162 positions, comprised of 168 non-reimbursable positions, partially offset by 6 reimbursable positions. Non-reimbursable position increases are primarily to support East Side Access (ESA) readiness efforts. Reimbursable position decreases are due to anticipated changes in capital project activity.
- **MNR** – a net increase of one position, comprised of 127 reimbursable positions, partially offset by 126 non-reimbursable positions. Position increases of 64 are mainly to support the following initiatives: 37 Conductor positions to support capital needs; 15 Maintenance of Equipment (MoE) positions to support the Locomotive Diesel Shop second shift; 1 Maintenance of Way (MoW) position to assist in the acceleration of the Video Surveillance System; 5 Procurement positions to support Enterprise Asset Management (EAM); 2 Procurement positions to support the Procurement Reorganization; 3 MoW Communication & Signal (C&S) positions to support several critical capital projects; and 1 Operations Administration position to support EAM.
- **B&T** – increases by 2 positions to support EAM.
- **MTAHQ** – an increase of 23 non-reimbursable positions due to the addition of 4 Information Technology positions and 20 Police Officers to support East Side Access, partially offset by the elimination of an Excelsior Program position.
- **SIR** – a decrease of 20 non-reimbursable Maintenance of Way positions, reflecting the completion of the SIR Mainline Track Tie Replacement Program.

- **MTA Bus** – decreases by 66 non-reimbursable positions, mainly due to reductions in the following initiatives: Express Bus Service, Shop Overhaul, Shop Program; partially offset by increases for the Platform Budget and Bus Plan.

2020 – 2022

Total positions are projected at 73,828 in 2020, representing a decrease of 1,232 positions from 2019. Net decreases in positions are expected to be 1,275 at NYCT, mainly reflecting the completion of the L-Tunnel Reconstruction project. Staffing levels increase by a net 23 positions at LIRR, comprised of an increase of 261 non-reimbursable positions that are mainly related to ESA readiness efforts, and are partially offset by a decrease of 238 reimbursable positions, due to changes in project activity. Net increases of 2 MoW positions at MNR are in connection with C&S activity to support critical capital projects. B&T increases by 6 positions to support EAM. MTAHQ positions increase by 54 public safety positions to support the opening of East Side Access. MTA Bus positions decrease by 42, mostly comprised of position reductions for Express Bus Service, the Bus Plan and the Shop Program, partially offset by increases for Shop Overhaul and the Platform Budget.

Total forecasted positions are projected at 73,848 in 2021, an increase of 20 positions from 2020. Positions are expected to decrease by 402 at NYCT, mainly due to changes to Sandy Capital support and support for various capital projects. The LIRR increases by 430 net positions mainly due to non-reimbursable increases of 462, partially offset by 32 reimbursable position decreases; non-reimbursable increases are primarily for ESA readiness efforts, while reimbursable decreases are due to changes in capital project activity. MTAHQ increases by 10 positions due to the MTAPD hiring plan to support the opening of East Side Access, partially offset by the elimination of MTA IT positions. MTA Bus decreases by 27, mostly due to reductions of 27 positions in the Shop Overhaul Program.

Total forecasted positions are projected at 73,948 in 2022, an increase of 100 positions from 2021. Net position decreases of 113 at NYCT are mainly due to changes to Sandy Capital support and adjustments to various capital support projects. The LIRR increases by 83 net positions mainly due to non-reimbursable increases of 112, partially offset by 29 reimbursable position decreases; non-reimbursable increases are primarily for ESA readiness efforts and reimbursable decreases are due to changes in capital project activity. MTA Bus increases by 130 positions for the Shop Overhaul and Shop Programs.

November Plan vs. July Plan Position Changes

2018

Total positions of 74,669 reflect a decrease of 209 positions from the July Plan, primarily due to:

- **NYCT** – decreases by 124 positions, comprising 82 non-reimbursable and 42 reimbursable positions. Non-reimbursable decreases reflect BRP reductions of 25 positions in connection with project delays; 74 position reductions for re-estimates are mainly due to changes in the Platform Budget-Normal Business; and reimbursable reductions of 42 positions primarily reflect TA Labor Adjustments. Partially offsetting these reductions are 11 position increases for the New Need: Bus Plan Adjustments.
- **LIRR** – decreases by a net 146 positions, comprised of a decrease of 164 non-reimbursable positions, partially offset by an increase of 18 positions. Position reductions are primarily related to reduced LIRR Forward and East Side Access requirements. Reimbursable increases reflect changes in the timing of capital and maintenance activity.

- **MNR** – increases by 116 positions, due to the addition of: 115 Conductors in the Transportation Department; 1 Safety position and the reallocation of 39 positions from reimbursable to perform non-reimbursable work.
- **MTAHQ** – decreases by 76 positions, comprised of 66 positions in connection with BRPs—61 positions at MTA IT and 5 positions at MTA Police—and the transfer of 10 Procurement positions to NYCT.
- **SIR** – increases by 14 positions due to the addition of 14 reimbursable positions to support the Capital Program.
- **MTA Bus** – increases by 7 positions, comprised of 8 increases for the New Need: Bus Plan, partially offset by a reduction of one position in Shop Overhaul.

2019

Total positions of 75,060 reflect a decrease of 352 positions from the July Plan, mainly attributable to:

- **NYCT** – decreases by 200 net positions, comprised of 455 non-reimbursable positions, partially offset by 255 reimbursable position increases. Non-reimbursable reductions in connection with BRPs total 387 positions and include reductions in Administrative Staffing, Efficiencies in Station, Labor, Traffic Checking and Select Bus Service (SBS), as well as adjustments in the Shop Program and Security. Re-estimates of 71 positions decreases reflect SMS Reforecast, Overtime Adjustment and the Off-Peak Frequency Pilot, partially offset by increases for L-Tunnel Reconstruction and RBS Fare Enforcement. Net position increases of 3 positions for New Needs include an increase of 20 positions for the Subway Action Plan (SAP), partially offset by reductions for Bus Plan Adjustments and Paratransit. Reimbursable increases of 255 positions for Subways Capital Support, CPM Support, and the L-Tunnel Reconstruction and for other miscellaneous.
- **LIRR** – decreases by 138 total positions, including 231 non-reimbursable, partially offset by 93 reimbursable position increases, and are mainly due to reduced LIRR Forward and other BRP initiatives including eliminating vacant administrative positions and several fleet and right of way maintenance initiatives. The remaining change in year-end non-reimbursable and reimbursable headcount is due to the timing of capital and maintenance activity.
- **MNR** – increases by 105 positions, comprised of an increase of 110 non-reimbursable positions and a decrease of 5 reimbursable positions. Position increases include: 115 Conductors in the Transportation Department carried forward from 2018; 15 MoE positions to support the Locomotive Diesel Shop second shift; 1 MoW position to assist in maintaining increased Video Surveillance System equipment; and the reallocation of 42 positions from reimbursable to perform non-reimbursable work, partially offset by the addition of 37 Conductor positions to support capital needs. Position reductions in connection with BRPs total 63 positions: 25 MoE positions for the E-Cleaning Reduction plan; 30 MoE positions due to the early reduction of capital positions and potential furlough of employees; 5 MoW positions resulting from the Elimination of Weekend Coverage at GCT; and 3 Customer Service positions due to the closing of several Ticket offices.
- **MTAHQ** – decreases by 76 positions which carry forward changes from 2018.
- **SIR** – increases by 14 positions, which carry forward initiatives from 2018.
- **MTA Bus** – decreases by 57 positions. Position reductions in connection with BRPs total 82: 34 in Shop Overhaul, 41 in Express Bus Service, and 7 in Depot Clerical. Partially offsetting these decreases are New Needs of 17 positions for the Bus Plan and 3 Storeroom Superintendents. Re-estimates in the Platform Budget and MCI Structures, partially offset by reductions in the Shop Program, contributed to a net increase of 5 positions.

2020

Total positions of 73,828 positions in 2020 reflect decreases of 181 from the July Plan. This unfavorable variance is mainly due to:

- **NYCT** – increases by 10 positions, comprised of 426 reimbursable positions increases, partially offset by 416 non-reimbursable decreases. Decreases are primarily related to BRP reductions of 412 positions, including for Administrative Staffing and Efficiencies in Station, Labor, and Traffic Checking. Partially offsetting these are reimbursable increases for Capital Support for Subways, CPM and Sandy.
- **LIRR** – decreases by 147 positions, including 185 non-reimbursable decreases and 38 reimbursable position increases that carry forward programmatic changes that continue from 2018.
- **MNR** – increases by 105 positions, reflecting changes incorporated beginning in 2019.
- **MTAHQ** – decreases by 76 positions that carry forward programmatic changes from 2018.
- **SIR** – increases by 14 positions, which carry forward initiatives from 2018.
- **MTA Bus** – decreases by 87 positions, comprised of reductions in Express Bus Service, Shop Overhaul and Depot Clerical, partially offset by increases for the Bus Plan and Storeroom Superintendents, and re-estimates in the Platform Budget, MCI Structures and the Shop Program.

2021

Total positions of 73,848 in 2021 reflect decreases of 253 positions from the July Plan. This unfavorable variance is mainly due to:

- **NYCT** – decreases by 38 positions, comprised of 322 non-reimbursable position reductions, partially offset by 284 reimbursable position increases that primarily support programmatic changes that carry forward from 2020.
- **LIRR** – decreases by 165 positions, comprised of 186 non-reimbursable decreases and 21 reimbursable positions increases and continues programmatic changes that carry forward from 2018.
- **MNR** – increases by 114 positions, reflecting changes incorporated beginning in 2019.
- **MTAHQ** – decreases by 76 positions that carry forward programmatic changes from 2018.
- **SIR** – increases by 14 positions, which carry forward changes from 2018.
- **MTA Bus** – decreases by 102 positions, reflecting a continuation of the drivers of the 2020 reduction, albeit at slightly different position levels.

2022

Total positions of 73,948 in 2022 reflect decreases of 289 positions from the July Plan. This unfavorable variance is mainly due to:

- **NYCT** – decreases by 135 positions, comprised of 363 non-reimbursable position reductions, partially offset by 228 reimbursable position increases, primarily to support programmatic changes that carry forward from 2020.
- **LIRR** – decreases by 170 positions, comprised of 186 non-reimbursable, partially offset by 16 reimbursable position increases, and primarily continues programmatic changes that carry forward from 2018.
- **MNR** – increases by 114 positions, reflecting changes incorporated beginning in 2019.

- **MTAHQ** – decreases by 76 positions that carry forward programmatic changes from 2018.
- **SIR** – increases by 14 positions which carry forward initiatives from 2018.
- **MTA Bus** – decreases by 36 positions, reflecting a continuation of the drivers of the prior year's reduction, though at position levels that vary from 2021.

November Plan vs. February Plan Position Changes

2018

Total positions of 74,669 reflect an increase of 582 positions from the February Plan, primarily due to:

- **NYCT** – increases by 628 positions, comprising 423 non-reimbursable and 205 reimbursable positions. Non-reimbursable increases are primarily in connection with the full implementation of the Subway Action Plan and the Bus Plan. Reimbursable increases are mainly for capital support for the Departments of Subways and Buses.
- **LIRR** – decreases by a net 35 positions, primarily related to adjustments to LIRR Forward and East Side Access, and changes in the timing of capital and maintenance activity.
- **MNR** – increases by 128 positions, primarily due to the addition of Conductors in the Transportation Department and the reallocation of positions from reimbursable to perform non-reimbursable work.
- **B&T** – decreases by 92 positions due to staffing efficiencies achieved from the full conversion to Cashless Tolling at the end of the third quarter of 2017.
- **MTAHQ** – decreases by a net 57 positions, comprised of 66 positions in connection with BRPs—61 positions at MTA IT and 5 positions at MTA Police—and the transfer of 10 Procurement positions to NYCT, partially offset by 19 positions to support the design and implementation phases of the New Fare Payment System (NFPS) project.
- **SIR** – increases by 13 positions due to the addition of 14 positions to support the Capital Program, partially offset by the elimination of an EAM Manager.
- **MTA Bus** – decreases by 3 positions, due to position reductions in Bus Operator Relief and Shop Overhaul, partially offset by position increases in connection with New Needs for the Bus Plan, College Aides and Stateroom Superintendent.

2019

Total positions of 75,060 reflect an increase of 1,031 positions from the February Plan, mainly attributable to:

- **NYCT** – increases by 1,025 positions, comprised of 1,421 reimbursable positions, partially offset by 396 non-reimbursable positions. Reimbursable increases are to support the following programs: L-Tunnel Reconstruction; the Corporate Plan; CPM rightsizing; Subways Capital Support, including for Power and Infrastructure; CPM Support; and miscellaneous other. Partially offsetting these increases are BRP reductions in Administrative Staffing, Efficiencies in Station, Labor, Traffic Checking, and Security—SBS Eagle Team. Re-estimates include position reductions resulting from adjustments to Overtime and Availability.
- **LIRR** – increases by 100 total positions, including 121 reimbursable, partially offset by 21 non-reimbursable positions. Non-reimbursable decreases include BRP reductions partially offset by the LIRR Forward initiative.

- **MNR** – increases by 125 positions, comprised of an increase of 107 non-reimbursable and 18 reimbursable positions, mainly to continue programmatic initiatives that carry forward from 2018.
- **B&T** – decreases by 92 positions that carry forward programmatic changes from 2018.
- **MTAHQ** – decreases by 57 positions which carry forward changes from 2018.
- **SIR** – increases by 27 positions due to the addition of 28 reimbursable positions to support the Capital Program, partially offset by the elimination of one EAM Manager.
- **MTA Bus** – decreases by 97 positions, mainly due to reductions in connection with 2018 BRPs, partially offset by position increases in connection with New Needs for the Bus Plan, Storeroom Superintendent and College Aides.

2020

Total positions of 73,828 positions in 2020 reflect increases of 109 from the February Plan. This unfavorable variance is mainly due to:

- **NYCT** – increases by 69 positions, comprised of 639 reimbursable position increases, partially offset by 570 non-reimbursable position decreases, primarily to support capital program activity.
- **LIRR** – increases by 169 positions, including 103 non-reimbursable and 66 reimbursable positions, primarily to support programmatic initiatives that continue from 2018.
- **MNR** – increases by 125 positions, reflecting changes incorporated beginning in 2018.
- **B&T** – decreases by 92 positions that carry forward programmatic changes from 2018.
- **MTAHQ** – decreases by 57 positions that carry forward programmatic changes from 2018.
- **SIR** – increases by 27 positions that carry forward initiatives from 2019.
- **MTA Bus** – decreases by 132 positions, and primarily reflecting programmatic changes carried forward from 2019.

2021

Total positions of 73,848 in 2021 reflect decreases of 149 positions from the February Plan. This unfavorable variance is mainly due to:

- **NYCT** – decreases by 76 positions, comprised of 437 non-reimbursable position reductions, partially offset by 361 reimbursable position increases, primarily due to the reallocation of resources between reimbursable and non-reimbursable resulting from the completion of the L-Tunnel Reconstruction.
- **LIRR** – increases by 78 positions, comprised of 46 reimbursable and 32 non-reimbursable positions, and mainly continues programmatic initiatives that carry forward from 2018.
- **MNR** – increases by 134 positions, reflecting changes incorporated beginning in 2018.
- **B&T** – decreases by 92 positions that carry forward programmatic changes from 2018.
- **MTAHQ** – decreases by 57 positions carry forward programmatic changes from 2018.
- **SIR** – increases by 27 that carry forward programmatic initiatives from 2019.
- **MTA Bus** – decreases by 163 positions, mainly in connection with BRPs in the Shop Program and Shop Overhaul.

New Needs

Programmatic changes referred to earlier and explained further in Agency sections include the MTA Long Island Rail Road Forward initiative, the MTA Metro-North Way Ahead initiative, the Bus Plan for MTA Bus and NYCT Bus, safety initiatives, IT support, platform budget adjustments, and critical operational and maintenance needs. Major New Needs are listed in the following table:

METROPOLITAN TRANSPORTATION AUTHORITY November Financial Plan 2019-2022 Change Between 2018 November Financial Plan vs. 2018 July Financial Plan Favorable/(Unfavorable)					
Position Impacts of New Needs					
	2018	2019	2020	2021	2022
NYCT					
<i>Bus Plan Adjustments</i>	(11)	(22)	(22)	(22)	(22)
<i>Paratransit Costs</i>	0	(1)	(1)	(1)	(1)
<i>Subway Action Plan</i>	<u>0</u>	<u>20</u>	<u>40</u>	<u>40</u>	<u>40</u>
Total	(11)	(3)	17	17	17
LIRR					
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MNR					
<i>Maintenance of Equipment Diesel Shop Second Shift Staffing</i>	0	(15)	(15)	(15)	(15)
<i>Way Ahead Plan - Accelerated Video Surveillance System</i>	<u>0</u>	<u>(1)</u>	<u>(1)</u>	<u>(1)</u>	<u>(1)</u>
Total	0	(16)	(16)	(16)	(16)
B&T					
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MTAHQ					
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
SIR					
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MTACC					
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MTA Bus					
<i>Bus Plan</i>	(8)	(17)	(3)	(3)	(3)
<i>Storeroom Superintendent</i>	<u>0</u>	<u>(3)</u>	<u>(3)</u>	<u>(3)</u>	<u>(3)</u>
Total	(8)	(20)	(6)	(6)	(6)
Total New Needs	(19)	(39)	(5)	(5)	(5)

Changes in Reimbursable Positions

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

METROPOLITAN TRANSPORTATION AUTHORITY November Financial Plan 2019-2022 Change Between 2018 November Financial Plan vs. 2018 July Financial Plan Favorable/(Unfavorable)					
Position Impact of Reimbursable					
	2018	2019	2020	2021	2022
NYCT					
TA Labor Adjustments	33	0	19	19	19
Subways Capital Support	5	(148)	(129)	(73)	(73)
Miscellaneous Other	4	(21)	0	0	0
CPM Support	0	(70)	(70)	(54)	(54)
L-Tunnel Reconstruction Support	0	(16)	0	0	0
Sandy Capital Support Adjustment	0	0	(217)	(147)	(91)
Reimbursable Vacancies	0	0	(33)	(33)	(33)
Other Re-estimates	<u>0</u>	<u>0</u>	<u>4</u>	<u>4</u>	<u>4</u>
Total	42	(255)	(426)	(284)	(228)
LIRR					
LIRR Capital Project Support and Construction	(16)	(16)	(24)	(16)	(11)
M9 Support Reimbursable Headcount	0	(3)	(3)	(3)	(3)
Main Line Third Track	(1)	(1)	(1)	(1)	(1)
Positive Train Control	(2)	(4)	(9)	0	0
Reallocation of Year End (December) Resources btw NR/R	<u>1</u>	<u>(69)</u>	<u>(1)</u>	<u>(1)</u>	<u>(1)</u>
Total	(18)	(93)	(38)	(21)	(16)
MNR					
Reimbursable Headcount & Overtime Adjustments	<u>39</u>	<u>5</u>	<u>22</u>	<u>2</u>	<u>0</u>
Total	39	5	22	2	0
B&T					
None	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MTAHQ					
None	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
SIR					
Capital Program Support	<u>(14)</u>	<u>(14)</u>	<u>(14)</u>	<u>(14)</u>	<u>(14)</u>
Total	(14)	(14)	(14)	(14)	(14)
MTA CC					
None	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MTA Bus					
None	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
Total Reimbursable	50	(357)	(456)	(317)	(258)

Re-Estimates & All Other

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

METROPOLITAN TRANSPORTATION AUTHORITY November Financial Plan 2019-2022 Change Between 2018 November Financial Plan vs. 2018 July Financial Plan Favorable/(Unfavorable)					
Position Impact of Re-Estimates					
	2018	2019	2020	2021	2022
NYCT					
Platform Budget - Normal Business	60	(20)	(20)	(20)	(20)
Off-Peak Frequency Pilot	13	8	28	28	28
Miscellaneous Other	1	(5)	(1)	(1)	(1)
SMS Reforecast - Other	0	124	(31)	(41)	(34)
Overtime Adjustment	0	40	0	0	0
L-Tunnel Reconstruction	0	(30)	0	0	0
RBS Fare Enforcement	0	(21)	0	0	0
Availability Adjustments	0	(15)	(15)	(15)	(15)
MTA Consolidated Services - Procurement	0	(10)	(10)	(10)	(10)
Other Re-estimates	<u>0</u>	<u>0</u>	<u>36</u>	<u>36</u>	<u>36</u>
Total	74	71	(13)	(23)	(16)
LIRR					
Vacant Positions/Additional positions in lieu of Overtime	36	(2)	(2)	(2)	(2)
Safety - Roadworker Field Compliance	0	(2)	(2)	(2)	(2)
LIRR Forward Plan - MTA July Plan Adjustment	43	38	49	49	49
East Side Access Readiness	76	(6)	6	6	6
Moynihan Station Support	0	(1)	(1)	(1)	(1)
Reliability Centered Maintenance and Rolling Stock modifications	0	4	4	4	4
Reallocation of Year End (December) Resources btw NR/R	<u>(1)</u>	<u>69</u>	<u>1</u>	<u>1</u>	<u>1</u>
Total	154	100	55	55	55
MNR					
Transportation Department Increase for Conductors	(115)	(115)	(115)	(115)	(115)
Reallocation btw Reimbursable to Non-Reimbursable	(39)	(42)	(59)	(48)	(46)
Safety Position	<u>(1)</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	(155)	(157)	(174)	(163)	(161)
B&T					
None	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MTAHQ					
NYCT Procurement Transfer	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>	<u>10</u>
Total	10	10	10	10	10
SIR					
None	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MTACC					
None	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0	0
MTA Bus					
Platform Budget Normal Business	0	(20)	(25)	(25)	(25)
MCI Structures	0	(1)	(1)	0	0
Shop Program	<u>0</u>	<u>16</u>	<u>6</u>	<u>(7)</u>	<u>4</u>
Total	0	(5)	(20)	(32)	(21)
Total Re-Estimates	82	19	(142)	(153)	(133)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019-2022
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Agency

Category	2017 Actual¹	2018 November Forecast	2019 Final Proposed Budget	2020	2021	2022
<i>Baseline Total Positions</i>	72,348	74,669	75,060	73,828	73,848	73,948
NYC Transit	49,951	50,757	51,046	49,771	49,369	49,256
Long Island Rail Road	7,331	7,690	7,852	7,875	8,305	8,388
Metro-North Railroad	6,519	7,134	7,135	7,137	7,146	7,146
Bridges & Tunnels	1,407	1,497	1,499	1,505	1,505	1,505
Headquarters	2,732	3,073	3,096	3,150	3,160	3,160
Staten Island Railway	331	356	336	336	336	336
Capital Construction Company	125	181	181	181	181	181
Bus Company	3,952	3,981	3,915	3,873	3,846	3,976
<i>Non-Reimbursable</i>	65,514	66,794	66,126	66,469	66,859	67,098
NYC Transit	45,141	45,175	44,525	44,570	44,524	44,513
Long Island Rail Road	6,220	6,504	6,672	6,933	7,394	7,506
Metro-North Railroad	5,995	6,495	6,369	6,388	6,380	6,388
Bridges & Tunnels	1,320	1,410	1,412	1,418	1,418	1,418
Headquarters	2,593	2,942	2,965	3,019	3,029	3,029
Staten Island Railway	331	328	308	308	308	308
Capital Construction Company	-	-	-	-	-	-
Bus Company	3,914	3,941	3,875	3,833	3,806	3,936
<i>Reimbursable</i>	6,834	7,875	8,934	7,359	6,989	6,850
NYC Transit	4,810	5,582	6,521	5,201	4,845	4,743
Long Island Rail Road	1,111	1,186	1,180	942	911	882
Metro-North Railroad	524	639	766	749	766	758
Bridges & Tunnels	87	87	87	87	87	87
Headquarters	139	131	131	131	131	131
Staten Island Railway	-	28	28	28	28	28
Capital Construction Company	125	181	181	181	181	181
Bus Company	38	40	40	40	40	40
<i>Total Full-Time</i>	72,100	74,454	74,809	73,577	73,597	73,697
NYC Transit	49,715	50,561	50,814	49,539	49,137	49,024
Long Island Rail Road	7,331	7,690	7,852	7,875	8,305	8,388
Metro-North Railroad	6,518	7,133	7,134	7,136	7,145	7,145
Bridges & Tunnels	1,407	1,497	1,499	1,505	1,505	1,505
Headquarters	2,732	3,073	3,096	3,150	3,160	3,160
Staten Island Railway	331	356	336	336	336	336
Capital Construction Company	125	181	181	181	181	181
Bus Company	3,941	3,963	3,897	3,855	3,828	3,958
<i>Total Full-Time-Equivalents</i>	248	215	251	251	251	251
NYC Transit	236	196	232	232	232	232
Long Island Rail Road	-	-	-	-	-	-
Metro-North Railroad	1	1	1	1	1	1
Bridges & Tunnels	-	-	-	-	-	-
Headquarters	-	-	-	-	-	-
Staten Island Railway	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-
Bus Company	11	18	18	18	18	18

¹ For 2018 and beyond, the table captures authorized positions at year end (December 31). Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019-2022
Baseline Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Function and Agency

Function	2017 Actual ¹	2018 November Forecast	2019 Final Proposed Budget	2020	2021	2022
Administration	4,559	5,016	5,058	5,049	5,033	5,028
NYC Transit	1,413	1,391	1,432	1,419	1,402	1,394
Long Island Rail Road	462	529	530	531	539	537
Metro-North Railroad	515	602	602	602	602	602
Bridges & Tunnels	82	97	100	100	100	100
Headquarters	1,933	2,196	2,199	2,199	2,193	2,193
Staten Island Railway	29	28	28	28	28	28
Capital Construction Company	15	21	21	21	21	21
Bus Company	110	152	146	149	148	153
Operations	31,272	31,514	32,287	31,486	31,597	31,554
NYC Transit	23,940	24,071	24,705	23,824	23,787	23,745
Long Island Rail Road	2,514	2,580	2,699	2,816	2,955	2,954
Metro-North Railroad	1,992	2,082	2,117	2,117	2,126	2,126
Bridges & Tunnels	90	96	99	99	99	99
Headquarters	-	-	-	-	-	-
Staten Island Railway	109	119	119	119	119	119
Capital Construction Company	-	-	-	-	-	-
Bus Company	2,627	2,566	2,548	2,511	2,511	2,511
Maintenance	32,337	33,672	33,166	32,756	32,782	32,950
NYC Transit	22,532	23,213	22,754	22,444	22,201	22,157
Long Island Rail Road	4,174	4,355	4,400	4,306	4,601	4,688
Metro-North Railroad	3,900	4,314	4,280	4,282	4,282	4,282
Bridges & Tunnels	379	386	390	390	390	390
Headquarters	-	-	-	-	-	-
Staten Island Railway	184	193	173	173	173	173
Capital Construction Company	-	-	-	-	-	-
Bus Company	1,168	1,211	1,169	1,161	1,135	1,260
Engineering/Capital	2,062	2,268	2,297	2,284	2,183	2,163
NYC Transit	1,420	1,438	1,468	1,450	1,361	1,342
Long Island Rail Road	181	226	223	222	210	209
Metro-North Railroad	112	136	136	136	136	136
Bridges & Tunnels	203	255	257	263	263	263
Headquarters	-	-	-	-	-	-
Staten Island Railway	9	16	16	16	16	16
Capital Construction Company	110	160	160	160	160	160
Bus Company	27	37	37	37	37	37
Public Safety	2,118	2,199	2,252	2,253	2,253	2,253
NYC Transit	646	644	687	634	618	618
Long Island Rail Road	-	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-	-
Bridges & Tunnels	653	663	653	653	653	653
Headquarters	799	877	897	951	967	967
Staten Island Railway	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-
Bus Company	20	15	15	15	15	15
Baseline Total Positions	72,348	74,669	75,060	73,828	73,848	73,948

¹ For 2018 and beyond, the table captures authorized positions at year end (December 31). Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019-2022
Baseline Total Full-time Positions and Full-time Equivalents by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION/OCCUPATIONAL GROUP		2017 Actual ¹	2018 November Forecast	2019 Final Proposed Budget	2020	2021	2022
Administration							
	Managers/Supervisors	1,422	1,701	1,725	1,719	1,707	1,704
	Professional, Technical, Clerica	3,002	3,164	3,191	3,186	3,183	3,176
	Operational Hourlies	135	151	142	145	144	149
	Total Administration	4,559	5,016	5,058	5,049	5,033	5,028
Operations							
	Managers/Supervisors	3,708	3,780	3,822	3,741	3,764	3,759
	Professional, Technical, Clerica	856	1,016	1,008	1,003	1,010	1,010
	Operational Hourlies	26,709	26,718	27,457	26,742	26,823	26,785
	Total Operations	31,272	31,514	32,287	31,486	31,597	31,554
Maintenance							
	Managers/Supervisors	5,665	5,986	5,871	5,748	5,753	5,726
	Professional, Technical, Clerica	1,880	2,083	2,012	1,950	1,936	1,925
	Operational Hourlies	24,791	25,603	25,283	25,058	25,093	25,299
	Total Maintenance	32,337	33,672	33,166	32,756	32,782	32,950
Engineering/Capital							
	Managers/Supervisors	581	648	666	651	610	595
	Professional, Technical, Clerica	1,473	1,609	1,620	1,622	1,562	1,557
	Operational Hourlies	8	11	11	11	11	11
	Total Engineering/Capital	2,062	2,268	2,297	2,284	2,183	2,163
Public Safety							
	Managers/Supervisors	620	638	666	637	636	636
	Professional, Technical, Clerica	137	162	159	160	160	160
	Operational Hourlies	1,361	1,399	1,427	1,456	1,457	1,457
	Total Public Safety	2,118	2,199	2,252	2,253	2,253	2,253
Baseline Total Positions							
	Managers/Supervisors	11,996	12,753	12,750	12,496	12,470	12,420
	Professional, Technical, Clerica	7,349	8,034	7,990	7,921	7,851	7,828
	Operational Hourlies	53,004	53,882	54,320	53,412	53,528	53,701
	Baseline Total Positions	72,348	74,669	75,060	73,828	73,848	73,948

¹ For 2018 and beyond, the table captures authorized positions at year end (December 31). Totals may not add due to rounding.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019-2022
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 2018-2019	Change 2019-2020	Change 2020-2021	Change 2021-2022
<i>Baseline Total Positions</i>	(391)	1,232	(20)	(100)
NYC Transit	(289)	1,275	402	113
Long Island Rail Road	(162)	(23)	(430)	(83)
Metro-North Railroad	(1)	(2)	(9)	-
Bridges & Tunnels	(2)	(6)	-	-
Headquarters	(23)	(54)	(10)	-
Staten Island Railway	20	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	66	42	27	(130)
<i>Non-Reimbursable</i>	669	(343)	(390)	(239)
NYC Transit	650	(45)	46	11
Long Island Rail Road	(168)	(261)	(462)	(112)
Metro-North Railroad	126	(20)	9	(8)
Bridges & Tunnels	(2)	(6)	-	-
Headquarters	(23)	(54)	(10)	-
Staten Island Railway	20	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	66	42	27	(130)
<i>Reimbursable</i>	(1,060)	1,575	370	139
NYC Transit	(939)	1,320	356	102
Long Island Rail Road	6	238	32	29
Metro-North Railroad	(127)	18	(18)	8
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-
<i>Total Full-Time</i>	(355)	1,232	(20)	(100)
NYC Transit	(253)	1,275	402	113
Long Island Rail Road	(162)	(23)	(430)	(83)
Metro-North Railroad	(1)	(2)	(9)	-
Bridges & Tunnels	(2)	(6)	-	-
Headquarters	(23)	(54)	(10)	-
Staten Island Railway	20	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	66	42	27	(130)
<i>Total Full-Time-Equivalents</i>	(36)	-	-	-
NYC Transit	(36)	-	-	-
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019-2022
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 2018-2019	Change 2019-2020	Change 2020-2021	Change 2021-2022
Administration	(42)	9	16	5
NYC Transit	(41)	13	17	8
Long Island Rail Road	(1)	(1)	(8)	2
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	(3)	-	-	-
Headquarters	(3)	-	6	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	6	(3)	1	(5)
Operations	(773)	801	(111)	43
NYC Transit	(634)	881	37	42
Long Island Rail Road	(119)	(117)	(139)	1
Metro-North Railroad	(35)	-	(9)	-
Bridges & Tunnels	(3)	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	18	37	-	-
Maintenance	506	410	(26)	(168)
NYC Transit	459	310	243	44
Long Island Rail Road	(45)	94	(295)	(87)
Metro-North Railroad	34	(2)	-	-
Bridges & Tunnels	(4)	-	-	-
Headquarters	-	-	-	-
Long Island Bus	-	-	-	-
Staten Island Railway	20	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	42	8	26	(125)
Engineering/Capital	(29)	13	101	20
NYC Transit	(30)	18	89	19
Long Island Rail Road	3	1	12	1
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	(2)	(6)	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-
Public Safety	(53)	(1)	-	-
NYC Transit	(43)	53	16	-
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	10	-	-	-
Headquarters	(20)	(54)	(16)	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-
Baseline Total Positions	(391)	1,232	(20)	(100)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019-2022
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 2018-2019	Change 2019-2020	Change 2020-2021	Change 2021-2022
Administration				
Managers/Supervisors	(24)	7	12	3
Professional, Technical, Clerical	(27)	6	3	7
Operational Hourlies	9	(3)	1	(5)
Total Administration	(42)	9	16	5
Operations				
Managers/Supervisors	(42)	81	(23)	5
Professional, Technical, Clerical	8	5	(7)	-
Operational Hourlies	(739)	715	(81)	38
Total Operations	(773)	801	(111)	43
Maintenance				
Managers/Supervisors	115	123	(5)	27
Professional, Technical, Clerical	71	62	14	11
Operational Hourlies	320	225	(35)	(206)
Total Maintenance	506	410	(26)	(168)
Engineering/Capital				
Managers/Supervisors	(18)	15	41	15
Professional, Technical, Clerical	(11)	(2)	60	5
Operational Hourlies	-	-	-	-
Total Engineering/Capital	(29)	13	101	20
Public Safety				
Managers/Supervisors	(28)	29	1	-
Professional, Technical, Clerical	3	(1)	-	-
Operational Hourlies	(28)	(29)	(1)	-
Total Public Safety	(53)	(1)	-	-
Baseline Total Positions				
Managers/Supervisors	3	255	26	50
Professional, Technical, Clerical	44	70	70	23
Operational Hourlies	(438)	908	(116)	(173)
Baseline Total Positions	(391)	1,232	(20)	(100)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019-2022
Baseline Change Between 2018 November Financial Plan vs. 2018 July Financial Plan
Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Agency
Favorable/(Unfavorable)

Category	2018	2019	2020	2021	2022
<i>Baseline Total Positions</i>	209	352	181	253	289
NYC Transit	124	200	(10)	38	135
Long Island Rail Road	146	138	147	165	170
Metro-North Railroad	(116)	(105)	(105)	(114)	(114)
Bridges & Tunnels	-	-	-	-	-
Headquarters	76	76	76	76	76
Staten Island Railway	(14)	(14)	(14)	(14)	(14)
Capital Construction Company	-	-	-	-	-
Bus Company	(7)	57	87	102	36
<i>Non-Reimbursable</i>	159	709	637	570	547
NYC Transit	82	455	416	322	363
Long Island Rail Road	164	231	185	186	186
Metro-North Railroad	(155)	(110)	(127)	(116)	(114)
Bridges & Tunnels	-	-	-	-	-
Headquarters	76	76	76	76	76
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	(7)	57	87	102	36
<i>Reimbursable</i>	50	(357)	(456)	(317)	(258)
NYC Transit	42	(255)	(426)	(284)	(228)
Long Island Rail Road	(18)	(93)	(38)	(21)	(16)
Metro-North Railroad	39	5	22	2	(0)
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Long Island Bus	-	-	-	-	-
Staten Island Railway	(14)	(14)	(14)	(14)	(14)
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
<i>Total Full-Time</i>	208	353	182	254	290
NYC Transit	123	201	(9)	39	136
Long Island Rail Road	146	138	147	165	170
Metro-North Railroad	(116)	(105)	(105)	(114)	(114)
Bridges & Tunnels	-	-	-	-	-
Headquarters	76	76	76	76	76
Staten Island Railway	(14)	(14)	(14)	(14)	(14)
Capital Construction Company	-	-	-	-	-
Bus Company	(7)	57	87	102	36
<i>Total Full-Time-Equivalents</i>	1	(1)	(1)	(1)	(1)
NYC Transit	1	(1)	(1)	(1)	(1)
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	-	-	-	-	-
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019-2022
Baseline Change Between 2018 November Financial Plan vs. 2018 July Financial Plan
Total Non-Reimbursable - Reimbursable Positions
Full-Time Positions and Full Time Equivalents by Function and Agency
Favorable/(Unfavorable)

Function	2018	2019	2020	2021	2022
Administration	82	60	45	27	34
NYC Transit	10	(44)	(68)	(59)	(52)
Long Island Rail Road	(4)	(1)	6	10	10
Metro-North Railroad	6	7	7	7	7
Bridges & Tunnels	(1)	(1)	(1)	(1)	(1)
Headquarters	71	71	71	71	71
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	-	28	30	(1)	(1)
Operations	6	(190)	(188)	(160)	(137)
NYC Transit	86	(29)	(62)	(29)	(7)
Long Island Rail Road	80	18	16	20	21
Metro-North Railroad	(144)	(179)	(179)	(188)	(188)
Bridges & Tunnels	2	2	2	2	2
Headquarters	-	-	-	-	-
Staten Island Railway	(8)	(8)	(8)	(8)	(8)
Capital Construction Company	-	-	-	-	-
Bus Company	(10)	6	43	43	43
Maintenance	129	529	424	442	429
NYC Transit	28	312	207	178	227
Long Island Rail Road	82	133	142	143	147
Metro-North Railroad	22	67	67	67	67
Bridges & Tunnels	1	1	1	1	1
Headquarters	-	-	-	-	-
Staten Island Railway	(4)	(4)	(4)	(4)	(4)
Capital Construction Company	-	-	-	-	-
Bus Company	-	20	11	57	(9)
Engineering/Capital	(16)	(56)	(118)	(90)	(71)
NYC Transit	-	(40)	(97)	(78)	(59)
Long Island Rail Road	(12)	(12)	(17)	(8)	(8)
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	(2)	(2)	(2)	(2)	(2)
Headquarters	-	-	-	-	-
Staten Island Railway	(2)	(2)	(2)	(2)	(2)
Capital Construction Company	-	-	-	-	-
Bus Company	-	-	-	-	-
Public Safety	8	9	18	34	34
NYC Transit	-	1	10	26	26
Long Island Rail Road	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-
Bridges & Tunnels	-	-	-	-	-
Headquarters	5	5	5	5	5
Staten Island Railway	-	-	-	-	-
Capital Construction Company	-	-	-	-	-
Bus Company	3	3	3	3	3
Baseline Total Positions	209	352	181	253	289

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019-2022
Baseline Change Between 2018 November Financial Plan vs. 2018 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				
		2018	2019	2020	2021	2022
Administration						
	Managers/Supervisors	11	(20)	(33)	(27)	(24)
	Professional, Technical, Clerical	71	51	47	54	58
	Operational Hourlies	1	29	31	-	-
	Total Administration	82	60	45	27	34
Operations						
	Managers/Supervisors	(20)	(37)	(54)	(45)	(40)
	Professional, Technical, Clerical	(11)	2	-	1	1
	Operational Hourlies	37	(155)	(134)	(116)	(98)
	Total Operations	6	(190)	(188)	(160)	(137)
Maintenance						
	Managers/Supervisors	(11)	74	115	114	123
	Professional, Technical, Clerical	40	89	70	99	100
	Operational Hourlies	100	366	239	229	206
	Total Maintenance	129	529	424	442	429
Engineering/Capital						
	Managers/Supervisors	(12)	(34)	(81)	(60)	(46)
	Professional, Technical, Clerical	(4)	(22)	(37)	(30)	(25)
	Operational Hourlies	-	-	-	-	-
	Total Engineering/Capital	(16)	(56)	(118)	(90)	(71)
Public Safety						
	Managers/Supervisors	3	4	18	19	19
	Professional, Technical, Clerical	2	5	5	5	5
	Operational Hourlies	3	-	(5)	10	10
	Total Public Safety	8	9	18	34	34
Baseline Total Positions						
	Managers/Supervisors	(30)	(13)	(35)	1	32
	Professional, Technical, Clerical	98	125	85	129	139
	Operational Hourlies	141	240	131	123	118
	Baseline Total Positions	209	352	181	253	289

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III. Other MTA Consolidated Materials

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019 - 2022
MTA Consolidated Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<u>Non-Reimbursable</u>						
Operating Revenues						
Farebox Revenue	\$6,172	\$6,153	\$6,122	\$6,144	\$6,134	\$6,144
Toll Revenue	1,912	1,967	1,984	1,990	1,998	1,998
Other Revenue	653	662	705	733	757	743
Total Revenues	\$8,737	\$8,782	\$8,810	\$8,867	\$8,889	\$8,886
Operating Expenses						
<u>Labor:</u>						
Payroll	\$5,021	\$5,212	\$5,392	\$5,529	\$5,645	\$5,776
Overtime	934	1,051	811	825	852	865
Health and Welfare	1,209	1,322	1,448	1,535	1,628	1,736
OPEB Current Payments	564	616	682	744	812	886
Pension	1,345	1,333	1,354	1,332	1,317	1,266
Other Fringe Benefits	792	880	857	896	943	968
Reimbursable Overhead	(492)	(494)	(457)	(424)	(407)	(396)
Total Labor Expenses	\$9,373	\$9,919	\$10,086	\$10,437	\$10,791	\$11,100
<u>Non-Labor:</u>						
Electric Power	\$430	\$475	\$451	\$464	\$483	\$540
Fuel	150	186	190	188	183	181
Insurance	(3)	11	17	24	31	38
Claims	526	376	379	387	391	395
Paratransit Service Contracts	393	452	483	501	518	548
Maintenance and Other Operating Contracts	695	780	899	836	884	872
Professional Services Contracts	507	578	555	485	479	490
Materials and Supplies	588	677	677	688	692	697
Other Business Expenses	217	225	231	225	240	242
Total Non-Labor Expenses	\$3,505	\$3,761	\$3,882	\$3,797	\$3,902	\$4,004
<u>Other Expense Adjustments:</u>						
Other	\$49	\$134	\$158	\$84	\$36	\$22
General Reserve	0	160	165	170	175	180
Total Other Expense Adjustments	\$49	\$294	\$323	\$254	\$211	\$202
Total Expenses Before Non-Cash Liability Adjs.	\$12,927	\$13,974	\$14,291	\$14,487	\$14,904	\$15,306
Depreciation	\$2,608	\$2,697	\$2,778	\$2,844	\$2,908	\$2,968
OPEB Liability Adjustment	1,567	1,809	1,910	2,014	2,125	2,246
GASB 68 Pension Expense Adjustment	(168)	(240)	(224)	(289)	(324)	(307)
Environmental Remediation	13	6	6	6	6	6
Total Expenses After Non-Cash Liability Adjs.	\$16,948	\$18,247	\$18,761	\$19,062	\$19,618	\$20,220
Conversion to Cash Basis: Non-Cash Liability Adj.	(\$4,021)	(\$4,273)	(\$4,469)	(\$4,575)	(\$4,714)	(\$4,913)
Debt Service (excludes Service Contract Bonds)	2,525	2,559	2,692	2,840	3,080	3,223
Total Expenses with Debt Service	\$15,452	\$16,534	\$16,983	\$17,328	\$17,983	\$18,529
Dedicated Taxes and State/Local Subsidies	\$6,416	\$7,254	\$7,249	\$7,370	\$7,576	\$7,807
Net Surplus/(Deficit) After Subsidies and Debt Service	(\$300)	(\$498)	(\$924)	(\$1,091)	(\$1,518)	(\$1,837)
Cash Balance Before Prior-Year Carryover	(\$126)	(\$216)	(\$560)	(\$940)	(\$1,523)	(\$1,749)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019 - 2022
MTA Consolidated Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<u>Reimbursable</u>						
Operating Revenues						
Farebox Revenue	\$0	\$0	\$0	\$0	\$0	\$0
Toll Revenue	0	0	0	0	0	0
Other Revenue	0	0	0	0	0	0
Capital and Other Reimbursements	2,197	2,382	2,371	2,117	1,984	1,964
Total Revenues	\$2,197	\$2,382	\$2,371	\$2,117	\$1,984	\$1,964
Operating Expenses						
<u>Labor:</u>						
Payroll	\$680	\$726	\$840	\$783	\$729	\$729
Overtime	268	273	190	173	169	173
Health and Welfare	73	83	84	82	83	84
OPEB Current Payments	10	10	11	12	13	14
Pension	97	107	107	98	96	95
Other Fringe Benefits	253	263	289	267	244	245
Reimbursable Overhead	488	491	453	422	405	395
Total Labor Expenses	\$1,867	\$1,953	\$1,975	\$1,836	\$1,739	\$1,733
<u>Non-Labor:</u>						
Electric Power	\$1	\$2	\$1	\$1	\$1	\$1
Fuel	0	0	1	1	0	0
Insurance	13	13	14	12	13	11
Claims	0	0	0	0	0	0
Paratransit Service Contracts	0	0	0	0	0	0
Maintenance and Other Operating Contracts	76	97	104	70	65	63
Professional Services Contracts	78	136	126	78	58	49
Materials and Supplies	159	177	149	119	108	107
Other Business Expenses	4	5	1	1	1	1
Total Non-Labor Expenses	\$330	\$429	\$396	\$281	\$245	\$231
<u>Other Expense Adjustments:</u>						
Other	-	-	-	-	-	-
General Reserve	0	0	0	0	0	0
Total Other Expense Adjustments	\$0	\$0	\$0	\$0	\$0	\$0
Total Expenses Before Non-Cash Liability Adjs.	\$2,197	\$2,382	\$2,371	\$2,117	\$1,984	\$1,964
Net Surplus/(Deficit)	\$0	\$0	\$0	\$0	\$0	\$0

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019 - 2022
MTA Consolidated Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<u>Non-Reimbursable/Reimbursable</u>						
Operating Revenues						
Farebox Revenue	\$6,172	\$6,153	\$6,122	\$6,144	\$6,134	\$6,144
Toll Revenue	1,912	1,967	1,984	1,990	1,998	1,998
Other Revenue	653	662	705	733	757	743
Capital and Other Reimbursements	2,197	2,382	2,371	2,117	1,984	1,964
Total Revenues	\$10,934	\$11,164	\$11,181	\$10,984	\$10,872	\$10,850
Operating Expenses						
<u>Labor:</u>						
Payroll	\$5,700	\$5,938	\$6,232	\$6,312	\$6,374	\$6,504
Overtime	1,202	1,324	1,002	998	1,021	1,037
Health and Welfare	1,282	1,404	1,532	1,617	1,710	1,821
OPEB Current Payments	574	626	693	756	824	899
Pension	1,442	1,440	1,460	1,430	1,413	1,361
Other Fringe Benefits	1,045	1,143	1,146	1,163	1,188	1,213
Reimbursable Overhead	(4)	(3)	(4)	(2)	(2)	(1)
Total Labor Expenses	\$11,240	\$11,872	\$12,062	\$12,273	\$12,529	\$12,833
<u>Non-Labor:</u>						
Electric Power	\$432	\$476	\$452	\$464	\$483	\$540
Fuel	151	186	192	189	183	181
Insurance	10	25	30	36	44	50
Claims	526	376	379	387	391	395
Paratransit Service Contracts	393	452	483	501	518	548
Maintenance and Other Operating Contracts	771	877	1,004	905	950	935
Professional Services Contracts	585	714	681	563	537	539
Materials and Supplies	747	854	826	807	800	804
Other Business Expenses	221	230	231	226	241	243
Total Non-Labor Expenses	\$3,835	\$4,190	\$4,278	\$4,077	\$4,147	\$4,235
<u>Other Expense Adjustments:</u>						
Other	\$49	\$134	\$158	\$84	\$36	\$22
General Reserve	0	160	165	170	175	180
Total Other Expense Adjustments	\$49	\$294	\$323	\$254	\$211	\$202
Total Expenses Before Non-Cash Liability Adjs.	\$15,124	\$16,356	\$16,663	\$16,604	\$16,887	\$17,270
Depreciation	\$2,608	\$2,697	\$2,778	\$2,844	\$2,908	\$2,968
OPEB Liability Adjustment	1,567	1,809	1,910	2,014	2,125	2,246
GASB 68 Pension Expense Adjustment	(168)	(240)	(224)	(289)	(324)	(307)
Environmental Remediation	13	6	6	6	6	6
Total Expenses After Non-Cash Liability Adjs.	\$19,145	\$20,629	\$21,132	\$21,179	\$21,601	\$22,184
Conversion to Cash Basis: Non-Cash Liability Adj.	(\$4,021)	(\$4,273)	(\$4,469)	(\$4,575)	(\$4,714)	(\$4,913)
Debt Service (excludes Service Contract Bonds)	2,525	2,559	2,692	2,840	3,080	3,223
Total Expenses with Debt Service	\$17,649	\$18,916	\$19,354	\$19,445	\$19,967	\$20,493
Dedicated Taxes and State/Local Subsidies	\$6,416	\$7,254	\$7,249	\$7,370	\$7,576	\$7,807
Net Surplus/(Deficit) After Subsidies and Debt Service	(\$300)	(\$498)	(\$924)	(\$1,091)	(\$1,518)	(\$1,837)
Cash Balance Before Prior-Year Carryover	(\$126)	(\$216)	(\$560)	(\$940)	(\$1,523)	(\$1,749)

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019 - 2022
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$6,179	\$6,157	\$6,125	\$6,147	\$6,136	\$6,147
Other Revenue	691	671	747	847	772	759
Capital and Other Reimbursements	2,057	2,437	2,463	2,109	1,970	1,932
Total Receipts	\$8,927	\$9,266	\$9,335	\$9,103	\$8,878	\$8,838
Expenditures						
<u>Labor:</u>						
Payroll	\$5,491	\$5,767	\$6,056	\$6,127	\$6,172	\$6,300
Overtime	1,166	1,297	976	970	990	1,006
Health and Welfare	1,270	1,355	1,492	1,571	1,665	1,772
OPEB Current Payments	553	606	671	733	800	873
Pension	1,393	1,399	1,423	1,394	1,377	1,323
Other Fringe Benefits	863	923	939	948	973	1,003
Contribution to GASB Fund	0	0	0	4	0	0
Reimbursable Overhead	0	0	0	0	0	0
Total Labor Expenditures	\$10,735	\$11,347	\$11,556	\$11,747	\$11,978	\$12,278
<u>Non-Labor:</u>						
Electric Power	\$440	\$473	\$448	\$460	\$479	\$536
Fuel	142	183	188	184	180	179
Insurance	12	9	18	24	28	34
Claims	286	268	249	254	260	265
Paratransit Service Contracts	390	450	481	499	516	546
Maintenance and Other Operating Contracts	631	772	881	780	776	740
Professional Services Contracts	487	690	627	512	476	474
Materials and Supplies	770	842	830	809	806	808
Other Business Expenses	198	203	219	195	207	209
Total Non-Labor Expenditures	\$3,357	\$3,890	\$3,940	\$3,718	\$3,728	\$3,790
<u>Other Expenditure Adjustments:</u>						
Other	\$70	\$107	\$165	\$158	\$154	\$177
General Reserve	0	160	165	170	175	180
Total Other Expenditure Adjustments	\$70	\$267	\$330	\$328	\$329	\$357
Total Expenditures	\$14,163	\$15,505	\$15,826	\$15,793	\$16,034	\$16,424
Net Cash Balance Before Subsidies and Debt Service	(\$5,236)	(\$6,239)	(\$6,491)	(\$6,691)	(\$7,156)	(\$7,586)
Dedicated Taxes & State and Local Subsidies	\$6,967	\$7,914	\$7,909	\$7,855	\$7,937	\$8,270
Debt Service (excludes Service Contract Bonds)	(1,858)	(1,891)	(1,978)	(2,104)	(2,304)	(2,432)
Cash Balance Before Prior-Year Carryover	(\$126)	(\$216)	(\$560)	(\$940)	(\$1,523)	(\$1,749)

METROPOLITAN TRANSPORTATION AUTHORITY

November Financial Plan 2019 - 2022

Cash Conversion Detail By Agency

(\$ in Millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Depreciation						
New York City Transit	\$1,682	\$1,828	\$1,878	\$1,928	\$1,978	\$2,029
Long Island Rail Road	340	385	388	392	396	400
Metro-North Railroad	240	244	247	247	247	247
MTA Headquarters	36	36	50	53	50	43
MTA Bus Company	59	54	54	54	55	56
Staten Island Railway	10	12	12	12	12	12
Bridges and Tunnels	241	139	148	159	170	182
Total	\$2,608	\$2,697	\$2,778	\$2,844	\$2,908	\$2,968
OPEB Liability Adjustment						
New York City Transit	\$1,103	\$1,350	\$1,437	\$1,529	\$1,627	\$1,731
Long Island Rail Road	142	140	144	148	153	157
Metro-North Railroad	99	58	58	58	58	58
MTA Headquarters	83	89	96	100	105	111
MTA Bus Company	62	100	100	100	100	103
Staten Island Railway	7	8	8	8	8	8
Bridges and Tunnels	72	64	68	71	75	78
Total	\$1,567	\$1,809	\$1,910	\$2,014	\$2,125	\$2,246
GASB 68 Pension Expense Adjustment						
New York City Transit	(\$221)	(\$306)	(\$296)	(\$303)	(\$309)	(\$309)
Long Island Rail Road	(4)	0	0	0	0	0
Metro-North Railroad	(17)	12	(24)	(26)	(42)	(30)
MTA Headquarters	1	(3)	(3)	(3)	(8)	(3)
MTA Bus Company	66	46	86	28	19	19
Staten Island Railway	0	1	1	0	(1)	(1)
Bridges and Tunnels	6	10	13	15	16	17
	(\$168)	(\$240)	(\$224)	(\$289)	(\$324)	(\$307)
Environmental Remediation						
New York City Transit	\$9	\$0	\$0	\$0	\$0	\$0
Long Island Rail Road	3	2	2	2	2	2
Metro-North Railroad	1	4	4	4	4	4
MTA Headquarters	0	0	0	0	0	0
MTA Bus Company	0	0	0	0	0	0
Staten Island Railway	0	0	0	0	0	0
Bridges and Tunnels	0	0	0	0	0	0
Total	\$13	\$6	\$6	\$6	\$6	\$6
Net Operating Surplus/(Deficit)						
New York City Transit	\$273	\$154	\$324	\$225	\$217	\$186
Long Island Rail Road	(89)	54	(38)	(17)	(26)	(25)
Metro-North Railroad	(41)	(28)	(114)	(105)	(26)	(9)
MTA Headquarters	137	79	66	153	76	70
MTA Bus Company	76	26	57	58	58	59
Staten Island Railway	(2)	(3)	0	0	0	0
First Mutual Transportation Assurance Company	(4)	(23)	(21)	(17)	(20)	(26)
Other	12	11	17	17	17	18
Total	\$363	\$268	\$291	\$314	\$296	\$273
Subsidies						
New York City Transit	(\$205)	(\$76)	(\$160)	(\$220)	(\$265)	(\$218)
Commuter Railroads	(241)	(312)	(390)	(382)	(394)	(374)
MTA Headquarters	204	480	461	431	431	427
MTA Bus Company	58	(85)	166	8	(65)	(14)
Staten Island Railway	(6)	7	(3)	1	(6)	(5)
Total	(\$189)	\$14	\$74	(\$163)	(\$300)	(\$184)
Total Cash Conversion	\$4,194	\$4,555	\$4,834	\$4,726	\$4,710	\$5,002

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
Non-Reimbursable									
Operating Revenues									
Farebox Revenue	\$6,153	\$6,122	(\$31)	\$6,144	\$23	\$6,134	(\$10)	\$6,144	\$10
Toll Revenue	1,967	1,984	17	1,990	7	1,998	8	1,998	(0)
Other Revenue	662	705	43	733	28	757	24	743	(14)
Capital and Other Reimbursements	0	0	(0)	0	(0)	0	(0)	0	(0)
Total Revenues	\$8,782	\$8,810	\$28	\$8,867	\$57	\$8,889	\$22	\$8,886	(\$3)
Operating Expenses									
Labor:									
Payroll	\$5,212	\$5,392	(\$180)	\$5,529	(\$137)	\$5,645	(\$117)	\$5,776	(\$131)
Overtime	1,051	811	240	825	(14)	852	(27)	865	(13)
Health and Welfare	1,322	1,448	(126)	1,535	(87)	1,628	(93)	1,736	(108)
OPEB Current Payments	616	682	(66)	744	(62)	812	(68)	886	(74)
Pension	1,333	1,354	(21)	1,332	21	1,317	15	1,266	51
Other Fringe Benefits	880	857	23	896	(39)	943	(47)	968	(24)
Reimbursable Overhead	(494)	(457)	(37)	(424)	(33)	(407)	(17)	(396)	(11)
Total Labor Expenses	\$9,919	\$10,086	(\$167)	\$10,437	(\$351)	\$10,791	(\$354)	\$11,100	(\$310)
Non-Labor:									
Electric Power	\$475	\$451	\$24	\$464	(\$12)	\$483	(\$19)	\$540	(\$57)
Fuel	186	190	(5)	188	3	183	4	181	2
Insurance	11	17	(5)	24	(7)	31	(7)	38	(7)
Claims	376	379	(2)	387	(8)	391	(4)	395	(4)
Paratransit Service Contracts	452	483	(31)	501	(18)	518	(17)	548	(30)
Maintenance and Other Operating Contracts	780	899	(119)	836	64	884	(49)	872	12
Professional Services Contracts	578	555	23	485	70	479	6	490	(10)
Materials and Supplies	677	677	(1)	688	(10)	692	(4)	697	(5)
Other Business Expenses	225	231	(5)	225	5	240	(15)	242	(2)
Total Non-Labor Expenses	\$3,761	\$3,882	(\$121)	\$3,797	\$86	\$3,902	(\$106)	\$4,004	(\$101)
Other Expense Adjustments:									
Other	134	158	(24)	84	74	36	48	22	13
General Reserve	160	165	(5)	170	(5)	175	(5)	180	(5)
Total Other Expense Adjustments	\$294	\$323	(\$29)	\$254	\$69	\$211	\$43	\$202	\$8
Total Expenses Before Non-Cash Liability Adjs.	\$13,974	\$14,291	(\$317)	\$14,487	(\$196)	\$14,904	(\$416)	\$15,306	(\$403)
Depreciation	\$2,697	\$2,778	(\$80)	\$2,844	(\$67)	\$2,908	(\$63)	\$2,968	(\$61)
OPEB Liability Adjustment	1,809	1,910	(101)	2,014	(104)	2,125	(111)	2,246	(121)
GASB 68 Pension Expense Adjustment	(240)	(224)	(16)	(289)	65	(324)	35	(307)	(17)
Environmental Remediation	6	6	0	6	0	6	0	6	0
Total Expenses After Non-Cash Liability Adjs.	\$18,247	\$18,761	(\$514)	\$19,062	(\$302)	\$19,618	(\$555)	\$20,220	(\$602)
Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$4,273)	(\$4,469)	(\$197)	(\$4,575)	(\$106)	(\$4,714)	(\$139)	(\$4,913)	(\$199)
Debt Service (Excludes Service Contract Bonds)	2,559	2,692	(132)	2,840	(149)	3,080	(239)	3,223	(143)
Total Expenses with Debt Service	\$16,534	\$16,983	(\$449)	\$17,328	(\$345)	\$17,983	(\$656)	\$18,529	(\$546)
Dedicated Taxes and State/Local Subsidies	\$7,254	\$7,249	(\$5)	\$7,370	\$121	\$7,576	\$206	\$7,807	\$231
Net Surplus/(Deficit) After Subsidies and Debt Service	(\$498)	(\$924)	(\$426)	(\$1,091)	(\$166)	(\$1,518)	(\$428)	(\$1,837)	(\$318)
Conversion to Cash Basis: GASB Account	\$0	\$0	-	(\$4)	(\$4)	\$0	\$4	\$0	(\$0)
Conversion to Cash Basis: All Other	282	365	82	155	(210)	(4)	(159)	88	92
Cash Balance Before Prior-Year Carryover	(\$216)	(\$560)	(\$344)	(\$940)	(\$380)	(\$1,523)	(\$583)	(\$1,749)	(\$226)

METROPOLITAN TRANSPORTATION AUTHORITY November Financial Plan 2019-2022 Non-Recurring Revenue and Savings (\$ in millions)						
Agency	Description	2018 November Forecast	2019 Final Proposed Budget	2020 Plan	2021 Plan	2022 Plan
		Explanation	Explanation	Explanation	Explanation	Explanation
NYCT	Administration	\$ 28.2 Hiring restrictions savings	\$ 17.7 Hiring restriction savings			
NYCT	Other	OTPS Reductions include deferred auto purchases and savings in maintenance contracts material and supplies, professional service, data communications and other miscellaneous expense. \$ 29.5	OTPS Reductions include deferred auto purchases and savings in maintenance contracts material and supplies, professional service, data communications and other miscellaneous expense. \$ 6.2			
LIRR	6 month Hiring Restriction (BRP)	Hiring Restriction on non-represented positions for the first 6 months of 2018 \$ 4.5				
LIRR	Joint Facilities Savings	Joint Facility Agreement/PRIAA savings as a result of continued review and challenging of new NECC models. \$ 2.0				
LIRR	Electric Savings	The LIRR has identified a significant overbilling of electric costs from a utility provider. \$ 1.0				
LIRR	Inventory drawdown	An evaluation of current inventory levels for specific rolling stock maintenance tasks indicate sufficient inventory on hand to cover workload needs \$ 7.0				
LIRR	Help Points	A more efficient approach to rolling out Help Points have been identified. \$ 5.0	A more efficient approach to rolling out Help Points have been identified. \$ 5.0			
LIRR	Insurance Reimbursement	Insurance payment for reimbursement of damages and repairs associated with New Hyde Park Derailment. \$ 5.6				
LIRR	Penn Station Wireless	Retroactive payments for LIRR share of revenue from wireless provider in Penn Station. \$ 3.0				

METROPOLITAN TRANSPORTATION AUTHORITY November Financial Plan 2019-2022 Non-Recurring Revenue and Savings (\$ in millions)						
Agency	Description	2018 November Forecast	2019 Final Proposed Budget	2020 Plan	2021 Plan	2022 Plan
		Explanation	Explanation	Explanation	Explanation	Explanation
MNR	Administration	\$ 3.2 2018 Impact of Retiming Budgeted Hiring due to Six Month Hiring Restriction				
MNR	Revenue				\$ 4.1 New York State Grade Crossing Reimbursement	
MNR	Other			\$ 2.0 Insurance Recovery for Tenant Fire in GCT		
MNR	Other			\$ 9.7 Park Avenue Viaduct Fire Recovery		
MNR	Service/Platform/Svc .Suppt/Customer Convenience		\$ 2.8 Maybrook Trail Reimbursement	\$ 24.0 Maybrook Trail Reimbursement	\$ 26.0 Maybrook Trail Reimbursement	\$ 2.6 Maybrook Trail Reimbursement
B&T	Administration	\$ 12.9 Vacancies / Hiring restrictions savings	\$ 2.7 Savings from workforce tenure re-estimates/ corrections			
MTA Bus	Other Fringe	\$ 2.0 One time savings due to lower than anticipated Other Fringe Benefits.				
HQ	Administration	\$ 1.5 Excess Genius Challenge Funding				
HQ	Administration	\$ 5.9 Hiring restrictions savings				
MTA	Subsidies	\$ 508.0 NYS / NYC Operating Support for SAP				
MTA	Subsidies	\$ 65.0 NYS Capital Funding Reprogrammed for Operating Needs				
Total Non-Recurring Resources (> or = \$1 million)		\$ 684.3	\$ 34.3	\$ 35.7	\$ 30.1	\$ 2.6

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2019-2022
Operating Budget Reserves - Baseline
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
MTA General Reserve (annual) ¹	\$160.0	\$165.0	\$170.0	\$175.0	\$180.0
GASB Fund Reserve	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
MTA Retiree Welfare Benefits Trust ²	\$378.0	\$378.0	\$378.0	\$378.0	\$378.0
B&T Necessary Reconstruction Fund ^{2,3}	\$353.9	\$353.9	\$353.9	\$353.9	\$353.9

¹ Between the July and November Plan, the MTA proposes drawing down the entire 2018 General Reserve to balance the budget.

² These Funds do not include projections for investment earnings beyond 2018.

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

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IV. MTA Capital Program Information

**New York City Transit/Staten Island Railway
2018 Commitments**

Project ID	Project Description	Commitment Goal (\$ in mil)
E61404/	Security: IESS Wrap Up - Penn Station & Times Square	\$19.8
	Element Total	\$19.8
ES0703/03	Sandy Mitigation: St. George	\$70.1
	Element Total	\$70.1
ET0403/17	Sandy Mitigation: Upgrade Emergency Booth Comm System (EBCS) (prior year slip)	\$71.6
ET0403/23	Sandy Mitigation: Backup Command Center Upgrade	\$9.4
ET0403/25	Sandy Mitigation: Internal Station Hardening	\$17.9
ET0403/27	Sandy Mitigation: 138 St - Gr Concourse/JER (Vent Battery A)	\$6.0
	Element Total	\$104.8
ET0603	Sandy Mtgtn: Steinway Portal Signal Tower(9 Stations BK/Q)	\$0.2
ET0603/12	Sandy Mitigation: Purchase of 4 Backup Generators for Pump Rm	\$0.6
ET0603/17	Sandy Resiliency: Conversion of 2 Pump Trains	\$14.8
ET0603/19	Sandy Mitigation: DOB Mobile Pumps	\$1.7
ET0603/30	Sandy Mitigation: 14 Fan Plants, LT - 1 Loc, FP 7204	\$0.2
	Element Total	\$17.5
ET0703/08	Sandy Mitigation: Steinway Portal(9 Stns BK/Q Initiative)	\$0.4
ET0703/09	Sandy Mitigation: Long-Term Flood Protection: Hammels Wye	\$22.1
	Element Total	\$22.5
ET0903/04	Sandy Mitigation: Montague-Furman Substation / BWY	\$2.1
ET0903/08	Sandy Resiliency: Deployable Substations	\$31.2
	Element Total	\$33.2
ET1002/09	Sandy Repairs: Power Cable Replacement - 148th St Yard (prior year slip)	\$13.3
ET1002/10	Sandy Repairs: Power Cable Replacement - 207th St Yard (prior year slip)	\$32.5
ET1002/11	Sandy Repairs: Coney Island Yd Cables & Communication Eqpmnt	\$191.3
ET1002/18	Sandy Repairs: 207 St Yard Signals	\$315.1
ET1002/19	Sandy Repairs: 207 St. Yard Track	\$72.3
ET1002/20	Sandy Repairs: 207 St. Yard Switches	\$59.2
	Element Total	\$683.6
ET1003/07	Sandy Mitigation: Long Term Perimeter Protctn-ConeyIsland Yd	\$491.3
ET1003/09	Sandy Mitigation:Long-Term Perimeter Protection, 148 St Yard (prior year slip)	\$72.2
ET1003/10	Sandy Mitigation: Long-Term Perimeter Protection, 207 St Yd (prior year slip)	\$144.9
ET1003/11	Sandy Mitigation: 148th Street Yard Portal (prior year slip)	\$5.1
ET1003/12	Sandy Mitigation: 207th Street Yard Portal (prior year slip)	\$21.8
	Element Total	\$735.3
ET1203/07	Sandy Mitigation: Various Depots	\$50.7
ET1203/08	Sandy Mitigation: Roof Protection MJ Quill Depot [SBFP]	\$3.3
ET1203/09	Sandy Mitigation: Yukon Depot [SBFP]	\$2.4
	Element Total	\$56.3
ET1603/10	Sandy Mitigation: Consolidated Revenue Facility	\$10.0
ET1603/12	Sandy Mitigation: Tiffany Central Warehouse	\$10.2
	Element Total	\$20.3
S70701/01	Purchase 75 SIR Passenger Railcars -R211 (prior year slip)	\$278.8
S70701/02	SIR Station Component Program	\$0.3
S70701/03	SIR Mainline Track Rehabilitation	\$0.4
S70701/10	Rehabilitation of Amboy Rd Bridge - SIR	\$7.2
S70701/12	Enhanced Stations: (Pkg #9) Richmond Valley [SBMP Tier2]	\$15.3
S70701/13	SIR: Track: Clifton Yard Track and Switch Reconfiguration	\$0.4
	Element Total	\$302.4
T50414/19	Intermodal: Rockaway Parkway / Canarsie	\$1.4
	Element Total	\$1.4
T60302/27	Radio & Data Communication: Digital Information Signs (Base)	\$20.7
	Element Total	\$20.7

**New York City Transit/Staten Island Railway
2018 Commitments**

Project ID	Project Description	Commitment Goal (\$ in mil)
T60407/06	Replace 2 Hydraulic Elevators: GC-42 Street / Lexington	\$1.0
T60407/12	Replace One Hydraulic Elevator: GC-42 Street / Lexington	\$6.3
	Element Total	\$7.3
T60413/07	ADA: 68 St-Hunter College / Lexington (prior year slip)	\$116.3
	Element Total	\$116.3
T60703/24	Structural Steel Repair, Lower Level, 9th Ave, WST (Wrap-Up)	\$1.0
	Element Total	\$1.0
T60803/06	CBTC Flushing: Equipment Removals	\$5.0
	Element Total	\$5.0
T60806/	ISIM B-Div: Module 5B RCC Build Out	\$9.5
T60806/02	Upgrade Digital Cross Connect (DCS) Equip at SONET Main Hubs	\$2.1
	Element Total	\$11.6
T61004/03	207th St Overhaul Shop: Soil Remediation and Boiler Upgrade	\$0.5
T61004/10	Yard CCTV, Phase 2	\$14.0
	Element Total	\$14.5
T61203/18	Jackie Gleason Depot CNG Compressor	\$2.2
T61203/21	East New York Depot Windows and Facade	\$10.8
T61204/	Repair of East New York Tower - NYCT	\$5.9
T61204/20	Jamaica Bus Terminal Reconfiguration	\$3.4
	Element Total	\$22.3
T61302/02	Purchase 54 Flat Cars (prior year slip)	\$33.5
	Element Total	\$33.5
T61606/11	Fire Alarm Systems: 15 DOS Locations	\$0.6
	Element Total	\$0.6
T61607/05	Employee Facilities: Chambers St / Nassau Loop	\$6.5
T61607/07	Security: Perimeter Hardening: 130 Livingston Plaza (Wrap-Up)	\$6.5
T61607/17	Livingston Plaza: Facade (Outstanding Work)	\$17.5
	Element Total	\$30.6
T70101/01	Purchase Purchase 440 B-Division Cars - R211 (prior year slip)	\$1,661.0
T70101/02	Purchase 20 Open Gangway Prototype Cars (R211) (prior year slip)	\$60.3
	Element Total	\$1,721.3
T70302/03	Purchase 275 Hybrid-Electric Standard Buses	\$0.3
T70302/12	Depot Bus Location System (DBL) - NYCT DOB	\$6.4
T70302/20	Purchase 72 Articulated Buses (Nova)	\$65.8
	Element Total	\$72.5
T70407/01	Replace 11 Hydraulic Elevators / Various	\$2.7
T70407/02	Replace 12 Traction Elevators / Broadway-7th Avenue	\$88.1
T70407/03	Replace 8 Traction Elevators / Various	\$1.3
T70407/04	Replace 6 Traction Elevators / 8 Avenue	\$36.7
T70407/05	Replace 2 Hydraulic Elevators at Boro Hall / Clark Street	\$0.4
T70407/06	Replace 2 Escalators: Grand Central-42 Street / Lexington	\$17.5
T70407/07	Replace 7 Escalators / Various (Bronx & Manhattan)	\$1.2
T70407/08	Replace 2 Escalators / Pelham Parkway/ White Plains Road	\$0.7
T70407/09	Replace 9 Escalators / Various	\$1.5
T70407/10	Replace Jay St Escalator Realignment	\$14.6
T70407/11	Replace 2 Hydraulic Elevators: Franklin Avenue / Shuttle	\$0.5
T70407/12	Replace 3 Escalators: Flushing- Main Street / Flushing	\$0.9
T70407/13	Replace 7 Escalators/ Various(Brooklyn & Manhattan)	\$1.9
T70407/14	Replace One Hydraulic Elevator at GC / Flushing	\$0.3
	Element Total	\$168.2
T70412/02	Station Renewal: 138 Street-Grand Concourse / Jerome	\$20.6
T70412/04	Station Renewal: Astoria Boulevard / Astoria	\$41.4
T70412/10	Station Renewal: 111 Street / Flushing	\$0.7
T70412/11	Station Renewal: 103 St-Corona Plaza / Flushing	\$0.8
T70412/12	Station Renewal: 82 Street-Jackson Heights / Flushing	\$0.8

**New York City Transit/Staten Island Railway
2018 Commitments**

Project ID	Project Description	Commitment Goal (\$ in mil)
T70412/13	Station Renewal: Woodhaven Boulevard / Jamaica	\$0.7
T70412/14	Station Renewal: 85 Street-Forest Parkway / Jamaica	\$0.7
T70412/15	Station Renewal: 75 Street - Elderts Lane / Jamaica	\$0.7
T70412/16	Station Renewal: Cypress Hills / Jamaica	\$0.7
T70412/17	Station Renewal: 69 Street / Flushing	\$0.9
T70412/18	Station Renewal: 61 Street-Woodside / Flushing	\$0.9
T70412/19	Station Renewal: 52 Street / Flushing	\$0.9
T70412/21	Station Component: Ventilators at Various Locations	\$6.1
T70412/31	Station Lighting: 6 Locations / Various (2015) [SBMP]	\$0.6
T70412/32	Station Ventilators: Various Locs (2016)	\$6.4
T70412/35	Platform Components: Bedford-Nostrand Aves / Crosstown	\$7.8
T70412/36	Platform Components: Longwood Ave / Pelham	\$1.0
T70412/37	Platform Components: 2 Locations / Lenox	\$4.5
T70412/38	Platform Components: 2 Locations / Flushing	\$0.5
T70412/40	Elevated Interior Stairs: Junction Blvd / Flushing [SBMP]	\$1.3
T70412/41	Subway Interior Stairs: 14 St-Union Sq / Lexington [SBMP]	\$1.0
T70412/42	Elevated Street Stairs: 2 Locations / WPR [SBMP]	\$1.1
T70412/43	Subway Street Stairs: 4 Locs / Various (2017) [SBMP]	\$2.7
T70412/44	Mezzanine Columns: Atlantic Avenue / Canarsie [SBMP]	\$0.2
T70412/46	Platform Components: 4 Locations / Queens Boulevard, Archer	\$1.3
T70412/47	Station Lighting: 6 Locations / Various (2016) [SBMP]	\$0.5
T70412/50	Platform Components: 2 Locations / Nassau Loop	\$0.5
T70412/51	Platform Components: 5 Locations / Canarsie	\$26.6
T70412/52	Platform Components: 3 Locations / EPK, CLK	\$9.3
T70412/57	Subway Street Stairs: 9 Locs / Various [SBMP]	\$7.0
T70412/58	Mezzanine Components: Nevins Street / EPK [SBMP]	\$0.2
T70412/59	Mezzanine Components: Bowery / Nassau [SBMP]	\$1.0
T70412/60	Platform Components: 2 Locations / Queens Boulevard	\$1.1
T70412/61	Platform Edges: 2 Locations / Queens Boulevard	\$1.9
T70412/62	Station Lighting: 7 Locations / Various (2017) [SBMP]	\$2.9
T70412/63	Platform Components: 3 Locations / Nostrand	\$13.1
T70412/66	Platform Components: 8 Locations / 8th Avenue	\$1.3
T70412/67	Platform Components: 10 Locations / Broadway-7th Avenue	\$3.8
T70412/70	Subway Interior Stairs: 5 Locations / 8AV, BW7 [SBMP]	\$1.1
T70412/71	Elevated Street Stairs: 2 Locations / Brighton [SBMP]	\$2.0
T70412/72	Subway Street Stairs: 4 Locs / 8AV, BW7 (2018) [SBMP]	\$3.6
T70412/76	Platform Components: 4 Locations / 6Av, E63	\$0.6
T70412/77	Platform Components: 6 Locations / Lexington	\$0.8
T70412/78	Platform Edges: Freeman St / White Plains Road	\$0.9
T70412/80	Elevated Interior Stairs: 4 Av-9 St / 6 AV [SBMP]	\$0.5
T70412/81	Subway Interior Stairs: 5 Locations / 8th Ave [SBMP]	\$1.4
T70412/82	Elevated Street Stairs: 3 Locations / WPR [SBMP]	\$2.4
T70412/83	Subway Street Stairs: 50 St / 8 Ave [SBMP]	\$1.5
T70412/91	Interior Stairs: Canal Street (Lower Level) / BWY [SBMP]	\$3.4
T70412/A1	Elevated Street Stairs: 238th St / Broadway (S1) [SBMP]	\$0.5
T70412/A9	Subway Stairs: 34 St-Herald Sq / Bdwy (S4/S8) [SBMP Tier2]	\$1.9
T70412/F2	Ventilator Water Remediation: 3 Avenue-138 Street / Pelham	\$0.2
Element Total		\$193.8
T70413/02	ADA: Astoria Boulevard / Astoria	\$30.6
T70413/03	ADA: Bedford Park Boulevard / Concourse	\$37.8
T70413/05	ADA: Gun Hill Rd / Dyre	\$37.8
T70413/06	ADA: Eastern Parkway-Brooklyn Museum / EPK	\$39.3
T70413/07	ADA: Times Square, Phase 3 - Shuttle	\$230.9
T70413/08	ADA: Chambers Street / Nassau Loop	\$29.1
T70413/09	ADA: Greenpoint Avenue / Crosstown	\$31.2

**New York City Transit/Staten Island Railway
2018 Commitments**

Project ID	Project Description	Commitment Goal (\$ in mil)
T70413/10	ADA: 59 Street / 4th Avenue	\$44.9
T70413/11	ADA: Canarsie-Rockaway Pkwy / Canarsie	\$10.7
T70413/14	ADA: Court Square / Crosstown (Elevator Phase)	\$1.1
T70413/15	ADA: 149 Street - Grand Concourse Complex	\$1.6
T70414/04	Station Reconstruction: Times Square, Phase 3 - Shuttle	\$28.4
T70414/06	Station Railings - 2015-2019	\$3.5
T70414/08	Water Condition Remedy - 2017	\$5.0
T70414/16	Station Capacity Enhancements: 14 St-Union Sq / Canarsie	\$12.8
T70414/18	Station Capacity Enhancements: Metropolitan Ave/Xtwn-Stair P11	\$1.4
Element Total		\$546.1
T70502/04	Mainline Track - 2018 DES/EFA	\$5.4
T70502/05	Mainline Track Replacement - 2019	\$2.2
T70502/10	Continuous Welded Rail 2018	\$12.9
T70502/15	Track Force Account - 2018	\$35.0
T70502/70	Mainline Track Replacement 2018 / Astoria	\$13.5
T70502/71	Mainline Track Replacement 2018 / Flushing	\$22.8
T70502/72	Mainline Track Replacement 2018 / Jamaica	\$32.7
T70502/73	Mainline Track Replacement 2018 / Brighton	\$1.3
T70502/74	Mainline Track Replacement 2018 / Dyre	\$1.7
T70502/75	Mainline Track Replacement 2018 / Pelham	\$9.1
T70502/76	Mainline Track Replacement 2018 / Eastern Parkway	\$11.3
T70502/77	Mainline Track Replacement 2018 / Broadway-7 Ave	\$9.7
T70502/78	Mainline Track Replacement 2018 / Canarsie	\$8.6
T70502/79	Mainline Track Replacement 2018 / Concourse	\$13.1
T70502/80	Mainline Track Replacement 2018 / 6 Avenue-Culver	\$25.0
T70502/81	Mainline Track Replacement 2018 / West End	\$2.0
T70502/82	Mainline Track Replacement 2018 / Lexington	\$2.2
T70502/83	Mainline Track Replacement 2018 / Archer Ave	\$10.0
T70502/84	Mainline Track Replacement 2018 / Lenox-White Plains Rd	\$13.1
Element Total		\$231.7
T70503/04	Mainline Switches - 2018 DES/EFA	\$6.3
T70503/05	Mainline Track Switches - 2019	\$3.3
T70503/20	Mainline Track Switches - 2016 / Flushing	\$7.5
T70503/27	Mainline Track Switches 2018 / Jamaica	\$18.0
T70503/28	Mainline Track Switches 2018 / Astoria	\$8.5
T70503/29	Mainline Track Switches 2018 / Canarsie	\$10.3
T70503/30	Mainline Track Switches 2018 / 6 Avenue-Culver	\$9.3
T70503/31	Mainline Track Switches 2018 / Lenox-White Plains Rd	\$8.8
T70503/32	Mainline Track Switches 2018 / White Plains Road	\$7.4
Element Total		\$79.2
T70605/03	Replace Supervisory Vent Controls - 11 Locs / Various	\$26.2
T70605/05	Rehab Fan Plant Damper System - 7 Locations	\$1.5
T70605/06	Rehabilitate Forsyth St. Fan Plant	\$92.8
T70605/08	Rehab 4 Pump Rooms : Various Locations	\$1.5
Element Total		\$122.0
T70703/03	Elev Structural Rehab: Livonia Yard Overpass & Retaining Wall	\$15.1
T70703/05	Elevated Structures Repair (Over-land Sections) - RKY	\$2.0
T70703/08	Rehab Emergency Exit 302N - 168 St / BW7	\$3.4
T70703/13	Overcoating: 72 Street - 103 Street / Flushing	\$31.9
T70703/17	Overcoating: 48 Street - 72 St / Flushing	\$0.5
T70703/20	Vents Between Stations BXC	\$9.3
T70703/23	LSCRP: Brooklyn (EPK)	\$1.0

**New York City Transit/Staten Island Railway
2018 Commitments**

Project ID	Project Description	Commitment Goal (\$ in mil)
T70703/32	LSCRP: Downtown Manhattan (BWY, CNR, 8AV)	\$0.9
T70703/40	Rehab Abutment & Retaining Walls, Livonia Yard [SBMP Tier2]	\$3.2
	Element Total	\$67.3
T70803/07	Ditmas Interlocking: CBTC Culver	\$135.4
T70803/24	Code Cable Replacement / BW7	\$0.4
T70803/25	Signal Room Fire Suppression, Phase 2	\$14.0
T70803/26	Life Cycle Replacement of Code Systems - Phase 1	\$2.9
T70803/27	Life Cycle Replacement of Speed Enforcement Systems	\$1.5
T70803/30	Interlocking Modernization Parsons Blvd (QBL - Hillside)	\$2.6
T70803/32	CBTC: Culver (Church Ave to W8th St)	\$147.9
T70803/33	Ave X Interlocking: CBTC Culver	\$140.6
T70803/35	2 Interlockings: 30 St & 42 St North/ 8Ave	\$216.3
	Element Total	\$661.6
T70806/04	Fiber Optic Cable Replacement Phase 2	\$28.7
T70806/13	PA/CIS Electronics Replacement - Canarsie Line	\$8.0
T70806/14	ISIM B-DIV: Module 3 (prior year slip)	\$98.9
T70806/18	Security: Platform Screen Door(PSD) - Pilot @ 3rd Avenue / Canarsie	\$28.4
T70806/19	Comm Room Upgrade and Expansion [SBDP]	\$0.8
T70806/20	Help Point: 2 Stations (2018 Goal)	\$0.9
T70806/35	Connection--Oriented Ethernet (COE), Phase 2 Core Upgrade	\$30.0
T70806/36	Connection--Oriented Ethernet (COE), Ph 3 Station Expansion	\$13.8
T70806/37	Connection-Oriented Ethernet (COE), PSIM on Blade Servers	\$11.4
T70806/44	Police Radio System: Enhanced Coverage	\$17.9
T70806/46	Antenna Cable: Next Generation Pilot and Testing	\$12.9
	Element Total	\$251.7
T70902/01	Burnside Ave Substation Renewal - BXC	\$26.8
T70902/02	Avenue Z Substation Renewal / CUL	\$34.4
T70902/03	Central Substation Renewal Including New Rectifier / 6AV	\$1.0
T70902/05	Retrofit Existing 25 Hz Frequency Converters @11 Substations	\$20.6
T70902/06	Replace High Tension Switchgear at 10 Substations	\$51.9
T70902/09	Rehab Substat Roof & Encl Gates Av/Ridgewood [SBMP Tier2]	\$4.8
T70902/15	Supplemental Negative Cables / QBL	\$7.7
T70902/18	Install Low-Resistance Contact Rail - 53 St Tube	\$19.0
T70902/19	New Substation: Canal Street / 8th Avenue	\$1.6
T70902/20	New Substation: 28 Street / 8th Avenue	\$1.1
	Element Total	\$168.9
T70904/01	Rehab CBH #586 / Culver	\$14.9
T70904/07	Rehab CBH # 5 - 53rd Street	\$14.0
T70904/12	Negative Cables: 4th Ave Line - 36 St to 9 St (Ph 3A)	\$0.9
T70904/13	Upgrade SCADA System (BMT)	\$1.7
T70904/14	Repl Control & Battery Cable: 4 Substn Cntrl Zones (2/3/5/8)	\$28.6
T70904/15	Reconstruction of CBH # 392 - Flushing River Bridge	\$0.1
	Element Total	\$60.1
T71004/	Replacement of West Wall Windows at 207 St Overhaul Shop	\$3.1
T71004/02	207 St Maintenance & Overhaul Shop Roof & Component Repair	\$66.3
T71004/03	DCE Shop Components, Phase 2: 239 St, Concourse, ENY	\$28.3
T71004/04	DCE Shop Components - Phase 3 / Jerome	\$0.3
T71004/05	DCE Shop Components, Phase 4: 207 St, Admin	\$0.6
T71004/06	Livonia Maintenance Facility Rehab/Reconstruct Phase 1	\$2.0
T71004/07	Upgrade Central Electronics Shop, Woodside Facility	\$11.4
T71004/09	Heavy Shop Equipment Purchase & Replacement 2015-19	\$8.8
T71004/13	Yard Track - 2018	\$3.5
T71004/14	Yard Track - 2019	\$0.0

**New York City Transit/Staten Island Railway
2018 Commitments**

Project ID	Project Description	Commitment Goal (\$ in mil)
T71004/19	Yard Switches - 2018	\$3.5
T71004/20	Yard Switches - 2019	\$0.1
	Element Total	\$127.7
T71203/	Paving: Manhattanville Depot (Parking Levels) [SBMP Tier2]	\$2.5
T71203/03	HVAC: Queens Village Depot (NYPA)	\$14.5
T71203/04	Chassis Wash: Grand Ave Depot [SBMP]	\$1.4
T71203/06	Generator: Yukon Depot NYPA	\$10.0
T71203/07	Roof: Fresh Pond Depot	\$23.6
T71203/11	Office: Zerega Maintenance Facility [SBMP Tier2]	\$3.1
T71203/12	Chassis Wash: Gun Hill Depot [SBMP]	\$1.6
T71203/13	Articulated Chassis Wash: Jackie Gleason Depot [SBMP]	\$1.4
T71203/14	HVAC: Manhattanville Depot NYPA	\$15.4
T71203/15	HVAC: Zerega Consolidated Maintenance Facility NYPA	\$5.0
T71203/16	Roof Topping & Expansion Joints: Kingsbridge Depot	\$4.9
T71203/17	Roof Topping & Expansion Joints: Michael J Quill Depot	\$3.5
	Element Total	\$86.9
T71204/02	Paint Booth: Yukon Depot [SBDP]	\$2.3
T71204/08	Elevator Upgrades: Various Depots	\$13.7
T71204/11	Oil-Water Separator: Casey Stengel Depot	\$6.6
T71204/12	Portable Bus Lift Replacement	\$5.0
T71204/14	Chassis Wash: Casey Stengel Depot [SBMP Tier2]	\$1.1
T71204/16	Replace 2 Jackie Gleason Depot [SBMP] Tier 2	\$2.7
T71204/17	Replace 2 Queens Village Depot [SBMP] Tier 2	\$2.7
T71204/18	Automated Fuel Management System Upgrade	\$2.4
	Element Total	\$36.5
T71302/07	Purchase of 27 Refuse Flat Cars	\$22.7
T71302/11	Purchase 35 Locomotives - Optn to Prchs up to addnl 35 (prior year slips)	\$128.3
T71302/13	Purchase 92 Non-Revenue Vehicles 2018-2019	\$14.4
T71602/06	Capital Revolving Fund (CRF) - 2018	\$5.0
	Element Total	\$170.4
T71604/01	Upgrade Copper Cable: Livingston Plaza	\$3.6
T71604/05	Replace Superdome Server: 2 Broadway	\$1.4
T71604/06	CADD/BIM/DMS Disaster Recovery/ Business Continuity	\$1.2
	Element Total	\$6.2
T71605/01	Scope Development: 2018 Scope Development	\$12.5
T71605/12	Test Pit Services	\$12.3
T71605/18	ADA: Station Capacity Enhancements: Broadway Junction / Jamaica	\$6.8
T71605/19	Station Capacity Enhancements: Marcy Avenue / Jamaica	\$10.1
	Element Total	\$41.7
T71606/01	Fire Alarm System Replacement at 3 Bus Depots	\$19.1
T71606/02	Asbestos/Lead Air Monitoring - 2017	\$11.0
T71606/04	Asbestos Disposal	\$1.1
T71606/05	Consultant Services: UST Remediation - 2017	\$6.5
T71606/06	Groundwater and Soil Remediation	\$11.5
	Element Total	\$49.1
T71607/14	Livingston Plz Electrical and Mechanical Sys Improvements (prior year slip)	\$62.6
T71607/17	Refurbish Keene Vacuum Systems	\$5.2
T71607/18	Facilities: Money Room: Security Systems Upgrade	\$0.8
T71607/21	EDR Repairs: Police DO #20 - Briarwood-Van Wyck Blvd	\$5.6
T71607/23	Priority Repairs of Tiffany Central Warehouse Exterior Walls	\$4.8
	Element Total	\$79.0
NYCT/SIR Grand Total		\$7,272.3

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

**Long Island Rail Road
2018 Commitments**

Project ID	Project Description	Commitment Goal (\$ in mil)
EL0303/ZH	Emergency Mgmt Eqpt Mitig	\$10.4
	Element Total	\$10.4
EL0602/ZL	Long Island City Yd Rstor	\$16.4
	Element Total	\$16.4
EL0603/ZS	Long Island City Yard Res	\$2.2
	Element Total	\$2.2
L50904/8A	Substations Envir Remedy	\$0.2
	Element Total	\$0.2
L60304/TU	Jamaica Capacity Impr-Ph1	\$4.9
L60304/TW	Extend Great Neck Pkt Trk	\$1.5
	Element Total	\$6.4
L60502/LA	Positive Train Control	\$1.6
L60502/LF	Centralized Train Cntl-MB	\$3.0
	Element Total	\$4.6
L60601/YN	New Mid Suffolk Elctr Yd	\$2.4
	Element Total	\$2.4
L60701/AR	Richmond Hill SS Replacem	\$0.2
	Element Total	\$0.2
L60904/N8	Speonk Yard Metal System	\$0.0
L70204/U9	Jamaica Station - Plannin	\$1.8
L70204/UJ	Enhanced Stn Initiatives	\$3.6
L70204/V3	Ment Stat Comp Rep pkg #1	\$1.9
L70204/V5	ESI: Phase I - 8 Stations	\$104.3
L70204/V6	ESI SBMP STEW MAN	\$0.9
L70204/V7	ESI: Port Jefferson	\$0.3
L70204/V9	ESI: 6 Stations	\$45.0
	Element Total	\$157.7
L70205/V1	Parking Rehabilitation	\$1.2
	Element Total	\$1.2
L70301/WD	2018 Annual Track Program	\$64.0
L70301/WG	Construction Equipment	\$10.1
	Element Total	\$74.1
L70304/WU	Jamaica Capacity-Phase II	\$14.8
L70304/WX	Main Line Double Trk Ph 2	\$2.5
	Element Total	\$17.3
L70401/BU	Mentor Allowance-Ln Strct	\$7.1
L70401/BV	N. Main and Accabonac Bri	\$1.6
L70401/BX	SPR BLV UN TPK BRIG REHAB	\$6.5
L70401/C3	Lynbrook and RVC Viaducts	\$1.5
L70401/C5	Atlantic Ave Hatchways	\$1.0
L70401/C8	ROW Imprv: Franklin & Mur	\$0.9
	Element Total	\$18.5
L70501/SD	Fiber Optic Network	\$1.0
L70501/SF	Imprv Radio Coverage Init	\$4.8
	Element Total	\$5.8
L70502/LH	Babylon Interlocking Rnwl	\$3.4
L70502/LK	Positive Train Control	\$3.4
L70502/LN	Babylon to Patchogue	\$1.2
	Element Total	\$8.0
L70601/YG	Diesel Loco Shop Impvmnts	\$4.7
L70601/YS	Huntington/Port Jeff Yrd	\$0.6
	Element Total	\$5.3
L70604/YP	REH EMP FAC SBDP GR H	\$0.2
L70604/YV	Hillside Facil/Upr Holban	\$2.0
	Element Total	\$2.2

**Long Island Rail Road
2018 Commitments**

Project ID	Project Description	Commitment Goal (\$ in mil)
L70701/XA	Substation Replacements	\$9.7
L70701/XB	Substation Components	\$13.7
L70701/XK	Signal Pwr Motor Genratr	\$1.1
	Element Total	\$24.5
L70904/NJ	Program Development	\$1.0
	Element Total	\$1.0
N40905/FV	Lynbrook Stn Improvements	\$2.5
	Element Total	\$2.5
LIRR Grand Total		\$360.8

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

**Metro-North Railroad
2018 Commitments**

Project ID	Project Description	Commitment Goal (\$ in mil)
EM04-0301	Power and Signal Mitigation (prior year slip)	\$20.6
	Element Total	\$20.6
EM05-02-07	Power Infrastructure Restoration-Phase 2	\$13.1
EM05-02-09	Power Infrastructure Restoration-HRLB	\$2.6
EM05-02-10	Power Infrastr Restoration-Remote Terminal Houses	\$1.3
	Element Total	\$16.9
M602-03-02	Strategic Facilities	\$0.3
	Element Total	\$0.3
M604-01-01	Positive Train Control	\$3.4
M604-01-02	West of Hudson Signal Improvements	\$1.3
M604-01-18	Harlem & Hudson Wayside Communication & Signal Systems	\$19.2
	Element Total	\$23.9
M606-01-03	Other Shops/Yards Renewal	\$2.2
	Element Total	\$2.2
M702-01-01	GCT Trainshed/Tunnel Struct (incl Roof Exp. Jts)	\$1.0
M702-01-03	GCT Platform Rehabilitation	\$0.7
M702-01-05	GCT Utilities	\$1.4
M702-01-06	GCT Elevator Imprvmnts-Final Phase	\$1.0
M702-01-07	GCT PA Head End and VIS Systems	\$0.2
	Element Total	\$4.3
M702-02-05	West of Hudson Station Improvements	\$0.5
M702-02-06	Station Building Rehabilitation	\$0.3
M702-02-07	Customer Communication	\$6.9
M702-02-09	Mentoring Program - Stations	\$7.8
M702-02-10	Enhanced Station Initiative, 5 Stations	\$1.0
M702-02-11	Customer Communication-Systems	\$1.0
M702-02-13	Enhanced Station Initiative Reserve	\$20.6
	Element Total	\$38.0
M702-03-01	Strategic Facilities **	\$6.3
M702-03-02	Mentoring Program - Strategic Facilities	\$1.0
	Element Total	\$7.3
M703-01-02	Cyclical Repl. Insulated Joint	\$0.4
M703-01-04	Turnouts - Mainline/High Speed **	\$7.9
M703-01-05	GCT Turnouts/Switch Renewal	\$4.7
M703-01-07	Rebuild Retaining Walls	\$5.4
M703-01-09	Purchase MoW Equipment	\$4.5
M703-01-10	2017 Cyclical Track Program	\$0.9
M703-01-11	2018 Cyclical Track Program	\$24.7
	Element Total	\$48.4
M703-02-03	Undergrade Bridge Rehabilitation **	\$20.4
M703-02-06	Railtop Culverts	\$1.1
M703-02-07	Bridge Walkways	\$0.6
M703-02-08	Replace Timbers - Undergrade Bridges	\$1.3
M703-02-09	Harlem River Lift Bridge	\$1.2
	Element Total	\$24.5
M703-03-01	Rock Slope Remediation West of Hudson	\$2.9
M703-03-03	Undergrade Bridge Rehabilitation	\$1.2
M703-03-05	West of Hudson Improvements	\$0.7
	Element Total	\$4.8
M704-01-01	Network Infrastructure Replacement	\$10.1
M704-01-02	Harmon to Poughkeepsie SignalSystem **	\$43.7
M704-01-03	Positive Train Control	\$27.2
M704-01-07	Replace High Cycle Relays	\$0.0
M704-01-09	Fire Suppression Systems	\$0.6
M704-01-12	Harlem Wayside Comm & Signal Improvements	\$28.5

**Metro-North Railroad
2018 Commitments**

Project ID	Project Description	Commitment Goal (\$ in mil)
	Element Total	\$110.1
M705-01-01	Replace MA's in Signal Substations	\$16.8
M705-01-02	Transformer Rehabilitation	\$1.3
M705-01-04	Harlem & Hudson Power Rehabilitation	\$11.0
M705-01-05	Harlem & Hudson Power Improvements	\$16.4
M705-01-08	Replace 3rdRail Sectionalizing Switches	\$0.1
M705-01-13	H&H Power (86th St. / 110th St)	\$1.1
	Element Total	\$46.7
M706-01-01	Harmon Shop Replacement - Phase V	\$426.9
M706-01-02	Harmon Wheel True Improvements	\$1.6
M706-01-04	West of Hudson Yard Improvements	\$6.6
M706-01-05	Mentoring Program - Shops and Yards	\$3.1
	Element Total	\$438.2
M708-01-06	Program Administration	\$11.0
M708-01-07	Program Scope Development	\$3.6
M708-01-09	GCT/ESA Unified Trash Facility	\$1.2
M708-01-10	Systemwide Security Initiatives	\$1.4
	Element Total	\$17.2
Metro-North Grand Total		\$803.4

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

**MTA Bus Company
2018 Commitments**

Project ID	Project Description	Commitment Goal (\$ in mil)
U6030204	Security: JFK & Spring Creek	\$8.5M
U6030214	Storage Room Expansion - Baisley Park	\$3.0M
U6030229	Bus Wash - College Point	\$4.8M
U6030231	Bus Wash - Far Rockaway	\$1.6M
U6030212	CNG Upgrade - College Point	\$6.1M
U6030211	HVAC - Spring Creek	\$3.9M
U6030232	HVAC - College Point	\$8.5M
Element Total		\$36.3M
U7030207	Storage Room Expansion - LaGuardia	\$5.4M
U7030206	Automated Passenger Count - Ph. 1 Roll-Out - MTABC	\$1.8M
U7030201	53 Articulated Buses	\$53.2M
U7030205	Bus Digital Information Screens (DIS)	\$11.7M
U7030214	Non-Revenue Vehicles	\$3.6M
Element Total		\$75.6M
MTA Bus Grand Total		\$111.9M

**MTA Police Department
2018 Commitments**

Project ID	Project Description	Commitment Goal (\$ in mil)
E6100102	SI County district Office	\$9.0
	Element Total	\$9.0
N7100101	Public Radio Phase 3	\$5.7
	Element Total	\$5.7
MTA PD Projects Total		\$14.7

MTA Capital Construction Company
2018 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
G5090118	Harold Interlocking Stage 1	\$5.7
G5090119	Harold Tower Supervisory Control System	\$2.0
	Element Total	\$7.7
G6090121	Mid-Day Storage Yard Facility	\$2.9
G6090131	250 Hertz - Misroute / Tunnel Collision Avoidance (TCA)	\$6.2
G6090146	GCT Concourse Facilities (CM014B)	\$24.5
	Element Total	\$33.6
G6140101	Harold Stage 3 F/A -LIRR	\$4.9
G6140109	Design	\$0.5
G6140110	Owner Controlled Insurance Program (OCIP)	\$18.3
G6140111	Construction Management	\$2.5
G6140115	Harold Track Work Part 3	\$9.5
G61401XX	Amtrak - CM, PM, Design Support	\$2.2
	Element Total	\$37.9
G6150101	M9A Rolling Stock Procurement (managed and delivered by the LIRR)	\$366.9
	Element Total	\$366.9
G7090101	Program Management	\$7.1
G7090102	GEC - Design PM	\$42.7
G7090103	MTA Management	\$5.0
G7090105	Manh Structures 1- MNR ForcAcct	\$6.2
G7090111	Owner Controlled Insurance Program (OCIP)	\$50.4
G7090113	Construction Management	\$30.5
G7090115	Vertical Circulation Elements	\$3.0
G7090116	General Conditions	\$10.4
G7090118	Harold Interlocking Stage 2 LIRR	\$13.8
G7090121	Mid-Day Storage Yard Facility - Amtrak	\$1.5
G7090124	East Bound Re-Route	\$100.2
G7090134	Protect Locomotives	\$4.3
G7090136	System Package 2 (prior year slip)	\$44.9
G7090138	Force Account Warehouse	\$0.4
G7090139	Utility Allowance Package	\$5.0
G7090140	Construction Management - Other	\$0.3
G7090141	A Tunnel/D Approach Structure - LIRR	\$1.4
G7090154	Cab Simulator	\$4.3
G7090156	Harold Interlocking Stage 3 Amtrak	\$2.3
G7090159	Harold Track Work Part 3	\$25.0
G70901XX	Amtrak - CM, PM, Design Support	\$11.2
	Element Total	\$369.7
G7110102	Program Management	\$2.1
G71101xx	Pre-Design/Design (prior year slip)	\$37.0
	Element Total	\$39.1
G7130104	D-B Mobilization/Early Payments	\$102.6
G7130105	D-B Construction Contract Option	\$22.9
G7130109	Force Account Support	\$66.9
G7130111	Force Account Project Management	\$16.1
G7130112	Force Account Design	\$4.7
G7130115	MTACC Project Management	\$11.9
G7130116	NYS DOT Project Management	\$1.3
G7130117	Project Administration (Other Costs)	\$5.4
	Element Total	\$231.7
G7140103	Westbound Bypass - LIRR	\$2.5
G7140104	Loop Interlock Amtrak	\$1.0
G7140111	Construction Management	\$3.5
G7140115	Harold Track Work Part 3	\$13.9
	Element Total	\$20.9

**MTA Capital Construction Company
2018 Commitments**

Project ID	Project Description	Commitment Goal (\$ in mil)
Security 2018	IESS East River Tunnel Portal - Queens Portal	\$3.8
	Element Total	\$3.8
T7041409	Reconstruct Cortlandt St BW7	\$3.9
	Element Total	\$3.9
TBD	Force Account Warehouse	\$0.2
	Element Total	\$0.2
MTACC Grand Total		\$1,115.4

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

MTA Bridges & Tunnels
2018 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
D505QM02	Service Building Rehab.	\$1.4
	Element Total	\$1.4
D606AW18	Protective Liability Insurance	\$2.5
	Element Total	\$2.5
D701AWX4	Physical Barrier Installation	\$17.0
	Element Total	\$17.0
D701CB18	CB Scour Protect/Repair/Rpl CB/MP Pier Fender Sys	\$41.0
	Element Total	\$41.0
D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehab	\$4.7
	Element Total	\$4.7
D701VN10	Anchorage & Piers Rehabilitation and Sealing	\$40.5
D701VN32	Steel Repair & Concrete Rehabilitation	\$27.6
D701VN89	Tower Pier Rehab/Construct Mooring Platform Elevator Rehabilitation	\$21.6
	Element Total	\$89.6
D702RK23	Construction of New Harlem River Drive Ramp	\$1.5
D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	\$22.9
	Element Total	\$24.4
D702TN49	Replacement of Grid Decks on Suspended Span	\$332.3
	Element Total	\$332.3
D702VN86	Design for Belt Parkway Ramps Widening	\$4.2
	Element Total	\$4.2
D703BW63	Open Road Tolling Initiative at BWB	\$10.0
	Element Total	\$10.0
D703CB63	Open Road Tolling Initiative -CB Bridge	\$2.6
	Element Total	\$2.6
D703MP63	Open Road Tolling Initiative - MP Bridge	\$3.5
	Element Total	\$3.5
D703RK63	Open Road Tolling Initiative - RFK Bridge	\$0.5
	Element Total	\$0.5
D703TN63	Open Road Tolling Initiative at TNB	\$20.0
	Element Total	\$20.0
D704AW67	Overheight Vehicle Detection Systems	\$11.1
	Element Total	\$11.1
D704HC07	Rehabilitation of HCT Ventilation Systems	\$76.2
D704HC30	Installation of Smoke Detection/Alarm Systems	\$8.6
D704HC64	Brooklyn Service Building Electrical Rehab.	\$7.8
	Element Total	\$92.5
D704QM81	Rehab of Tunnel Controls & Communication Systems	\$37.7
D704QM91	Installation of Smoke Detection/Alarm Systems	\$7.3
	Element Total	\$45.0
D704RK07	Electrical/Mechanical Rehab of HR Lift Span (prior year slip)	\$29.0
D704RK21	Installation of Fire Standpipe & Upgrade of Fire Protection System	\$0.2
	Element Total	\$29.2
D704TN27	Install Service Building Alarm Systems & Upgrades (SBMP)	\$1.1
	Element Total	\$1.1
D704VN30	Elevator Rehabilitation	\$10.5
	Element Total	\$10.5
D706AW21	Program Administration	\$2.9
D706AW28	Scope Development	\$1.0
	Element Total	\$3.9
D707TN49	Painting of Suspended Span	\$21.3
	Element Total	\$21.3
D707VN49	Paint Suspended Span Upper & Lower Level Steel	\$37.6
	Element Total	\$37.6
ED010301	HCT Mitigation - Perimeter Work	\$0.7

MTA Bridges & Tunnels
2018 Commitments

Project ID	Project Description	Commitment Goal (\$ in mil)
ED010304	QMT Mitigation - Perimeter Work & Floodgates	\$0.7
	Element Total	\$1.4
ED060201	Sandy Program Administration	\$2.0
	Element Total	\$2.0
B&T Grand Total		\$809.4

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

**New York City Transit / Staten Island Railway
2018-22 Completions**

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T70806/30	Misc: Stations: Help Point: 2 Stations / Flushing & BW7 [SBMP]	\$ 1.4	Jan-18
T60302/18	Fare Control Modernization: Replace Integrated Farebox Unit (IFU) Components, Phase 2	\$ 10.1	Jan-18
T60412/32	Station Renewal: Ozone Park-Lefferts Blvd / Liberty	\$ 7.9	Jan-18
T60413/12	Station Accessibility (ADA): ADA: Ozone Park-Lefferts Blvd / Liberty	\$ 21.2	Jan-18
ET0403/15	Misc: Stations: Sandy Mitigation: Hatches (5 of 8 Stations) [SBFP]	\$ 3.8	Jan-18
T60302/34	New Buses: 139 Articulated Buses (New Flyer)	\$ 120.2	Jan-18
T70703/30	Line Structure Rehabilitation: Rehabilitation of Emergency Exits - 2 Locations	\$ 7.0	Jan-18
T70503/24	Mainline Track Switches: Mainline Track Switches 2017 / 7th Avenue	\$ 9.8	Jan-18
T70806/27	Misc: Stations: Help Point: Myrtle-Wyckoff Aves / Myrtle [SBMP]	\$ 1.1	Jan-18
ET0403/33	Misc: Stations: Sandy Mitigation: Lower Manhattan Hatch Install (Wrap-up)	\$ 0.5	Jan-18
T61607/28	Facilities: Upgrade HVAC 130 Livingston Plaza Data Center [SBMP Tier2]	\$ 3.0	Feb-18
T70502/20	Mainline Track Rehabilitation: Mainline Track Replacement 2015 / Flushing	\$ 26.9	Feb-18
T60414/12	Station Reconstruction: Reconstruct Cortlandt St Station BW7	\$ 181.8	Feb-18
T60412/G5	Station Component Investments: Station Ventilators: Ph 8 - 3 Loc / Southeast Brooklyn	\$ 6.5	Feb-18
ET0403/18	Misc: Stations: Sandy Mitigation: Coastal Storm MCD	\$ 10.4	Feb-18
T70502/45	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Flushing	\$ 7.7	Feb-18
T70806/05	Communications Cable And Equipment: Copper Cable Upgrade/Replacement Phase 4	\$ 12.1	Feb-18
T70502/68	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / White Plains Road	\$ 8.0	Feb-18
T70503/25	Mainline Track Switches: Mainline Track Switches 2017 / Broadway-7th Ave	\$ 9.3	Feb-18
T70503/26	Mainline Track Switches: Mainline Track Switches 2017 / Lenox-White Plains Rd	\$ 11.1	Feb-18
T70412/B2	Station Component Investments: Subway Stairs: 34 St-Herald Sq / Bdwy (S7/M7) [SBMP]	\$ 0.9	Feb-18
T40409/PW	Public Address/Customer Info Systems: PA/CIS Wrap-Up (TIS)	\$ 2.7	Mar-18
T61606/08	Groundwater And Soil Remediation: Consultant: Underground Storage Tank & Remediation (2011)	\$ 6.0	Mar-18
T60806/06	Communications - RTO: RTO: Portable Radio Unit Replacement	\$ 6.8	Mar-18
T51605/21	Materiel: Concrete Batch Plant Inspection	\$ 1.2	Mar-18
T51605/24	Capital Program Management: Concrete Cylinder Testing	\$ 0.7	Mar-18
E61404/03	Security Program: Electronic Security: 10TSG Atlantic/Pacific	\$ 24.6	Mar-18
T61204/29	Radio & Data Communication: Bus Command Center Construction - NYCT	\$ 59.5	Mar-18
T70503/11	Mainline Track Switches: Mainline Track Switches 2015 / Dyre	\$ 7.6	Mar-18
T70502/08	Welded Rail: Continuous Welded Rail - 2016 / Queens Blvd	\$ 27.4	Mar-18
T70502/36	Welded Rail: Continuous Welded Rail 2016 / 8th Ave	\$ 61.5	Mar-18
T61004/52	Mainline Track Rehabilitation: Integrated Wheel/Rail Monitoring and Analytics	\$ 4.6	Mar-18
T70502/31	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Jamaica	\$ 18.7	Mar-18
T60302/35	New Buses: 92 Articulated Buses (Nova)	\$ 84.4	Mar-18
T70503/15	Mainline Track Switches: Mainline Track Switches - 2016 / Dyre	\$ 4.9	Mar-18
T70502/33	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Dyre	\$ 13.8	Mar-18
T70806/18	Security: Track Intrusion Detection: Pilot Phase 2	\$ 5.7	Mar-18
T71604/02	Computer Hardware & Communications: Data Storage & Virtual Server Enhancements @ 2 Bdwy & 130 Liv	\$ 5.0	Mar-18
T71204/13	Depot Equipment & Machinery: Bus Washer: Zerega Consolidated Maint Facility [SBMP]	\$ 1.4	Mar-18
T70502/56	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Crosstown	\$ 19.2	Mar-18
T61605/11	Capital Program Management: Concrete Batch Plant (2012)	\$ 1.3	Apr-18
T70412/B3	Station Component Investments: Subway Stairs: 59 St / 4th Ave (S1/M1) [SBMP]	\$ 0.6	Apr-18
T61602/03	Capital Revolving Fund: Capital Revolving Fund - 2012	\$ 5.0	Apr-18
T61604/06	Communications Systems: Upgrade Penta Voice Communication System	\$ 1.4	Apr-18
T70503/21	Mainline Track Switches: Mainline Track Switches 2017 / Brighton	\$ 4.6	Apr-18
T70502/54	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / 4th Avenue	\$ 2.7	Apr-18
T61607/13	Consolidated Employee Facilities:Subways: 207 Street / 8th Avenue	\$ 8.8	Apr-18
T61602/09	Owner-Controlled Insurance Program: 2012-2014 Owner Controlled Insurance Program	\$ 101.4	Apr-18
T61602/04	Capital Revolving Fund: Capital Revolving Fund - 2013	\$ 5.0	Apr-18
T61204/33	Depot Equipment And Machinery: Removal of In-ground Lifts at 5 Depots	\$ 2.4	Apr-18
T70502/22	Mainline Track Rehabilitation: Mainline Track Replacement 2015 / Jerome	\$ 6.4	Apr-18
T70502/32	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Queens Blvd	\$ 46.8	Apr-18
T70502/46	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / 8th Avenue	\$ 55.8	Apr-18
T70902/08	Substation Enclosures (IRT-BMT): Rehab Substation Roof & Enclosure: Jerome/E 162 St	\$ 8.0	Apr-18
T61203/09	Depot Rehabilitation: Chassis Wash Lift Replacement @ MJQ- Outstanding Work [SBFP]	\$ 0.6	Apr-18
T70703/16	Line Structure Overcoating: Track-Level Components, Broadway to Myrtle-Wyckoff / Myrtle	\$ 2.8	Apr-18
T70503/23	Mainline Track Switches: Mainline Track Switches 2017 / Eastern Parkway	\$ 5.5	Apr-18
T51203/12	Depot Rehabilitation: Replace Roof at East New York Bus Depot	\$ 7.8	May-18
T71604/05	Information Technology: Replace Superdome Server: 2 Broadway	\$ 1.4	May-18
T71604/06	Computer Hardware & Communications: CADD/BIM/DMS Disaster Recovery/ Business Continuity	\$ 1.2	May-18

**New York City Transit / Staten Island Railway
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ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T70412/C1	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #8) VENTS - 167 St / BXC	\$ 1.9	May-18
T60803/10	Signal Systems: 2 Interlockings: Union Turnpike & 71 Av	\$ 297.8	May-18
T60603/04	Ventilation Facilities: Vent Plant: 46th Street-Northern Blvd / Queens Blvd Line	\$ 87.4	May-18
T61607/19	Roofing Repair & Replacement: DOS Roof Replacement Phase 4	\$ 17.0	May-18
T60302/32	Radio & Data Communication: Digital Information Signs: Depot Wi-Fi	\$ 3.6	May-18
T70502/59	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Jerome	\$ 23.9	May-18
T70502/67	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Myrtle	\$ 14.3	May-18
T70502/51	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Brighton	\$ 6.8	May-18
T70502/57	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Culver	\$ 4.1	May-18
T71004/29	Car Maintenance Shops: Structural Remediation: E 180 St Maint Shop & Retaining Wall	\$ 5.0	Jun-18
T61602/02	Capital Revolving Fund: Capital Revolving Fund - 2011	\$ 5.0	Jun-18
T61606/07	Groundwater And Soil Remediation: Groundwater & Soil Remediation - 2011	\$ 6.5	Jun-18
T60412/F2	Station Component Investments: Station Ventilators: Ph 7 - 8 Loc /Lower Manhattan	\$ 7.3	Jun-18
ET0603/06	Ventilation Facilities: Sandy Mitigation: 14 Fan Plants, NT -Above Grade Prot,6 Locs	\$ 6.9	Jun-18
T70412/22	Station Component Investments: Platform Components: 2 Locations / 4th Avenue	\$ 11.4	Jun-18
T70806/06	Antenna Cable Replacement: Antenna Cable: In-house Replacement Priority Locations	\$ 9.7	Jun-18
T70502/61	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Pelham	\$ 8.4	Jun-18
T70502/14	Mainline Track Rehabilitation: Track Force Account - 2017	\$ 35.0	Jun-18
T70806/20	Misc: Stations: Help Point: 2 Stations (2018 Goal)	\$ 0.9	Jun-18
T61004/53	Car Maintenance Shops: 2-Ton Overhead Crane 207th Street Shop	\$ 0.9	Jul-18
T50803/08	Communication-Based Train Control: CBTC Flushing Line	\$ 389.1	Jul-18
T60803/06	Communication-Based Train Control: CBTC Flushing: Additional Support Costs	\$ 193.8	Jul-18
T60412/43	Station Renewal: Ditmas Avenue / Culver	\$ 19.7	Jul-18
T60412/81	Station Component Investments: 2 Locations / Culver	\$ 24.1	Jul-18
T60412/39	Station Renewal: Avenue U / Culver	\$ 16.3	Jul-18
T60412/41	Station Renewal: Bay Parkway / Culver	\$ 15.7	Jul-18
T60412/38	Station Renewal: Avenue X / Culver	\$ 21.5	Jul-18
T60412/42	Station Renewal: 18 Avenue / Culver	\$ 25.8	Jul-18
T60412/40	Station Renewal: Avenue P / Culver	\$ 15.1	Jul-18
T60412/44	Station Renewal: Avenue I / Culver	\$ 19.4	Jul-18
T61302/07	Work Train & Special Equipment: Purchase 3 Vacuum Trains	\$ 34.7	Jul-18
T60806/31	Public Address/Customer Info Systems: ISIM B-Div Module 2: Comm Room Upgrades	\$ 2.5	Jul-18
T60806/05	Station Communication Rooms: Comm Room Upgrade And Expansion-Phase 1	\$ 15.7	Jul-18
T70413/20	Station Accessibility (ADA): ADA: Court Square / Crosstown (Stairs Phase)	\$ 13.1	Jul-18
T71004/12	Yard Track Rehabilitation: Yard Track - 2017	\$ 3.3	Jul-18
T70902/24	Substation Enclosures (IRT-BMT): Rehab Substation Roof & Encl Stanton St [SBMP Tier2]	\$ 4.6	Jul-18
T51203/13	New Depots & Facilities: Jamaica Depot: Demolition at New Properties [SBMP Tier2]	\$ 1.4	Jul-18
T70412/A4	Station Component Investments: Elevated Street Stairs: 238th St / Bway (S2/S3) [SBMP Tier2]	\$ 2.2	Jul-18
T61605/12	Capital Program Management: Concrete Cylinder Testing (2012)	\$ 0.8	Aug-18
T61607/20	Maintenance Of Way: RTO Facilities Hardening Ph 2	\$ 11.6	Aug-18
T61607/03	Maintenance Of Way: RTO Master Tower Hardening	\$ 2.9	Aug-18
T61204/02	Misc: Bus Projects: BRT - Bus Rapid Transit 2010-2014 (SBS)	\$ 25.4	Aug-18
T60412/H7	Station Component Investments: Station Ventilators: Ph 9 - 2 Loc / Southwest Brooklyn	\$ 2.9	Aug-18
T70502/64	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Concourse	\$ 27.3	Aug-18
T70503/22	Mainline Track Switches: Mainline Track Switches 2017 / Astoria	\$ 15.5	Aug-18
T71004/18	Yard Switches: Yard Switches - 2017	\$ 3.5	Aug-18
T70502/73	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Brighton	\$ 1.3	Aug-18
T71204/22	Misc: Bus Projects: Storage Tank Components: Jackie Gleason and Castleton Depots	\$ 9.3	Sep-18
T50703/40	Water Conditions Remedy: Alleviate Flooding at 1 Location - Manhattan [SBMP Tier2]	\$ 4.7	Sep-18
T61606/10	Asbestos Abatement: Asbestos/Lead: Air Monitor	\$ 9.1	Sep-18
T61606/04	Asbestos Abatement: Asbestos Disposal	\$ 0.9	Sep-18
T61606/09	Asbestos Abatement: Asbestos Abatement - 2013	\$ 9.7	Sep-18
T41204/01	Radio & Data Communication: AVL: Paratransit - 2,273 Vehicles	\$ 39.2	Sep-18
T60803/15	Signal Systems: 34th St Interlocking / 6th Avenue	\$ 180.2	Sep-18
T61606/05	Fire Protection: Sprinkler & Fire Alarm System, Ph 2: 6 Av Passageway	\$ 0.8	Sep-18
T60803/16	Signal Systems: West 4 St Interlocking / 6th Avenue	\$ 174.2	Sep-18
ET0403/20	Misc: Stations: Sandy Mitigation: Critical Room Resiliency	\$ 22.7	Sep-18
T71302/12	Rubber-Tired Vehicles: 202 Non-Revenue Vehicles 2015-2017	\$ 33.8	Sep-18
T51607/49	Depot Rehabilitation: Ulmer Park Depot: Mezzanine Extension	\$ 8.1	Oct-18
T60603/05	Ventilation Facilities: Replace Vent Controls: 22 Locations	\$ 16.2	Oct-18
T71302/10	Work Train & Special Equipment: Track Inspection Car 3: Platform Measuring System	\$ 4.5	Oct-18

**New York City Transit / Staten Island Railway
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ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T70412/A2	Station Component Investments: Elevated Street Stairs: 215th St / Bway (S2/S4) [SBMP Tier2]	\$ 2.3	Oct-18
T70412/A3	Station Component Investments: Elevated Street Stairs: 215th St / Bway (S1/S3) [SBMP Tier2]	\$ 2.1	Oct-18
T61203/18	Depot Rehabilitation: Jackie Gleason Depot CNG Compressor	\$ 2.4	Oct-18
T70502/78	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Canarsie	\$ 8.6	Nov-18
T71204/07	Depot Rehabilitation: Shoreline Upgrade: Kingsbridge Depot	\$ 3.9	Nov-18
T70502/76	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Eastern Parkway	\$ 11.3	Nov-18
T60412/95	Station Component Investments: Station Ventilators: Ph 6-5 Loc/Upper Manhattan & Bronx	\$ 5.9	Nov-18
T70414/05	Misc: Stations: Water Condition Remedy - 2015	\$ 3.7	Nov-18
ET0603/12	Pumping Facilities: Sandy Mitigation:Purchase of 4 Backup Generators for Pump Rm	\$ 0.7	Nov-18
T70412/88	Station Component Investments: Subway Interior Stairs: 59 Street / 4th Avenue	\$ 1.7	Nov-18
T70502/74	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Dyre	\$ 1.7	Dec-18
T70412/C2	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #3) - 163rd St / 8th Ave	\$ 42.1	Dec-18
T70412/C3	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #3)-Cathedral Pkwy 110th St/8AV	\$ 40.3	Dec-18
T70412/C5	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #3) - 72nd St / 8th Ave	\$ 35.8	Dec-18
T70412/C4	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #3) - 86th St / 8th Ave	\$ 39.2	Dec-18
T60904/08	Power Distribution Facilities: Negative Cables: 4th Avenue - Phase 2	\$ 5.0	Dec-18
T70904/17	Power Distribution Facilities: Negative Cables: 36 St to 59 St 4Av - Ph 2	\$ 16.1	Dec-18
T70502/70	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Astoria	\$ 13.5	Dec-18
T60904/09	Power Distribution Facilities: CBH 275: Pearl Street / Clark	\$ 9.6	Dec-18
T70502/77	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Broadway-7 Ave	\$ 9.7	Dec-18
T61004/25	Car Maintenance Shops: 207 St Overhaul: Equipment for Car HVAC Repair & Maintenance	\$ 2.2	Dec-18
T60412/15	Station Renewal: Fort Hamilton Parkway / Sea Beach	\$ 35.2	Dec-18
T60412/14	Station Renewal: 8 Avenue / Sea Beach	\$ 42.6	Dec-18
T60413/18	Station Accessibility (ADA): ADA: 8 Avenue Northbound Ramp / Sea Beach	\$ 13.9	Dec-18
T60412/19	Station Renewal: Bay Parkway / Sea Beach	\$ 43.8	Dec-18
T60412/18	Station Renewal: New Utrecht Av / Sea Beach	\$ 32.1	Dec-18
T60412/16	Station Renewal: 18 Avenue / Sea Beach	\$ 38.9	Dec-18
T60413/17	Station Accessibility (ADA): ADA: New Utrecht Av-62 St. Complex / Sea Beach	\$ 18.2	Dec-18
T60703/12	Line Structure Rehabilitation: Rehab Retaining Walls / Sea Beach (Northern 6)	\$ 30.7	Dec-18
T60412/13	Station Renewal: 20 Avenue/ Sea Beach	\$ 34.5	Dec-18
T60412/20	Station Renewal: Avenue U / Sea Beach	\$ 38.6	Dec-18
T60412/21	Station Renewal: 86 Street / Sea Beach	\$ 32.1	Dec-18
T60412/17	Station Renewal: Kings Highway / Sea Beach	\$ 36.0	Dec-18
T60703/12	Line Structure Rehabilitation: Rehab Retaining Walls / Sea Beach (Southern 3)	\$ 18.6	Dec-18
T61004/08	Shop Equipment And Machinery: Heavy Shop Equipment Replacement	\$ 8.2	Dec-18
T61004/39	Car Maintenance Shops: 2-Ton Overhead Crane - Concourse	\$ 0.9	Dec-18
T71204/02	Misc: Bus Projects: Upgrade One and Install New Paint Booth - Zerega [SBMP Tier2]	\$ 3.0	Dec-18
T70414/03	Misc: Stations: Station Entrance: 8 Avenue/Sea Beach (Stair P6)	\$ 1.1	Dec-18
T70414/03	Misc: Stations: Station Entrance: 8 Avenue / Sea Beach	\$ 15.2	Dec-18
T60413/18	Station Accessibility (ADA): ADA: 8 Avenue Southbound Elevator / Sea Beach	\$ 6.8	Dec-18
T60703/06	Demolition Of Abandoned Structures: Demolition of Abandoned Structures - Various - Ph1	\$ 15.2	Dec-18
T60806/04	Public Address/Customer Info Systems: PA/CIS: 45 Stations: Install Cable	\$ 56.0	Dec-18
T61203/11	Depot Rehabilitation: Upgrade 3rd Floor HVAC & Rehab Office - ENY	\$ 4.8	Dec-18
T60806/26	Public Address/Customer Info Systems: ISIM B-Div: Module 1	\$ 56.2	Dec-18
T71607/04	Consolidated Employee Facilities:Subways: EFR Component Repairs: 10 Locations / Manhattan	\$ 9.7	Dec-18
T60412/G9	Station Component Investments: Station Ventilators: Ph 10 - 4 Loc / North Brooklyn	\$ 5.3	Dec-18
T60806/23	Communications Cable And Equipment: Passenger Station LAN: Solarwinds Network Management System	\$ 5.0	Dec-18
T70703/04	Structural Component Repairs: Rehab Viaduct & Deck Sections - Bushwick Cut / MYR	\$ 130.7	Dec-18
T70502/39	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Bushwick Cut	\$ 10.2	Dec-18
T70703/02	Structural Component Repairs: Elev Structural Rehab: Bridge Over Atlantic RR - MYR	\$ 22.1	Dec-18
T60806/59	Public Address/Customer Info Systems: B-Division Beacon Train Arrival System, Phase 1	\$ 20.0	Dec-18
T70502/66	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Flushing	\$ 28.7	Dec-18
T70502/58	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Eastern Parkway	\$ 23.6	Dec-18
T70502/62	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / 7th Avenue	\$ 5.6	Dec-18
T70502/60	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Lexington	\$ 9.4	Dec-18
T70302/14	New Buses: 110 CNG Articulated Buses	\$ 106.4	Dec-18
T70806/40	Public Address/Customer Info Systems: B-Division Beacon Train Arrival System, Phase 2	\$ 70.0	Dec-18
T70502/50	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Jerome	\$ 17.9	Dec-18
T70703/38	Structural Component Repairs: Hoyt-Schermerhorn Benchwall Replacement	\$ 1.8	Dec-18

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ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T70803/37	Signal Systems: Signal Components / Signal Power (Subway Action Plan)	\$ 112.0	Dec-18
T70803/36	Signal Systems: Emergency Signal Power Upgrade	\$ 11.4	Dec-18
T70703/12	Line Structure Overcoating: Portal to 164 Street / Jerome	\$ 11.7	Dec-18
T71605/05	Capital Program Management: GO Support - Traffic Checkers 2018	\$ 9.0	Dec-18
T71203/13	Depot Equipment & Machinery: Articulated Chassis Wash: Jackie Gleason Depot [SBMP]	\$ 1.4	Dec-18
ET1203/08	Misc: Bus Projects: Sandy Mitigation: Roof Protection MJ Quill Depot [SBFP]	\$ 3.3	Dec-18
S70701/12	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #9) Richmond Val [SBMP Tier2]	\$ 15.3	Dec-18
T70503/28	Mainline Track Switches: Mainline Track Switches 2018 / Astoria	\$ 8.5	Dec-18
T60703/24	Station Structural Remediation: Structural Steel Repair, Lower Level, 9th Ave, WST (Wrap-Up)	\$ 1.0	Dec-18
T70503/20	Mainline Track Switches: Mainline Track Switches - 2016 / Flushing	\$ 7.5	Dec-18
T60101/02	New Subway Cars: 300 B Division Cars - R179	\$ 740.6	Jan-19
T70803/19	Maintenance Of Way: Signal Circuit Modifications Phase 6 - Part 1	\$ 15.2	Jan-19
T70803/23	Signal Systems: Signals Key-By Circuit Modification Phase 4	\$ 18.4	Jan-19
ET0502/11	Mainline Track Rehabilitation: Sandy Repairs: Mainline Track - Clark St Tube	\$ 9.6	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
ET0902/08	Power Distribution Facilities: Sandy Repairs: Rust Inhibiting Coating, Montague Tube	\$ 6.7	Jan-19
ET0602/26	Ventilation Facilities: Sandy Repairs: 1 Fan Plant (Old Slip) Clark	\$ 5.2	Jan-19
ET0602/34	Pumping Facilities: Sandy Repairs: Pump #3166 / Clark Tube	\$ 8.0	Jan-19
ET0802/12	Signal Systems: Sandy Repairs: Signals in the Clark St Tube	\$ 9.2	Jan-19
T61203/17	Depot Rehabilitation: Kingsbridge Depot Annex Roof [SBMP Tier2]	\$ 3.4	Jan-19
T70703/23	Structural Component Repairs: LSCRP: Brooklyn (EPK)- Concrete Repair @ Hoyt St & Nevins St	\$ 2.1	Jan-19
T70503/27	Mainline Track Switches: Mainline Track Switches 2018 / Jamaica	\$ 18.0	Jan-19
T70414/18	Misc: Stations: Station Capacity Enhancements:Metropolitan Ave/Xtwn-StairP11	\$ 0.2	Jan-19
T70412/96	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #2) - 39th Ave / Astoria	\$ 43.2	Feb-19
T70412/95	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #2) - 36th Ave / Astoria	\$ 60.2	Feb-19
T70412/94	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #2) - 30th Ave / Astoria	\$ 61.3	Feb-19
T70412/93	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #2) - Broadway / Astoria	\$ 44.1	Feb-19
T70503/32	Mainline Track Switches: Mainline Track Switches 2018 / White Plains Road	\$ 7.4	Feb-19
T70502/81	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / West End	\$ 2.0	Feb-19
T71605/04	Capital Program Management: MTA Independent Engineering Consultant 2015-2019	\$ 10.5	Feb-19
T60412/60	Station Component Investments: 4 Stations / Jamaica	\$ 82.1	Feb-19
T60412/F7	Station Component Investments: Station Painting at Component Locations: 3 Loc/Jamaica	\$ 2.8	Feb-19
T71605/19	Misc: Stations: Station Capacity Enhancements: Marcy Avenue / Jamaica	\$ 1.3	Feb-19
T70503/30	Mainline Track Switches: Mainline Track Switches 2018 / 6 Avenue-Culver	\$ 9.3	Feb-19
T70503/29	Mainline Track Switches: Mainline Track Switches 2018 / Canarsie	\$ 10.3	Feb-19
T61602/05	Capital Revolving Fund: Capital Revolving Fund - 2014	\$ 5.0	Mar-19
ET0603/25	Ventilation Facilities: Sandy Mitigation: 14 Fan Plants, LT - 1 Loc, FP 7207	\$ 5.9	Mar-19
T71604/01	Information Technology: Upgrade Copper Cable: Livingston Plaza	\$ 3.6	Mar-19
T70503/31	Mainline Track Switches: Mainline Track Switches 2018 / Lenox-White Plains Rd	\$ 8.8	Mar-19
T60806/01	Communications Cable And Equipment: Fiber Optic Cable Replacement: Phase 1	\$ 12.0	Mar-19
T60806/31	Public Address/Customer Info Systems: ISIM B-Div: Module 2: Flushing Line PA/CIS	\$ 65.2	Mar-19
T70302/13	Misc: Bus Projects: Automatic Passenger Counting (APC) - Phase 1 Rollout	\$ 5.6	Mar-19
T70302/20	New Buses: 72 Articulated Buses (Nova)	\$ 65.8	Mar-19
ET0603/19	Misc: Bus Projects: Sandy Mitigation: DOB Mobile Pumps	\$ 1.7	Mar-19
T71203/11	Depot Rehabilitation: Office: Zerega Maintenance Facility [SBMP Tier2]	\$ 5.0	Mar-19
T71203/12	Depot Equipment And Machinery: Chassis Wash: Gun Hill Depot [SBMP]	\$ 1.6	Mar-19
S70701/05	SIR: Power: New Power Substation: Tottenville	\$ 27.5	Apr-19
T70412/03	Station Renewal: Astoria-Ditmars Boulevard / Astoria	\$ 23.7	Apr-19
T70902/09	Substation Enclosures (IRT-BMT): Rehab Substat Roof & Encl Gates Av/Ridgewood [SBMP Tier2]	\$ 5.6	Apr-19
T71204/14	Depot Equipment And Machinery: Chassis Wash: Casey Stengel Depot [SBMP Tier2]	\$ 1.3	Apr-19
T70502/84	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Lenox-White Plains Rd	\$ 13.2	Apr-19
T71203/04	Depot Equipment And Machinery: Chassis Wash: Grand Ave Depot [SBMP]	\$ 1.6	Apr-19
T61203/21	Depot Rehabilitation: East New York Depot Windows and Facade	\$ 1.1	Apr-19
T70412/A9	Station Component Investments: Subway Stairs: 34 St-Herald Sq / Bdwy (S4/S8) [SBMP Tier2]	\$ 2.0	May-19
T71203/02	Depot Rehabilitation: Roof: Gun Hill Depot	\$ 12.3	May-19
ET0703/09	Maintenance Of Way: Sandy Mitigation: Long-Term Flood Protection: Hammels Wye	\$ 25.0	May-19
T70502/75	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Pelham	\$ 9.1	May-19
T70502/82	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Lexington	\$ 2.2	May-19

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ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T61204/20	Misc: Bus Projects: Jamaica Bus Terminal Reconfiguration	\$ 3.4	May-19
T70502/71	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Flushing	\$ 22.8	Jun-19
T70502/10	Welded Rail: Continuous Welded Rail 2018	\$ 12.9	Jun-19
T70502/72	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Jamaica	\$ 32.7	Jun-19
T70414/10	Misc: Stations: Church Street Corridor Improvements	\$ 70.0	Jun-19
T60412/C4	Station Component Investments: Station Components: 3 Locations / 8th Avenue	\$ 29.0	Jun-19
T70302/19	New Buses: 367 Standard Diesel and 10 Hybrid-Electric Buses (New Flyer)	\$ 235.7	Jun-19
T70407/10	Escalator Replacement: Jay St Escalator Realignment	\$ 15.0	Jun-19
T71203/17	Depot Rehabilitation: Michael J Quill Depot Roof Topping and Expansion Joint	\$ 3.8	Jun-19
T71203/16	Depot Rehabilitation: Roof Topping & Expansion Joints: Kingsbridge Depot	\$ 5.3	Jun-19
T71204/17	Bus Washers: Replace 2 Bus Washers: Queens Village Depot [SBMP] Tier 2	\$ 2.7	Jun-19
T70502/15	Mainline Track Rehabilitation: Track Force Account - 2018	\$ 35.0	Jun-19
T71204/16	Bus Washers: Replace 2 Bus Washers: Jackie Gleason Depot [SBMP] Tier 2	\$ 2.7	Jun-19
T70904/03	Power Distribution Facilities: CBH # 210 at 239th Street / WPR	\$ 22.6	Jul-19
T71004/22	Yard Lighting: Yard Lighting: 207th Street	\$ 25.0	Jul-19
T70302/18	New Buses: 251 Standard Diesel Buses (Nova)	\$ 161.0	Jul-19
T71607/07	Consolidated Employee Facilities:Subways: EFR: 8th Av Line - Ph 1: 10 Locations (Downtown)	\$ 5.1	Jul-19
ET1003/06	Maintenance Of Way: Sandy Mitigation:Near Term Per Prot Maint Contract Cl Yd	\$ 1.2	Aug-19
T70806/13	Public Address/Customer Info Systems: PA/CIS Electronics Replacement - Canarsie Line	\$ 8.4	Aug-19
T70502/79	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Concourse	\$ 13.1	Sep-19
T70502/80	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / 6 Avenue-Culver	\$ 25.0	Sep-19
T60803/24	Communication-Based Train Control: CBTC: Equipment Supplier Interoperability	\$ 19.8	Oct-19
T70302/21	New Buses: 108 Articulated Buses (New Flyer)	\$ 98.8	Oct-19
T71004/07	MOW Maintenance Shops And Buildings: Upgrade Central Electronics Shop, Woodside Facility	\$ 13.4	Oct-19
T60803/06	Communication-Based Train Control: CBTC Flushing: Equipment Removals	\$ 5.0	Oct-19
T70605/02	Ventilation Facilities: Fan Plant Motor Control System Replacement - 10 Locations	\$ 11.2	Nov-19
T71204/03	Misc: Bus Projects: Select Bus Service 2015-19	\$ 18.5	Nov-19
T71004/13	Yard Track Rehabilitation: Yard Track - 2018	\$ 3.5	Nov-19
T71004/19	Yard Switches: Yard Switches - 2018	\$ 3.6	Nov-19
T70412/41	Station Component Investments: Subway Interior Stairs: 14 St-Union Sq/Lexington [SBMP]	\$ 1.0	Nov-19
T70703/10	Line Structure Overcoating: 17 Bridges & East 180 Street Flyover / Dyre Av	\$ 25.0	Dec-19
T71607/21	Facilities: Police: EDR Repairs: Police DO #20 - Briarwood-Van Wyck Blvd	\$ 6.5	Dec-19
T61204/36	Depot Equipment And Machinery: Replacement of Oil-Water Separators at 4 Locations	\$ 19.2	Dec-19
S70701/10	SIR: Structures: Rehabilitation of Amboy Rd Bridge - SIR	\$ 8.0	Dec-19
T71004/32	Car Maintenance Shops: 207th Street Overhaul Shop: Rehabilitate HVAC Shop	\$ 37.5	Dec-19
T71605/08	Capital Program Management: Construction Support Reserve 2018	\$ 6.5	Dec-19
T71204/12	Depot Equipment And Machinery: Portable Bus Lift Replacement	\$ 5.4	Dec-19
T70904/01	Power Distribution Facilities: Rehab CBH #586 / Culver	\$ 16.7	Dec-19
ET0903/08	Misc: Power: Sandy Resiliency: Deployable Substations	\$ 32.2	Dec-19
ET0403/23	Rapid Transit Operations: Sandy Mitigation: Backup Command Center Upgrade	\$ 10.9	Dec-19
T70806/37	Communications Cable And Equipment: Connection-Oriented Ethernet (COE), PSIM on Blade Servers	\$ 11.8	Dec-19
T70502/83	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Archer Ave	\$ 10.0	Dec-19
T71605/05	Capital Program Management: GO Support - Traffic Checkers 2019	\$ 9.0	Dec-19
T60602/03	Tunnel Lighting Rehabilitation: 36 St To Jackson-Roosevelt / Queens Blvd	\$ 52.2	Jan-20
ET0403/22	Misc: Stations: Sandy Mitigation: Street Level Opening - 8 Stns	\$ 45.9	Jan-20
ET0403/24	Misc: Stations: Sandy Mitigation: Internal Station Hardening - 8 Stns	\$ 5.0	Jan-20
T70806/03	Information Technology: PBX Upgrade: Phase 2	\$ 41.5	Jan-20
T70806/44	Communication Equipment: Police: Police Radio System: Enhanced Coverage	\$ 17.9	Jan-20
T70412/F2	Misc: Stations: Ventilator Water Remediation: 3 Avenue-138 Street / Pelham	\$ 0.2	Jan-20
S70701/	SIR: Track: Clifton Yard Track and Switch Reconfiguration	\$ 0.9	Jan-20
T70414/08	Misc: Stations: Water Condition Remedy - 2017	\$ 5.2	Feb-20
ET0603/05	Ventilation Facilities: Sandy Mitigation: 17 Fan Plants - 16 Locations	\$ 46.5	Feb-20
T70404/02	Fare Marketing/Distribution Equipment: AFC Low Turnstile Procurement	\$ 11.6	Feb-20
T50414/19	Intermodal/Transfer Facilities: Intermodal: Rockaway Parkway / Canarsie	\$ 3.2	Feb-20
T70413/11	Station Accessibility (ADA): ADA: Canarsie-Rockaway Pkwy / Canarsie	\$ 11.4	Feb-20
T60404/01	Fare Control Modernization: AFC Replacement, Phase 2: Electronic Boards	\$ 16.3	Mar-20
ET0403/28	Misc: Stations: Sandy Mitigation: 9 Stations (9 Stns BK/Q Initiative)	\$ 56.4	Mar-20
T61602/12	Contingency Funds: Sandy Studies: Seal St Opening, Vent Hardening & Tunnel Seal	\$ 3.5	Mar-20
T60703/16	Subway Tunnel Rehabilitation: Priority Repairs: 4th Avenue	\$ 31.3	Mar-20
T70703/21	Subway Tunnel Rehabilitation: Struct Rehab: s/o 36 St - 59 St Station 4AV - Ph2	\$ 57.9	Mar-20

**New York City Transit / Staten Island Railway
2018-22 Completions**

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T70806/02	Communications Cable And Equipment: Upgrade of Asynchronous Fiber Optic Network - SONET Rings A,C	\$ 32.1	Mar-20
T70404/03	Fare Control Modernization: AFC Replacement, Phase 2: Electronic Boards	\$ 13.9	Mar-20
T61607/05	Consolidated Employee Facilities:Subways: RTO Fac: Chambers St / Nassau Loop	\$ 7.1	Mar-20
T70806/46	Antenna Cable Replacement: Antenna Cable: Next Generation Pilot and Testing	\$ 13.0	Mar-20
T70806/18	Security: Platform Screen Door(PSD) - Pilot @ 3rd Avenue / Canarsie	\$ 31.4	Mar-20
T70902/04	Substation Enclosures (IRT-BMT): Substation Roof & Enclosure: Washington Hts / 8 AV [SBMP2]	\$ 9.0	Mar-20
T71302/13	Rubber-Tired Vehicles: 92 Non-Revenue Vehicles 2018-2019	\$ 14.4	Apr-20
T70703/13	Line Structure Overcoating: 72 Street - 103 Street / Flushing	\$ 33.1	Apr-20
T70902/05	Substation Equipment (IRT-BMT): Retrofit Existing 25 Hz Frequency Converters @11 Substations	\$ 21.3	Apr-20
T71203/14	Depot Rehabilitation: HVAC: Manhattanville Depot NYPA	\$ 16.5	Apr-20
ET0603/21	Ventilation Facilities: Sandy Mitigation: 14 Fan Plants, LT - 4 Locations	\$ 33.0	Apr-20
T60302/27	Radio & Data Communication: Digital Information Signs (Base)	\$ 21.2	Apr-20
T71203/03	Depot Rehabilitation: HVAC: Queens Village Depot (NYPA)	\$ 17.1	Apr-20
ET0603/20	Ventilation Facilities: Sandy Mitigation: 14 Fan Plants, LT - 11 Locations	\$ 27.5	May-20
T70413/05	Station Accessibility (ADA): ADA: Gun Hill Rd / Dyre	\$ 43.3	May-20
T70413/03	Station Accessibility (ADA): ADA: Bedford Park Boulevard / Concourse	\$ 41.8	May-20
T71004/03	Car Maintenance Shops: DCE Shop Components, Phase 2: 239 St, Concourse, ENY	\$ 31.0	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
T70413/04	Station Accessibility (ADA): ADA: 86 Street / 4th Avenue	\$ 32.3	May-20
T70302/12	Misc: Bus Projects: Depot Bus Location System (DBL) - NYCT DOB	\$ 6.4	May-20
T61004/03	Car Maintenance Shops: 207th St Overhaul Shop: Soil Remediation and Boiler Upgrade	\$ 2.9	May-20
T70414/16	Misc: Stations: Station Capacity Enhancements: 14 St-Union Sq / Canarsie	\$ 15.0	May-20
ET0603/30	Ventilation Facilities: Sandy Mitigation: 14 Fan Plants, LT - 1 Loc, FP 7204	\$ 14.8	May-20
T71004/04	Car Maintenance Shops: DCE Shop Components - Phase 3 / Jerome	\$ 3.8	May-20
T71607/16	Facilities: Power Upgrade: RCC, PCC - Phase 2	\$ 55.5	Jun-20
T70806/35	Communications Cable And Equipment: Connection--Oriented Ethernet (COE), Phase 2 Core Upgrade	\$ 31.6	Jun-20
T71204/18	Depot Equipment And Machinery: Automated Fuel Management System Upgrade	\$ 2.6	Jun-20
T71203/19	Depot Rehabilitation: New Roof at Queens Village Depot	\$ 11.7	Jun-20
T71203/01	Depot Rehabilitation: Artic Modification: East New York Depot	\$ 28.1	Jun-20
T70502/16	Mainline Track Rehabilitation: Track Force Account - 2019	\$ 35.0	Jun-20
T71203/07	Depot Rehabilitation: Roof: Fresh Pond Depot	\$ 23.9	Jul-20
S70701/07	SIR: Power: New Power Station: Clifton	\$ 31.1	Jul-20
S70701/06	SIR: Power: New Power Substation: New Dorp	\$ 24.3	Jul-20
T70413/06	Station Accessibility (ADA): ADA: Eastern Parkway-Brooklyn Museum / EPK	\$ 42.3	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
ES0703/02	SIR: Shops & Facilities: Sandy Mitigation: Clifton Shop	\$ 167.4	Jul-20
T71204/08	Depot Rehabilitation: Elevator Upgrades: Various Depots	\$ 16.1	Jul-20
T71607/23	Facilities: Distribution: Priority Repairs of Tiffany Central Warehouse Exterior Walls	\$ 5.0	Jul-20
ET1603/12	Facilities: Distribution: Sandy Mitigation: Tiffany Central Warehouse	\$ 11.7	Jul-20
ET1603/10	Facilities: Sandy Mitigation: Consolidated Revenue Facility	\$ 11.5	Jul-20
T71203/06	Depot Rehabilitation: Generator: Yukon Depot NYPA	\$ 10.0	Jul-20
S70701/03	SIR: Track: SIR Mainline Track Rehabilitation	\$ 37.4	Jul-20
T70413/08	Station Accessibility (ADA): ADA: Chambers Street / Nassau Loop	\$ 32.5	Aug-20
T70703/03	Structural Component Repairs: Elev Structural Rehab:Livonia Yard Overpass & Retaining Wall	\$ 16.6	Aug-20
T71605/12	Capital Program Management: Test Pit Services	\$ 12.4	Aug-20
T61004/10	Yard Rehabilitation: Yard CCTV, Phase 2	\$ 17.4	Aug-20
T71607/27	Facilities: Distribution: Roof Replacement: Tiffany Central Warehouse	\$ 0.4	Aug-20
T71302/07	Work Train & Special Equipment: Purchase of 27 Refuse Flat Cars	\$ 24.6	Sep-20
T71302/06	Work Train & Special Equipment: Purchase of 2 Signal Supply Cars	\$ 13.5	Sep-20
T71004/31	Car Maintenance Shops: Livonia Maintenance Facility Rehab: Phase 1 [SBDP]	\$ 10.0	Oct-20
T70414/02	Misc: Stations: Access Improvements: Grand Central Miscellaneous & Property	\$ 75.2	Oct-20
T70806/17	Information Technology: Liftnet Transition to Ethernet	\$ 17.8	Oct-20
ET0602/13	Tunnel Lighting Rehabilitation: Sandy Repairs: Tunnel Lighting Canarsie Tube 14 St	\$ 49.3	Nov-20
T70703/37	Structural Component Repairs: LSCR: 1 Avenue, Bedford Avenue / CNR	\$ 1.0	Nov-20
ET0802/11	Signal Systems: Sandy Repairs: Signals in the Canarsie Tube	\$ 35.7	Nov-20
ET0902/12	Power Distribution Facilities: Sandy Repairs: Power/Cable/Ducts: Canarsie Tube	\$ 280.8	Nov-20

**New York City Transit / Staten Island Railway
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ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T70413/01	Station Accessibility (ADA): Track Wall Tiles: Bedford Avenue / Canarsie	\$ 3.7	Nov-20
T70904/06	Power Distribution Facilities: New Ducts: Bedford-North 6th Street Substation / CNR	\$ 3.5	Nov-20
ET0903/09	Power Distribution Facilities: Sandy Mitigation: Power/Cable/Ducts: Canarsie Tube	\$ 102.2	Nov-20
T70605/09	Ventilation Facilities: Replace Supervisory Vent Controls-2 Locs (#5110, #5111)/CNR	\$ 2.3	Nov-20
T70414/11	Misc: Stations: New Stairs: 2 Locations / Canarsie	\$ 7.2	Nov-20
T70413/12	Station Accessibility (ADA): ADA: 1 Avenue / Canarsie	\$ 37.7	Nov-20
T70803/06	Signal Systems: Automatic Signals on Canarsie Line to Facilitate Work Trains	\$ 4.6	Nov-20
ET0902/11	Power Distribution Facilities: Sandy Repairs: 2 CBHs Canarsie Tube	\$ 35.0	Nov-20
T70902/21	Substations (IRT-BMT): New Substation: 14 St-Avenue B / Canarsie	\$ 77.0	Nov-20
ET0602/19	Pumping Facilities: Sandy Repairs: 1 Pump Room (Canarsie Tube)	\$ 18.0	Nov-20
ET0502/09	Mainline Track Rehabilitation: Sandy Repairs: Track Canarsie Tube	\$ 34.3	Nov-20
T70902/10	Contact Rail Replacement: Installation of Low-Resistance Contact Rail - Canarsie Tube	\$ 28.9	Nov-20
T70502/40	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Canarsie Tube	\$ 58.0	Nov-20
ET0402/22	Station Accessibility (ADA): Sandy Repairs: Shaft Excavation - 1 Avenue / Canarsie	\$ 17.8	Nov-20
T70413/01	Station Accessibility (ADA): ADA: Bedford Avenue / Canarsie	\$ 51.1	Nov-20
T70904/04	Power Distribution Facilities: CBH # 86 Wilson Avenue / Canarsie	\$ 5.9	Nov-20
T70902/22	Substations (IRT-BMT): New Substation: Maspeth Av-Humboldt St / Canarsie	\$ 46.3	Nov-20
T70904/06	Power Distribution Facilities: CBH # 85 - Myrtle Avenue	\$ 10.3	Nov-20
ET0402/	Misc: Stations: Sandy Repairs: Canopies at Astoria Blvd / Astoria	\$ 0.6	Nov-20
T70904/14	Control And Battery Cable: Repl Control & Battery Cable: 4 Substn Cntrl Zones (2/3/5/8)	\$ 30.0	Nov-20
ES0703/03	SIR: Track: Sandy Mitigation: St. George	\$ 73.4	Nov-20
T70904/07	Power Distribution Facilities: Rehab CBH # 5 - 53rd Street	\$ 15.6	Nov-20
T71605/10	Capital Program Management: Boring Services: Brooklyn, Queens and Staten Island	\$ 2.0	Dec-20
T71605/11	Capital Program Management: Boring Services: Manhattan & Bronx	\$ 2.1	Dec-20
T70414/01	Station Signage: Station Signage (2016)	\$ 10.8	Dec-20
T70902/15	Power Distribution Facilities: Supplemental Negative Cables / QBL (Rodding & Brushing)	\$ 6.7	Dec-20
T70902/15	Power Distribution Facilities: Supplemental Negative Cables / QBL (Side Feeders)	\$ 27.5	Dec-20
T71203/15	Depot Rehabilitation: HVAC: Zerega Consolidated Maintenance Facility NYPA	\$ 5.0	Dec-20
T70703/07	Line Structure Rehabilitation: Rehabilitation of Emergency Exits - Various Locations	\$ 17.0	Dec-20
T71004/09	Shop Equipment & Machinery: Heavy Shop Equipment Purchase & Replacement 2015-19	\$ 10.0	Dec-20
T70413/09	Station Accessibility (ADA): ADA: Greenpoint Avenue / Crosstown	\$ 34.5	Dec-20
T70803/25	Fire Protection: Signal Room Fire Suppression, Phase 2	\$ 15.6	Dec-20
T71203/07	Depot Rehabilitation: HVAC: Fresh Pond Depot (NYPA)	\$ 1.2	Dec-20
T70502/05	Mainline Track Rehabilitation: Mainline Track Replacement - 2019	\$ 174.3	Dec-20
T71004/14	Yard Track Rehabilitation: Yard Track - 2019	\$ 2.3	Dec-20
T70503/05	Mainline Track Switches: Mainline Track Switches - 2019	\$ 57.3	Dec-20
T70502/11	Welded Rail: Continuous Welded Rail - 2019	\$ 35.9	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
T70412/21	Station Component Investments: Ventilators at Various Locations	\$ 6.7	Jan-21
T70412/32	Station Component Investments: Station Ventilators: Various Locs (2016)	\$ 7.1	Jan-21
T61204/03	Radio & Data Communication: Bus Radio System - NYCT	\$ 209.5	Jan-21
T70412/51	Station Component Investments: Platform Components: 5 Locations / Canarsie	\$ 26.9	Jan-21
T70902/23	Substations (IRT-BMT): New Substation: Harrison Pl / Canarsie	\$ 52.9	Jan-21
T71606/01	Fire Protection: Fire Alarm System Replacement at 3 Bus Depots	\$ 21.0	Jan-21
ET0403/17	Misc: Stations: Sandy Mitigation: Upgrade Emergency Booth Comm System (EBCS)	\$ 74.7	Jan-21
T60413/11	Station Accessibility (ADA): ADA: Phase 2: 57 Street - 7 Avenue / Broadway	\$ 41.2	Feb-21
T70413/23	Station Accessibility (ADA): ADA: Phase 2: 57 Street - 7 Avenue / Broadway	\$ 49.2	Feb-21
T50413/31	Station Accessibility (ADA): ADA: 57 Street-7 Avenue/Bdwy, Ph 2 (55 St Mezz Scheme)	\$ 3.7	Feb-21
T61302/02	Work Train & Special Equipment: Purchase 54 Flat Cars	\$ 35.4	Feb-21
T71605/18	Station Accessibility (ADA): Station Capacity Enhancements: Bdwy Junction / Jamaica	\$ 0.8	Feb-21
T70412/A1	Station Component Investments: Elevated Street Stairs: 238th St / Broadway (S1) [SBMP]	\$ 0.5	Feb-21
T70414/06	Station Entrance Railings: Station Railings - 2015-2019	\$ 3.8	Feb-21
T60806/02	Communications Cable And Equipment: Upgrade Digital Cross Connect (DCS) Equip at SONET Main Hubs	\$ 2.5	Feb-21
T70407/02	Elevator Replacement: Replace 12 Traction Elevators / Broadway-7th Avenue	\$ 91.9	Mar-21
T70412/52	Station Component Investments: Platform Components: 3 Locations / EPK, CLK	\$ 9.9	Mar-21
T70902/02	Substation Renewal (IRT-BMT): Avenue Z Substation Renewal / CUL	\$ 36.8	Mar-21
T71606/05	Groundwater And Soil Remediation: Consultant Services: UST Remediation - 2017	\$ 6.5	Mar-21
T70902/15	Power Distribution Facilities: Supplemental Negative Cables / QBL (Equalizers)	\$ 6.6	Mar-21
T70902/18	Contact Rail Replacement: Install Low-Resistance Contact Rail - 53 St Tube	\$ 20.9	Mar-21
T60803/19	Communication-Based Train Control: CBTC Queens Boulevard West - 50 St to Union Tpke: Phase 1	\$ 186.8	Mar-21

**New York City Transit / Staten Island Railway
2018-22 Completions**

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T50803/QB	Communication-Based Train Control: CBTC Queens Blvd West - 50 St to Union Tpke: Ph 1 - Thales	\$ 52.1	Mar-21
T70904/15	Power Distribution Facilities: Reconstruction of CBH # 392 - Flushing River Bridge	\$ 8.5	Mar-21
T71004/05	Car Maintenance Shops: DCE Shop Components, Phase 4: 207 St, Admin	\$ 12.6	Mar-21
T70412/91	Station Component Investments: Interior Stairs: Canal Street (Lower Level) / BWY [SBMP]	\$ 3.7	Apr-21
ET0403/27	Misc: Stations: Sandy Mitigation: Street Level Openings (7 Stns + 1 FP)	\$ 57.0	Apr-21
T61602/12	Contingency Funds: Sandy Studies: 8 Stations & Adj Tunnels, 2 Tunn Portals & 1 FP	\$ 5.1	Apr-21
ET0403/29	Misc: Stations: Sandy Mitigation: Intrnl Stn Hardening (7Stns+1FP) - 3 Locs	\$ 2.1	Apr-21
T70605/03	Ventilation Facilities: Replace Supervisory Vent Controls - Various Locations	\$ 35.2	Apr-21
T70412/35	Station Component Investments: Platform Components: Bedford-Nostrand Aves / Crosstown	\$ 8.7	Apr-21
T71604/08	Computer Hardware & Communications: Enterprise Asset Management (EAM)	\$ 41.0	May-21
T70902/01	Substation Renewal (IRT-BMT): Burnside Ave Substation Renewal - BXC	\$ 29.4	May-21
T70803/08	Signal Systems: Kings Hwy Interlocking / Culver	\$ 179.1	May-21
T60803/03	Signal Systems: Church Ave Interlocking: Communication Work	\$ 1.4	May-21
S60701/09	SIR: Line Equipment: SIR: Non-Reporting Block Alarm	\$ 2.2	May-21
T71607/14	Maintenance Of Way: Livingston Plz Electrical and Mechanical Sys Improvements	\$ 65.7	May-21
T71606/04	Asbestos Abatement: Asbestos Disposal	\$ 1.1	Jun-21
T70413/02	Station Accessibility (ADA): ADA: Astoria Boulevard / Astoria	\$ 34.7	Jun-21
T70412/04	Station Renewal: Astoria Boulevard / Astoria	\$ 43.0	Jun-21
T70412/63	Station Component Investments: Platform Components: 3 Locations / Nostrand	\$ 13.9	Jun-21
T60412/B5	Station Component Investments: Station Painting @ Components: 2 Locations South/Crosstown	\$ 0.1	Jun-21
T70413/07	Station Accessibility (ADA): ADA: Times Square, Phase 3 - Shuttle	\$ 239.6	Jun-21
T70414/04	Station Reconstruction: Station Reconstruction: Times Square, Phase 3 - Shuttle	\$ 30.4	Jun-21
T70412/42	Station Component Investments: Elevated Street Stairs: 2 Locations / WPR [SBMP]	\$ 1.2	Jun-21
T71607/17	Fare Control Modernization: Refurbish Keene Vacuum Systems	\$ 5.2	Jun-21
T71004/01	Car Maintenance Shops: DCE Shop Components, Ph 1: 180 St, Coney Island, Pelham	\$ 25.7	Jun-21
T70302/03	New Buses: 275 Hybrid-Electric Standard Buses	\$ 265.7	Jun-21
T70412/83	Station Component Investments: Subway Street Stairs: 50 St / 8 Ave [SBMP]	\$ 1.8	Jul-21
T70412/72	Station Component Investments: Subway Street Stairs: 4 Locs/8AV, BW7 (2018) [SBMP]	\$ 3.9	Jul-21
T70412/40	Station Component Investments: Elevated Interior Stairs: Junction Blvd / Flushing [SBMP]	\$ 1.4	Jul-21
T70412/59	Station Component Investments: Mezzanine Components: Bowery / Nassau [SBMP]	\$ 1.1	Jul-21
ET1003/09	Maintenance Of Way: Sandy Mitigation: Long-Term Perimeter Protection, 148 St Yard	\$ 79.7	Jul-21
ET1003/11	Yard Rehabilitation: Sandy Mitigation: 148th Street Yard Portal	\$ 5.1	Jul-21
T70412/47	Station Component Investments: Station Lighting: 6 Locations / Various (2016) [SBMP]	\$ 1.2	Jul-21
T60407/12	Elevator Replacement: Replace One Hydraulic Elevator: GC-42 Street / Lexington	\$ 6.9	Jul-21
T70407/06	Escalator Replacement: Replace 2 Escalators: Grand Central-42 Street / Lexington	\$ 19.0	Jul-21
T71602/04	Capital Revolving Fund: Capital Revolving Fund (CRF) - 2016	\$ 5.0	Jul-21
T71602/03	Capital Revolving Fund: Capital Revolving Fund (CRF) - 2015	\$ 5.0	Jul-21
ET1002/09	Power Distribution Facilities: Sandy Repairs: Power Cable Replacement - 148th St Yard	\$ 14.5	Jul-21
T70302/15	Radio & Data Communication: Paratransit AVL: System Replacement - Purchase/Install	\$ 19.0	Jul-21
T70904/12	Power Distribution Facilities: Negative Cables: 4th Ave Line - 36 St to 9 St (Ph 3A)	\$ 33.5	Jul-21
T70412/37	Station Component Investments: Platform Components: 2 Locations / Lenox	\$ 4.8	Aug-21
T70412/78	Station Component Investments: Platform Edges: Freeman St / White Plains Road	\$ 1.0	Aug-21
T70412/82	Station Component Investments: Elevated Street Stairs: 3 Locations / WPR [SBMP]	\$ 2.6	Aug-21
T70412/36	Station Component Investments: Platform Components: Longwood Ave / Pelham	\$ 1.2	Aug-21
ET0403/25	Misc: Stations: Sandy Mitigation: Internal Station Hardening	\$ 19.2	Aug-21
T70412/71	Station Component Investments: Elevated Street Stairs: 2 Locations / Brighton [SBMP]	\$ 2.2	Sep-21
T71606/02	Asbestos Abatement: Asbestos/Lead Air Monitoring - 2017	\$ 11.0	Sep-21
ET0603/17	Work Train & Special Equipment: Sandy Resiliency: Conversion of 2 Pump Trains	\$ 16.6	Sep-21
ET0403/27	Misc: Stations: Sandy Mitigation: 138 St - Gr Concourse/JER (Vent Battery A)	\$ 6.0	Sep-21
T70412/80	Station Component Investments: Elevated Interior Stairs: 4 Av-9 St / 6 AV [SBMP]	\$ 0.6	Sep-21
T70412/02	Station Renewal: 138 Street-Grand Concourse / Jerome	\$ 22.0	Sep-21
T70412/43	Station Component Investments: Subway Street Stairs: 4 Locs / Various (2017) [SBMP]	\$ 2.9	Sep-21
T70412/57	Station Component Investments: Subway Street Stairs: 9 Locs / Various [SBMP]	\$ 7.5	Sep-21
T70703/14	Line Structure Overcoating: Myrtle Avenue - DeSales Place / Jamaica	\$ 45.8	Sep-21
S70701/04	SIR: Line Equipment: SIR: UHF T-Band Radio System Replacement	\$ 25.7	Sep-21
T70605/06	Ventilation Facilities: Rehabilitate Forsyth St. Fan Plant	\$ 100.0	Oct-21
T70412/62	Station Component Investments: Station Lighting: 7 Locations / Various (2017) [SBMP]	\$ 2.9	Oct-21
T70803/19	Maintenance Of Way: Signal Circuit Modifications Phase 6 - Part 2	\$ 17.8	Oct-21
T70803/22	Signal Systems: AC Line Relay Upgrade (Crosstown) - (95 Signal)	\$ 25.2	Nov-21
T70413/10	Station Accessibility (ADA): ADA: 59 Street / 4th Avenue	\$ 48.6	Nov-21
T70902/06	Substation Equipment (IRT-BMT): Replace High Tension Switchgear at 10 Substations	\$ 55.4	Nov-21

**New York City Transit / Staten Island Railway
2018-22 Completions**

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
T70703/20	Structural Component Repairs: Structural Repair of Ventilation Chambers Btw Stations	\$ 9.3	Nov-21
T70703/20	Structural Component Repairs: Structural Repair of Ventilators Between Stations / BXC	\$ 0.7	Nov-21
T70407/04	Elevator Replacement: Replace 6 Traction Elevators / 8 Avenue	\$ 39.0	Dec-21
T70412/46	Station Component Investments: Platform Components: 4 Locations / Queens Boulevard, Archer	\$ 23.1	Dec-21
T61204/02	Misc: Bus Projects: BRT: Traffic Signal Priority Rollout 1100 Buses (SBS)	\$ 3.5	Dec-21
T71204/04	Misc: Bus Projects: Traffic Signal Priority, Phase 2	\$ 4.0	Dec-21
ET1003/10	Maintenance Of Way: Sandy Mitigation: Sewer 207th Street	\$ 25.0	Dec-21
T70412/18	Station Renewal: 61 Street-Woodside / Flushing	\$ 20.1	Dec-21
T70412/17	Station Renewal: 69 Street / Flushing	\$ 18.1	Dec-21
T70412/19	Station Renewal: 52 Street / Flushing	\$ 19.0	Dec-21
T70412/12	Station Renewal: 82 Street-Jackson Heights / Flushing	\$ 24.3	Dec-21
T70412/11	Station Renewal: 103 St-Corona Plaza / Flushing	\$ 20.4	Dec-21
T70412/10	Station Renewal: 111 Street / Flushing	\$ 18.4	Dec-21
T61203/02	Depot Rehabilitation: In-House Mini-Rehabs	\$ 7.4	Dec-21
T70806/36	Communications Cable And Equipment: Connection--Oriented Ethernet (COE), Ph 3 Station Expansion	\$ 17.6	Dec-21
ET0703/08	Line Structure Rehabilitation: Sandy Mitigation: Steinway Portal(9 Stns Bk/Q Initiative)	\$ 15.0	Dec-21

**Long Island Rail Road
2018-22 Completions**

ACEP	Project Description	Project Amount (\$ in Mil)	Planned Completion Date
EL0702/ZE	Systemwide Substation Restoration	\$ 50.2	Jan-18
L50502/SZ	Signal Project Support	\$ 0.8	Feb-18
L60101/MA	M-9 Rolling Stock Procurement - 92 Cars	\$ 365.5	Apr-18
EL2301/12	Bayside Yard High Security Fence and Gate	\$ 0.1	May-18
EL2301/13	Hillside Upper Holban Yard and 183rd Street Yard	\$ 0.2	May-18
L50205/U5	Little Neck Parking Improvements SBDP	\$ 0.7	May-18
L60904/N8	Speonk Yard Metal Treatment System	\$ 2.0	May-18
G50901/19	Harold & Point CIL	\$ 39.5	Jun-18
L50204/2E	New Elevators - Flushing - Main St	\$ 24.6	Jun-18
N61201/02	Corridor Planning Support	\$ 1.3	Jun-18
L50601/YF	Shea Yard Improvements	\$ 18.3	Jul-18
L60701/AQ	Port Washington Substation Replacement	\$ 26.2	Jul-18
L70604/YM	RONKONKOMA YARD ASPHALT RESTORATION [SBDP]	\$ 0.4	Jul-18
L50206/VJ	Station Masters Office	\$ 6.0	Aug-18
L50304/TR	MLC-Hicksville Station Improvements	\$ 70.6	Aug-18
L70401/C4	Cherry Valley Road Bridge Replacement DES	\$ 3.0	Aug-18
L30204/9H	Wantagh Station Platform Replacement	\$ 4.4	Sep-18
L60204/UC	Wantagh Station Platform Replacement	\$ 23.2	Sep-18
L70304/WX	MAIN LINE DOUBLE TRACK PHASE 2	\$ 250.0	Oct-18
L60304/TX	Second Track Central Islip to Ronkonkoma - Phase 1	\$ 137.2	Nov-18
L50502/SM	PTC DES only	\$ 9.5	Dec-18
L60502/LA	Positive Train Control (PTC) [SEE NOTE]	\$ 235.3	Dec-18
L70204/UW	GCT/ESA UNIFIED TRASH FACILITY	\$ 11.1	Dec-18
L70204/V7	Enhanced Station Initiative: Port Jefferson	\$ 3.8	Dec-18
L70204/V8	Enhanced Station Initiative: Port Jefferson [SBMP]	\$ 3.6	Dec-18
L70301/WD	2018 ANNUAL TRACK PROGRAM	\$ 64.0	Dec-18
L70401/BQ	BRIDGE PROGRAM - STRUCTURAL RENEWALS	\$ 21.2	Dec-18
L70502/LK	POSITIVE TRAIN CONTROL (PTC)	\$ 126.0	Dec-18
EL0603/ZK	Long Island City Yard Resiliency	\$ 1.3	Jan-19
L50904/8A	Substations Environmental Remediation	\$ 10.0	Jan-19
L70204/UN	NOSTRAND AVE. STATION REHABILITATION	\$ 28.2	Mar-19
L70401/BX	Springfield Blvd & Union Trnprk Bridge Rehab	\$ 9.4	Mar-19
EL0602/ZD	West Side Storage Yard Restoration	\$ 43.3	Apr-19
L60304/TV	Massapequa Pocket Track	\$ 19.6	Apr-19
L60502/LG	Centralized Train Control - Tower Migration	\$ 2.3	Apr-19
L70401/BW	Flushing Main St Bridge Renewal	\$ 3.5	Apr-19
L70401/BV	N. Main and Accabonac Bridge Replacements	\$ 15.1	May-19
E61001/04	Public Safety Radio - Phase 2	\$ 60.0	Jun-19
L70204/UM	Depot Equipment & Machinery: Bus Washer: Zerega Consolidated Maint Facility [SBMP]	\$ 11.1	Jun-19
L70204/V6	Enhanced Station Initiative: Stewart Manor [SBMP]	\$ 5.3	Jun-19
N40905/FV	Lynbrook Station Improvements	\$ 3.7	Jun-19
L60502/LF	Centralized Train Control - Movement Bureau	\$ 17.9	Aug-19
EL0502/ZC	Long Beach Branch - Systems Restoration	\$ 68.7	Sep-19
L50304/TQ	MLC-Hicksville North Siding	\$ 50.6	Sep-19
L70304/WV	AMTRAK TERRITORY IMPROVEMENTS	\$ 57.5	Sep-19
L60304/TU	Jamaica Capacity Improvements - Phase One	\$ 301.7	Oct-19
L70701/XJ	SUBSTATION BATTERY REPLACEMENT	\$ 0.8	Oct-19
L50904/8E	Long Island City Yard Remediation	\$ 4.5	Nov-19
L60206/VL	Penn Station Heating, Ventilation & Air Conditioning	\$ 10.9	Nov-19
L60304/TW	Extend Great Neck Pocket Track	\$ 26.9	Dec-19
L70206/VP	PENN STA ELEVATOR/ESCALATOR REPLACEMENT	\$ 13.9	Dec-19
L70206/VQ	PENN STATION CUSTOMER FACILITIES	\$ 35.5	Dec-19
L70301/WE	2019 ANNUAL TRACK PROGRAM	\$ 62.2	Dec-19
L70301/WF	RIGHT OF WAY FENCING	\$ 5.2	Dec-19
L70301/WH	RETAINING WALLS / RIGHT OF WAY PROJECTS	\$ 12.0	Dec-19
L70401/C3	Lynbrook and Rockville Ctr Viaducts	\$ 12.0	Dec-19
L70401/C6	Bridge Painting	\$ 4.3	Dec-19
L70501/SD	FIBER OPTIC NETWORK	\$ 34.5	Dec-19
L70501/SJ	LIRR PUBLIC ADDRESS SYSTEM	\$ 5.0	Dec-19
L70501/SN	PENN STA RADIO RETROFIT/ERT ANTENNA	\$ 6.5	Dec-19
L70501/SR	STATION PLATFORM CCTV CAMERAS	\$ 1.2	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

**Long Island Rail Road
2018-22 Completions**

ACEP	Project Description	Project Amount (\$ in Mil)	Planned Completion Date
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/XL	DC RELAY CONTROLS REPLACEMENT	\$ 1.6	Dec-19
L70701/XM	SIGNAL POWER LINE REPLACEMENT	\$ 3.2	Dec-19
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
L60904/N3	Chlordane Remediation - 20 Substations	\$ 6.5	Jan-20
L70401/BT	REMOVAL OF MONTAUK CUT- OFF VIADUCT	\$ 5.7	Dec-17
L60701/AR	Richmond Hill Substation Replacement	\$ 16.6	Feb-20
L70601/YS	NEW HUNTINGTON/PORTJEFF BRANCH ELECTRICYARD	\$ 8.0	Feb-20
L60601/YN	New Mid Suffolk Electric Yard	\$ 80.7	Mar-20
L70601/YG	DIESEL LOCOMOTIVE SHOP IMPROVEMENTS	\$ 102.3	Mar-20
L70601/YR	YARD IMPROVEMENTS	\$ 47.6	Mar-20
L70604/YV	HILLSIDE FACILITY/UPPER HOLBAN IMPROVEMENTS	\$ 3.4	Mar-20
L70401/BM	Wreck Lead Bridge Rehabilitation	\$ 2.0	May-20
L60904/N6	Smithtown Viaduct Remediation	\$ 3.2	Jun-20
G70901/34	Protect Locomotives	\$ 12.1	Aug-20
L70401/BZ	Webster Ave Bridge Replacement	\$ 10.7	Aug-20
EL0602/ZL	Long Island City Yard Restoration	\$ 26.7	Sep-20
L50601/Y1	Port Washington Yard - Design	\$ 0.5	Sep-20
L70701/XK	SIGNAL POWER MOTOR GENERATOR REPLACEMENT	\$ 6.4	Sep-20
EL0303/ZH	Emergency Management Equipment Mitigation	\$ 20.0	Jul-20
L60701/AS	Penn Station Substation Replacement	\$ 45.2	Dec-20
L70204/V3	Mentor Station Component Replacements - Pkg 1	\$ 4.5	Dec-20
L70206/VN	PENN STATION - 33RD STREET CORRIDOR	\$ 170.0	Dec-20
L70401/BS	BRIDGE PAINTING / WATERPROOFING	\$ 13.3	Dec-20
L70501/SE	COMM. POLE LINE	\$ 7.7	Dec-20
L70501/SF	IMPROVE RADIO COVERAGE INITIATIVES/FCC MANDATE	\$ 4.8	Dec-20
L70701/XP	ATLANTIC AVENUE TUNNEL LIGHTING	\$ 12.0	Dec-20
L70904/NR	EAM RESERVE	\$ 8.0	Dec-20
L70502/LJ	SIGNAL NORMAL REPLACEMENT PROGRAM	\$ 40.0	Jan-21
EL0603/ZS	Long Island City Yard Resiliency - CR	\$ 17.9	Mar-21
L60904/N4	Yaphank Landfill Remediation	\$ 9.1	May-21
L70101/ME	M-9 PROCUREMENT	\$ 338.8	Dec-21
L70204/UJ	ENHANCED STATION INITIATIVES, 5 STATIONS	\$ 151.8	Dec-21
L70206/VS	MOYNIHAN TRAIN HALL	\$ 100.0	Dec-21
L70501/SQ	ATLANTIC AVE TUNNEL SECURITY IMPROVEMENTS	\$ 3.1	Dec-21

NOTE: For status of the PTC project, refer to the LIRR Monthly Committee Book & PTC CPOC Quarterly Report

**Metro-North Railroad
2018-22 Completions**

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
M501-01-10	M-9 Specification Development	\$ 2.5	Mar-18
M502-02-09	Bronx Stations/Capacity Improvements	\$ 10.4	May-18
M508-01-12	WHRTAS Phase II Study	\$ 4.3	May-18
M602-01-05	GCT Leaks Remediation Phase II	\$ 33.2	May-18
M606-01-01	Harmon Shop Improvements	\$ 315.6	Jun-18
M603-02-05	Bridge Walkways Installation	\$ 0.8	Jun-18
M706-01-02	Harmon Wheel True Improvements	\$ 2.0	Jun-18
M702-02-01	Harlem - 125th Street Improvements	\$ 1.3	Jul-18
M503-02-18	Systemwide Flood Control	\$ 1.9	Jul-18
EM03-03-01	Specialized Equipment (Resiliency)	\$ 6.0	Aug-18
EM05-02-08	Power Infrastructure Restoration-Substations	\$ 44.4	Sep-18
M703-01-01	2016 Cyclical Track Program	\$ 23.6	Sep-18
M605-01-01	Substation Bridge 23 - Construction	\$ 63.2	Oct-18
M503-02-12	Clearance Inventory and Video	\$ 2.2	Nov-18
M604-01-01	Positive Train Control [SEE NOTE]	\$ 187.1	Dec-18
M704-01-03	Positive Train Control [SEE NOTE]	\$ 109.7	Dec-18
M702-02-05	West of Hudson Station Improvements	\$ 2.5	Dec-18
M307-01-06	Penn Station Access	\$ 6.6	Dec-18
M608-01-09	Systemwide Security Initiatives	\$ 1.1	Dec-18
E614-03-03	16TSGHarlem River Lift Bridge	\$ 11.3	Jan-19
M708-01-12	Harlem River Lift Bridge Security	\$ 5.0	Jan-19
M404-01-07	Optimize Signal Relay Circuits	\$ 2.6	Jan-19
M703-01-10	2017 Cyclical Track Program	\$ 4.0	Jan-19
EM03-02-02	Right of Way Restoration: Various Locations	\$ 8.0	Jan-19
EM05-02-09	Power Infrastructure Restoration-HRLB	\$ 7.6	Jan-19
M701-01-01	M-3 Replacement	\$ 371.6	Jan-19
M603-03-05	W of H Replace/Renew Undergrade Bridges	\$ 6.2	Jan-19
M605-01-03	Harlem & Hudson Lines Power Improvements	\$ 33.7	Jan-19
M602-01-08	GCT Utilities	\$ 33.3	Jan-19
EM04-02-05	Comm & Signal Infrastructure Restoration Phase 1	\$ 46.6	Mar-19
EM05-02-06	Power Infrastructure Restoration-Phase 1	\$ 89.2	Mar-19
M603-01-02	Turnouts - Mainline/High Speed	\$ 60.5	Apr-19
M704-01-09	Fire Suppression Systems	\$ 0.8	Apr-19
M704-01-06	Upgrade Grade Crossings	\$ 1.5	Apr-19
M602-02-03	Harlem Line Station Renewal	\$ 4.1	Jun-19
M703-01-11	2018 Cyclical Track Program	\$ 24.7	Aug-19
M702-02-06	Station Building Rehabilitation	\$ 0.5	Sep-19
M705-01-08	Replace 3rdRail SectionalizingSwitches	\$ 0.4	Dec-19
M703-02-07	Depot Equipment & Machinery: Bus Washer: Zerega Consolidated Maint Facility [SBMP]	\$ 2.0	Dec-19
M705-01-02	Transformer Rehabilitation	\$ 3.2	Dec-19
M702-02-02	Lower Harlem Line Station Imprvmnts	\$ 30.6	Dec-19
M702-01-02	Park Av Tunnel Fire&LifeSafetyImpvmts	\$ 1.0	Dec-19
M708-01-11	EAM Reserve	\$ 13.1	Dec-19
M604-01-04	Replace Field code System - Mott Haven	\$ 1.4	Dec-19
M704-01-07	Replace High Cycle Relays	\$ 0.8	Dec-19
M606-01-03	Other Shops/Yards Renewal	\$ 9.3	Dec-19
M603-02-10	Replace/Repair Undergrade Bridges Program	\$ 24.9	Jan-20
M704-01-12	Harlem Wayside Comm & Signal Improvements	\$ 40.4	Jan-20
M604-01-18	Harlem & Hudson Wayside Communication & Signal Systems	\$ 31.0	Jan-20
M704-01-02	Harmon to Poughkeepsie SignalSystem **	\$ 87.1	Jan-20
M705-01-04	Harlem & Hudson Power Rehabilitation	\$ 15.0	Feb-20
M704-01-05	PBX Replacement	\$ 2.0	Feb-20
M703-01-05	GCT Turnouts/Switch Renewal	\$ 24.9	May-20
M704-01-01	Network Infrastructure Replacement	\$ 43.5	Jun-20
EM05-02-10	Power Infrastr Restoration-Remote Terminal Houses	\$ 1.3	Jul-20
M702-01-07	GCT PA Head End and VIS Systems	\$ 59.5	Aug-20
M703-01-02	Cyclical Repl. Insulated Joint	\$ 2.0	Aug-20
M703-01-12	2019 Cyclical Track Program	\$ 24.7	Aug-20
M705-01-05	Harlem & Hudson Power Improvements	\$ 17.9	Aug-20
M703-02-10	Hudson Line Tunnels Inspection	\$ 0.8	Sep-20
M604-01-02	West of Hudson Signal Improvements	\$ 67.6	Oct-20
M705-01-01	Replace MA's in Signal Substations	\$ 20.2	Oct-20
M703-02-11	ROW Fencing	\$ 1.0	Nov-20

**Metro-North Railroad
2018-22 Completions**

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
M702-01-06	GCT Elevator Imprvmnts-Final Phase	\$ 7.2	Dec-20
M703-02-06	Railtop Culverts	\$ 3.4	Dec-20
M708-01-13	Customer Communication-CM	\$ 15.8	Dec-20
M503-02-06	Overhead Bridge Program-E of H (MNR Share)	\$ 6.8	Dec-20
M702-02-10	Enhanced Station Initiative, 5 Stations	\$ 12.8	Dec-20
M702-02-13	Enhanced Station Initiative, 5 Stations	\$ 122.8	Dec-20
M708-01-09	GCT/ESA Unified Trash Facility	\$ 21.9	Jan-21
M603-02-12	Overhead Bridge Program - E of H	\$ 18.9	Jan-21
M601-01-02	M-8 New Haven Line Purchase	\$ 220.5	Jan-21
M703-02-03	Undergrade Bridge Rehabilitation **	\$ 56.9	Jan-21
M703-02-08	Replace Timbers - Undergrade Bridges	\$ 5.0	Feb-21
EM04-02-06	Comm & Signal Infrastructure Restoration Phase 2	\$ 35.0	Mar-21
M703-02-09	Harlem River Lift Bridge	\$ 10.0	Mar-21
EM05-02-07	Power Infrastructure Restoration-Phase 2	\$ 72.5	Mar-21
EM04-03-01	Power and Signal Mitigation	\$ 50.0	Mar-21
EM04-03-02	Hudson Line Power and Signal Resiliency	\$ 31.0	Mar-21
M703-01-07	Rebuild Retaining Walls	\$ 7.5	Apr-21
M703-03-03	Undergrade Bridge Rehabilitation	\$ 15.0	Jun-21
M703-01-09	Purchase MoW Equipment	\$ 22.1	Jun-21
M703-01-03	Rock Slope Remediation East of Hudson	\$ 18.6	Jul-21
M703-03-01	Rock Slope Remediation West of Hudson	\$ 13.8	Jul-21
M702-02-04	Harlem Line Station Improvements	\$ 22.5	Oct-21
M702-02-03	Upper Hudson Station Improvements	\$ 17.5	Oct-21
M706-01-04	West of Hudson Yard Improvements	\$ 24.2	Dec-21
M703-01-04	Turnouts - Mainline/High Speed **	\$ 51.5	Dec-21

NOTE: For status of the PTC project, refer to the MNR Monthly Committee Book & PTC CPOC Quarterly Report

MTA Bus
2018-22 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
U6030225	Bus Command Center	\$ 17.1	Jun-18
U5030216	Fuel Upgrade: 3 Locations	\$ 4.0	Jul-18
U7030221	Depot Rehab: Windows - Baisley Park	\$ 2.0	Oct-18
EU030201	Hurricane Sandy Far Rockaway Rehab	\$ 15.0	Dec-18
U7030220	Depot Rehab: Windows - LaGuardia	\$ 3.0	Dec-18
U6030210	Bus Wash - Spring Creek	\$ 3.4	Dec-18
U7030208	Depot Component: Spring Creek Roof	\$ 2.3	Dec-18
U6030231	Bus Wash - Far Rockaway	\$ 1.6	Apr-19
U6030214	Storage Room Expansion - Baisley Park	\$ 3.0	May-19
U7030206	Automated Passenger Count - Ph. 1 Roll-Out - MTABC	\$ 1.8	Jun-19
U6030204	Security: JFK & Spring Creek	\$ 8.5	Sep-19
U7030214	Non-Revenue Vehicles	\$ 3.6	Dec-19
U6030229	Bus Wash - College Point	\$ 4.8	Mar-20
U7030201	53 Articulated Buses	\$ 53.2	Feb-20
U6030212	CNG Upgrade - College Point	\$ 6.1	Jun-20
U7030207	Storage Room Expansion - LaGuardia	\$ 5.4	Jun-20
U6030211	HVAC - Spring Creek	\$ 3.9	Jul-20
U7030218	JFK Windows	\$ 3.0	Aug-20
U7030208	CNG Upgrade - Spring Creek	\$ 5.9	Sep-20
U7030205	Bus Digital Information Screens (DIS)	\$ 11.7	Dec-20
U7030209	College Point Rehab	\$ 9.5	Dec-20
U6030226	Bus Radio System	\$ 62.4	Jan-21
U6030232	HVAC - College Point	\$ 8.5	Jan-21
U7030204	Depot Bus Location System (DBL)	\$ 5.2	Jan-21
U7030202	257 Express Buses	\$ 192.5	Dec-21

MTA Police Department
2018-22 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
E6100102	S. I. District Office	\$ 1.0	2018
E6100103	Nassau County District Office	\$ 8.0	2018
N7100101	Public Radio Phase 3	\$ 2.8	2018
N5100105	Harriman District Office	\$ 0.4	2018
E6100104	MTAPD Radio Project Monopoles	\$ 2.0	2018
N5100109	MTAPD Radio Project Design/Build - AAT	\$ 7.7	2018
N7100101	Public Radio Phase 3	\$ 1.1	2019
E6100104	MTAPD Radio Project Monopoles	\$ 1.0	2019
N5100109	MTAPD Radio Project Design/Build - AAT	\$ 6.4	2019
N7100101	Public Radio Phase 3	\$ 1.1	2020
E6100104	MTAPD Radio Project Monopoles	\$ 1.0	2020
E61001/02	Facilities: Police: MTAPD Staten Island District 9 Office	\$ 12.0	Mar-21

MTA Capital Construction
2018-22 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
G6090114	GCT Concrse&Facilities (14A)	\$ 61.3	Feb-18
G5100104	Cntract 6: SAS Systems	\$ 315.9	Mar-18
G6100113	Cntract 6: SAS Systems	\$ 48.4	Mar-18
G6090142	Manhattan North Structures	\$ 361.6	Mar-18
G6090120	Plaza Substation & Structures	\$ 259.5	Apr-18
G7090141	Harold Track A Cut & Cover	\$ 61.8	May-18
G5110112	Construction: Core&Shell (Site P)	\$ 102.2	Sep-18
G5090118	Harold Interlocking Stage 1-4	\$ 128.0	Sep-18
T6041412	Reconstruct Cortlandt St BW7	\$ 115.0	Dec-18
T7041409	Reconstruct Cortlandt St BW7	\$ 71.8	Dec-18
G6140115	Harold Track Work Part 3	\$ 9.5	May-19
G7090159	Harold Track Work Part 3	\$ 25.0	May-19
G7140115	Harold Track Work Part 3	\$ 13.9	May-19
G6090121	Mid-Day Storage Yard CIL Procurement	\$ 19.4	Feb-20
G6090146	GCT Concourse&Facilities	\$ 434.2	May-20
G6140107	GCT Concourse&Facilities	\$ 2.2	May-20
G7090142	Manhattan GCT Caverns	\$ 712.6	Jun-20
G7090124	East Bound Re-Route	\$ 75.8	Sep-20
G6090135	Facility Systems	\$ 368.8	Nov-20
G7090135	Facility Systems	\$ 238.5	Nov-20
G6090137	Signal Equipment	\$ 21.8	Nov-20
G6090143	Traction Power	\$ 79.7	Nov-20
G7090136	Signal Installation	\$ 37.5	Nov-20
G5090119	Harold & Point CIL	\$ 39.5	Dec-20
G7090121	Mid-Day Storage Yard Facility	\$ 306.9	Dec-20

MTA Bridges & Tunnels
2018-22 Completions

ACEP	Project	Project Amount (\$ in Mil)	Planned Completion Date
D601BB28	Rehab. Walls, Roadway, Firelines, Ceiling Repair	\$ 65.6	Mar-18
ED010228	Restore Hugh L. Carey Tunnel - Structural	\$ 151.4	Mar-18
ED020202	Restore Hugh L. Carey Tunnel - Roadway	\$ 7.5	Mar-18
ED040243	Restore Hugh L. Carey Tunnel - Utilities	\$ 137.4	Mar-18
ED050202	Restore Hugh L. Carey Tunnel - Environmental	\$ 15.5	Mar-18
ED050221	Restore Hugh L. Carey Tunnel - Vent Bldgs	\$ 0.2	Mar-18
D604MP03	PLC and Mechanical Rehab at MPB (MP-03 Phase 1)	\$ 9.9	Jun-18
ED040207	Replace MPB Electrical Equipment at North Abutment (MP-03S)	\$ 8.4	Jun-18
ED040210	Repl CBB Mech&Elect Equip-S. Abutment & Svc Bldg	\$ 13.5	Jun-18
D704TN60	Anchorage Dehumidification	\$ 43.5	Jun-18
D707TN60	Anchorage Dehumidification - Painting	\$ 8.2	Jun-18
D601QM40	Tunnel Wall and Ceiling Repairs and Leak Control	\$ 62.7	Jul-18
ED010240	Restore Queens Midtown Tunnel - Structural	\$ 145.5	Jul-18
ED020203	Restore Queens Midtown Tunnel Roadway	\$ 1.5	Jul-18
ED040281	Restore QMT Cntrl/Comm Sys, CCTV,Traffic Signals	\$ 105.9	Jul-18
ED050203	Queens Midtown Tunnel Environmental Cleanup	\$ 10.8	Jul-18
D604QM30	Tunnel Ventilation Building Electrical Upgrade	\$ 56.2	Jul-18
ED040302	Flood Mitigation-Equipment Relocations QMT	\$ 1.2	Jul-18
D701BW14	Miscellaneous Structural Rehabilitation	\$ 20.3	Dec-18
D701BW84	Cable & Suspender Rope Investigation/ Testing	\$ 9.0	Dec-18
D707BW84	Paint Tower Interior Base Cells and Struts	\$ 30.6	Dec-18
D601MPXB	Miscellaneous Structural Rehab (MP-16)	\$ 29.7	Dec-18
D604MPXA	PLC and Mechanical Rehab at MPB (MP-03 Phase 2)	\$ 44.4	Dec-18
D607MPXC	Zone and Spot Painting of Roadway Structures	\$ 28.7	Dec-18
D602RK75	Interim Repairs - Toll Plaza Deck	\$ 52.9	Dec-18
ED010301	Hugh Carey Tunnel Mitigation -Perimeter Work	\$ 36.2	Dec-18
ED010304	QMT Mitigation- Perimeter Work & Floodgates	\$ 29.3	Dec-18
ED050303	Hugh Carey Tunnel-GIVB Mitigation -Raise Seawalls	\$ 30.9	Dec-18
D702AWX1	Replacement of the Manhattan Plaza Pedestrian Bridge	\$ 13.4	Mar-18
D602RK65	Deck Replacement - Bronx/Manhattan Ramps/Toll Plaza	\$ 252.6	Dec-18
D701AW98	Tunnel Vulnerability Improvements - Phase II	\$ 5.1	Sep-19
D704BW39	Install Electronic Monitoring & Detection	\$ 36.2	Jun-19
D704RK60	Install Electronic Monitoring & Detection	\$ 52.1	Jun-19
D701BW07	Fender Protection around Tower Piers (Const)	\$ 25.8	Sep-20
D704BW32	Installation of Fire Standpipe Connections	\$ 6.6	Sep-20
D701CB18	CB Scour Protect/Repair/Rpl CB/MP Pier Fender Sys	\$ 48.9	Dec-21
D704HC30	Installation of Smoke Detection/Alarm Systems	\$ 10.3	Mar-21
D704QM91	Installation of Smoke Detection/Alarm Systems	\$ 8.4	Mar-21
D704HC64	Depot Equipment & Machinery: Bus Washer: Zerega Consolidated Maint Facility [SBMP]	\$ 9.9	Jun-21
D705HC80	Rehabilitation of Ventilation Buildings	\$ 4.7	Sep-21
D705QM36	Rehabilitation of Ventilation Building	\$ 3.2	Sep-21
D701HH89	Skewback Retrofit	\$ 100.4	Feb-20
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	\$ 31.0	Aug-21
D701RK22	Interim Repairs - FDR Ramp	\$ 17.1	Sep-20
D704RK66	Relocation of 13KV Substation	\$ 23.7	Mar-22
D702TN55	Study for Bx/Queens Approach Viaduct Replacement	\$ 12.8	Aug-20
D701VN89	Tower Pier Rehab/Construct Mooring Platform	\$ 24.3	Dec-20

**OPERATING IMPACTS EXCEEDING \$1 MILLION
FOR CAPITAL PROJECTS REACHING BENEFICIAL USE 2018-2021**

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 2018. 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. Total annual operating impact is currently still undetermined.

LONG ISLAND RAIL ROAD CAPITAL PROJECTS

Project: East Side Access. This project will expand LIRR service into Grand Central Terminal. The construction includes new tunnel and track along with related right-of-way equipment, vent plants, substations, and a new terminal station with elevators, escalators, and HVAC. The project also includes 236 new rail cars and will introduce an expanded train service plan to support Opening Day. 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. After completion the project is expected to have an annual operating budget impact of greater than \$1.0M.

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

Project: Main Line Expansion. The project will add a third track along a 9.8-mile of Main Line corridor between the LIRR's Floral Park and Hicksville train stations. The project will eliminate seven grade crossings, upgrade to railroad infrastructure and stations, and add new parking facilities. The project will reduce train congestion and delays, and enable true bi-directional service during peak hours, as well as more intra-Island service. The contract was awarded in December 2017. Estimated completion is scheduled for 2022. Headcount increase is required for Track, Signal and Power maintenance. Initial estimates indicate that the project is expected to have an annual operating budget impact of greater than \$1.0M.

METRO-NORTH RAILROAD CAPITAL PROJECTS

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

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

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

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

Implementation of cashless Open Road Tolling (ORT). This project included the construction of 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 have been removed. ORT is the next generation of tolling technology and its implementation enhanced the travel experience of customers at all TBTA facilities. Additional operating costs net of headcount savings through attrition are currently estimated at \$25 million per year.

MTA SYSTEM-WIDE CAPITAL PROJECTS

Project: Enterprise Asset Management. This project, which has already begun, will not be completed until after 2021. 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.

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V. Agency Financial Plans

Bridges and Tunnels

MTA BRIDGES AND TUNNELS
2019 Final Proposed Budget
November Financial Plan 2019–2022

Financial Overview

The November 2018 Financial Plan supports MTA Bridges and Tunnel's (B&T) transition toward cashless tolling operations as well as the corresponding shifts in organizational priorities that continue to build strategic alignment of B&T operations with the overall mission and vision of the agency and the MTA.

In 2018 and 2019 combined, B&T is projected to contribute over \$2.0 billion in Support to Mass Transit. B&T's ability to be a strong source of fiscal stability within the MTA is enabled by its commitment to maintain and operate safe and efficient facilities that are critically important to the regional transportation network. This overview provides a summary of important measures designed to sustain B&T's financial performance by moving towards world-class tolling operations and excellence in asset maintenance and performance.

Cashless Tolling

The implementation of cashless tolling at all MTA bridges and tunnels was a key component of the New York Crossings Project that aimed to reimagine New York's transportation crossings for the 21st Century. New York Governor Andrew M. Cuomo launched the project on October 5, 2016. Less than one year after the launch of this ambitious plan, cashless tolling became a reality across all B&T facilities on September 30, 2017.

Cashless tolling is providing significant and sustained regional improvements, as less traffic congestion for motorists means cleaner air for everyone. Cashless tolling has also improved safety for our customers because it has eliminated the need for unsafe merging and last-minute lane changes in toll plazas.

The Cashless Tolling initiative at B&T demonstrated a holistic and integrated approach that considered not only the immediate installation of a new toll collection system but also the necessary coordination of supporting elements that enable the system to perform beyond the reliability perspective, thereby advancing resiliency of B&T operations for years to come. The key supporting elements included identification of business risks (such as revenue loss) and measures to mitigate those risks. Supporting legal actions to enable DMV reciprocities that would strengthen the toll violation enforcement process were advanced. Additional law enforcement support from New York State to deter toll violators was mobilized. Finally, smart technologies to support staff and protect our infrastructure and customers were installed. These technologies allowed for the blending of physical and digital infrastructure to increase capacity, efficiency, reliability and resilience of our bridges and tunnels.

New Business Model Supporting Cashless Tolling

Cashless tolling is a system of systems that must be reliable to keep traffic flowing through our facilities while recording and collecting the proper toll to maximize revenue. It involves the use of new technologies and the formation of new partnerships and agreements with other regional entities. It demands a structured approach to understanding B&T's Total Cost of Ownership (TCO) for the new assets, systems, and equipment that were on-boarded for operational use across the facilities. It calls for new and innovative ways of thinking along with business process changes and supporting resources, tools, systems and technology to meet the challenges of the new cashless tolling environment.

Cashless tolling has resulted in reduced travel times through our facilities. Newly paved roadways provide for a smoother ride and customer satisfaction. Barrier-free tolling zones offer a clear line of sight through our crossings. Together with better signage at our facilities, it makes for a better experience for customers crossing our facilities.

Because of cashless tolling, we are centralizing operations and adding digital infrastructure (system of systems) to monitor our operations, facilitate efficient incident response, communicate with our customers, and provide support to other regional partners in transportation.

In the areas of security and violation enforcement, we have a system of license plate readers installed in the gantries and our patrol vehicles fleet, allowing us to mobilize and catch toll evaders in real time.

On the staffing side, we centralized deployment and incident management across our facilities and coordinated efforts to construct a new Central Operations Command Center, which will house Operations staff and provide state of the art technologies that will support operations. This system of systems is integrated with our toll collection system, which will facilitate and support the execution of our operational activities efficiently and effectively.

Cashless tolling also presented the opportunity for B&T to embark on a digital transformation that is making data coming from our new integrated system of systems available at our fingertips to enable strategic, evidence-based decision making and reporting on our performance, thereby ensuring the resiliency of our infrastructure and sustainability of our operations for years to come.

Cashless tolling has opened the door for new opportunities to enable smart infrastructure and motivates us to find ways of deriving new value from our existing assets. It also considers whole life asset management that promotes a better understanding of our infrastructure performance and needs well into the future. Cashless tolling facilitates performance-based management of the organization through better data collection and information management. For B&T, cashless tolling is ultimately about organizational transformation to enable efficient and effective decision making and delivery of service, as well as continuous improvement. An organizational business model for B&T's enterprise is currently in development with multiple areas of the model in pilot stages of implementation.

The new B&T business model is comprised of seven core business functions that are interrelated, and when integrated to operate in unison, they enable achievement of the goals and objectives set forth in three strategic priorities: *Customer Service, Revenue Protection and Safety*. Best practice asset management principles aligned with these operational goals and the overall strategic vision for B&T's new business model for toll collection are providing a consistent approach and roadmap to ensuring sustainability of the agency across all aspects of its business

and integrating the various departmental perspectives (including safety, security, operations, engineering, maintenance, finance, law, procurement and administration) under a new organizational model that is focused on customer service.

Customer Service Excellence

As a public agency, B&T serves both its customers and the general public. Cashless tolling provides greater mobility for its customers with the promise of greater safety, and these benefits translate into better air quality for the entire region. While mobility has consistently been the primary determinant of B&T customer satisfaction, the transformation to cashless tolling has required a customer service effort that goes well beyond efficient facility operation. The goal is to provide customers with the information, tools, and choices to enable them to successfully transition to cashless tolling in ways that lower operating costs. Highlighted strategies to achieve these goals include:

- Outreach and Education
During the implementation of cashless tolling, B&T undertook an extensive information campaign to educate customers about the new system and to urge them to sign up for E-ZPass. As customers become more used to the system, the focus of these outreach efforts has shifted towards helping them effectively manage their E-ZPass accounts, understand payment options, and avoid violation fees. B&T can target this information to specific customer groups through informational inserts in E-ZPass statements, toll bills, and violations notices, as well as letters and emails. B&T also performs community outreach efforts throughout the region to help educate the public about cashless tolling and promote E-ZPass.
- Information Tools
B&T is meeting the public demand for smartphone and web-based information tools by heavily promoting its mobile alert service. Customers can sign up for notifications that alert them when their E-ZPass balance is low or informs them about other important account issues, and this helps them avoid violations and fees. Other information resources are being developed as part of a revised MTA website to help customers better understand cashless tolling, E-ZPass options, and how to pay toll bills.
- Customer Choice
B&T is also meeting the demand for more convenient toll payment options. While E-ZPass fulfills the needs of most customers, there are a small but significant number of occasional users and tourists who don't want to set up an account. It is also not cost-effective for B&T to establish and maintain a rarely used E-ZPass account. To address the needs of this relatively small group of customers, B&T is implementing a pilot program to pay tolls with a smartphone using a third-party vendor. The goal of the program is to provide a new option for toll payment that gives customers more choice while reducing B&T operating costs.

Protecting Net Revenue

Because cashless tolling eliminated cash payments collected at the time of passage and instead relies on a system of billing transactions post-transaction, there are inherent challenges to the technology. It is important that B&T meet this challenge not only to maintain toll revenue as a stable source of funding for mass transit, but also to continue its policy of fairness. Everyone who uses B&T facilities needs to pay their appropriate toll, and it is not equitable to the motorists who do pay their tolls if others do not. B&T is meeting this challenge in the following ways:

- Increase E-ZPass Market Share
B&T implemented the E-ZPass tag-based electronic toll payment system more than 20 years ago, and customers consistently rate the system positively in surveys. In cashless tolling operations, it is especially important because it reduces the cost of toll collection and revenue loss from non-payment of tolls. E-ZPass collects tolls automatically, eliminating the need to mail toll bills. As an incentive to adopt E-ZPass, B&T has long adopted a toll schedule that shares these gains with customers by giving them a substantially reduced toll. Throughout the cashless tolling implementation period, B&T pursued an extensive information campaign to educate the public about cashless tolling and further increase E-ZPass usage. Currently, approximately 94% of B&T tolls are collected with E-ZPass, one of the highest market share rates in the world.
- Incentives for Toll Bill Payment
Since not all customers will sign up for E-ZPass, B&T has implemented a system that balances a fair opportunity to pay tolls with significant fees for non-payment. Customers have 30 days from the invoice date to pay their toll bills and then are sent another toll bill with a nominal late fee that gives them another 30 days to pay. If they do not pay the second bill, B&T assesses violation fees of \$50 or \$100 per unpaid toll transaction depending on the base toll charged. These violation fees for non-payment of tolls are a strong incentive for customers to pay their fair share voluntarily, and this reduces both revenue risk and toll collection expenses. Customers who do not respond to multiple violations can be subject to registration suspensions and other enforcement actions, including impounding vehicles.
- Lifecycle Asset Management Best Practices
Cost control through realizing operational efficiencies is an integral component of protecting net revenue. The ongoing maintenance and replacement planning of all equipment installed for cashless tolling as well as all B&T assets is being managed in an enterprise management system grounded in the international standards for asset management (ISO 55000), which is designed to minimize the total cost of ownership over the asset's lifecycle. This system applies a structured approach to determining the optimal maintenance and replacement decisions in a way that minimizes the cost of cashless tolling operations and overall management of B&T's asset base.

Safety Management Excellence

There is clear potential for cashless tolling to improve the safety of B&T customers. Replacing toll plazas with open roads reduces potential motorist conflicts from having to stop and merge. However, reduced travel times also mean higher speeds, so B&T is employing a number of key strategies to make sure its transformed facilities fulfill their potential for being safer for both the traveling public and employees. The following tactics are all based on a data-driven approach that focuses on education, engineering, and enforcement resources at higher risk facility areas:

- Real-Time Safety Communications

The communication of real-time highway safety conditions has improved dramatically in recent years. There is a proliferation of popular third-party smartphone applications that provide motorists with information about current congestion levels at B&T facilities. B&T is partnering with these providers to help deliver better collision and roadway hazard alerts, safety bulletins, and other vital communications to its customers. B&T is also providing real-time travel and hazard information on a growing network of variable message signs so that all customers have up to date information to help keep them safe.

- Engineering Improvements for Roadway Safety

All B&T facilities are regularly audited for safety conditions with a focus on areas where collision data identifies higher or emerging risk. Mitigation efforts are based on the specific challenges of each location and can include changes to the physical conditions of a facility such as lane restriping, roadway resurfacing, and signage improvements.

- Enforcement of Safety Regulations

The visible presence of uniformed officers is a deterrent to the aggressive driving behaviors that can threaten the safety of B&T customers. B&T has highly trained units that enforce speed and other safety regulations so that all customers can feel safe as they traverse our bridges and tunnels. Enforcement personnel are deployed to higher risk facility areas to deter collisions and to expedite emergency response to any incidents.

- Implementation of a Safety Management System (SMS)

The SMS Framework is being developed based on ISO 45001 standards. The current focus is on the critical element of risk assessments where risks will be defined through job hazard analysis and the isolation of conditions on B&T's roadways to determine the efficacy of mitigation strategies. A structured approach to consistently analyze risk across the organization will be institutionalized in order to prioritize hazards and understand how mitigations will affect the underlying risks. This project is currently in the pilot phase where a working group is utilizing the methodology to identify and document controls at one bridge facility, with a plan to apply the methods and principles to the entire organization.

2018 November Forecast

In the 2018 November Forecast, \$1,435.2 million is projected in baseline operating income compared to \$1,400.5 million in the 2018 Mid-Year Forecast, an increase of \$34.6 million.

Total revenue is forecast at \$2,010.8 million, which is \$12.3 million greater than the Mid-Year Forecast due to additional toll revenue resulting from favorable traffic trends through August. Toll revenue accounts for 98% of all revenues and is projected at \$1,967.1 million in the November Forecast compared to \$1,954.8 million in the Mid-Year Forecast.

The November Forecast includes expenses totaling \$575.7 million before depreciation and GASB adjustments. Labor costs are \$271.1 million and non-labor costs are \$304.6 million. Total expenses are \$22.4 million below the Mid-Year Forecast. Labor expenses have been reduced by \$12.9 million based on lower payroll and associated fringe benefits from current and anticipated vacant positions through the end of the year. Non-labor expenses are lower by \$9.4 million primarily due to favorable re-estimates for the back-office costs of administering the Cashless

Tolling program (\$4.8 million) and programmatic timing adjustments for Enterprise Asset Management (EAM) systems development (\$4.0 million).

Support to Mass Transit is \$1,029.0 million compared to \$983.4 million in the Mid-Year Forecast, an increase of \$45.6 million which is the result of \$34.6 million more in baseline Net Operating Income (\$12.3 million in additional revenue, and lower expenses of \$22.4 million), \$9.4 million in reduced deductions for Capitalized Assets due to the timing of projects and vehicle purchases, and lower B&T Debt Service of \$1.7 million.

In 2018, total planned year-end headcount is 1,497, including 87 capital reimbursable full-time equivalents, which is unchanged from the Mid-Year Forecast.

2019 Final Proposed Budget - Baseline

In the 2019 Final Proposed Budget, a total of \$1,429.8 million is projected in baseline operating income compared to \$1,400.9 million in the 2019 Preliminary Budget, an increase of \$28.9 million.

Total revenue is budgeted at \$2,027.9 million, which is \$14.4 million greater than the Preliminary Budget primarily due to higher toll revenue resulting from baselining the favorable actual traffic trends experienced through August 2018. Toll revenue is projected at \$1,983.6 million for the Final Proposed Budget compared to \$1,969.2 million in the Preliminary Budget.

Expenses before depreciation and GASB adjustments in the Final Proposed Budget total \$598.1 million and are comprised of \$296.4 million in labor expenses and \$301.7 million in non-labor costs. Overall expenses are \$14.5 million lower than the Preliminary Budget. Labor costs have been reduced by \$2.7 million primarily due to payroll re-estimates. Non-labor costs are \$11.8 million lower primarily due to favorable re-estimates for the back-office costs of administering the Cashless Tolling program (\$8.3 million) and for operating major maintenance resources needed to supplement the Capital Programs (\$6.0 million), partially offset by additional costs resulting from the timing of EAM systems development (\$1.9 million).

Total Support to Mass Transit is \$979.5 million in the Final Proposed Budget compared to \$950.2 million in the Preliminary Budget, an increase of nearly \$29.3 million resulting from the net of \$28.9 million more baseline operating income (\$14.4 million more revenue and \$14.5 million fewer expenses), higher deductions of \$3.8 million for Capitalized Assets due to the timing of projects and vehicle purchases, and lower B&T Debt Service of \$4.1 million.

In 2019, total headcount is budgeted at 1,499, including 87 capital reimbursable full-time equivalents, which is unchanged from the Preliminary Budget.

2020-2022 Projections

The 2020 projection for baseline operating income is \$1,431.1 million compared to \$1,405.2 million in the July Financial Plan. This consists of \$2,035.1 million in revenues less \$604.0 million in expenses. The expenses are comprised of \$300.4 million in labor costs and nearly \$303.6 million in non-labor expenses.

The 2021 projection for baseline operating income is \$1,423.0 million compared to \$1,399.3 million in the July Financial Plan. This consists of \$2,043.5 million in revenues, offset by \$620.5 million in expenses. The expenses are comprised of \$307.3 million in labor costs and \$313.2 million in non-labor expenses.

The 2022 projection for baseline operating income is \$1,402.7 million compared to \$1,380.5 million in the July Financial Plan. This consists of over nearly \$2,044.0 million in revenues, offset by nearly \$641.2 million in expenses. The expenses are comprised of \$316.3 million in labor costs and \$324.9 million in non-labor expenses.

Total headcount is planned at 1,505 each year from 2020 through 2022, including 87 capitalily-reimbursable positions.

Details for year-to-year changes, and 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 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Non-Reimbursable						
Operating Revenue						
Toll Revenue	\$1,911.857	\$1,967.062	\$1,983.637	\$1,990.392	\$1,998.341	\$1,998.269
Other Operating Revenue	20.082	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	1.477	1.240	1.240	1.240	1.240	1.240
Total Revenues	\$1,933.416	\$1,987.238	\$2,003.814	\$2,010.569	\$2,018.518	\$2,018.446
Operating Expense						
Labor:						
Payroll	\$121.438	\$122.151	\$139.719	\$141.585	\$144.013	\$146.948
Overtime	28.382	26.807	27.347	27.895	28.455	29.026
Health and Welfare	26.694	29.454	32.371	33.581	35.240	37.007
OPEB Current Payments	20.096	22.359	24.213	25.292	26.684	28.151
Pension	39.001	36.335	35.613	33.684	34.093	34.754
Other Fringe Benefits	19.540	17.949	20.769	21.694	21.879	23.087
Reimbursable Overhead	(6.805)	(7.568)	(7.720)	(7.874)	(8.032)	(8.192)
Total Labor Expenses	\$248.347	\$247.487	\$272.311	\$275.857	\$282.332	\$290.780
Non-Labor:						
Electric Power	\$3.683	\$5.537	\$5.925	\$6.092	\$6.302	\$6.574
Fuel	1.575	2.323	2.474	2.456	2.383	2.338
Insurance	12.101	11.317	12.217	12.872	13.583	14.361
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	149.266	187.084	183.024	184.568	191.931	200.683
Professional Services Contracts	36.674	45.533	44.100	42.092	42.119	43.526
Materials and Supplies	3.901	4.341	4.421	4.522	4.572	4.678
Other Business Expenses	34.637	48.464	49.535	50.976	52.261	52.780
Total Non-Labor Expenses	\$241.838	\$304.599	\$301.696	\$303.579	\$313.151	\$324.939
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.	\$490.185	\$552.086	\$574.007	\$579.436	\$595.483	\$615.719
Depreciation	\$240.957	\$138.759	\$148.432	\$158.779	\$169.848	\$181.689
OPEB Liability Adjustment	71.832	64.472	67.696	71.081	74.635	78.367
GASB 68 Pension Expense Adjustment	6.274	10.403	12.575	14.816	16.158	17.221
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$809.247	\$765.720	\$802.710	\$824.112	\$856.124	\$892.995
Less: Depreciation	240.957	138.759	148.432	158.779	169.848	181.689
Less: OPEB Liability Adjustment	71.832	64.472	67.696	71.081	74.635	78.367
Less: GASB 68 Pension Exp Adjustment	6.274	10.403	12.575	14.816	16.158	17.221
Total Expenses	\$490.185	\$552.086	\$574.007	\$579.436	\$595.483	\$615.719
Net Surplus/(Deficit)	\$1,443.232	\$1,435.152	\$1,429.806	\$1,431.133	\$1,423.035	\$1,402.727

MTA BRIDGES AND TUNNELS
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
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	21.361	23.575	24.046	24.527	25.018	25.518
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$21.361	\$23.575	\$24.046	\$24.527	\$25.018	\$25.518
Operating Expense						
<u>Labor:</u>						
Payroll	\$8.011	\$8.506	\$8.676	\$8.850	\$9.027	\$9.208
Overtime	1.333	1.999	2.039	2.080	2.121	2.164
Health and Welfare	1.718	1.831	1.867	1.905	1.943	1.982
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.361	2.480	2.530	2.581	2.632	2.685
Other Fringe Benefits	1.133	1.190	1.214	1.238	1.263	1.288
Reimbursable Overhead	6.805	7.568	7.720	7.874	8.032	8.192
Total Labor Expenses	\$21.361	\$23.575	\$24.046	\$24.527	\$25.018	\$25.518
<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.	\$21.361	\$23.575	\$24.046	\$24.527	\$25.018	\$25.518
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Non-Reimbursable / Reimbursable						
Page 1 of 2						
Operating Revenue						
Toll Revenue	\$1,911.857	\$1,967.062	\$1,983.637	\$1,990.392	\$1,998.341	\$1,998.269
Other Operating Revenue	20.082	18.936	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	21.361	23.575	24.046	24.527	25.018	25.518
Investment Income	1.477	1.240	1.240	1.240	1.240	1.240
Total Revenues	\$1,954.777	\$2,010.813	\$2,027.860	\$2,035.096	\$2,043.535	\$2,043.964
Operating Expense						
Labor:						
Payroll	\$129.449	\$130.657	\$148.395	\$150.435	\$153.040	\$156.155
Overtime	29.715	28.806	29.386	29.975	30.576	31.189
Health and Welfare	28.412	31.285	34.238	35.486	37.183	38.989
OPEB Current Payments	20.096	22.359	24.213	25.292	26.684	28.151
Pension	41.362	38.815	38.143	36.264	36.725	37.439
Other Fringe Benefits	20.673	19.139	21.983	22.932	23.142	24.374
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$269.708	\$271.062	\$296.358	\$300.385	\$307.349	\$316.298
Non-Labor:						
Electric Power	\$3.683	\$5.537	\$5.925	\$6.092	\$6.302	\$6.574
Fuel	1.575	2.323	2.474	2.456	2.383	2.338
Insurance	12.101	11.317	12.217	12.872	13.583	14.361
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	149.266	187.084	183.024	184.568	191.931	200.683
Professional Services Contracts	36.674	45.533	44.100	42.092	42.119	43.526
Materials and Supplies	3.901	4.341	4.421	4.522	4.572	4.678
Other Business Expenses	34.637	48.464	49.535	50.976	52.261	52.780
Total Non-Labor Expenses	\$241.838	\$304.599	\$301.696	\$303.579	\$313.151	\$324.939
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.	\$511.546	\$575.661	\$598.054	\$603.963	\$620.501	\$641.237
Depreciation	\$240.957	\$138.759	\$148.432	\$158.779	\$169.848	\$181.689
OPEB Liability Adjustment	71.832	64.472	67.696	71.081	74.635	78.367
GASB 68 Pension Expense Adjustment	6.274	10.403	12.575	14.816	16.158	17.221
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$830.608	\$789.295	\$826.756	\$848.639	\$881.142	\$918.513
Less: Depreciation	240.957	138.759	148.432	158.779	169.848	181.689
Less: OPEB Liability Adjustment	71.832	64.472	67.696	71.081	74.635	78.367
Less: GASB 68 Pension Exp Adjustment	6.274	10.403	12.575	14.816	16.158	17.221
Total Expenses	\$511.546	\$575.661	\$598.054	\$603.963	\$620.501	\$641.237
Net Surplus/(Deficit)	\$1,443.232	\$1,435.152	\$1,429.806	\$1,431.133	\$1,423.035	\$1,402.727

MTA BRIDGES AND TUNNELS
November Financial Plan 2019 - 2022
Accrual Statement of Operations by Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Non-Reimbursable / Reimbursable						
Page 2 of 2						
Net Surplus/(Deficit)	\$1,443.232	\$1,435.152	\$1,429.806	\$1,431.133	\$1,423.035	\$1,402.727
<u>Deductions from Income:</u>						
Less: Capitalized Assets	\$22.032	\$13.943	\$24.696	\$27.090	\$21.899	\$22.409
B&T Capital Reserves	27.347	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted Net Surplus/(Deficit)	\$1,393.853	\$1,421.210	\$1,405.110	\$1,404.043	\$1,401.136	\$1,380.318
Less: Debt Service	\$652.232	\$654.482	\$684.411	\$698.408	\$724.989	\$731.421
Less: Contribution to the Capital Program	0.000	119.664	132.981	56.623	13.878	0.000
Income Available for Distribution	\$741.621	\$647.063	\$587.718	\$649.012	\$662.269	\$648.897
<u>Distributable To:</u>						
MTA - Investment Income	\$1.477	\$1.240	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Distributable Income	429.777	380.653	352.317	382.703	388.896	379.819
NYCT - Distributable Income	310.368	265.171	234.161	265.068	272.132	267.838
Total Distributable Income	\$741.621	\$647.063	\$587.718	\$649.012	\$662.269	\$648.897
<u>Actual Cash Transfers:</u>						
MTA - Investment Income - Prior Year	\$0.635	\$1.477	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Cash Surplus Transfer	423.437	405.264	355.151	379.665	388.277	380.726
NYCT - Cash Surplus Transfer	307.555	279.563	237.262	261.978	271.426	268.267
Total Cash Transfers	\$731.627	\$686.304	\$593.653	\$642.882	\$660.943	\$650.234
SUPPORT TO MASS TRANSIT:						
Total Revenue	\$1,954.777	\$2,010.813	\$2,027.860	\$2,035.096	\$2,043.535	\$2,043.964
Total Expenses Before Non-Cash Liability Adjs.	511.546	575.661	598.054	603.963	620.501	641.237
Net Operating Income	\$1,443.232	\$1,435.152	\$1,429.806	\$1,431.133	\$1,423.035	\$1,402.727
<u>Deductions from Operating Income:</u>						
B&T Debt Service	\$271.246	\$272.503	\$292.640	\$307.865	\$336.761	\$355.676
Contribution to the Capital Program	0.000	119.664	132.981	56.623	13.878	0.000
Capitalized Assets	22.032	13.943	24.696	27.090	21.899	22.409
B&T Capital Reserves	27.347	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000
Total Deductions from Operating Income	\$320.625	\$406.110	\$450.317	\$391.578	\$372.538	\$378.085
Total Support to Mass Transit	\$1,122.606	\$1,029.042	\$979.489	\$1,039.555	\$1,050.496	\$1,024.642

MTA BRIDGES AND TUNNELS
2018 November Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
Scheduled Service	73,246	\$4.657	17.4%
Unscheduled Service	2,273	0.160	0.6%
Programmatic/Routine Maintenance	28,224	2.280	8.5%
Unscheduled Maintenance	15,336	1.218	4.5%
Vacancy/Absentee Coverage	173,828	11.147	41.6%
Weather Emergencies	15,075	1.043	3.9%
Safety/Security/Law Enforcement	22,747	1.441	5.4%
Other	10,407	1.048	3.9%
All Other Departments and Adjustments *	0	3.813	14.2%
Subtotal	341,136	\$26.807	100.0%
REIMBURSABLE OVERTIME	23,738	\$1.999	
TOTAL OVERTIME	364,874	\$28.806	

* 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
2019 Final Proposed Budget
November Financial Plan 2019–2022
Year-to-Year Changes by Category - Baseline

Toll Revenue

- Toll revenue is forecast at \$1,967.1 million in 2018 and at \$1,983.6 million in 2019. Revenue growth in 2019 is primarily based on higher paid traffic volume stemming from modest growth in regional employment (See Traffic/Utilization).
- Toll revenue increases to \$1,990.4 million in 2020 and \$1,998.3 million in both 2021 and 2022, 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 \$23.6 million in 2018 and grow by approximately \$0.5 million each year through 2022.

Investment Income

- Investment Income reflects projected short-term investment yields on estimated fund balances and is estimated at \$1.2 million in each year of the financial plan.

Payroll

- Payroll costs grow from \$130.7 million in 2018 to \$148.4 million in 2019 primarily due to the filling of 2018 vacancies, contractual step-up increases and inflationary adjustments.
- Thereafter, projected costs increase to \$150.4 million in 2020, \$153.0 million in 2021 and \$156.2 million in 2022 primarily reflecting contractual step-up increases and inflationary adjustments.
- 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 2018 on.

Overtime

- 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 2022.

Health and Welfare/OPEB Current Payments

- In 2019, there is an increase of \$4.8 million from 2018 primarily due to forecast inflation of 7.6% for most defined medical programs and the filling of 2018 vacancies.
- Expenses increase by \$2.3 million in 2020, \$3.1 million in 2021 and \$3.3 million in 2022 primarily reflecting forecast annual medical program inflation of 4.2% in 2020 and 5.5% each year thereafter.

Pension

- Pension expenses incorporate current projections for NYCERS provided by the NYC Office of the Actuary.
- Projected costs decline from \$38.8 million in 2018 to \$38.1 million in 2019 and \$36.3 million in 2020.
- Forecast expenses for 2021 and 2022 average \$37.1 million each year.

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 \$19.1 million in 2018 to \$24.4 million in 2022.

Electric Power

- Electricity costs are based on the most recent rate projections.
- Expenses increase by \$0.4 million in 2019 and then increase between \$0.2 million and \$0.3 million each year thereafter.

Fuel

- The expense plan for fuel is driven mainly by the most recent forecast for heating fuel.
- Estimated costs range between \$2.3 million and \$2.5 million in each year of the plan.

Insurance

- Based on current insurance policy growth assumptions, costs range from \$11.3 million in 2018 to \$14.4 million in 2022.

Maintenance and Other Operating Contracts

- Expenses are forecast at \$187.1 million in 2018 and decline to \$183.0 million in 2019 primarily reflecting the scheduling of major maintenance projects. Expenses grow to \$184.6 million in 2020 primarily due to inflationary adjustments.
- The plan for 2021 (\$191.9 million) and 2022 (\$200.7 million) includes additional provisions for projected major maintenance needs and the replacement or upgrading of a License Plate Recognition system used mainly for toll revenue protection.

Professional Service Contracts

- Expenses decrease from \$45.5 million in 2018 to \$44.1 million in 2019 primarily due to the timing of cashless tolling customer outreach expenses incurred in 2018.
- Costs decline to \$42.1 million in 2020 and remain at that level in 2021 largely due to the timing of consulting costs associated with the development of the Enterprise Asset Management (EAM) program.
- Inflationary adjustments are the primary reasons for expense growth of \$1.4 million in 2022.

Materials and Supplies

- Inflationary adjustments increase expenses by approximately \$0.1 million in each year of the financial plan.

Other Business Expenses

- Year-to-year growth in expenses between 2018 and 2022 averages \$1.1 million annually and is largely due to inflationary adjustments.

MTA BRIDGES AND TUNNELS
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

Non-Reimbursable

Operating Revenues

Toll Revenue	\$1,967.062	\$1,983.637	\$16.576	\$1,990.392	\$6.755	\$1,998.341	\$7.949	\$1,998.269	(\$0.072)
Other Operating Revenue	18.936	18.936	0.000	18.936	0.000	18.936	0.000	18.936	0.000
Investment Income	1.240	1.240	0.000	1.240	0.000	1.240	0.000	1.240	0.000
Total Revenues	\$1,987.238	\$2,003.814	\$16.576	\$2,010.569	\$6.755	\$2,018.518	\$7.949	\$2,018.446	(\$0.072)

Operating Expenses

Labor:

Payroll	\$122.151	\$139.719	(\$17.568)	\$141.585	(\$1.867)	\$144.013	(\$2.428)	\$146.948	(\$2.935)
Overtime	26.807	27.347	(0.540)	27.895	(0.548)	28.455	(0.559)	29.026	(0.571)
Health and Welfare	29.454	32.371	(2.917)	33.581	(1.210)	35.240	(1.659)	37.007	(1.767)
OPEB Current Payments	22.359	24.213	(1.853)	25.292	(1.080)	26.684	(1.391)	28.151	(1.468)
Pension	36.335	35.613	0.722	33.684	1.929	34.093	(0.409)	34.754	(0.662)
Other Fringe Benefits	17.949	20.769	(2.820)	21.694	(0.925)	21.879	(0.186)	23.087	(1.207)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(7.568)	(7.720)	0.151	(7.874)	0.154	(8.032)	0.157	(8.192)	0.161
Total Labor Expenses	\$247.487	\$272.311	(\$24.824)	\$275.857	(\$3.546)	\$282.332	(\$6.474)	\$290.780	(\$8.448)

Non-Labor:

Electric Power	\$5.537	\$5.925	(\$0.388)	\$6.092	(\$0.167)	\$6.302	(\$0.210)	\$6.574	(\$0.272)
Fuel	2.323	2.474	(0.151)	2.456	0.018	2.383	0.073	2.338	0.045
Insurance	11.317	12.217	(0.900)	12.872	(0.655)	13.583	(0.711)	14.361	(0.777)
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	187.084	183.024	4.060	184.568	(1.543)	191.931	(7.364)	200.683	(8.751)
Professional Services Contracts	45.533	44.100	1.433	42.092	2.007	42.119	(0.027)	43.526	(1.407)
Materials and Supplies	4.341	4.421	(0.080)	4.522	(0.102)	4.572	(0.049)	4.678	(0.107)
Other Business Expenses	48.464	49.535	(1.071)	50.976	(1.440)	52.261	(1.285)	52.780	(0.519)
Total Non-Labor Expenses	\$304.599	\$301.696	\$2.903	\$303.579	(\$1.883)	\$313.151	(\$9.573)	\$324.939	(\$11.788)

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.

Depreciation	\$138.759	\$148.432	(\$9.673)	\$158.779	(\$10.348)	\$169.848	(\$11.069)	\$181.689	(\$11.841)
OPEB Liability Adjustment	64.472	67.696	(3.224)	71.081	(3.385)	74.635	(3.554)	78.367	(3.732)
GASB 68 Pension Expense Adjustment	10.403	12.575	(2.172)	14.816	(2.241)	16.158	(1.342)	17.221	(1.063)
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.

Less: Depreciation	\$138.759	\$148.432	(\$9.673)	\$158.779	(\$10.348)	\$169.848	(\$11.069)	\$181.689	(\$11.841)
Less: OPEB Liability Adjustment	64.472	67.696	(3.224)	71.081	(3.385)	74.635	(3.554)	78.367	(3.732)
Less: GASB 68 Pension Expense Adjustment	10.403	12.575	(2.172)	14.816	(2.241)	16.158	(1.342)	17.221	(1.063)
Less: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Total Expenses

Net Surplus/(Deficit)

Total Expenses	\$552.086	\$574.007	(\$21.922)	\$579.436	(\$5.429)	\$595.483	(\$16.047)	\$615.719	(\$20.236)
Net Surplus/(Deficit)	\$1,435.152	\$1,429.806	(\$5.346)	\$1,431.133	\$1.326	\$1,423.035	(\$8.098)	\$1,402.727	(\$20.308)

MTA BRIDGES AND TUNNELS
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

Reimbursable

Operating Revenues

November Forecast	Final Proposed Budget	Change	2020	Change	2021	Change	2022	Change
2018	2019	2018 - 2019		2019 - 2020		2020 - 2021		2021 - 2022
Toll Revenue	\$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
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	23.575	24.046	0.471	24.527	0.481	25.018	0.491	25.518
Total Revenues	\$23.575	\$24.046	\$0.471	\$24.527	\$0.481	\$25.018	\$0.491	\$25.518

Operating Expenses

Labor:

Payroll	\$8.506	\$8.676	(\$0.170)	\$8.850	(\$0.174)	\$9.027	(\$0.177)	\$9.208	(\$0.181)
Overtime	1.999	2.039	(0.040)	2.080	(0.041)	2.121	(0.042)	2.164	(0.042)
Health and Welfare	1.831	1.867	(0.037)	1.905	(0.037)	1.943	(0.038)	1.982	(0.039)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.480	2.530	(0.050)	2.581	(0.051)	2.632	(0.052)	2.685	(0.053)
Other Fringe Benefits	1.190	1.214	(0.024)	1.238	(0.024)	1.263	(0.025)	1.288	(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	7.568	7.720	(0.151)	7.874	(0.154)	8.032	(0.157)	8.192	(0.161)
Total Labor Expenses	\$23.575	\$24.046	(\$0.471)	\$24.527	(\$0.481)	\$25.018	(\$0.491)	\$25.518	(\$0.500)

Non-Labor:

Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional 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

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	\$23.575	\$24.046	(\$0.471)	\$24.527	(\$0.481)	\$25.018	(\$0.491)	\$25.518	(\$0.500)
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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.	\$23.575	\$24.046	(\$0.471)	\$24.527	(\$0.481)	\$25.018	(\$0.491)	\$25.518	(\$0.500)
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Net 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 BRIDGES AND TUNNELS
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

Non-Reimbursable and Reimbursable

Operating Revenues

Toll Revenue	\$1,967.062	\$1,983.637	\$16.576	\$1,990.392	\$6.755	\$1,998.341	\$7.949	\$1,998.269	(\$0.072)
Other Operating Revenue	18.936	18.936	0.000	18.936	0.000	18.936	0.000	18.936	0.000
Investment Income	1.240	1.240	0.000	1.240	0.000	1.240	0.000	1.240	0.000
Capital and Other Reimbursements	23.575	24.046	0.471	24.527	0.481	25.018	0.491	25.518	0.500
Total Revenues	\$2,010.813	\$2,027.860	\$17.047	\$2,035.096	\$7.236	\$2,043.535	\$8.440	\$2,043.964	\$0.428

Operating Expenses

Labor:

Payroll	\$130.657	\$148.395	(\$17.738)	\$150.435	(\$2.040)	\$153.040	(\$2.605)	\$156.155	(\$3.115)
Overtime	28.806	29.386	(0.580)	29.975	(0.589)	30.576	(0.601)	31.189	(0.613)
Health and Welfare	31.285	34.238	(2.953)	35.486	(1.248)	37.183	(1.697)	38.989	(1.806)
OPEB Current Payments	22.359	24.213	(1.853)	25.292	(1.080)	26.684	(1.391)	28.151	(1.468)
Pension	38.815	38.143	0.672	36.264	1.879	36.725	(0.460)	37.439	(0.714)
Other Fringe Benefits	19.139	21.983	(2.844)	22.932	(0.949)	23.142	(0.210)	24.374	(1.233)
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	\$271.062	\$296.358	(\$25.296)	\$300.385	(\$4.027)	\$307.349	(\$6.965)	\$316.298	(\$8.948)

Non-Labor:

Electric Power	\$5.537	\$5.925	(\$0.388)	\$6.092	(\$0.167)	\$6.302	(\$0.210)	\$6.574	(\$0.272)
Fuel	2.323	2.474	(0.151)	2.456	0.018	2.383	0.073	2.338	0.045
Insurance	11.317	12.217	(0.900)	12.872	(0.655)	13.583	(0.711)	14.361	(0.777)
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	187.084	183.024	4.060	184.568	(1.543)	191.931	(7.364)	200.683	(8.751)
Professional Services Contracts	45.533	44.100	1.433	42.092	2.007	42.119	(0.027)	43.526	(1.407)
Materials and Supplies	4.341	4.421	(0.080)	4.522	(0.102)	4.572	(0.049)	4.678	(0.107)
Other Business Expenses	48.464	49.535	(1.071)	50.976	(1.440)	52.261	(1.285)	52.780	(0.519)
Total Non-Labor Expenses	\$304.599	\$301.696	\$2.903	\$303.579	(\$1.883)	\$313.151	(\$9.573)	\$324.939	(\$11.788)

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.

	\$575.661	\$598.054	(\$22.393)	\$603.963	(\$5.910)	\$620.501	(\$16.538)	\$641.237	(\$20.736)
Depreciation	\$138.759	\$148.432	(\$9.673)	\$158.779	(\$10.348)	\$169.848	(\$11.069)	\$181.689	(\$11.841)
OPEB Liability Adjustment	64.472	67.696	(3.224)	71.081	(3.385)	74.635	(3.554)	78.367	(3.732)
GASB 68 Pension Expense Adjustment	10.403	12.575	(2.172)	14.816	(2.241)	16.158	(1.342)	17.221	(1.063)
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.

	\$789.295	\$826.756	(\$37.462)	\$848.639	(\$21.883)	\$881.142	(\$32.503)	\$918.513	(\$37.372)
Less: Depreciation	\$138.759	\$148.432	(\$9.673)	\$158.779	(\$10.348)	\$169.848	(\$11.069)	\$181.689	(\$11.841)
Less: OPEB Liability Adjustment	64.472	67.696	(3.224)	71.081	(3.385)	74.635	(3.554)	78.367	(3.732)
Less: GASB 68 Pension Expense Adjustment	10.403	12.575	(2.172)	14.816	(2.241)	16.158	(1.342)	17.221	(1.063)
Less: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Total Expenses

	\$575.661	\$598.054	(\$22.393)	\$603.963	(\$5.910)	\$620.501	(\$16.538)	\$641.237	(\$20.736)
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Net Surplus/(Deficit)

	\$1,435.152	\$1,429.806	(\$5.346)	\$1,431.133	\$1.326	\$1,423.035	(\$8.098)	\$1,402.727	(\$20.308)
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MTA BRIDGES AND TUNNELS
November Financial Plan 2019 - 2022
Accrual Statement of Operations by Category
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
Non-Reimbursable / Reimbursable									
Page 2 of 2									
Net Surplus/(Deficit)	\$1,435.152	\$1,429.806	(\$5.346)	\$1,431.133	\$1.326	\$1,423.035	(\$8.098)	\$1,402.727	(\$20.308)
<u>Deductions from Income:</u>									
Less: Capitalized Assets	\$13.943	\$24.696	(\$10.753)	\$27.090	(\$2.394)	\$21.899	\$5.191	\$22.409	(\$0.510)
Capitalized Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted Net Surplus/(Deficit)	\$1,421.210	\$1,405.110	(\$16.099)	\$1,404.043	(\$1.068)	\$1,401.136	(\$2.907)	\$1,380.318	(\$20.818)
Less: Debt Service	\$654.482	\$684.411	(\$29.929)	\$698.408	(\$13.997)	\$724.989	(\$26.581)	\$731.421	(\$6.432)
Less: Contribution to the Capital Program	\$119.664	\$132.981	(\$13.317)	\$56.623	\$76.358	\$13.878	\$42.745	\$0.000	\$13.878
Income Available for Distribution	\$647.063	\$587.718	(\$46.028)	\$649.012	(\$15.064)	\$662.269	(\$29.488)	\$648.897	(\$27.250)
<u>Distributable To:</u>									
MTA - Investment Income	\$1.240	\$1.240	\$0.000	\$1.240	\$0.000	\$1.240	\$0.000	\$1.240	\$0.000
MTA - Distributable Income	380.653	352.317	(28.336)	382.703	30.386	388.896	6.193	379.819	(9.078)
NYCT - Distributable Income	265.171	234.161	(31.010)	265.068	30.907	272.132	7.064	267.838	(4.295)
Total Distributable Income:	\$647.063	\$587.718	(\$59.345)	\$649.012	\$61.294	\$662.269	\$13.257	\$648.897	(\$13.372)
<u>Actual Cash Transfers:</u>									
MTA - Investment Income - Prior Year	\$1.477	\$1.240	(\$0.237)	\$1.240	\$0.000	\$1.240	\$0.000	\$1.240	\$0.000
MTA - Cash Surplus Transfer	405.264	355.151	(50.114)	379.665	24.514	388.277	8.612	380.726	(7.550)
NYCT - Cash Surplus Transfer	279.563	237.262	(42.301)	261.978	24.716	271.426	9.448	268.267	(3.159)
Total Cash Transfers:	\$686.304	\$593.653	(\$92.652)	\$642.882	\$49.230	\$660.943	\$18.061	\$650.234	(\$10.709)
SUPPORT TO MASS TRANSIT:									
Total Revenue	\$2,010.813	\$2,027.860	\$17.047	\$2,035.096	\$7.236	\$2,043.535	\$8.440	\$2,043.964	\$0.428
Total Expenses Before Non-Cash Liability Adjs.	575.661	598.054	(22.393)	603.963	(5.910)	620.501	(16.538)	641.237	(20.736)
Net Operating Income:	\$1,435.152	\$1,429.806	(\$5.346)	\$1,431.133	\$1.326	\$1,423.035	(\$8.098)	\$1,402.727	(\$20.308)
<u>Deductions from Operating Income:</u>									
B&T Debt Service	\$272.503	\$292.640	(\$20.137)	\$307.865	(\$15.225)	\$336.761	(\$28.896)	\$355.676	(\$18.915)
Contribution to the Capital Program	119.664	132.981	(13.317)	56.623	76.358	13.878	42.745	0.000	13.878
Capitalized Assets	13.943	24.696	(10.753)	27.090	(2.394)	21.899	5.191	22.409	(0.510)
Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Deductions from Operating Income:	\$406.110	\$450.317	(\$44.207)	\$391.578	\$58.739	\$372.538	\$19.040	\$378.085	(\$5.547)
Total Support to Mass Transit:	\$1,029.042	\$979.489	(\$49.553)	\$1,039.555	\$60.065	\$1,050.496	\$10.942	\$1,024.642	(\$25.855)

MTA BRIDGES AND TUNNELS
2019 Final Proposed Budget
November Financial Plan 2019–2022
Summary of Major Plan-to-Plan Changes

Non-Reimbursable

2018: November Financial Plan vs. July Financial Plan

Revenue

The toll revenue forecast has been revised upward by \$12.3 million due to favorable traffic trends through August compared to the Mid-Year Forecast (See Traffic/Utilization).

Expenses

Non-reimbursable expenses are projected to be \$22.4 million below the Mid-Year Forecast. Labor costs are \$12.9 million lower primarily due to payroll and associated fringe benefits savings from current and anticipated vacant positions through the end of the year. Non-labor expenses have been reduced by \$9.4 million. The major drivers behind these savings are:

- Favorable re-estimates for the back-office costs of administering the Cashless Tolling program reduce expenses by \$4.8 million;
- Timing adjustments to Enterprise Asset Management (EAM) systems development lower current-year programmatic costs by \$4.0 million;
- Lower electricity rate estimates yield cost savings of \$0.7 million.

Deductions from Operating Income

- Capitalized Assets are \$9.4 million lower primarily due to project re-scheduling and the timing of non-revenue vehicle purchases.

Reimbursable

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

2019-2022: November Financial Plan vs. July Financial Plan

Non-Reimbursable

Revenue

Toll revenue has been revised upward by \$14.4 million in 2019, \$9.9 million in 2020, \$6.1 million in 2021 and \$3.9 million in 2022. The higher revenue is primarily due to a revised traffic forecast based on the favorable trends experienced in 2018 partially offset by unfavorable impacts resulting from slower regional employment growth (See Traffic/Utilization).

Expenses

Total non-reimbursable expenses decrease by \$14.5 million in 2019, reflecting the following major changes:

- Labor expenses have been reduced by \$2.7 million primarily due to payroll re-estimates;
- Non-labor expenses are \$11.8 million lower primarily due to favorable re-estimates for the back-office costs of administering the Cashless Tolling program (\$8.3 million) and major maintenance projects (\$6.0 million), partially offset by additional costs resulting from the timing of EAM systems development (\$1.9 million).

Labor expenses for 2020 through 2022 have been maintained at the levels established in the July Financial Plan. Non-Labor expense decline by \$16.1 million in 2020, \$17.6 million in 2021 and \$18.3 million in 2022, reflecting the following major changes:

- Favorable recurring annual savings of \$8.3 million resulting from re-estimates of the back-office costs for administering the Cashless Tolling program;
- Re-evaluation of operating major maintenance resources needed to supplement the Capital Programs have produced savings of \$6.0 million in 2019, \$7.5 million in 2020 and \$9.0 million each year thereafter.

Deductions from Operating Income

Revisions to the timing of projects and non-revenue vehicle purchases funded through Capitalized Assets have necessitated a funding shift from 2018 into later years. While this results in no impact to the overall 2018 through 2022 financial plan period, funding is higher by \$3.8 million in 2019 and by \$5.6 million in 2020. Funding thereafter has been kept at the July Financial Plan level.

Reimbursable

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

2018: November Financial Plan vs. February Financial Plan

Revenue

The 2018 November Forecast for toll revenue is \$43.9 million greater than the Adopted Budget due to favorable traffic trends through August.

Expenses

Non-reimbursable expenses are projected to be \$44.3 million below the Adopted Budget. Labor costs are \$30.8 million lower and non-labor expenses are \$13.5 million lower. The major variances include:

Labor

- Lower Payroll and associated Fringe Benefits costs of \$11.6 million have been achieved through an assessment of workforce needs within a cashless tolling operating environment. Having achieved full conversion to cashless tolling at the end of the third quarter of 2017, B&T developed a baseline workforce assessment across all areas of the

agency to ensure adequate and efficient staffing levels are in place to meet the complex challenges of revenue protection, safety, security, government compliance, systems maintenance, customer outreach, legal administration, financial and asset management within this radically new operating environment. The results of the assessment have netted a headcount reduction of 92 positions which will be achieved solely through attrition.

- An additional \$15.8 million in savings from payroll and associated fringe costs associated with vacancies.
- Favorable baseline re-estimates in Health & Welfare/OPEB costs totaling \$2.6 million.
- A \$0.8 million reduction in Pensions resulting from revised projections issued by the NYC Office of the Actuary for NYCERS.

Non-Labor

The \$13.5 million in cost reductions have primarily been achieved through a re-evaluation of needs based on experience gained through operating in a fully cashless tolling environment since the fourth quarter of 2017. The major changes include:

- Lower Maintenance and Other Operating Contracts totaling \$16.4 million primarily due to lower than originally anticipated back-office costs for administering the Tolls by Mail program;
- Electricity usage has been revised downward, yielding cost savings of \$1.5 million based on current rate assumptions;
- Partially offsetting the savings above are additional costs of \$3.1 million included in Professional Service Contracts mainly for marketing and customer outreach efforts aimed at increasing E-ZPass usage and at educating both Tolls by Mail and E-ZPass customers on billing procedures and account management responsibilities;
- Other Business Expenses have also been increased by \$1.1 million to reflect revised estimates for credit/debit card fees and other revenue collection processing fees.

Deductions from Operating Income

- Capitalized Assets are \$6.6 million lower primarily due to project re-scheduling and the timing of non-revenue vehicle purchases;
- Contributions to Capital Reserves and GASB Reserves have been suspended in this plan, resulting in a total favorable variance of \$28.3 million.

Reimbursable

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

2019-2021: November Financial Plan vs. February Financial Plan

Non-Reimbursable

Revenue

The favorable traffic trends experienced through August 2018 have been baselined through the November Plan period, which results in additional toll revenue of \$46.7 million in 2019, \$44.5 million in 2020 and \$45.2 million in 2021.

Expenses

Non-reimbursable expenses decrease by \$36.1 million in 2019, \$42.0 million in 2020, and \$44.8 million in 2021.

Labor

Expenses decrease by \$15.4 million in 2019, \$14.7 million in 2020, and \$14.8 million in 2021 based on the following major changes:

- The previously discussed Cashless Tolling workforce assessment yields net payroll and associated fringe benefits savings of \$11.0 million in 2019 and \$12.9 million in both 2020 and 2021;
- Payroll re-estimates have lowered 2019 labor costs by an additional \$2.7 million;
- Favorable re-estimates for Health & Welfare and Pension costs have generated additional savings of \$1.7 million to \$1.9 million each year from 2019 through 2021.

Non-Labor

Non-Labor expenses decrease by \$20.7 million in 2019, \$27.3 million in 2020, and \$29.9 million in 2021 based on the following major variances:

- As in 2018, actual experience gained thus far in operating within a cashless tolling environment has enabled plan-to-plan expense reductions throughout the financial plan. The net programmatic savings range between \$15.9 million and \$16.7 million each year. The major changes include:
 - Lower Maintenance and Other Operating Contracts ranging between \$19.0 million and \$20.3 million each year primarily due to lower than originally anticipated back-office costs for administering the Tolls by Mail program;
 - Electricity usage has been revised downward, yielding cost savings of approximately \$1.2 million each year based on lower usage;
 - Partially offsetting the savings above are additional costs of \$3.2 million to \$3.5 million annually in Professional Service Contracts mainly for marketing and customer outreach efforts aimed at increasing E-ZPass usage and at educating both Tolls by Mail and E-ZPass customers on billing procedures and account management responsibilities;
 - Other Business Expenses have also been increased by approximately \$1.2 million annually, primarily reflecting revised estimates for credit/debit card fees and other revenue collection processing fees;
- Re-evaluation of major maintenance operating resources needed to supplement the Capital Program have produced savings of \$6.0 million in 2019, \$7.5 million in 2020 and \$9.0 million in 2021;
- Insurance costs have been reduced by \$0.9 million to \$1.2 million each year based on revised policy assumptions.

Deductions from Operating Income

- Revisions to the timing of projects and non-revenue vehicle purchases funded through Capitalized Assets has necessitated a funding shift from 2018 into later years. While this results in no impact to the overall 2018 to 2022 November Financial Plan period, funding

is higher by \$3.7 million in 2019 and \$5.6 million in 2020 compared to the February Financial Plan;

- The suspension of contributions to Capital and GASB reserves reduces total deductions between \$29.0 million in 2019, \$30.0 million in 2020 and \$31.1 million in 2021.

Reimbursable

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

MTA BRIDGES AND TUNNELS
November Financial Plan 2019-2022
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2018	2019	2020	2021	2022
2018 July Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,377.241	\$1,379.979	\$1,383.698	\$1,377.254	\$1,357.906
Baseline Changes					
Revenue					
Vehicle Toll Revenue	\$12.255	\$14.418	\$9.851	\$6.105	\$3.862
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	\$12.255	\$14.418	\$9.851	\$6.105	\$3.862
Expenses					
<i>Labor:</i>					
Payroll	\$11.200	\$2.500	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.853	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	0.857	0.191	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	\$12.910	\$2.691	\$0.000	\$0.000	\$0.000
<i>Non-Labor:</i>					
Electric Power	\$0.650	(\$0.246)	(\$0.197)	(\$0.164)	(\$0.117)
Fuel	0.034	(0.094)	(0.132)	(0.147)	(0.053)
Insurance	(0.000)	(0.001)	0.002	0.005	0.006
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	6.289	14.080	16.258	18.186	18.535
Professional Service Contracts	2.042	(1.908)	0.122	(0.341)	(0.127)
Materials & Supplies	0.443	(0.004)	0.016	0.037	0.048
Other Business Expenses	(0.011)	(0.034)	0.010	0.023	0.030
Total Non-Labor Expense Changes	\$9.447	\$11.793	\$16.078	\$17.598	\$18.321
Total Expenses before Depreciation and GASB Adjs.	\$22.358	\$14.484	\$16.078	\$17.598	\$18.321
Add: Depreciation					
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	(0.200)	0.000	1.440	1.440	1.465
Total Expenses after Depreciation and GASB Adjs.	\$22.158	\$14.484	\$17.518	\$19.038	\$19.786
Less: Depreciation	\$0.000	\$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	(0.200)	0.000	1.440	1.440	1.465
Total Expense Changes	\$22.358	\$14.484	\$16.078	\$17.598	\$18.321
Total Net Surplus/(Deficit) Changes	\$34.613	\$28.902	\$25.929	\$23.703	\$22.183
Deductions from Income					
Capitalized Assets	\$9.356	(\$3.771)	(\$5.585)	\$0.178	\$0.228
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	\$9.356	(\$3.771)	(\$5.585)	\$0.178	\$0.228
Total Adjusted Net Surplus/(Deficit) Changes	\$43.969	\$25.132	\$20.344	\$23.881	\$22.411
2018 November Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,421.210	\$1,405.110	\$1,404.043	\$1,401.136	\$1,380.318

MTA BRIDGES AND TUNNELS
November Financial Plan 2019-2022
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2018	2019	2020	2021	2022
2018 July Financial Plan - Adjusted Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	0.000	0.000	0.000	0.000	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
Labor:					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Non-Labor:					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Adjustment Changes					
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total 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
2018 November Financial Plan - Adjusted Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BRIDGES AND TUNNELS
November Financial Plan 2019-2022
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2018	2019	2020	2021	2022
2018 July Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,377.241	\$1,379.979	\$1,383.698	\$1,377.254	\$1,357.906
Baseline Changes					
Revenue					
Vehicle Toll Revenue	\$12.255	\$14.418	\$9.851	\$6.105	\$3.862
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	\$12.255	\$14.418	\$9.851	\$6.105	\$3.862
Expenses					
<i>Labor:</i>					
Payroll	\$11.200	\$2.500	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.853	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	0.857	0.191	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	\$12.910	\$2.691	\$0.000	\$0.000	\$0.000
<i>Non-Labor:</i>					
Electric Power	\$0.650	(\$0.246)	(\$0.197)	(\$0.164)	(\$0.117)
Fuel	0.034	(0.094)	(0.132)	(0.147)	(0.053)
Insurance	(0.000)	(0.001)	0.002	0.005	0.006
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	6.289	14.080	16.258	18.186	18.535
Professional Service Contracts	2.042	(1.908)	0.122	(0.341)	(0.127)
Materials & Supplies	0.443	(0.004)	0.016	0.037	0.048
Other Business Expenses	(0.011)	(0.034)	0.010	0.023	0.030
Total Non-Labor Expense Changes	\$9.447	\$11.793	\$16.078	\$17.598	\$18.321
Total Expenses before Depreciation and GASB Adjs.	\$22.358	\$14.484	\$16.078	\$17.598	\$18.321
Add: Depreciation	\$0.000	\$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	(0.200)	0.000	1.440	1.440	1.465
Add: Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses after Depreciation and GASB Adjs.	\$22.158	\$14.484	\$17.518	\$19.038	\$19.786
Less: Depreciation	\$0.000	\$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	(0.200)	0.000	1.440	1.440	1.465
Total Expense Changes	\$22.358	\$14.484	\$16.078	\$17.598	\$18.321
Total Baseline Changes	\$34.613	\$28.902	\$25.929	\$23.703	\$22.183
Deductions from Income					
Capitalized Assets	\$9.356	(\$3.771)	(\$5.585)	\$0.178	\$0.228
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	\$9.356	(\$3.771)	(\$5.585)	\$0.178	\$0.228
Total Adjusted Baseline Changes	\$43.969	\$25.132	\$20.344	\$23.881	\$22.411
2018 November Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,421.210	\$1,405.110	\$1,404.043	\$1,401.136	\$1,380.318

MTA BRIDGES AND TUNNELS
November Financial Plan 2019-2022
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2018	2019	2020	2021	2022
2018 July Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,377.241	\$1,379.979	\$1,383.698	\$1,377.254	\$1,357.906
<i>Non-Reimbursable Major Changes</i>					
Revenue					
Higher toll revenue due to favorable traffic trends	\$12.255	\$14.418	\$9.851	\$6.105	\$3.862
Sub-Total Non-Reimbursable Revenue Changes	\$12.255	\$14.418	\$9.851	\$6.105	\$3.862
Expenses					
Cashless Tolling Re-Estimates	\$4.800	\$8.250	\$8.250	\$8.250	\$8.250
Major Maintenance Re-Estimates	0.000	6.000	7.500	9.000	9.000
Labor savings primarily from vacancies	12.910	2.691	0.000	0.000	0.000
Re-estimates of Enterprise Asset Management systems development	3.964	(1.942)	0.000	(0.621)	(0.486)
Re-estimates of Capitalized Assets	9.356	(3.771)	(5.585)		
Changes in Rates & Related Assumptions:					
Electric Power	0.650	(0.246)	(0.197)	(0.164)	(0.117)
Fuel	0.034	(0.094)	(0.132)	(0.147)	(0.053)
Inflation		(0.176)	0.658	1.459	1.956
Sub-Total Non-Reimbursable Expense Changes	\$31.714	\$10.713	\$10.494	\$17.777	\$18.550
Total Non-Reimbursable Major Changes	\$43.969	\$25.131	\$20.345	\$23.882	\$22.412
<i>Reimbursable Major Changes</i>					
Revenue					
Sub-Total Reimbursable Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
Sub-Total Reimbursable Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	\$43.969	\$25.131	\$20.345	\$23.882	\$22.412
Cash Adjustment Changes					
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Net Changes	\$43.969	\$25.131	\$20.345	\$23.882	\$22.412
2018 November Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,421.210	\$1,405.110	\$1,404.043	\$1,401.136	\$1,380.318

MTA BRIDGES AND TUNNELS
2019 Final Proposed Budget
November Financial Plan 2019–2022
Traffic/Utilization

Year-to-Year

In 2018, traffic volume is estimated to reach a record high of 321.1 million crossings based on actual crossings through August. Volume is projected to grow by 0.9% in 2019 based on 1.1% forecast growth in regional employment and regional inflation of 2.2%. Thereafter, the forecast assumes annual inflation will stay between 2.2% and 2.3%, but regional employment grows by only 0.5% in 2020, stays flat in 2021 and declines by 0.1% in 2022. These economic assumptions result in traffic growth of 0.4% in both 2020 and 2021, while volume remains flat in 2022. Paid traffic is forecast at 323.9 million crossings in 2019, 325.0 million in 2020, and 326.3 million in both 2021 and 2022.

Plan-to-Plan

Paid traffic volume is estimated to reach a record high of 321.1 million crossings in 2018, which is 2.3 million crossings, or 0.7% above the Mid-Year Forecast level. Volume through August was higher than the Mid-Year Forecast by 1.8 million crossings, or 0.9% primarily due to the continuation of relatively stable gas prices, modest economic improvements, and mobility improvements achieved through cashless tolling. The 2018 forecast calls for an additional 0.5 million crossings from September through December, which is 0.5% above the Mid-Year Forecast level for this period.

Volume in 2019 is projected at 323.9 million crossings, which is 2.7 million crossings, or 0.8% above the July Financial Plan level. The increased volume is primarily the result of baselining the actual and anticipated additional crossings from 2018. However, gains from this baseline adjustment have been reduced each year from 2020 through 2022 due to the impacts of small downward revisions to projected regional employment growth (forecast employment growth in the November Financial Plan is between 0.2% and 0.3% points below July Financial Plan assumptions for these years). This brings down the favorable plan-to-plan variances to 1.9 million crossings in 2020, 1.3 million in 2021 and 0.8 million in 2022.

MTA BRIDGES AND TUNNELS
November Financial Plan 2019 - 2022
Ridership (Utilization)
(in millions)

Actual	November	Final			
2017	Forecast	Proposed			
	2018	Budget	2020	2021	2022
		2019			

TRAFFIC VOLUME

Total Traffic Volume

309.997	321.111	323.874	325.043	326.349	326.337
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TOLL REVENUE

Toll Revenue

\$1,911.857	\$1,967.062	\$1,983.637	\$1,990.392	\$1,998.341	\$1,998.269
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MTA BRIDGES AND TUNNELS
November Financial Plan 2019-2022
2018 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	<u>Pos.</u>	<u>2018</u>	<u>Pos.</u>	<u>2019</u>	<u>Pos.</u>	<u>2020</u>	<u>Pos.</u>	<u>2021</u>	<u>Pos.</u>	<u>2022</u>
<u>Administration</u>										
2018 Vacancies and 2019 Payroll/Fringe Re-Estimates (November Plan)	-	12.910	-	2.691	-	0.000	-	0.000	-	0.000
<i>Subtotal Administration</i>	-	12.910	-	2.691	-	0.000	-	0.000	-	0.000
<u>Service/Platform/Svc.Supp/Customer Convenience</u>										
Cashless Tolling Efficiencies (July Plan)	92	19.345	92	18.675	92	20.520	92	21.289	92	20.921
Cashless Tolling (November Plan)	-	4.800	-	8.250	-	8.250	-	8.250	-	8.250
<i>Subtotal Service/Platform/Svc.Supp/Customer Convenience</i>	92	24.145	92	26.925	92	28.770	92	29.539	92	29.171
<u>Maintenance/Operations</u>										
Major Maintenance (November Plan)	-	0.000	-	6.000	-	7.500	-	9.000	-	9.000
<i>Subtotal Maintenance/Operations</i>	-	0.000	-	6.000	-	7.500	-	9.000	-	9.000
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Revenue Enhancement</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety/Security</u>										
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
<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	92	\$37.055	92	\$35.616	92	\$36.270	92	\$38.539	92	\$38.171

MTA BRIDGES AND TUNNELS
November Financial Plan 2019-2022
2018 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: 2018 Vacancies and 2019 Payroll/Fringe Re-Estimates

Background Details: Estimated savings from vacant positions in 2018 are estimated to total \$12.9 million at year-end. In addition, a review of anticipated 2019 workforce tenure composition has generated \$2.7 million in savings from lower payroll and related fringe benefit costs.

Program Description/

Implementation Plan: Savings from vacancies beyond those included in the July Financial Plan, based on unfilled position assumptions from June 2018 through the end of the year, plus 2019 payroll and related fringe benefit re-estimates.

Program Implementation Date: June 2018

When will savings begin?: June 2018

Are these savings recurring?: No

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$12.910	\$2.691	\$0.000	\$0.000	\$0.000
<i>Total Positions:</i>	0	0	0	0	0

MTA BRIDGES AND TUNNELS
July Financial Plan 2019-2022
2018 Budget Reduction Plan Worksheet

Category by Function: Service/Svc.Supt/Customer Convenience

Program: Cashless Tolling Efficiencies

Background Details: In October 2016, Governor Andrew M. Cuomo announced the "New York Crossings Project," a transformational plan to improve the overall customer experience at B&T. This included an aggressive schedule to complete the conversion of all B&T facilities to open road, cashless tolling, enabling a free flow of traffic through overhead gantries with vehicle classification and E-ZPass sensors. For vehicles without an E-ZPass, a "Tolls by Mail" invoice is sent to the vehicle's registered owner. After a year-long rollout, all B&T facilities had transitioned to cashless tolling by the end of September 2017. The five-year operating investment for this customer service initiative was initially estimated at \$148 million, net of headcount reductions totaling 172 positions that were achieved solely through attrition. That estimate was included in the 2016 November Financial Plan and subsequent financial plans brought the additional operating cost estimates down to \$93 million, recognizing that further reductions would likely be possible as B&T gained more experience working within this radically new operating environment. For this July Financial Plan, B&T developed a baseline workforce assessment across all areas of the agency to ensure adequate and efficient staffing levels are in place to meet the complex challenges of revenue protection, safety, security, government compliance, systems maintenance, customer outreach, legal administration, financial and asset management. The results of the assessment have netted an additional headcount reduction of 92 positions, again achieved solely through attrition. In addition, non-labor costs have been reduced primarily due to lower than initially estimated back-office costs for administering the Tolls by Mail program. In all, total costs have been reduced by \$83 million over the financial plan period, which brings the five-year operating investment for the cashless tolling program down to approximately \$10 million. B&T's goal is to enable a culture of continuous improvement, thereby monitoring and reassessing its post-ORT needs and realizing efficiencies in future financial plans as it matures under the new business model for cashless tolling.

Program Description/Implementation Plan: All facilities have been operating in a cashless tolling environment since October 2017

Program Implementation Date: October 2017 **When will savings begin?:** January 2018

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$19.345	\$18.675	\$20.520	\$21.289	\$20.921
<i>Total Positions:</i>	92	92	92	92	92

MTA BRIDGES AND TUNNELS
November Financial Plan 2019-2022
2018 Budget Reduction Plan Worksheet

Category by Function: Service/Svc.Supt/Customer Convenience

Program: Cashless Tolling

Background Details: In October 2016, Governor Andrew M. Cuomo announced the "New York Crossings Project," which included an aggressive schedule to complete the conversion of all B&T facilities to open road, cashless tolling, enabling a free flow of traffic through overhead gantries with vehicle classification and E-ZPass sensors. For vehicles without an E-ZPass, a "Tolls by Mail" invoice is sent to the vehicle's registered owner. After a year-long rollout, all B&T facilities had transitioned to cashless tolling by the end of September 2017. The five-year operating investment for this customer service initiative was initially estimated in the 2016 November Financial Plan at \$148 million. Subsequent financial plans, including the most recent 2018 July Financial Plan, brought the additional operating cost estimates down to approximately \$10 million. For this November Plan, re-estimates for administering the Tolls by Mail program based on nearly a full year of operational experience have produced estimated plan-to-plan savings of \$4.8 million in 2018 and nearly \$8.3 million each year thereafter. In addition to fulfilling the customer service goal of contributing toward greater regional mobility, cashless tolling has also proven to be a more cost effective means of toll collection.

Program Description/ Implementation Plan:	All facilities have been operating in a cashless tolling environment since October 2017
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Program Implementation Date:	October 2017	When will savings begin?: June 2018
		Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$4.800	\$8.250	\$8.250	\$8.250	\$8.250
<i>Total Positions:</i>	0	0	0	0	0

MTA BRIDGES AND TUNNELS
November Financial Plan 2018-2021
2018 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 savings of \$5 million in 2019, \$7 million in 2020 and \$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 2019 through 2022

Program Implementation Date: January 2019

When will savings begin?: January 2019

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$0.000	\$6.000	\$7.500	\$9.000	\$9.000
<i>Total Positions:</i>	0	0	0	0	0

MTA BRIDGES AND TUNNELS
2019 Final Proposed Budget
November Financial Plan 2019–2022
Positions

Position Assumptions

Year-to-Year

Year-end headcount is budgeted at 1,497 in 2018. The development plan for the Enterprise Asset Management program requires an additional two positions in 2019 and six more in 2020, bringing headcount to 1,499 and 1,505 in those years, respectively. Headcount remains at 1,505 through 2022.

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

Plan-to-Plan

There are no headcount changes to the July Financial Plan.

MTA BRIDGES AND TUNNELS November Financial Plan 2019-2022 Favorable/(Unfavorable)					
Total Position Changes at a Glance					
	2018	2019	2020	2021	2022
2018 July Plan - Total Positions	1,497	1,499	1,505	1,505	1,505
Total Plan-to-Plan Changes	0	0	0	0	0
2018 November Plan - Total Positions	1,497	1,499	1,505	1,505	1,505
Total Year-to-Year Changes, November Plan		(2)	(6)	0	0
Total Plan-to-Plan Changes by Reporting Category:					
<i>Non-Reimbursable</i>	0	0	0	0	0
<i>Reimbursable</i>	0	0	0	0	0
Total	0	0	0	0	0
<i>Full-Time</i>	0	0	0	0	0
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	0	0	0	0	0
<i>By Function Category</i>					
- Administration	(1)	(1)	(1)	(1)	(1)
- Operations	2	2	2	2	2
- Maintenance	1	1	1	1	1
- Engineering/Capital	(2)	(2)	(2)	(2)	(2)
- Public Safety	0	0	0	0	0
Total	0	0	0	0	0
<i>By Occupational Group</i>					
- Managers/Supervisors	(1)	(1)	(1)	(1)	(1)
- Professional, Technical, Clerical	1	1	1	1	1
- Operational Hourlies	0	0	0	0	0
Total	0	0	0	0	0
Total Plan-to-Plan Changes by Major Category:					
2018 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 2019-2022
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents

FUNCTION/DEPARTMENT	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Administration						
Executive	5	7	7	7	7	7
Law ⁽¹⁾	15	17	17	17	17	17
CFO ⁽²⁾	23	28	31	31	31	31
Administration ⁽³⁾	38	43	43	43	43	43
EEO	1	2	2	2	2	2
Total Administration	82	97	100	100	100	100
Operations						
Revenue Management	35	37	37	37	37	37
Operations (Non-Security)	55	59	62	62	62	62
Total Operations	90	96	99	99	99	99
Maintenance						
Maintenance	203	225	229	229	229	229
Operations - Maintainers	176	161	161	161	161	161
Total Maintenance	379	386	390	390	390	390
Engineering/Capital						
Engineering & Construction	154	192	192	192	192	192
Health & Safety	8	10	10	10	10	10
Law ⁽¹⁾	18	22	22	22	22	22
Planning & Budget Capital	23	31	33	39	39	39
Total Engineering/Capital	203	255	257	263	263	263
Public Safety						
Operations (Security)	618	615	605	605	605	605
Internal Security - Operations	35	48	48	48	48	48
Total Public Safety	653	663	653	653	653	653
Total Positions	1,407	1,497	1,499	1,505	1,505	1,505
Non-Reimbursable	1,320	1,410	1,412	1,418	1,418	1,418
Reimbursable	87	87	87	87	87	87
Total Full-Time	1,407	1,497	1,499	1,505	1,505	1,505
Total Full-Time Equivalents	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 2019 - 2022
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
FUNCTION / OCCUPATIONAL GROUP						
Administration						
Managers/Supervisors	26	36	37	37	37	37
Professional/Technical/Clerical	56	61	63	63	63	63
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	82	97	100	100	100	100
Operations						
Managers/Supervisors	57	62	65	65	65	65
Professional/Technical/Clerical	32	34	34	34	34	34
Operational Hourlies (1)	1	0	0	0	0	0
Total Operations Headcount	90	96	99	99	99	99
Maintenance						
Managers/Supervisors	22	24	24	24	24	24
Professional/Technical/Clerical	11	19	23	23	23	23
Operational Hourlies (2)	346	343	343	343	343	343
Total Maintenance Headcount	379	386	390	390	390	390
Engineering / Capital						
Managers/Supervisors	47	59	59	59	59	59
Professional/Technical/Clerical	156	196	198	204	204	204
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	203	255	257	263	263	263
Public Safety						
Managers/Supervisors	163	189	189	189	189	189
Professional/Technical/Clerical	30	36	36	36	36	36
Operational Hourlies (3)	460	438	428	428	428	428
Total Public Safety Headcount	653	663	653	653	653	653
Total Positions						
Managers/Supervisors	315	370	374	374	374	374
Professional/Technical/ Clerical	285	346	354	360	360	360
Operational Hourlies	807	781	771	771	771	771
Total Positions	1,407	1,497	1,499	1,505	1,505	1,505

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

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

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

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Capital Construction Company

MTA CAPITAL CONSTRUCTION COMPANY
2019 Final Proposed Budget
November Financial Plan 2019-2022

FINANCIAL OVERVIEW

MTACC's core staff directly manages the design and construction of over \$17 billion in capital projects. 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 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.

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.

There are no proposed New Needs included in MTACC's 2018 November Forecast and November Financial Plan 2019 – 2022 baselines.

2018 November Forecast

MTACC's 2018 November Forecast is projected to be \$40.1 million, reflecting a \$1.6 million decrease from the 2018 Mid-Year Forecast. Labor costs are expected to come in at \$27.8 million, a decrease of \$0.9 million, or 3.0%, with headcount of 181 by year-end. The change in Labor is due to revised payroll projections reflecting the hiring freeze impact coupled with the timing of project needs. Non-Labor costs are projected at \$12.4 million, a decrease of \$0.8 million, or 5.8%, from the Mid-Year Forecast, primarily due to the revised timeline of office-related construction and integrity monitoring invoices.

2019 Final Proposed Budget

MTACC projects 2019 expenses to be \$47.6 million 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 \$35.4 million, a \$0.04 million decrease or 0.1%, from the Mid-Year Forecast, and Non-Labor expenses are projected at \$12.2 million, which is \$0.7 million, or 6.5%, higher than the Mid-Year Forecast. The Non-Labor increase is primarily due to the rollover of office-related construction and integrity monitoring invoices previously assumed to be processed in 2018.

2020 - 2022 Projections

MTACC expenses from 2020-2022 are projected at \$47.0 million, \$48.3 million and \$49.6 million respectively, which is in line with the Mid-Year Forecast.

Year-end staffing levels of 181 employees remain constant through 2022.

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

MTA CAPITAL CONSTRUCTION
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
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	29.312	40.144	47.587	47.038	48.293	49.567
Total Revenues	\$29.312	\$40.144	\$47.587	\$47.038	\$48.293	\$49.567
Operating Expense						
<u>Labor:</u>						
Payroll	\$18.907	\$18.984	\$24.185	\$24.669	\$25.162	\$25.666
Overtime	0.018	0.020	0.025	0.026	0.027	0.027
Health and Welfare	1.848	3.477	4.517	4.716	4.980	5.256
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.131	3.254	4.155	4.336	4.520	4.718
Other Fringe Benefits	0.861	2.054	2.547	2.619	2.697	2.779
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$23.766	\$27.788	\$35.430	\$36.366	\$37.386	\$38.445
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.001	0.002	0.002	0.002	0.002	0.002
Insurance	0.000	0.035	0.039	0.043	0.047	0.052
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	2.785	3.410	3.551	3.111	3.265	3.428
Professional Services Contracts	2.498	8.596	8.205	7.164	7.232	7.271
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.262	0.313	0.359	0.353	0.360	0.369
Total Non-Labor Expenses	\$5.546	\$12.357	\$12.157	\$10.673	\$10.908	\$11.122
<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 Deprecation	\$29.312	\$40.144	\$47.587	\$47.038	\$48.293	\$49.567
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION
November Financial Plan 2019 - 2022
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<u>Cash Receipts and Expenditures</u>						
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	\$29.312	\$40.144	\$47.587	\$47.038	\$48.293	\$49.567
Total Receipts	\$29.312	\$40.144	\$47.587	\$47.038	\$48.293	\$49.567
Expenditures						
<u>Labor:</u>						
Payroll	\$18.907	\$18.984	\$24.185	\$24.669	\$25.162	\$25.666
Overtime	0.018	0.020	0.025	0.026	0.027	0.027
Health and Welfare	1.848	3.477	4.517	4.716	4.980	5.256
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.131	3.254	4.155	4.336	4.520	4.718
Other Fringe Benefits	0.861	2.054	2.547	2.619	2.697	2.779
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$23.766	\$27.788	\$35.430	\$36.366	\$37.386	\$38.445
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.001	0.002	0.002	0.002	0.002	0.002
Insurance	0.000	0.035	0.039	0.043	0.047	0.052
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	2.785	3.410	3.551	3.111	3.265	3.428
Professional Services Contracts	2.498	8.596	8.205	7.164	7.232	7.271
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.262	0.313	0.359	0.353	0.360	0.369
Total Non-Labor Expenditures	\$5.546	\$12.357	\$12.157	\$10.673	\$10.908	\$11.122
<u>Other Expenditure Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$29.312	\$40.144	\$47.587	\$47.038	\$48.293	\$49.567
Net Cash Balance	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION
November Financial Plan 2019 - 2022
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
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
2019 Final Proposed Budget
November Financial Plan 2019-2022
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

- Payroll costs are projected to increase by 27.4% when compared to 2018, reflecting full-year staffing levels of 181.
- As staffing of 181 remains constant from 2020-2022, payroll costs will increase 2.0% per year reflecting assumed cost of living increases.

Other Fringe Benefits

- In 2019, healthcare costs will increase by 29.9%, due to higher payroll costs. Pension and Other Fringe Benefits will increase by 27.7% and 24.1% respectively, for the same reason.
- Overall Benefit expenditures will increase by 4.0%, 4.5% and 4.6% respectively, from 2020 to 2022, due to projected benefit and escalation rates from multi-agency payrolls.

Fuel

- From 2019 to 2022, expenditures are projected to remain relatively constant.

Insurance

- Insurance costs are expected to increase annually by 10.0% from 2019 to 2022.

Maintenance and Other Operating Contracts

- 2019 expenditures will come in at \$3.6 million, an increase of \$0.1 million over 2018, and reflect MTACC's share of 2 Broadway occupancy costs and the rollover of office-related construction invoices previously assumed to be processed in 2018.
- Costs are projected to decrease in 2020 by \$0.4 million, or 12.4% due to the completion of office-related construction. Costs are projected to increase by \$0.2 million annually in 2021 and 2022 due to assumed annual occupancy escalations.

Professional Service Contracts

- Professional Services are expected to decrease in 2019 by \$0.4 million, or 4.5%, reflecting the projected replacement of existing consultant positions by MTACC forces and lower NYCT IT related costs.
- 2020 expenditures are projected to decrease further by \$1.0 million, or 12.7%, reflecting the completion of independent compliance monitoring in 2019. Costs are projected to remain relatively constant in 2021 and 2022.

Other Business Expenses

- 2019 expenses will increase by \$0.05 million and remain relatively constant from 2020 through 2022.

MTA CAPITAL CONSTRUCTION
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

Reimbursable

Operating Revenues

November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
Farebox Revenue	\$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
Capital and Other Reimbursements	40.144	47.587	7.443	47.038	(0.549)	48.293	1.255	49.567
Total Revenues	\$40.144	\$47.587	\$7.443	\$47.038	(\$0.549)	\$48.293	\$1.255	\$49.567

Operating Expenses

Labor:

Payroll	\$18.984	\$24.185	(\$5.202)	\$24.669	(\$0.484)	\$25.162	(\$0.493)	\$25.666	(\$0.503)
Overtime	0.020	0.025	(0.005)	0.026	(0.001)	0.027	(0.001)	0.027	(0.001)
Health and Welfare	3.477	4.517	(1.040)	4.716	(0.199)	4.980	(0.264)	5.256	(0.275)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	3.254	4.155	(0.902)	4.336	(0.181)	4.520	(0.184)	4.718	(0.198)
Other Fringe Benefits	2.054	2.547	(0.494)	2.619	(0.071)	2.697	(0.078)	2.779	(0.082)
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	\$27.788	\$35.430	(\$7.643)	\$36.366	(\$0.935)	\$37.386	(\$1.020)	\$38.445	(\$1.059)

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	0.035	0.039	(0.004)	0.043	(0.004)	0.047	(0.004)	0.052	(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	3.410	3.551	(0.141)	3.111	0.440	3.265	(0.155)	3.428	(0.163)
Professional Services Contracts	8.596	8.205	0.390	7.164	1.041	7.232	(0.068)	7.271	(0.039)
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.313	0.359	(0.046)	0.353	0.006	0.360	(0.008)	0.369	(0.008)
Total Non-Labor Expenses	\$12.357	\$12.157	\$0.200	\$10.673	\$1.484	\$10.908	(\$0.235)	\$11.122	(\$0.214)

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	\$40.144	\$47.587	(\$7.443)	\$47.038	\$0.549	\$48.293	(\$1.255)	\$49.567	(\$1.273)
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 Adj.	\$40.144	\$47.587	(\$7.443)	\$47.038	\$0.549	\$48.293	(\$1.255)	\$49.567	(\$1.273)
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 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
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	40.144	47.587	7.443	47.038	(0.549)	48.293	1.255	49.567	1.273
Total Receipts	\$40.144	\$47.587	\$7.443	\$47.038	(\$0.549)	\$48.293	\$1.255	\$49.567	\$1.273
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$18.984	\$24.185	(\$5.202)	\$24.669	(\$0.484)	\$25.162	(\$0.493)	\$25.666	(\$0.503)
Overtime	0.020	0.025	(0.005)	0.026	(0.001)	0.027	(0.001)	0.027	(0.001)
Health and Welfare	3.477	4.517	(1.040)	4.716	(0.199)	4.980	(0.264)	5.256	(0.275)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	3.254	4.155	(0.902)	4.336	(0.181)	4.520	(0.184)	4.718	(0.198)
Other Fringe Benefits	2.054	2.547	(0.494)	2.619	(0.071)	2.697	(0.078)	2.779	(0.082)
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	\$27.788	\$35.430	(\$7.643)	\$36.366	(\$0.935)	\$37.386	(\$1.020)	\$38.445	(\$1.059)
<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	0.035	0.039	(0.004)	0.043	(0.004)	0.047	(0.004)	0.052	(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	3.410	3.551	(0.141)	3.111	0.440	3.265	(0.155)	3.428	(0.163)
Professional Services Contracts	8.596	8.205	0.390	7.164	1.041	7.232	(0.068)	7.271	(0.039)
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.313	0.359	(0.046)	0.353	0.006	0.360	(0.008)	0.369	(0.008)
Total Non-Labor Expenditures	\$12.357	\$12.157	\$0.200	\$10.673	\$1.484	\$10.908	(\$0.235)	\$11.122	(\$0.214)
<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	\$40.144	\$47.587	(\$7.443)	\$47.038	\$0.549	\$48.293	(\$1.255)	\$49.567	(\$1.273)
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
2019 Final Proposed Budget
November Financial Plan 2019-2022
Plan-to-Plan Changes by Generic Category

2018: 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 \$40.1 million, a decrease of \$1.6 million, or 3.9%, from the Mid-Year Forecast.

Major changes include:

- **Payroll costs** will come in \$0.6 million lower than the Mid-Year Forecast due to the hiring freeze and timing of project needs.
- Overall **Benefit** costs will decrease by \$0.3 million for the same reasons noted for payroll costs.
- **Professional Services** will decrease by \$0.1 million primarily due to the rollover of integrity monitoring invoices previously assumed to be processed in 2018.
- **Maintenance and Other Operating Contracts** will decrease by \$0.6 million, reflecting the rollover of office-related construction invoices previously assumed to be processed in 2018.

2019 - 2022: November Financial Plan vs. July Financial Plan

Revenue

Capital and Other Reimbursements – (explained previously)

Expenses

Projected 2019 expenses of \$47.6 million are \$0.7 million, or 1.5% higher than the July Financial Plan, and reflect the rollover of invoices noted previously. Expenses from 2020 - 2022 remain virtually unchanged from the July Financial Plan, at \$47.0 million, \$48.3 million and \$49.6 million.

There are no major changes of note.

MTA CAPITAL CONSTRUCTION COMPANY
2018 Final Proposed Budget
November Financial Plan 2019-2022
Plan-to-Plan Changes by Generic Category

2018: 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 \$40.1 million, a decrease of \$5.9 million, or 12.9%, from the Adopted Budget.

Major changes include:

- **Payroll** costs will come in \$6.0 million lower than the Adopted Budget due to the hiring freeze and the timing of project needs.
- Overall **Benefit** costs will decrease by \$2.8 million due to the hiring freeze and timing of project needs.
- **Professional Services** will increase by \$3.0 million, reflecting the reclassification of NYCT administrative staff support from Labor to Non-Labor, as noted in the July Financial Plan.

2019 - 2022: November Financial Plan vs. February Financial Plan

Revenue

Capital and Other Reimbursements – (explained previously)

Expenses

Projected 2019 expenses of \$47.6 million are \$0.7 million, or 1.5% higher than the February Financial Plan. 2020 expenses are projected at \$47.0 million, a decrease of \$0.1 million, or 0.3%, from the February Plan. In 2021, expenses will increase by \$1.7 million when compared to the February Plan.

Major changes include:

Higher forecasted levels of **Professional Services** and other Non-Labor support costs based on the current schedules of MTACC “mega” projects.

MTA CAPITAL CONSTRUCTION
November Financial Plan 2019-2022
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2018	2019	2020	2021	2022
July Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue					
Capital and Other Reimbursement	(1.629)	0.702	0.007	(0.018)	(0.031)
Total Revenue Changes	(\$1.629)	\$0.702	\$0.007	(\$0.018)	(\$0.031)
Expenses					
Labor:					
Payroll	\$0.587	(\$0.020)	(\$0.020)	(\$0.021)	(\$0.021)
Overtime	(0.005)	(0.010)	(0.011)	(0.012)	(0.012)
Health and Welfare	0.097	0.034	0.036	0.037	0.039
OPEB Current Payment					
Pensions	0.103	0.019	0.008	0.033	0.049
Other Fringe Benefits	0.080	0.017	0.018	0.019	0.020
Reimbursable Overhead					
Total Labor Expense Changes	\$0.862	\$0.040	\$0.031	\$0.057	\$0.075
Non-Labor:					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	(0.000)	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims					
Paratransit Service Contracts					
Professional Service Contracts	0.112	(0.111)	(0.008)	(0.009)	(0.014)
Maintenance and Other Operating Contracts	0.640	(0.517)	0.072	0.074	0.075
Materials & Supplies					
Other Business Expenses	0.016	(0.114)	(0.102)	(0.103)	(0.105)
Total Non-Labor Expense Changes	\$0.767	(\$0.742)	(\$0.038)	(\$0.039)	(\$0.044)
Total Expense Changes	\$1.629	(\$0.702)	(\$0.007)	\$0.018	\$0.031
Other Expense Adjustments/Gap Closing Actions					
Other - Restricted Cash Adjustment					
Total Other Expenditure AdjustmentsChanges	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
November Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION
November Financial Plan 2019-2022
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

REIMBURSABLE

	2018	2019	2020	2021	2022
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	(\$1.629)	\$0.702	\$0.007	(\$0.018)	(\$0.031)
Sub-Total Reimbursable Revenue Changes	(\$1.629)	\$0.702	\$0.007	(\$0.018)	(\$0.031)
Expenses	\$1.629	(\$0.702)	(\$0.007)	\$0.018	\$0.031
Sub-Total Reimbursable Expense Changes	\$1.629	(\$0.702)	(\$0.007)	\$0.018	\$0.031
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
2019 Final Proposed Budget
November Financial Plan 2019-2022
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 – 22 positions
- East Side Access – 25 positions
- 7 Line Extension – 8 positions
- Lower Manhattan – 10 positions
- Security Program – 4 positions
- Penn Station Access – 6 positions
- LIRR 3rd Track – 8 positions

By 2018 year-end, position levels are projected to remain at 181, unchanged from the Mid-Year Forecast. Administrative positions account for 98 of this total, while “direct” project positions account for 83. Of the Administrative positions, 77 are engineering/capital MTACC technical employees who will be directly charged to the mega projects, based on work assignments. The breakdown of the 181 positions is as follows: 21 MTACC administrative positions, and 160 positions implementing East Side Access, Second Avenue Subway, Lower Manhattan, No. 7 Line, Penn Station Access, LIRR 3rd Track and the system-wide security program. Annual staffing levels will continue to remain at 181 through 2022.

Staffing needs are also met with a mix of employees matrixed* to the company from other MTA Agencies or provided by third party consultants. The actual mix of MTACC employees, matrixed employees and consultant staff are dependent upon the 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. This is anticipated on the 7 Line Extension and Lower Manhattan projects, which are moving closer towards completion. 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

MTA Capital Construction Company
November Financial Plan 2019-2022
Favorable/(Unfavorable)

Total Position Changes at a Glance

	2018	2019	2020	2021	2022
2018 July Plan - Total Baseline Positions	181	181	181	181	181
Total Plan-to-Plan Changes	0	0	0	0	0
2018 November Plan - Total Baseline Positions	181	181	181	181	181
Total Year-to-Year Changes, November Plan		0	0	0	0

Total Plan-to-Plan Changes by Reporting Category:

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

Total Plan-to-Plan Changes by Major Category:

<i>2018 BRPs</i>	0	0	0	0	0
<i>New Needs</i>	0	0	0	0	0
<i>Change in Reimbursable Positions</i>	0	0	0	0	0
<i>Re-estimates & All Other ¹</i>	0	0	0	0	0
Total	0	0	0	0	0

¹ Includes Full-time Equivalents

MTA CAPITAL CONSTRUCTION
November Financial Plan 2019-2022
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2017 Actual	2018 November Forecast	2019 Final Proposed Budget	2020	2021	2022
Administration						
MTACC	15	21	21	21	21	21
Engineering/Capital						
MTACC	45	77	77	77	77	77
East Side Access	22	25	25	25	25	25
Security Program	7	4	4	4	4	4
Second Avenue Subway	18	22	22	22	22	22
Lower Manhattan Project	9	10	10	10	10	10
7 Line Extension	9	8	8	8	8	8
Penn Station Access	0	6	6	6	6	6
LIRR 3rd Track	0	8	8	8	8	8
Total Engineering/Capital	110	160	160	160	160	160
Total Baseline Positions	125	181	181	181	181	181
<i>Non-Reimbursable</i>	-	-	-	-	-	-
<i>Reimbursable</i>	125	181	181	181	181	181
<i>Total Full-Time</i>	125	181	181	181	181	181
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

MTA CAPITAL CONSTRUCTION
November Financial Plan 2019 - 2022
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
FUNCTION / OCCUPATIONAL GROUP						
Administration						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	15	21	21	21	21	21
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	15	21	21	21	21	21
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	110	160	160	160	160	160
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	110	160	160	160	160	160
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/ Clerical	125	181	181	181	181	181
Operational Hourlies	0	0	0	0	0	0
Total Positions	125	181	181	181	181	181

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Long Island Rail Road

MTA LONG ISLAND RAIL ROAD

2019 Final Proposed Budget

November Financial Plan 2019 - 2022

FINANCIAL OVERVIEW

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

At the same time, the LIRR undertook a top-to-bottom review of its operating budget in order to identify efficiencies and achieve the MTA's budget reduction targets. It was able to meet this target without reducing train service or negatively impacting customer-facing amenities. Still, the reductions require the LIRR to "do more with less" and focus on its most critical priorities.

LIRR Forward

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

Funding within the Financial Plan is enabling the LIRR to improve system reliability, LIRR is in the process of aggressively repairing and replacing components that continue to fail most frequently. Specifically, the LIRR will:

- Repair 10 switches that caused 40% of switch failures;
- Upgrade 300+ track circuits that caused 36% of circuit failures;
- Outfit 296 grade crossings system-wide with flexible delineators;
- Replace 79 Public Service Enterprise Group (PSEG) poles (PSEG work);
- Weld 4,000 joints; and
- Clear 180 miles of vegetation along the right of way.

Crews have been making good progress. To date, teams have repaired 5 switches, upgraded over 72 circuits, outfitted all 296 grade crossings with delineators, replaced 72 PSEG poles, welded 1,550 joints, and cleared over 130 miles of vegetation.

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

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

To date, all manholes have been insulated and over 2,000 M7 threshold plates have been replaced. Engineering and Maintenance of Equipment are on target to meet the season milestones for the lightning protection, switch covers, and rail heaters.

Most important to LIRR Forward is customer communication and experience. To provide customers with real-time information, Global Positioning System (GPS) equipment is being installed on the M7 and Diesel fleets (over 80 percent complete). Train location will be updated every ten seconds to a user-friendly application. Countdown clock information has also been incorporated on all station screens.

LIRR will also expand the Ambassador and Usher programs with additional hires for enhanced customer service at western terminals. Further, the car appearance program will now include in-route service cleaning at key locations. Station cleaning frequency will increase with additional hires and new tools.

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 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, efforts are well underway to enhance and improve track maintenance such as the rail joint bar elimination initiative and installation of a wheel impact load detection and measurement system. The LIRR is also progressing with the initiative to install cameras and recording devices on-board rolling stock, 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.

Another new Federal Railroad Administration (FRA) requirement implemented 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 further supports this FRA requirement by increasing administrative support and expanding the current medical facility to handle the increased workload.

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. As part of the LIRR Forward Plan (mentioned below), the LIRR has installed safety delineators at all grade crossings as well as working with third-party map providers (i.e. Waze) to highlight grade crossings in their software to prevent vehicles from turning onto tracks. Thirty grade crossings have already been reflected in Waze with the remainder expected to be included by the end of October 2018. The LIRR will also add vehicle detection/warning systems for three frequently struck bridges.

The LIRR has also increased its oversight of right-of-way safety by adding two Road Worker Compliance Managers to assure all field workers are following company and FRA mandated safety procedures.

System Investments

The LIRR's current Capital Program 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 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.

Efficiency Initiatives

The 2019 November Financial Plan includes approximately \$75.4 million per year of reduced cost as part of the MTA's 2018 Budget Reduction Program (BRP). \$26.8 million in reductions were identified in the July Financial Plan and an additional \$48.0 million were identified in the November Financial Plan. The LIRR achieved its budget reduction target through several initiatives including strategically re-balancing its Reliability Centered Maintenance (RCM) maintenance plan to better reflect the retirement of the old M3 fleet over the next couple of years and its replacement with the new M9 fleet, which will be under warranty, and reducing rolling stock running repair, fleet modification costs and several RCM programs based on fleet performance. Through an RCM program, the LIRR has consistently exceeded its Mean Distance Between Failures (MDBF) goal. The M7 fleet exceeded 450,000 miles in 2017 and continues to achieve this level through the first eight months of 2018.

In addition to fleet maintenance, opportunities to become more cost-effective in the area of Right-of-Way maintenance were identified. More effective management of the state of good repair program (capital program) will result in fewer material needs for maintenance activities.

The LIRR has begun an extensive review of how to more efficiently integrate the existing LIRR service with new service to Grand Central. This included a review of operational staffing, administrative staffing, training, fleet maintenance crew staffing, etc. Based on this initial review, payroll and non-payroll savings have been identified.

The LIRR has identified greater efficiencies with existing resources in order to achieve the goals of the LIRR Forward plan. Approaches to fleet/station cleaning and customer support have been modified to reduce costs but still improve cleanliness and the customer experience.

Other savings include lower traction power consumption due to lower overall car miles and more aggressive review of PSE&G and New York Power Authority (NYPA) billings. The LIRR has a dedicated unit in the Controller's department whose main focus is analyzing and reviewing all utility invoices to assure accuracy and to identify any potential overbilling. Once identified, this unit contacts the vendors in question and aggressively pursues refunds.

Significant improvements to existing infrastructure along the main-line as part of the completion of the double track between Farmingdale and Ronkonkoma and the Main Line expansion project is anticipated to result in lower maintenance material needs in the future.

The LIRR also placed tighter controls and re-prioritized non-payroll spending and achieved savings as a result of the six-month hiring restriction. Even before the six-month hiring restriction was put in place, the LIRR had been aggressive in reviewing all hiring decisions, including simple backfills of existing vacant positions. As part of this effort, several administrative positions were removed as part of the BRP exercise.

Ridership and Revenue

Through August 2018 ridership was 0.1% lower than the same period in 2017 (adjusted for the same number of calendar workdays), but August, represented the fourth consecutive month

during 2018 when ridership grew compared to the prior year (adjusted for calendar differences). The LIRR hopes this represents the beginning of a positive trend and will continue to monitor ridership closely. Through August ridership was 1.1% lower than the Mid-Year Forecast. The November Financial Plan forecasts year-end 2018 ridership to be 89.5 million customers compared to 90.0 million in the Mid-Year Forecast.

During June, the LIRR introduced two new fare programs to customers. The Summer Saturdays Program was launched on June 2nd and offers a discount to customers who travel with an existing monthly ticket holder. On June 6th the LIRR kicked off the Atlantic Ticket Field Study, a temporary fare discount program for customers traveling between Southeast Queens and Downtown Brooklyn. The Summer Saturday's program has recently been expanded to Sundays until the middle of November and renamed the Autumn Weekends Program. The LIRR is assessing these two programs to determine if they influence travel patterns.

2018 November Forecast

The LIRR's 2018 November Forecast is comprised of Non-Reimbursable revenue totaling \$787.0 million and Non-Reimbursable expenses including GASB 68, Depreciation, other post-employment benefits, and environmental remediation of \$2,054.7 million that generate an operating deficit of \$1,267.7 million. The 2018 November Forecast Reimbursable revenue and expenses each total \$468.9 million.

Total Non-Reimbursable revenue is \$1.8 million higher than the Mid-Year Forecast, primarily driven by prior period wireless revenue for Penn Station not previously collected, partially offset by lower Farebox Revenue due to lower ridership.

Total Non-Reimbursable expenses (excluding Depreciation and Other Post-Employment Benefits (OPEB)) are lower by \$87.9 million primarily as a result of the 2018 BRP, vacant positions and associated fringe costs, reimbursable overhead as a result of capital project activity, and timing of RCM and fleet modifications, as well as other professional services and maintenance and other operating contracts.

Full-time positions total 7,690 in the 2018 November Forecast, with 6,504 Non-Reimbursable positions and 1,186 Reimbursable positions.

2019 Final Proposed Budget - Baseline

The LIRR's Financial Plan is geared toward achieving several key operational goals in 2019: maintain a high level of rolling stock reliability; improve on-time performance; and improve both employee and customer safety and security.

The 2019 Final Proposed Budget includes revenue totaling \$1,173.6 million, of which \$790.7 million is Non-Reimbursable revenue and \$382.9 million is Reimbursable revenue. The total expense budget is \$2,603.5 million, of which \$2,069.6 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 \$1,686.6 million (excluding non-cash items), while reimbursable expenses are \$382.9 million.

The cash budget for the 2019 Final Proposed Budget incorporates \$1,148.5 million in cash receipts and \$2,082.6 million in cash disbursements. The baseline cash requirement of \$934.1 million is driven by operating expenses and revenues anticipated in the 2019 Final Proposed Budget and other adjustments to cash flow.

On an accrued basis, revenues are lower and expenses are higher in the 2019 Final Proposed Budget than the 2018 November Forecast. Total revenues for 2019 are \$1,173.6 million, \$82.3 million lower than 2018 with Non-Reimbursable revenues increasing by \$3.7 million and Reimbursable revenues decreasing by \$86.0 million. Ridership in the 2019 Final Proposed Budget increases over the 2018 November Forecast by 0.3 million rides, or 0.5%. Total operating expenses before the GASB 68 Adjustment, Depreciation and OPEB of \$2,069.5 million reflects an increase of \$72.2 million over 2018. Non-Reimbursable expenses increase by \$158.1 million and Reimbursable expenses decreased by \$86.0 million. The resulting total operating baseline deficit including non-cash items such as GASB 68, Depreciation, OPEB, and Environmental Remediation increases by \$162.2 million to \$1,429.9 million in the 2019 Final Proposed Budget. The projected baseline cash deficit (or subsidy requirement) of \$934.1 million in the 2019 Final Proposed Budget is \$246.5 million higher than 2018.

Full-time positions total 7,852 in the 2019 Final Proposed Budget, with 6,672 Non-Reimbursable positions and 1,180 Reimbursable positions. Compared to the 2018 November Forecast, this reflects a net increase of 162 positions -- an increase of 168 Non-Reimbursable positions and a decrease of 6 Reimbursable positions. The Non-Reimbursable headcount increase is primarily due to ESA which increases by 303 positions, partially offset by the full year impact of the 2018 BRP. 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 Mid-Year Forecast, there was a net position decrease of 138 positions -- an increase of 93 Reimbursable positions and a decrease of 231 Non-Reimbursable positions. The Non-Reimbursable position decrease is primarily driven by lower LIRR Forward Plan positions, improved efficiency of right-of-way resources (BRP) and reduced administrative positions (BRP). 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.

Financial Plan 2020-2022 Projections

The baseline projections for 2020 - 2022 reflect continuing initiatives launched in 2018 and 2019. 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 2020- 2022, the LIRR financial plan reflects ramp-up costs for ESA readiness efforts.

The baseline projections for 2020 - 2022 reflect these various impacts. Non-Reimbursable revenues grow by less than 0.5% each year, while Reimbursable revenues decrease by 19.8% in 2020, 3.9% 2021 and 1.6% in 2022.

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) and Insurance. Non-Reimbursable expenses (before Depreciation) grow by 3.9% from \$1,686.6 million in 2019 to \$1,752.6 million in 2020. They continue to rise by 7.7% in 2021 and 2.6% in 2022, reaching \$1,935.4 million. The higher rate of growth in the out-years is primarily due to ESA readiness efforts. Reimbursable revenues/expenses decrease by 19.8% in 2020, 3.9% 2021 and 1.6% in 2022.

On a year-to-year basis, baseline positions increase by 23 positions in 2020, 430 positions in 2021 and 83 positions in 2022. Non-Reimbursable positions increase by 261 in 2020, 462 in 2021 and 112 in 2022. These increases are primarily related to ESA readiness efforts (increases of 228 in 2020, 468 positions in 2021 and 117 in 2022). Reimbursable positions decreased by 238 in 2020, 32 in 2021, and 29 in 2022 due to changes in project activity.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$727.597	\$740.170	\$743.650	\$746.313	\$746.592	\$746.257
Other Operating Revenue	53.019	46.841	47.044	42.881	43.476	44.064
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$780.616	\$787.011	\$790.694	\$789.194	\$790.068	\$790.322
Operating Expense						
Labor:						
Payroll	\$501.665	\$541.162	\$613.488	\$643.885	\$688.263	\$701.728
Overtime	131.604	151.127	136.158	139.631	160.194	160.828
Health and Welfare	100.334	110.070	134.543	146.450	166.052	176.817
OPEB Current Payments	59.822	64.329	72.934	77.894	82.636	87.617
Pension	142.354	122.127	131.977	138.437	139.820	128.219
Other Fringe Benefits	128.237	156.643	152.257	158.730	171.633	175.758
Reimbursable Overhead	(46.506)	(45.498)	(26.319)	(18.211)	(17.949)	(16.450)
Total Labor Expenses	\$1,017.510	\$1,099.959	\$1,215.037	\$1,286.817	\$1,390.648	\$1,414.516
Non-Labor:						
Electric Power	\$84.769	\$88.287	\$89.671	\$90.337	\$96.248	\$135.240
Fuel	16.253	21.167	22.608	22.438	21.866	21.600
Insurance	20.524	20.477	21.947	23.638	25.453	27.457
Claims	18.301	5.039	6.894	4.546	4.612	4.682
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	90.287	80.228	92.073	91.330	124.914	113.403
Professional Services Contracts	35.779	38.261	45.071	32.586	32.375	31.951
Materials and Supplies	121.812	161.293	172.969	179.664	168.564	164.450
Other Business Expenses	25.684	13.747	20.330	21.255	22.486	22.118
Total Non-Labor Expenses	\$413.408	\$428.500	\$471.562	\$465.793	\$496.518	\$520.900
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.	\$1,430.919	\$1,528.460	\$1,686.599	\$1,752.609	\$1,887.167	\$1,935.416
Depreciation	\$340.114	\$384.603	\$388.118	\$391.998	\$395.918	\$399.877
OPEB Liability Adjustment	142.396	139.644	143.833	148.148	152.592	157.170
GASB 68 Pension Expense Adjustment	(3.936)	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	3.401	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$1,912.894	\$2,054.706	\$2,220.550	\$2,294.756	\$2,437.677	\$2,494.463
Net Surplus/(Deficit)	(\$1,132.277)	(\$1,267.695)	(\$1,429.856)	(\$1,505.562)	(\$1,647.609)	(\$1,704.141)
Cash Conversion Adjustments						
Depreciation	\$340.114	\$384.603	\$388.118	\$391.998	\$395.918	\$399.877
Operating/Capital	(11.952)	(19.938)	(26.586)	(12.998)	(13.612)	(12.986)
Other Cash Adjustments	64.219	215.406	134.195	146.055	142.098	147.311
Total Cash Conversion Adjustments	\$392.381	\$580.070	\$495.726	\$525.056	\$524.404	\$534.201
Net Cash Surplus/(Deficit)	(\$739.897)	(\$687.625)	(\$934.130)	(\$980.506)	(\$1,123.205)	(\$1,169.940)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
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	412.641	468.939	382.949	307.114	295.164	290.529
Total Revenues	\$412.641	\$468.939	\$382.949	\$307.114	\$295.164	\$290.529
Operating Expense						
<u>Labor:</u>						
Payroll	\$119.502	\$141.795	\$135.391	\$117.638	\$116.487	\$114.579
Overtime	50.011	54.355	32.699	20.545	20.956	21.375
Health and Welfare	29.252	33.243	27.882	23.021	22.881	22.536
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	45.628	50.773	45.301	37.403	37.175	36.615
Other Fringe Benefits	32.446	35.109	28.512	23.541	23.398	23.045
Reimbursable Overhead	46.506	45.498	26.319	18.211	17.949	16.450
Total Labor Expenses	\$323.346	\$360.773	\$296.105	\$240.358	\$238.846	\$234.600
<u>Non-Labor:</u>						
Electric Power	\$1.272	\$1.276	\$0.268	\$0.268	\$0.268	\$0.268
Fuel	0.068	0.042	0.000	0.000	0.000	0.000
Insurance	7.742	8.778	9.000	7.496	7.536	7.345
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	16.130	24.564	22.416	12.480	12.494	12.484
Professional Services Contracts	6.207	2.977	0.831	0.669	0.682	0.696
Materials and Supplies	56.290	69.616	53.941	45.524	35.022	34.824
Other Business Expenses	1.587	0.913	0.386	0.319	0.317	0.312
Total Non-Labor Expenses	\$89.295	\$108.166	\$86.844	\$66.756	\$56.318	\$55.929
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$412.641	\$468.939	\$382.949	\$307.114	\$295.164	\$290.529
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$727.597	\$740.170	\$743.650	\$746.313	\$746.592	\$746.257
Other Operating Revenue	53.019	46.841	47.044	42.881	43.476	44.064
Capital and Other Reimbursements	412.641	468.939	382.949	307.114	295.164	290.529
Total Revenues	\$1,193.258	\$1,255.950	\$1,173.643	\$1,096.308	\$1,085.232	\$1,080.850
Operating Expense						
<u>Labor:</u>						
Payroll	\$621.167	\$682.957	\$748.879	\$761.523	\$804.750	\$816.307
Overtime	181.615	205.482	168.857	160.176	181.150	182.202
Health and Welfare	129.586	143.313	162.425	169.471	188.932	199.353
OPEB Current Payments	59.822	64.329	72.934	77.894	82.636	87.617
Pension	187.982	172.900	177.278	175.840	176.995	164.834
Other Fringe Benefits	160.683	191.752	180.769	182.271	195.030	198.802
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$1,340.856	\$1,460.732	\$1,511.142	\$1,527.175	\$1,629.494	\$1,649.115
<u>Non-Labor:</u>						
Electric Power	\$86.040	\$89.563	\$89.939	\$90.606	\$96.516	\$135.508
Fuel	16.322	21.208	22.608	22.438	21.866	21.600
Insurance	28.266	29.255	30.947	31.133	32.989	34.803
Claims	18.301	5.039	6.894	4.546	4.612	4.682
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	106.417	104.793	114.490	103.810	137.408	125.886
Professional Services Contracts	41.985	41.238	45.902	33.255	33.057	32.647
Materials and Supplies	178.101	230.909	226.911	225.188	203.586	199.274
Other Business Expenses	27.271	14.661	20.717	21.574	22.803	22.430
Total Non-Labor Expenses	\$502.704	\$536.666	\$558.406	\$532.549	\$552.837	\$576.829
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,843.560	\$1,997.398	\$2,069.548	\$2,059.723	\$2,182.331	\$2,225.945
Depreciation	\$340.114	\$384.603	\$388.118	\$391.998	\$395.918	\$399.877
OPEB Liability Adjustment	142.396	139.644	143.833	148.148	152.592	157.170
GASB 68 Pension Expense Adjustment	(3.936)	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	3.401	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$2,325.535	\$2,523.645	\$2,603.499	\$2,601.870	\$2,732.841	\$2,784.991
Net Surplus/(Deficit)	(\$1,132.277)	(\$1,267.695)	(\$1,429.856)	(\$1,505.562)	(\$1,647.609)	(\$1,704.141)
Cash Conversion Adjustments						
Depreciation	\$340.114	\$384.603	\$388.118	\$391.998	\$395.918	\$399.877
Operating/Capital	(11.952)	(19.938)	(26.586)	(12.998)	(13.612)	(12.986)
Other Cash Adjustments	64.219	215.406	134.195	146.055	142.098	147.311
Total Cash Conversion Adjustments	\$392.381	\$580.070	\$495.726	\$525.056	\$524.404	\$534.201
Net Cash Surplus/(Deficit)	(\$739.897)	(\$687.625)	(\$934.130)	(\$980.506)	(\$1,123.205)	(\$1,169.940)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$745.862	\$757.261	\$760.150	\$762.814	\$763.092	\$762.757
Other Operating Revenue	40.845	33.469	32.443	27.896	28.106	28.319
Capital and Other Reimbursements	309.755	499.211	355.913	293.655	281.080	277.060
Total Receipts	\$1,096.461	\$1,289.941	\$1,148.506	\$1,084.365	\$1,072.278	\$1,068.136
Expenditures						
<u>Labor:</u>						
Payroll	\$627.564	\$673.583	\$742.506	\$755.007	\$798.086	\$809.494
Overtime	176.163	206.182	168.857	160.176	181.150	182.202
Health and Welfare	125.308	140.747	162.425	169.472	188.932	199.353
OPEB Current Payments	59.848	64.329	72.934	77.894	82.636	87.617
Pension	183.488	170.279	177.278	175.840	176.995	164.834
Other Fringe Benefits	158.222	183.809	184.769	181.271	194.030	197.802
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,330.593	\$1,438.929	\$1,508.769	\$1,519.660	\$1,621.829	\$1,641.302
<u>Non-Labor:</u>						
Electric Power	\$86.060	\$89.707	\$89.939	\$90.606	\$96.516	\$135.508
Fuel	16.982	21.209	22.608	22.438	21.867	21.599
Insurance	32.375	24.022	31.508	30.759	32.585	35.362
Claims	2.963	2.417	6.723	1.822	1.837	1.852
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	103.439	114.574	114.490	103.810	137.408	125.886
Professional Services Contracts	29.543	41.496	41.702	28.845	28.426	27.785
Materials and Supplies	196.812	211.498	226.977	226.095	212.891	206.975
Other Business Expenses	19.032	17.214	23.420	24.336	25.624	25.307
Total Non-Labor Expenditures	\$487.206	\$522.137	\$557.367	\$528.711	\$557.154	\$580.274
<u>Other Expenditure Adjustments:</u>						
Other	\$17.745	\$16.500	\$16.500	\$16.500	\$16.500	\$16.500
Total Other Expenditure Adjustments	\$17.745	\$16.500	\$16.500	\$16.500	\$16.500	\$16.500
Total Expenditures	\$1,835.543	\$1,977.566	\$2,082.636	\$2,064.871	\$2,195.483	\$2,238.076
Net Cash Balance	(\$739.082)	(\$687.625)	(\$934.130)	(\$980.506)	(\$1,123.205)	(\$1,169.940)
Cash Timing and Availability Adjustment	(0.814)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)
Net Cash Balance after Cash Timing & Availability Adj	(\$739.897)	(\$687.625)	(\$934.130)	(\$980.506)	(\$1,123.205)	(\$1,169.940)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$18.264	\$17.091	\$16.500	\$16.501	\$16.500	\$16.500
Other Operating Revenue	(12.175)	(13.372)	(14.601)	(14.985)	(15.370)	(15.745)
Capital and Other Reimbursements	(102.886)	30.272	(27.036)	(13.459)	(14.084)	(13.469)
Total Receipts	(\$96.797)	\$33.991	(\$25.137)	(\$11.943)	(\$12.954)	(\$12.714)
Expenditures						
<u>Labor:</u>						
Payroll	(\$6.397)	\$9.374	\$6.373	\$6.516	\$6.664	\$6.813
Overtime	5.453	(0.700)	0.000	0.000	0.000	0.000
Health and Welfare	4.278	2.566	0.000	(0.001)	0.000	0.000
OPEB Current Payments	(0.025)	0.000	0.000	0.000	0.000	0.000
Pension	4.494	2.621	0.000	0.000	0.000	0.000
Other Fringe Benefits	2.461	7.943	(4.000)	1.000	1.000	1.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$10.264	\$21.803	\$2.373	\$7.515	\$7.665	\$7.813
<u>Non-Labor:</u>						
Electric Power	(\$0.020)	(\$0.144)	0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.660)	(0.001)	0.000	0.000	(0.001)	0.001
Insurance	(4.109)	5.233	(0.561)	0.374	0.404	(0.559)
Claims	15.338	2.622	0.171	2.724	2.775	2.830
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.977	(9.781)	0.000	0.000	0.000	0.000
Professional Services Contracts	12.443	(0.258)	4.200	4.410	4.631	4.862
Materials and Supplies	(18.710)	19.411	(0.066)	(0.907)	(9.305)	(7.701)
Other Business Expenses	8.239	(2.553)	(2.703)	(2.762)	(2.821)	(2.877)
Total Non-Labor Expenditures	\$15.498	\$14.529	\$1.039	\$3.838	(\$4.317)	(\$3.445)
<u>Other Expenditure Adjustments:</u>						
Other Expense Adjustments	(\$17.745)	(\$16.500)	(\$16.500)	(\$16.500)	(\$16.500)	(\$16.500)
Total Other Expenditure Adjustments	(\$17.745)	(\$16.500)	(\$16.500)	(\$16.500)	(\$16.500)	(\$16.500)
Total Expenditures	\$8.017	\$19.832	(\$13.088)	(\$5.148)	(\$13.152)	(\$12.131)
Total Cash Conversion Adjustments before Depreciation	(\$88.780)	\$53.824	(\$38.225)	(\$17.091)	(\$26.106)	(\$24.846)
Depreciation	\$340.114	\$384.603	\$388.118	\$391.998	\$395.918	\$399.877
OPEB Liability Adjustment	142.396	139.644	143.833	148.148	152.592	157.170
GASB 68 Pension Expense Adjustment	(3.936)	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	3.401	2.000	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	(0.814)	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$392.381	\$580.070	\$495.726	\$525.056	\$524.404	\$534.201

MTA LONG ISLAND RAIL ROAD
2018 November Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
Scheduled Service	426,781	\$26.968	17.8%
Unscheduled Service	107,701	6.995	4.6%
Programmatic/Routine Maintenance	910,681	53.684	35.5%
Unscheduled Maintenance	19,917	1.213	0.8%
Vacancy/Absentee Coverage	804,867	48.372	32.0%
Weather Emergencies	181,882	11.321	7.5%
Safety/Security/Law Enforcement	0	0.000	-
Other	25,985	2.574	1.7%
Subtotal	2,477,815	\$151.127	100.0%
REIMBURSABLE OVERTIME	876,008	\$54.355	
TOTAL OVERTIME	3,353,823	\$205.482	

**MTA Long Island Rail Road
2019 Final Proposed Budget
November Financial Plan 2019 – 2022
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 0.47% in 2019, 0.36% in 2020 and 0.04% in 2021. Revenue decreases by 0.4% in 2022.

Other Operating Revenue

- Increases from 2018-2019 due to Atlantic Tunnel wireless revenue.
- Decrease in 2020 as Atlantic Tunnel wireless revenue only reflected in 2019.
- Increases from 2020 to 2022 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 as well as Operating Funded Capital reductions, reduction in flagging headcount, lower OT costs related to Eastern/Western Rail Yard, and miscellaneous other project changes.

Expenses

Payroll

- Salaries for non-represented employees include a 2.0% increase July 1, 2018, and each July 1st thereafter.
- Salaries for represented employees are based on labor agreements that assume, 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.
- 2018 – 2019 payroll increase is primarily due to higher headcount for ESA which increases by 303 positions, vacant positions being filled and full year impact of the LIRR Forward Plan, partially offset by various budget reduction initiatives including fleet maintenance, ROW maintenance, administrative reductions and the completion of the onboard camera installation project,
- 2019 – 2021 lower reimbursable positions are due to changes in capital project activity including PTC, Double Track and Rolling Stock acquisition and testing and uncertainty of the 2020 – 2024 capital program.
- Almost all the operating headcount increases from 2018 – 2022 are related to ESA readiness efforts.

Overtime

- 2018 – 2019 overtime decrease is primarily associated with lower capital project activity on overtime, lower vacant position coverage, lower right of way maintenance, budget reduction initiatives reducing LIRR forward, fleet maintenance and special event staffing and completion of certain accelerated LIRR Forward Plan initiatives.

- 2019 – 2020 decrease is associated with lower capital project activity, partially offset by normal inflationary increases and certain RCM activities.
- 2020 – 2021 overtime increase is associated with ESA readiness and normal inflationary increases.
- 2021 – 2022 increase is associated with normal inflationary increases.

Health & Welfare

- 2018 – 2022 reflects annual New York State Health Insurance Program (NYSHIP) rate increases of approximately 7.7% (2018), 7.0% (2019), 3.5% (2020) and 4.7% (2021 - 2022), for individual coverage, and 7.4% (2018), 7.6% (2019), 4.2% (2020) and 5.5% (2021 – 2022) for family coverage.
- Reflects the impact of headcount changes each year, including ramp-up costs for ESA beginning in 2019.

Pensions

- Reflects the latest actuarial estimates.

Other Fringe Benefits

- Railroad Retirement Tax maximum limits are based on the projected maximum earnings base from the Railroad Retirement Board and annual Consumer Price Index (CPI) increases; the tax rate for each tier is expected to remain unchanged.
- Railroad Unemployment costs reflect a slight annual increase in the monthly charge per employee in each year.
- Federal Employers Liability Act (FELA) Indemnity payments decrease from 2018 – 2019 based on reserve adjustment and increase by CPI thereafter.
- Reflects the impact of headcount changes each year, including ramp-up costs for ESA beginning in 2019.

Electric Power

- 2018 is based on actuals through July and reflects the latest LIRR consumption estimates and inflationary increases.
- 2019 – 2021 reflects the latest LIRR consumption estimates and inflationary increases.
- 2022 includes ramp-up costs for ESA.

Fuel

- 2018 is based on actuals through July and reflects the latest LIRR consumption estimates and inflationary increases.
- 2019 – 2022 reflects the latest inflationary increases.

Insurance

- 2019 – 2022 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

- 2018 reflects actual experience through July and the anticipated settlement and payout of claims for the balance of the year.
- 2019 – 2021 reflects anticipated settlement and payout of claims as well as inflationary increases.

Maintenance and Other Operating Contracts

- 2018 – 2019 increase is primarily due the timing of various initiatives, including ESA readiness efforts, Atlantic Tunnel Wireless build-out, and Platform Investments, partially offset by capital project activity and various budget reduction initiatives.
- 2019 – 2020 decrease due to capital project activity, partially offset by increases associated with Moynihan Station operating costs and ESA readiness efforts.
- 2020 – 2021 increase is due to ESA readiness efforts.
- 2021 – 2022 decrease is due to lower ESA readiness efforts.

Professional Service Contracts

- 2018 – 2019 increase reflects the timing of various maintenance of way professional service agreements, Far Rockaway Station demolition, and shelter shed buildout and the migration to a new credit card clearing house, partially offset by decommissioning of obsolete equipment.
- 2019 - 2022 decrease reflects lower investments in EAM and completion of the decommissioning obsolete equipment initiative.

Material and Supplies

- 2018 – 2019 decrease includes changes in activity for capital project work and elements of the 2018 BRP, partially offset by timing of various rolling stock RCM and fleet modification initiatives, station fire alarm upgrades, vehicle replacement, timing of M7 obsolescence materials funding for rolling stock Lifecycle Asset Management Program (LAMP) and various operating budget impacts.
- 2019 – 2020 decrease includes changes in activity for capital program work, the timing of various rolling stock RCM and fleet modification initiatives and various operating funded capital projects including station fire alarm upgrades and vehicle replacement, partially offset by operating budget impact for Moynihan Station and additional funding for LAMP.
- 2020 – 2021 decrease due to lower capital project activity and timing of various rolling stock RCM and fleet modification initiatives, partially offset by material associated with ESA readiness efforts.
- 2021 -2022 decrease due to changes in rolling stock maintenance modifications and material associated with ESA readiness efforts.

Other Business Expenses

- 2018 – 2019 increase due to lower restitution of property damage and one-time insurance reimbursements and ESA readiness efforts.
- 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.
- FELA Payments versus reserve adjustments.
- Inventory material savings in 2018.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

Non-Reimbursable

Operating Revenues

Farebox Revenue	\$740.170	\$743.650	\$3.480	\$746.313	\$2.663	\$746.592	\$0.279	\$746.257	(\$0.335)
Other Operating Revenue	46.841	47.044	0.203	42.881	(4.163)	43.476	0.595	44.064	0.589
Total Revenues	\$787.011	\$790.694	\$3.683	\$789.194	(\$1.500)	\$790.068	\$0.874	\$790.322	\$0.254

Operating Expenses

Labor:

Payroll	\$541.162	\$613.488	(\$72.326)	\$643.885	(\$30.397)	\$688.263	(\$44.378)	\$701.728	(\$13.465)
Overtime	151.127	136.158	14.969	139.631	(3.473)	160.194	(20.564)	160.828	(0.633)
Health and Welfare	110.070	134.543	(24.473)	146.450	(11.908)	166.052	(19.601)	176.817	(10.766)
OPEB Current Payments	64.329	72.934	(8.605)	77.894	(4.960)	82.636	(4.742)	87.617	(4.981)
Pension	122.127	131.977	(9.851)	138.437	(6.460)	139.820	(1.382)	128.219	11.601
Other Fringe Benefits	156.643	152.257	4.386	158.730	(6.473)	171.633	(12.903)	175.758	(4.125)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(45.498)	(26.319)	(19.178)	(18.211)	(8.108)	(17.949)	(0.262)	(16.450)	(1.499)
Total Labor Expenses	\$1,099.959	\$1,215.037	(\$115.078)	\$1,286.817	(\$71.779)	\$1,390.648	(\$103.832)	\$1,414.516	(\$23.867)

Non-Labor:

Electric Power	\$88.287	\$89.671	(\$1.384)	\$90.337	(\$0.667)	\$96.248	(\$5.911)	\$135.240	(\$38.991)
Fuel	21.167	22.608	(1.441)	22.438	0.170	21.866	0.571	21.600	0.267
Insurance	20.477	21.947	(1.469)	23.638	(1.691)	25.453	(1.816)	27.457	(2.004)
Claims	5.039	6.894	(1.854)	4.546	2.348	4.612	(0.066)	4.682	(0.071)
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	80.228	92.073	(11.845)	91.330	0.743	124.914	(33.585)	113.403	11.512
Professional Services Contracts	38.261	45.071	(6.809)	32.586	12.485	32.375	0.211	31.951	0.423
Materials and Supplies	161.293	172.969	(11.676)	179.664	(6.695)	168.564	11.100	164.450	4.114
Other Business Expenses	13.747	20.330	(6.583)	21.255	(0.925)	22.486	(1.231)	22.118	0.368
Total Non-Labor Expenses	\$428.500	\$471.562	(\$43.062)	\$465.793	\$5.770	\$496.518	(\$30.726)	\$520.900	(\$24.382)

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.

	\$1,528.460	\$1,686.599	(\$158.140)	\$1,752.609	(\$66.010)	\$1,887.167	(\$134.557)	\$1,935.416	(\$48.249)
Depreciation	\$384.603	\$388.118	(\$3.515)	\$391.998	(\$3.881)	\$395.918	(\$3.919)	\$399.877	(\$3.959)
OPEB Liability Adjustment	139.644	143.833	(4.189)	148.148	(4.315)	152.592	(4.444)	157.170	(4.578)
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.	\$2,054.706	\$2,220.550	(\$165.844)	\$2,294.756	(\$74.206)	\$2,437.677	(\$142.921)	\$2,494.463	(\$56.786)
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Net Surplus/(Deficit)	(\$1,267.695)	(\$1,429.856)	(\$162.161)	(\$1,505.562)	(\$75.706)	(\$1,647.609)	(\$142.047)	(\$1,704.141)	(\$56.532)
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MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

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	468.939	382.949	(85.990)	307.114	(75.834)	295.164	(11.950)	290.529	(4.635)
Total Revenues	\$468.939	\$382.949	(\$85.990)	\$307.114	(\$75.834)	\$295.164	(\$11.950)	\$290.529	(\$4.635)

Operating Expenses

Labor:

Payroll	\$141.795	\$135.391	\$6.404	\$117.638	\$17.753	\$116.487	\$1.151	\$114.579	\$1.908
Overtime	54.355	32.699	21.656	20.545	12.154	20.956	(0.411)	21.375	(0.419)
Health and Welfare	33.243	27.882	5.361	23.021	4.861	22.881	0.140	22.536	0.345
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	50.773	45.301	5.472	37.403	7.898	37.175	0.227	36.615	0.560
Other Fringe Benefits	35.109	28.512	6.597	23.541	4.971	23.398	0.143	23.045	0.353
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	45.498	26.319	19.178	18.211	8.108	17.949	0.262	16.450	1.499
Total Labor Expenses	\$360.773	\$296.105	\$64.668	\$240.358	\$55.746	\$238.846	\$1.512	\$234.600	\$4.246

Non-Labor:

Electric Power	\$1.276	\$0.268	\$1.008	\$0.268	\$0.000	\$0.268	\$0.000	\$0.268	\$0.000
Fuel	0.042	0.000	0.042	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	8.778	9.000	(0.223)	7.496	1.505	7.536	(0.040)	7.345	0.191
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	24.564	22.416	2.148	12.480	9.936	12.494	(0.014)	12.484	0.010
Professional Services Contracts	2.977	0.831	2.146	0.669	0.162	0.682	(0.013)	0.696	(0.014)
Materials and Supplies	69.616	53.941	15.674	45.524	8.417	35.022	10.503	34.824	0.197
Other Business Expenses	0.913	0.386	0.527	0.319	0.067	0.317	0.002	0.312	0.005
Total Non-Labor Expenses	\$108.166	\$86.844	\$21.322	\$66.756	\$20.088	\$56.318	\$10.438	\$55.929	\$0.389

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

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.

Total Expenses After Depreciation and GASB Adjs.	\$468.939	\$382.949	\$85.990	\$307.114	\$75.834	\$295.164	\$11.950	\$290.529	\$4.635
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 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<u>Non-Reimbursable and Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$740.170	\$743.650	\$3.480	\$746.313	\$2.663	\$746.592	\$0.279	\$746.257	(\$0.335)
Other Operating Revenue	46.841	47.044	0.203	42.881	(4.163)	43.476	0.595	44.064	0.589
Capital and Other Reimbursements	468.939	382.949	(85.990)	307.114	(75.834)	295.164	(11.950)	290.529	(4.635)
Total Revenues	\$1,255.950	\$1,173.643	(\$82.307)	\$1,096.308	(\$77.334)	\$1,085.232	(\$11.076)	\$1,080.850	(\$4.382)
Operating Expenses									
<u>Labor:</u>									
Payroll	\$682.957	\$748.879	(\$65.922)	\$761.523	(\$12.644)	\$804.750	(\$43.227)	\$816.307	(\$11.557)
Overtime	205.482	168.857	36.625	160.176	8.681	181.150	(20.974)	182.202	(1.052)
Health and Welfare	143.313	162.425	(19.112)	169.471	(7.046)	188.932	(19.461)	199.353	(10.421)
OPEB Current Payments	64.329	72.934	(8.605)	77.894	(4.960)	82.636	(4.742)	87.617	(4.981)
Pension	172.900	177.278	(4.378)	175.840	1.438	176.995	(1.155)	164.834	12.161
Other Fringe Benefits	191.752	180.769	10.983	182.271	(1.502)	195.030	(12.760)	198.802	(3.772)
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	\$1,460.732	\$1,511.142	(\$50.410)	\$1,527.175	(\$16.033)	\$1,629.494	(\$102.319)	\$1,649.115	(\$19.621)
<u>Non-Labor:</u>									
Electric Power	\$89.563	\$89.939	(\$0.376)	\$90.606	(\$0.667)	\$96.516	(\$5.911)	\$135.508	(\$38.991)
Fuel	21.208	22.608	(1.400)	22.438	0.170	21.866	0.571	21.600	0.267
Insurance	29.255	30.947	(1.692)	31.133	(0.186)	32.989	(1.856)	34.803	(1.813)
Claims	5.039	6.894	(1.854)	4.546	2.348	4.612	(0.066)	4.682	(0.071)
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	104.793	114.490	(9.697)	103.810	10.680	137.408	(33.598)	125.886	11.522
Professional Services Contracts	41.238	45.902	(4.664)	33.255	12.647	33.057	0.198	32.647	0.410
Materials and Supplies	230.909	226.911	3.998	225.188	1.723	203.586	21.602	199.274	4.312
Other Business Expenses	14.661	20.717	(6.056)	21.574	(0.857)	22.803	(1.229)	22.430	0.373
Total Non-Labor Expenses	\$536.666	\$558.406	(\$21.740)	\$532.549	\$25.858	\$552.837	(\$20.288)	\$576.829	(\$23.993)
<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.	\$1,997.398	\$2,069.548	(\$72.150)	\$2,059.723	\$9.825	\$2,182.331	(\$122.607)	\$2,225.945	(\$43.614)
Depreciation	\$384.603	\$388.118	(\$3.515)	\$391.998	(\$3.881)	\$395.918	(\$3.919)	\$399.877	(\$3.959)
OPEB Liability Adjustment	139.644	143.833	(4.189)	148.148	(4.315)	152.592	(4.444)	157.170	(4.578)
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.	\$2,523.645	\$2,603.499	(\$79.854)	\$2,601.870	\$1.629	\$2,732.841	(\$130.971)	\$2,784.991	(\$52.150)
Net Surplus/(Deficit)	(\$1,267.695)	(\$1,429.856)	(\$162.161)	(\$1,505.562)	(\$75.706)	(\$1,647.609)	(\$142.047)	(\$1,704.141)	(\$56.532)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
Cash Receipts and Expenditures									
Receipts									
Farebox Revenue	\$757.261	\$760.150	\$2.889	\$762.814	\$2.664	\$763.092	\$0.278	\$762.757	(\$0.335)
Other Operating Revenue	33.469	32.443	(1.026)	27.896	(4.547)	28.106	0.210	28.319	0.213
Capital and Other Reimbursements	499.211	355.913	(143.298)	293.655	(62.258)	281.080	(12.575)	277.060	(4.020)
Total Receipts	\$1,289.941	\$1,148.506	(\$141.435)	\$1,084.365	(\$64.141)	\$1,072.278	(\$12.087)	\$1,068.136	(\$4.142)
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$673.583	\$742.506	(\$68.923)	\$755.007	(\$12.501)	\$798.086	(\$43.079)	\$809.494	(\$11.408)
Overtime	206.182	168.857	37.325	160.176	8.681	181.150	(20.974)	182.202	(1.052)
Health and Welfare	140.747	162.425	(21.678)	169.472	(7.047)	188.932	(19.460)	199.353	(10.421)
OPEB Current Payments	64.329	72.934	(8.605)	77.894	(4.960)	82.636	(4.742)	87.617	(4.981)
Pension	170.279	177.278	(6.999)	175.840	1.438	176.995	(1.155)	164.834	12.161
Other Fringe Benefits	183.809	184.769	(0.960)	181.271	3.498	194.030	(12.759)	197.802	(3.772)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,438.929	\$1,508.769	(\$69.840)	\$1,519.660	(\$10.891)	\$1,621.829	(\$102.169)	\$1,641.302	(\$19.473)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$89.707	\$89.939	(\$0.232)	\$90.606	(\$0.667)	\$96.516	(\$5.910)	\$135.508	(\$38.992)
Fuel	21.209	22.608	(1.399)	22.438	0.170	21.867	0.571	21.599	0.268
Insurance	24.022	31.508	(7.486)	30.759	0.749	32.585	(1.826)	35.362	(2.777)
Claims	2.417	6.723	(4.306)	1.822	4.901	1.837	(0.015)	1.852	(0.015)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	114.574	114.490	0.084	103.810	10.680	137.408	(33.598)	125.886	11.522
Professional Services Contracts	41.496	41.702	(0.206)	28.845	12.857	28.426	0.419	27.785	0.641
Materials and Supplies	211.498	226.977	(15.479)	226.095	0.882	212.891	13.204	206.975	5.916
Other Business Expenses	17.214	23.420	(6.206)	24.336	(0.916)	25.624	(1.288)	25.307	0.317
Total Non-Labor Expenditures	\$522.137	\$557.367	(\$35.230)	\$528.711	\$28.656	\$557.154	(\$28.443)	\$580.274	(\$23.120)
<u>Other Expenditure Adjustments:</u>									
Other	16.500	16.500	0.000	16.500	0.000	16.500	0.000	16.500	0.000
Total Other Expenditure Adjustments	\$16.500	\$16.500	\$0.000	\$16.500	\$0.000	\$16.500	\$0.000	\$16.500	\$0.000
Total Expenditures	\$1,977.566	\$2,082.636	(\$105.070)	\$2,064.871	\$17.765	\$2,195.483	(\$130.612)	\$2,238.076	(\$42.593)
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)	(\$687.625)	(\$934.130)	(\$246.505)	(\$980.506)	(\$46.376)	(\$1,123.205)	(\$142.699)	(\$1,169.940)	(\$46.735)

MTA LONG ISLAND RAIL ROAD
2019 Final Proposed Budget
November Financial Plan 2019 - 2022
Plan-To-Plan Changes by Generic Category - Baseline

2018: November Forecast vs. Mid-Year Forecast

2018 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 lower ridership.
- Other Operating Revenue is favorable due to a retroactive payment from Amtrak for LIRR share of revenue associated with wireless leases at Penn Station.
- Capital and Other Reimbursements are higher due to the timing of capital project activity.

Expense

- Payroll – lower primarily as a result of reduced LIRR Forward spending (formerly a top side adjustment made by MTA during the July Plan now captured in the Agency), elimination of several administrative positions as part of the 2018 November Plan budget reduction initiatives and overall vacant positions, partially offset by higher capital project activity.
- Overtime – increased as a result of greater reimbursable activity on overtime on right-of-way maintenance overtime.
- Health and Welfare costs are lower due to vacant positions.
- OPEB Current is lower due to lower than projected retirees/beneficiaries.
- Pension is higher based on the latest actuarial estimates.
- Other Fringe increased primarily due to higher FELA Indemnity.
- Lower Electric Power costs are due to lower inflationary growth assumptions and the 2018 BRP initiative reflecting more aggressive review of billings.
- Lower Fuel costs are due to lower rates and consumption.
- Higher Insurance cost due to Force Account insurance associated with capital activity.
- Lower Claim costs due to the timing of claims.
- Higher Maintenance and Other Operating Contracts are due to higher capital project activity, partially offset by the 2018 November Plan BRP initiatives aimed to tighten control and prioritization of non-payroll funds to core mission initiatives and timing of various initiatives shifted to outer years of the financial plan.
- Lower Professional Services costs primarily due to timing of various initiatives shifted to outer years of the financial plan, elimination of the M7 Propulsion consultant initiative, reallocation of certain Engineering initiatives to Maintenance and Other Operating Expense and 2018 BRP initiatives aimed to tighten control and prioritization of non-payroll funds to core mission initiatives.
- Lower Material costs are due to the timing of Reliability Centered Maintenance (RCM) activity, Operating Funded Capital (OFC), 2018 BRP Fleet Maintenance Initiatives and 2018 BRP Help Point Initiatives.
- Other Business Expense is lower due to receipt of an insurance payment related to a prior year derailment.

2019 – 2022 : 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 favorable due to wireless revenue associated with Atlantic Tunnel.
- Capital and Other Reimbursements are higher in 2019-2020 due to main-line third track, Positive Train Control (PTC) and other reimbursable activity. 2021-2022 is lower with the completion of PTC and main line third track.

Expense

- Payroll – Lower due to reduced LIRR Forward spending (formerly a top side adjustment made by MTA during the July Plan now captured in the Agency as well as the 2018 November Plan Budget Reduction Program) and Budget Reduction Program (BRP) initiatives associated with fleet maintenance, ROW maintenance, Enterprise Asset Management (EAM), elimination of administrative positions, ticket selling and ticket remittance.
- Overtime – increased as a result of greater reimbursable activity on overtime (2019), weather-related overtime based on a five-year average, train crew overtime due to inefficiencies of the crew book with the significant infrastructure activity taking place, higher right of way maintenance and timing of various RCM activities.
- Health and Welfare costs are favorable due to lower headcount.
- Pension costs are higher due to latest actuarial estimate.
- Other Fringe costs are lower due to lower payroll costs, partially offset by higher overtime.
- Lower Electric Power costs are due to lower inflationary growth assumptions 2019 -2021 and higher inflationary costs in 2022. 2021 is lower as East Side Access Readiness costs were captured as Electric costs in error.
- Fuel changes are based on rate changes.
- Insurance changes are due to Force Account insurance.
- Maintenance and Other Operating Contracts costs are higher due to the timing of initiatives from 2018, Atlantic Tunnel Wireless buildout (2019) and OFC previously captured as materials, partially offset by BRP associated with tighter control and prioritization of non-payroll funds to core mission initiatives.
- Professional Services higher in 2019 due to the timing of initiatives from 2018, partially offset by various BRP initiatives including EAM, reduction of non-payroll associated with tighter control and prioritization and reduced LIRR forward. 2020 – 2022 are lower due to BRP initiatives mentioned above.
- Material & Supplies costs are higher in 2019 due to the timing of RCM, OFC and capital project activity, partially offset by savings due to (BRP) initiatives associated with fleet maintenance, improved efficiency of right of way maintenance, and tighter control and prioritization of non-payroll funds to core mission initiatives. 2020 – 2022 favorable due to the above mentioned BRPs and the BRP associated with improved East Side Access improved efficiencies.
- Other Business Expenses are lower due to the 2018 BRP reducing non-payroll funding and various other re-estimates.

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.

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

Revenue

- Passenger Revenue is unfavorable to plan primarily due to lower projected ridership than previously estimated.
- Other Operating Revenue is favorable in 2018 and 2019 due to higher wireless revenue and each year of the financial plan due to higher advertising revenue.
- Capital and Other Reimbursements are higher in 2019-2021 due to main-line third track and other reimbursable activity, partially offset by lower Operating Funded Capital as part of the 2018 July Plan BRP.

Expense

- Payroll – Lower in 2018 due to the elimination of several administrative positions as part of the 2018 November Plan budget reduction initiatives and overall vacant positions, partially offset by higher capital project activity and LIRR Forward. Higher in 2019 – 2022 due to LIRR Forward. Major initiatives include enhanced station and on-board cleaning, additional signal/track personnel on second and third shift, additional mobile support units and train service protect crews. This was partially offset by the 2018 BRP initiatives associated with fleet maintenance, ROW maintenance, Enterprise Asset Management (EAM), elimination of administrative positions, ticket selling and ticket remittance.
- Overtime – higher due to LIRR Forward Plan (right of way maintenance, cleaning initiatives and accelerated threshold plate replacement), capital program activity weather-related overtime based on a five year average, train crew overtime due to inefficiencies of the crew book with the significant infrastructure activity taking place, higher right of way maintenance and timing of various RCM activities.
- Health and Welfare costs are favorable in 2018 due to vacant positions and unfavorable in 2019 – 2022 due to higher rates and headcount changes associated with the LIRR Forward Plan, partially offset by reduced headcount associated with BRP Initiatives.
- OPEB Current is lower due to fewer beneficiaries/retirees, partially offset by higher rates.
- Pension costs are lower due to latest actuarial estimate.
- Other Fringe costs are higher in 2018 due to FELA reserves and higher each year of the plan associated with changes in headcount and LIRR Forward Plan And capital project activity overtime.
- Electric Power cost changes reflect projected lower rate changes. 2021 is lower as East Side Access Readiness costs were captured as Electric costs in error.
- Fuel changes are based on rate changes.
- Insurance changes are primarily due to reduced Liability and Property insurance and lower Force Account insurance rates, partially offset by capital project activity.
- Maintenance and Other Operating Contracts costs are lower in 2018 and higher in 2019 due to the timing of various initiatives and the LIRR Forward Plan. Costs are lower in 2020 due to reduction in ESA operating costs. Costs are higher in 2021 due to ESA operating costs. Each year of the financial plan has saving due to lower maintenance and other operating contracts as a result of 2018 BRP initiatives aimed to tighten control and prioritization of non-payroll funds to core mission.
- Professional Services are lower in each year of the financial plan except for 2019. Changes in 2018/2019 are largely due to the timing of initiatives. Savings in each year of the financial plan reflect 2018 BRP's, partially offset by higher MTA Chargebacks and the LIRR Forward Plan.

- Material & Supplies cost changes are due to the timing of various RCM and LIRR Forward initiatives, Lower anticipated LAMP costs and savings due to various BRP initiatives.
- Other Business decreases are associated with the 2018 BRP initiatives. 2018 is favorable due to an insurance settlement payment.

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.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019-2022
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2018	2019	2020	2021	2022
July Financial Plan - Cash Surplus/(Deficit)	(\$804.705)	(\$927.023)	(\$1,007.793)	(\$1,173.214)	(\$1,191.179)
Baseline Changes					
Revenue					
Farebox Revenue	(\$1.762)	(\$2.304)	(\$2.183)	(\$2.599)	(\$3.506)
Vehicle Toll Revenue					
Other Operating Revenue	3.522	4.844	0.089	0.092	0.095
Capital and Other Reimbursement					
Total Revenue Changes	\$1.760	\$2.540	(\$2.093)	(\$2.506)	(\$3.411)
Expenses					
Labor:					
Payroll	\$16.711	\$10.526	\$15.406	\$15.590	\$15.581
Overtime	(3.900)	(4.285)	(7.697)	(7.473)	(4.970)
Health and Welfare	4.255	4.587	3.848	3.228	3.395
OPEB Current Payment	1.664	0.000	0.000	0.000	0.000
Pensions	1.137	1.838	(1.637)	(2.345)	(2.513)
Other Fringe Benefits	(4.606)	2.629	3.200	2.273	2.378
Reimbursable Overhead	9.566	2.131	(1.303)	(1.865)	(2.057)
Total Labor Expense Changes	\$24.826	\$17.426	\$11.817	\$9.408	\$11.815
Non-Labor:					
Electric Power	\$1.448	\$3.235	\$4.405	\$30.300	(\$3.972)
Fuel	0.901	(1.629)	(1.467)	(1.182)	0.011
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	2.381	(2.400)	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.098	(8.242)	(1.530)	(9.752)	(9.214)
Professional Service Contracts	13.573	(3.725)	2.895	2.707	2.959
Materials & Supplies	34.073	8.752	15.100	23.797	24.935
Other Business Expenses	6.554	0.688	0.036	0.057	0.082
Total Non-Labor Expense Changes	\$63.028	(\$3.320)	\$19.438	\$45.927	\$14.800
Total Expense Changes before Depreciation and GASB Adj.	\$87.855	\$14.106	\$31.256	\$55.335	\$26.615
Depreciation	(\$33.454)	(\$34.973)	(\$35.323)	(\$35.676)	(\$36.033)
OPEB Liability Adjustment	(\$0.720)	(\$0.742)	(\$0.764)	(\$0.787)	(\$0.811)
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	\$53.680	(\$21.609)	(\$4.831)	\$18.872	(\$10.228)
Cash Adjustment Changes					
Advertising Revenue	0.445	0.000	0.000	0.000	0.000
Inventory cash savings (BRP)	7.000				
Claims/FELA Reserves	1.196	(7.500)			
Depreciation/OPEB/Environmental Remediation	34.174	35.715	36.087	36.463	36.843
Other Miscellaneous	(0.495)	(0.832)	(0.875)	(0.920)	(0.967)
Total Cash Adjustment Changes	\$42.321	\$27.383	\$35.212	\$35.543	\$35.876
Total Baseline Changes	\$97.761	\$8.314	\$28.288	\$51.909	\$22.237
November Financial Plan - Cash Surplus/(Deficit)	(\$706.944)	(\$918.709)	(\$979.505)	(\$1,121.305)	(\$1,168.942)

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019-2022
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2018	2019	2020	2021	2022
July Financial Plan - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue					
Other Operating Revenue					
Capital and Other Reimbursement	40.133	49.047	2.128	(0.589)	(2.676)
Total Revenue Changes	\$40.133	\$49.047	\$2.128	(\$0.589)	(\$2.676)
Expenses					
Labor:					
Payroll	(\$2.969)	(\$5.590)	(\$2.796)	(\$0.984)	(\$0.421)
Overtime	(12.712)	(12.496)	(0.085)	(0.087)	(0.089)
Health and Welfare	(2.580)	(2.054)	0.084	0.397	0.501
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	(2.267)	(3.338)	0.137	0.645	0.813
Other Fringe Benefits	(3.395)	(2.101)	0.086	0.406	0.512
Reimbursable Overhead	(9.566)	(2.131)	1.303	1.865	2.057
Total Labor Expense Changes	(\$33.488)	(\$27.710)	(\$1.271)	\$2.242	\$3.372
Non-Labor:					
Electric Power	(\$0.025)	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.042)	0.000	0.000	0.000	0.000
Insurance	(0.061)	(0.855)	(0.072)	(0.016)	0.023
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	(4.231)	(9.607)	0.011	0.050	0.063
Professional Service Contracts	(2.057)	(0.175)	0.000	0.000	0.000
Materials & Supplies	0.330	(10.671)	(0.797)	(1.693)	(0.789)
Other Business Expenses	(0.560)	(0.028)	0.001	0.006	0.007
Total Non-Labor Expense Changes	(\$6.644)	(\$21.337)	(\$0.857)	(\$1.653)	(\$0.696)
Total Expense Changes	(\$40.133)	(\$49.047)	(\$2.128)	\$0.589	\$2.676
Cash Adjustment Changes					
Operating Funded Capital	19.319	(15.419)	(1.000)	(1.900)	(1.000)
Total Cash Adjustment Changes	\$19.319	(\$15.419)	(\$1.000)	(\$1.900)	(\$1.000)
Total Baseline Changes	\$19.319	(\$15.419)	(\$1.000)	(\$1.900)	(\$1.000)
November Financial Plan - Cash Surplus/(Deficit)	\$19.319	(\$15.419)	(\$1.000)	(\$1.900)	(\$1.000)

MTA LONG ISLAND RAILROAD
November Financial Plan 2019-2022
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE

	2018	2019	2020	2021	2022
July Financial Plan - Cash Surplus/(Deficit)	(\$804.705)	(\$927.023)	(\$1,007.793)	(\$1,173.214)	(\$1,191.179)
Baseline Changes					
Revenue					
Farebox Revenue	(\$1.762)	(\$2.304)	(\$2.183)	(\$2.599)	(\$3.506)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	3.522	4.844	0.089	0.092	0.095
Capital and Other Reimbursement	40.133	49.047	2.128	(0.589)	(2.676)
Total Revenue Changes	\$41.893	\$51.587	\$0.035	(\$3.095)	(\$6.087)
Expenses					
Labor:					
Payroll	\$13.743	\$4.936	\$12.610	\$14.606	\$15.160
Overtime	(16.612)	(16.781)	(7.782)	(7.559)	(5.058)
Health and Welfare	1.675	2.533	3.932	3.625	3.896
OPEB Current Payment	1.664	0.000	0.000	0.000	0.000
Pensions	(1.130)	(1.500)	(1.500)	(1.700)	(1.700)
Other Fringe Benefits	(8.001)	0.529	3.286	2.679	2.890
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	(\$8.662)	(\$10.284)	\$10.546	\$11.650	\$15.188
Non-Labor:					
Electric Power	\$1.424	\$3.235	\$4.405	\$30.300	(\$3.972)
Fuel	0.860	(1.629)	(1.467)	(1.182)	0.011
Insurance	(0.061)	(0.855)	(0.072)	(0.016)	0.023
Claims	2.381	(2.400)	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.133)	(17.849)	(1.520)	(9.702)	(9.151)
Professional Service Contracts	11.516	(3.900)	2.895	2.707	2.959
Materials & Supplies	34.403	(1.919)	14.303	22.104	24.146
Other Business Expenses	5.994	0.659	0.037	0.063	0.089
Total Non-Labor Expense Changes	\$56.384	(\$24.657)	\$18.581	\$44.274	\$14.104
Total Expense Changes before Depreciation and GASB Adjs.	\$47.722	(\$34.941)	\$29.128	\$55.924	\$29.291
Depreciation	(\$33.454)	(\$34.973)	(\$35.323)	(\$35.676)	(\$36.033)
OPEB Liability Adjustment	(0.720)	(0.742)	(0.764)	(0.787)	(0.811)
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	\$13.547	(\$70.656)	(\$6.959)	\$19.461	(\$7.552)
Cash Adjustment Changes					
Operating Funded Capital	19.319	(15.419)	(1.000)	(1.900)	(1.000)
Advertising Revenue	0.445	0.000	0.000	0.000	0.000
Inventory cash savings (BRP)	7.000	0.000	0.000	0.000	0.000
Claims/FELA Reserves	1.196	(7.500)	0.000	0.000	0.000
Depreciation/OPEB/Environmental Remediation	34.174	35.715	36.087	36.463	36.843
Other Miscellaneous	(0.495)	(0.832)	(0.875)	(0.920)	(0.967)
Total Cash Adjustment Changes	\$61.640	\$11.964	\$34.212	\$33.643	\$34.876
Total Baseline Changes	\$117.080	(\$7.105)	\$27.288	\$50.009	\$21.237
November Financial Plan - Cash Surplus/(Deficit)	(\$687.625)	(\$934.128)	(\$980.505)	(\$1,123.205)	(\$1,169.942)

MTA LONG ISLAND RAIL ROAD
2019 Final Proposed Budget
November Financial Plan 2019 - 2022
Summary of Major Plan-To-Plan Changes

Revenue

- Farebox Revenue is unfavorable to plan due to lower than previously projected ridership.
- Other Operating higher due to Penn Station and Atlantic Tunnel wireless revenue in 2018 and 2019 respectively.

Expenses

- July Plan MTA LIRR Forward Top Side Adjustment now captured on LIRR
- 2018 November Plan BRP operating savings growing from \$11.4 million to \$48.5 million per year.
- Latest Pension Actuarial Estimates.
- Electric and Diesel rate changes.
- Payroll Rates, Open Positions and Vacancy Rate Adjustments result in savings in 2018.
- General & Administrative (G&A) and Pension overhead changes associated with changes in capital project activity, partially offset by lower projected overhead rates beginning in 2019.
- GOER Training for represented employees now only every 3 years, previously annual.
- Higher FELA/claim reserves based on latest estimates
- Timing adjustments between years for various RCM activities and modifications, LIRR Forward, East Side Access Readiness and other non-payroll expenses
- Weather-related costs above budget for the first seven months of 2018 and five year average thereafter.
- Insurance payment for damaged equipment
- Transportation Overtime increase due to infrastructure activity
- Right-of-Way overtime
- Reimbursable Headcount and Overtime Adjustments
- Higher Depreciation and OPEB costs based on the latest actuarial estimate.

Cash

- GASB 68 Pension Adjustment, Depreciation, and Environmental Remediation are all accrued but not cash items.
- Timing of Operating Funded Capital projects.
- Inventory savings as part of the November 2018 Budget Reduction Program
- Actual claim payments anticipated to be lower than 2018 reserves but higher than the reserves in 2019.
- Timing of various cash expenses.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019-2022
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2018	2019	2020	2021	2022
July Financial Plan - Cash Surplus/(Deficit)	(\$804.705)	(\$927.023)	(\$1,007.793)	(\$1,173.214)	(\$1,191.179)
Non-Reimbursable Major Changes					
Revenue					
Farebox Revenue - Base	(\$1.762)	(\$2.304)	(\$2.183)	(\$2.599)	(\$3.506)
Other Operating Revenue	0.211	(0.001)	(0.001)	(0.001)	(0.000)
2018 Budget Reduction Program	-	0.045	0.090	0.093	0.095
Penn Station Wireless (retroactive payments)	3.000	-	-	-	-
Atlantic Terminal - Jamaica Wireless	-	4.800	-	-	-
FEMA Reimbursement	0.311	-	-	-	-
Sub-Total Non-Reimbursable Revenue Changes	\$1.760	\$2.540	(\$2.093)	(\$2.506)	(\$3.411)
Expenses					
July Plan MTA Top Side Adjustment now captured on LIRR	6.323	7.653	7.806	7.962	8.121
2018 Budget Reduction Program	11.419	36.340	44.014	48.494	48.491
Latest Pension Actuarial Estimate	(1.500)	(1.500)	(1.500)	(1.700)	(1.700)
Electric and Diesel Rate Changes	0.862	1.769	3.101	0.192	(3.962)
Payroll Rates, Open Positions and Vacancy Rate Adjustments	11.548	(1.124)	(1.132)	(1.180)	(1.180)
Reliability Centered Maintenance and Rolling Stock Modification Updates	24.461	(13.936)	(7.700)	(0.513)	0.397
G&A and Pension Overhead Changes	11.847	3.039	(3.840)	(4.910)	(5.248)
GOER Training for Represented Employees now only every 3 years	2.143	2.219	0.000	2.476	2.525
FELA/Claims Reserve Adjustments	(5.100)	(9.900)	0.000	0.000	-
LIRR Forward Plan Timing Adjustments	(5.001)	0.987	1.686	1.582	1.549
Insurance payment for damaged equipment	5.560	0.000	0.000	0.000	-
East Side Access Readiness (primarily timing)	3.109	1.596	(0.695)	12.595	(17.377)
Weather Related Costs	(0.403)	(0.424)	(0.667)	(0.653)	(0.666)
Non-payroll Adjustments - Miscellaneous	21.770	(11.856)	(3.439)	(2.434)	(2.155)
Reimbursable Headcount and Overtime Adjustments	0.227	6.890	0.192	0.126	0.066
Transportation Overtime increase due to infrastructure activity	0.000	(2.144)	(1.431)	(1.541)	(1.580)
Right of Way overtime	(4.023)	(2.803)	(2.826)	(2.824)	-
Depreciation/GASB 68 Pension Expense Adjustment/Environmental Remediation/OPEB	(34.174)	(35.715)	(36.087)	(36.463)	(36.843)
All Other	4.613	(2.702)	(2.314)	(2.338)	(0.667)
Sub-Total Non-Reimbursable Expense Changes	\$53.680	(\$21.609)	(\$4.831)	\$18.872	(\$10.228)
Total Non-Reimbursable Major Changes	\$55.440	(\$19.069)	(\$6.924)	\$16.366	(\$13.639)
Reimbursable Major Changes					
Revenue					
Capital and Other Reimbursements	40.133	49.047	2.128	(0.589)	(2.676)
Sub-Total Reimbursable Revenue Changes	\$40.133	\$49.047	\$2.128	(\$0.589)	(\$2.676)
Expenses					
Capital Expenses	(40.133)	(49.047)	(2.128)	0.589	2.676
Sub-Total Reimbursable Expense Changes	(\$40.133)	(\$49.047)	(\$2.128)	\$0.589	\$2.676
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	\$55.440	(\$19.069)	(\$6.924)	\$16.366	(\$13.639)
Cash Adjustment Changes					
Operating Funded Capital	19.319	(15.419)	(1.000)	(1.900)	(1.000)
Advertising Revenue	0.445	-	-	-	-
Inventory cash savings (BRP)	7.000	-	-	-	-
Claims/FELA Reserves	1.196	(7.500)	-	-	-
Depreciation/OPEB/Environmental Remediation	34.174	35.715	36.087	36.463	36.843
Other Miscellaneous	(0.495)	(0.832)	(0.875)	(0.920)	(0.967)
Total Cash Adjustment Changes	\$61.640	\$11.964	\$34.212	\$33.643	\$34.876
Total Baseline Changes	\$117.080	(\$7.105)	\$27.288	\$50.009	\$21.237
November Financial Plan - Cash Surplus/(Deficit)	(\$687.625)	(\$934.128)	(\$980.505)	(\$1,123.205)	(\$1,169.942)

**MTA LONG ISLAND RAIL ROAD
2019 Final Proposed Budget
November Financial Plan 2019 – 2022
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 1.1% lower than the Mid-Year Forecast and below the 2017 level by 0.1% (adjusted for the same number of calendar work days). The 2018 November Forecast projects ridership to be 89.5 million, which is 0.5 million lower than the Mid-Year Forecast. Ridership projections for the outer years of the November Financial Plan 2019-2022 reveal modest annual growth of 0.5% in 2019 and 0.6% in 2020, with a modest decline of 0.2% in 2021, and 2022.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
Ridership (Utilization)
(in millions)

	Actual	November	Final			
	2017	Forecast	Proposed	2020	2021	2022
		2018	Budget			
			2019			

RIDERSHIP

Monthly Ridership	48.832	48.939	49.222	49.604	49.438	49.415
Weekly Ridership	1.889	1.952	1.964	1.971	1.970	1.969
Total Commutation	50.722	50.891	51.185	51.575	51.408	51.385
One-way Full Fare	8.820	9.021	9.074	9.106	9.109	9.105
One-way Off-Peak	18.830	18.649	18.667	18.734	18.741	18.733
All Other	10.788	10.919	10.999	11.039	11.043	11.038
Total Non-Commutation	38.437	38.588	38.740	38.879	38.893	38.876
Total Ridership	89.159	89.479	89.925	90.453	90.301	90.261

FAREBOX REVENUE

Baseline Total Farebox Revenue	\$727.597	\$740.170	\$743.650	\$746.313	\$746.592	\$746.257
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MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
2018 Budget Reduction Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022
Administration										
Eliminate Vacant Non Represented Administration Positions and reduction in intern program (July Plan)	5	0.905	5	0.920	5	0.938	5	0.953	5	0.968
Hiring Restrictions (July Plan)	-	4.511	-	-	-	-	-	-	-	-
Eliminate Administration Positions (November Plan)	4	0.217	20	0.837	19	2.628	20	2.790	20	2.705
Lower Traction Power costs due to more aggressive review of PSE&G and NYPA Billings (November Plan)	-	1.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Administration	9	6.633	25	1.756	24	3.567	25	3.743	25	3.673
Customer Convenience/Amenities										
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Maintenance										
Anticipated reduced RCM Maintenance with the elimination of the M3s and the new M9s being under warranty (July Plan)	-	2.000	10	4.009	10	4.006	10	4.039	10	4.022
Lower Rolling Stock running repair and fleet modifications based on fleet performance (July Plan)	-	7.700	-	6.700	-	6.700	-	6.700	-	6.700
Operating Funded Capital (July Plan)	-	0.000	-	2.000	-	2.000	-	2.000	-	2.000
Lower Traction Power Consumption due to lower overall car miles and more aggressive review of PSE&G and NYPA Billings (July Plan)	-	2.119	-	2.153	-	2.221	-	2.297	-	2.297
Joint Facility Agreement/PRIIA savings as a result of continued review and challenging of new NECC models (July Plan)	-	2.000	-	0.000	-	0.000	-	0.000	-	0.000
Infrastructure Investment (July Plan)	-	0.000	-	4.155	-	4.076	-	3.919	-	3.874
Tighter Control and Prioritization of Non-Payroll Funds to Core Mission Initiatives (July Plan)	-	5.885	-	5.287	-	5.275	-	5.306	-	5.347
LIRR Forward Reductions (November Plan)	2	0.118	51	1.034	51	5.978	51	5.977	51	5.978
Fleet Maintenance Initiatives (November Plan)	4	3.731	10	13.068	10	16.892	10	16.151	10	16.183
Enterprise Asset Management (November Plan)	-	0.000	3	1.019	3	1.028	3	1.037	3	1.045
Improve efficiency of right of way maintenance (November Plan)	-	0.000	44	3.214	44	8.029	44	8.030	44	7.928
East Side Access Operating Efficiencies (November Plan)	-	0.000	-	7.500	-	4.500	-	9.500	-	9.500
Tighter Control and Prioritization of Non Payroll Funds to Core Mission Initiatives (November Plan)	-	1.353	-	3.441	-	3.752	-	3.725	-	3.736
Subtotal Maintenance	6	24.906	118	53.580	118	64.459	118	68.680	118	68.610
Revenue Enhancement										
Station Rental Revenue (November Plan)	-	0.000	-	0.045	-	0.090	-	0.093	-	0.095
Subtotal Revenue Enhancement	-	0.000	-	0.045	-	0.090	-	0.093	-	0.095
Safety										
Help Points (November Plan)	-	5.000	-	5.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	5.000	-	5.000	-	0.000	-	0.000	-	0.000
Security										
Subtotal Security	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Service										
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Service Support										
Reduction in budgeted hours overtime hours based on more efficient use of resources (July Plan)	-	1.622	-	1.623	-	1.629	-	1.633	-	1.639
Reduce Special Event Staffing (November Plan)	-	0.000	-	0.875	-	0.843	-	0.916	-	0.939
Reduce Ticket Selling and Ticket Remittance (November Plan)	-	0.000	3	0.351	3	0.363	3	0.369	3	0.378
Subtotal Service Support	-	1.622	3	2.849	3	2.835	3	2.918	3	2.955
Other										
Inventory Draw Down - Lower Projected New Material Purchases (November Plan)	-	7.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Other	-	7.000	-	0.000	-	0.000	-	0.000	-	0.000
Agency Submission	15	\$45.161	146	\$63.231	145	\$70.950	146	\$75.433	146	\$75.333

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: Eliminate Vacant Non Represented Administration Positions and reduction in intern program (July Plan)

Background Details:	Five administrative positions in the Procurement, Public Affairs, Management and Budget, Training and VP CFO departments have either vacant for years or never filled. These positions are being eliminated. In addition, the funding for the intern program has been reduced by half.
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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>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.905	\$0.920	\$0.938	\$0.953	\$0.968
<i>Total Positions Required:</i>	5	5	5	5	5

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: Hiring Restrictions (July Plan)

Background Details:	Hiring restriction on non-represented positions for the first 6 months of 2018.

Program Description/Implementation Plan:	LIRR has established a committee to review all proposed hiring.		
Program Implementation Date:	1/1/2018	When will savings begin?:	6/30/2018
		Are these savings recurring?:	No
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$4.511	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet**

Category by Function: Administration

Program: Eliminate Administration Positions (November Plan)

Background Details:	Eliminate administrative positions in the Stations, Engineering, Service Planning, Department of Project Management, Procurement, Human Resource, Labor Relations, Management and Budget, Training, Control, Process Re-engineering and VP CFO departments.
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Program Description/ Implementation Plan:			
Program Implementation Date:	9/1/2018	When will savings begin?:	9/1/2018
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.217	\$0.837	\$2.628	\$2.790	\$2.705
<i>Total Positions Required:</i>	4	20	19	20	20

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: Lower Traction Power costs due to more aggressive review of PSE&G and NYPA Billings (November Plan)

Background Details:	Over the last several years, the internal utility management group has been aggressively reviewing all billings and consumption estimates by the power providers. This has results in significant one-time and ongoing savings. The LIRR has identified a significant overbilling and is aggressively pursuing a refund. This refund could be as high as \$2.4 million.
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Program Description/Implementation Plan:			
Program Implementation Date:	12/1/2018	When will savings begin?:	12/1/2018
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$1.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: Anticipated reduced RCM Maintenance with the elimination of the M3s and the new M9s being under warranty (July Plan)

Background Details: The M3 fleet will be decommissioned in 2018/2019. 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>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$2.000	\$4.009	\$4.006	\$4.039	\$4.022
<i>Total Positions Required:</i>	0	10	10	10	10

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: Lower Rolling Stock running repair and fleet modifications based on fleet performance (July Plan)

Background Details: Based on current fleet performance, the LIRR has been incurring lower running repair and modification material costs.

**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>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$7.700	\$6.700	\$6.700	\$6.700	\$6.700
<i>Total Positions Required:</i>	0	0	0	0	0

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: Operating Funded Capital (July Plan)

Background Details: With significant infrastructure investment over the next several years and limited resource and track availability, anticipate reduced need for Operating Funded Capital.

**Program Description/
Implementation Plan:**

Program Implementation Date: 1/1/2019 **When will savings begin?:** 1/1/2019
Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$2.000	\$2.000	\$2.000	\$2.000
<i>Total Positions Required:</i>	0	0	0	0	0

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: Lower Traction Power Consumption due to lower overall car miles and more aggressive review of PSE&G and NYPA Billings (July Plan)

Background Details: Over the last several years, the internal utility management group has been aggressively reviewing all billings and consumption estimates by the power providers. This has results in significant one-time and ongoing savings. In addition, due to significant capital activity over the next several years along the Right of Way, there will be reduced weekend and weekday off peak revenue service car miles resulting in additional savings.

**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>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$2.119	\$2.153	\$2.221	\$2.297	\$2.297
<i>Total Positions Required:</i>	0	0	0	0	0

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: Joint Facility Agreement/PRIIA savings as a result of continued review and challenging of new NECC models (July Plan)

Background Details: LIRR OMB has been aggressively reviewing the Northeast Corridor Commission (NECC) models for sharing costs. As part of this review, the LIRR has identified costs that should not be included in our allocation (including vegetation management and snow clearing inside tunnels, etc.)

**Program Description/
Implementation Plan:**

Program Implementation Date: 1/1/2018 **When will savings begin?:** 1/1/2018
Are these savings recurring?: No

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$2.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: Infrastructure Investment (July Plan)

Background Details:	Significant Infrastructure Investment along the main line (Double Track and Mainline Third Track) will result in lower maintenance material needs over the next several years.
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Program Description/Implementation Plan:			
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$4.155	\$4.076	\$3.919	\$3.874
<i>Total Positions Required:</i>	0	0	0	0	0

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2019 - 2022
2018 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 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:	1/1/2018	When will savings begin?:	1/1/2018
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$5.885	\$5.287	\$5.275	\$5.306	\$5.347
<i>Total Positions Required:</i>	0	0	0	0	0

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: LIRR Forward Reductions (November Plan)

Background Details:	Reduce enhanced car cleaning, enhanced station cleaning, usher and ambassador initiatives. The overall elements of LIRR Forward will remain, just strategically scaled back. Greater efficiencies within existing resources will be achieved. Positions reduced through attrition.
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**Program Description/
Implementation Plan:**

Program Implementation Date:	9/1/2018	When will savings begin?:	9/1/2018
		Are these savings recurring?:	Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.118	\$1.034	\$5.978	\$5.977	\$5.978
<i>Total Positions Required:</i>	2	51	51	51	51

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: Fleet Maintenance Initiatives (November Plan)

Background Details:	Certain reliability maintenance and modification activities will be "stretched" over a greater number of years including M7 Phase 3 Truck Program, M7 Phase 4 Door Program, 15 year DM overhaul. Management and craft positions will be reduced. Positions reduced through attrition.
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Program Description/ Implementation Plan:			
Program Implementation Date:	9/1/2018	When will savings begin?:	9/1/2018
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$3.731	\$13.068	\$16.892	\$16.151	\$16.183
<i>Total Positions Required:</i>	4	10	10	10	10

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: Enterprise Asset Management (November Plan)

Background Details:	Reduce scope to the EAM program of projects focused on Phase II EAM. LIRR will focus on restructuring the project tasks to be implemented over a longer timeline and absorption into the MTA PSI project where applicable.
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Program Description/Implementation Plan:	LIRR has established a committee to review all proposed hiring.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.019	\$1.028	\$1.037	\$1.045
<i>Total Positions Required:</i>	0	3	3	3	3

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: Improve efficiency of right of way maintenance (November Plan)

Background Details:	Improve efficiency/productivity of existing workforce. More effectively manage state of good repair program (capital program) to perform more work under state of good repair that would result in less need of materials for maintenance activities. Positions reduced through attrition.
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Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$3.214	\$8.029	\$8.030	\$7.928
<i>Total Positions Required:</i>	0	44	44	44	44

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: East Side Access Operating Efficiencies (November Plan)

Background Details:	The LIRR has begun an extensive review on how to more efficiently integrate the existing LIRR service with the new service to Grand Central including operational staffing, administrative staffing, training, fleet maintenance, crew staffing, etc. Based on this initial review, savings have been identified.
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Program Description/Implementation Plan:			
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$7.500	\$4.500	\$9.500	\$9.500
<i>Total Positions Required:</i>	0	0	0	0	0

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: Tighter Control and Prioritization of Non Payroll Funds to Core Mission Initiatives (November Plan)

Background Details: Funding reduction for miscellaneous contract services as a result of historical spending trends and programmatic initiatives. (November Plan)

Program Description/ Implementation Plan: LIRR Staff will continue to closely monitor contract costs and spending.

Program Implementation Date: 9/1/2018 **When will savings begin?:** 9/1/2018

Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$1.353	\$3.441	\$3.752	\$3.725	\$3.736
<i>Total Positions Required:</i>	0	0	0	0	0

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Revenue

Program: Station Rental Revenue (November Plan)

Background Details:	The LIRR, working with MTA Real Estate, is actively pursuing opportunities to rent out under utilized stations to third parties.
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Program Description/ Implementation Plan:			
Program Implementation Date:	6/1/2019	When will savings begin?:	6/1/2019
		Are these savings recurring?:	No
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.045	\$0.090	\$0.093	\$0.095
<i>Total Positions Required:</i>	0	0	0	0	0

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Safety

Program: Help Points (Novmeber Plan)

Background Details:	A more efficient approach to rolling out Help Points has been identified. Help Points will be rolled out as part of the Enhanced Station Initiatives and other capital programs (main line third track, etc.)
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Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	No
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$5.000	\$5.000	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Service Support

Program: Reduction in budgeted hours overtime hours based on more efficient use of resources (July Plan)

Background Details: Based on Transportation staffing model, a reduction of relief day overtime 2018 - 2025, 5,599 OT hours for Engine Service, 12,517 OT hours for Train Service. In addition, the Station department will reduce staffing on OT for First Of Month and End Of Month ticket sales.

**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>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$1.622	\$1.623	\$1.629	\$1.633	\$1.639
<i>Total Positions Required:</i>	0	0	0	0	0

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Service Support

Program: Reduce Special Event Staffing (November Plan)

Background Details:	Based on a strategic review of support staff at special events including Citi Field, Forest Hills, Belmont, golf tournaments, etc., it was determined that the LIRR can reduce resources currently working these events on overtime.
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Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.875	\$0.843	\$0.916	\$0.939
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet**

Category by Function: Service Support

Program: Reduce Ticket Selling and Ticket Remittance (November Plan)

Background Details:	Reduce Penn Station mid-day ticket selling position. Reduce Train Remittance positions in Jamaica and West Side Yard.
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Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.351	\$0.363	\$0.369	\$0.378
<i>Total Positions Required:</i>	0	3	3	3	3

**MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet**

Category by Function: Other

Program: Inventory Draw Down - Lower Projected New Material Purchases (Novmember Plan)

Background Details:	The Inventory Task Force reviews inventory levels and material usage on a regular basis. An evaluation of current inventory levels for specific rolling stock maintenance tasks indicates sufficient inventory on hand to cover workload needs. This will generate cash budget savings.
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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>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$7.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

MTA LONG ISLAND RAIL ROAD
2019 Final Proposed Budget
November Financial Plan 2019 – 2022
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.

2018 - 2019 Changes

The 2019 Final Proposed Budget totals 7,852 positions, an increase of 162 positions from the 2018 Mid-Year Forecast. This includes an increase of 168 Non-Reimbursable positions and a decrease of 6 Reimbursable positions. The Non-Reimbursable headcount increase is primarily due to ESA which increases by 303 positions, partially offset by the full year impact of various budget reduction initiatives. Reimbursable positions decrease due to anticipated changes in capital project activity. Otherwise, changes in year-end Non-reimbursable and Reimbursable headcount are due to the timing of capital and maintenance activity. As a result, the year-end headcount changes as reported in the financial tables can appear to be more dramatic than the change in average headcount.

2020 – 2022 Changes

Annual staffing levels increase by 23 positions in 2020, 430 positions in 2021 and 83 positions in 2022. Non-Reimbursable positions increase by 261 in 2020, 462 in 2021, and 112 in 2022. These increases are primarily related to ESA readiness efforts (increases of 228 in 2020 and 468 positions in 2021, and 117 in 2022). Reimbursable positions decreased by 238 in 2020, 32 in 2021, and 29 in 2022 due to changes in project activity.

MTA LONG ISLAND RAIL ROAD
2019 Final Proposed Budget
November Financial Plan 2019 – 2022
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.

2018 Changes

Total Positions of 7,690 in the 2018 November Forecast represents a decrease of 146 positions from the 2018 Mid-Year Forecast. Year-end Non-Reimbursable positions decreased by 164. Reimbursable positions increased by 18. The overall decrease is primarily related to reduced LIRR Forward and East Side Access positions. 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 Changes

The 2019 Final Proposed Budget totals 7,852 positions, a decrease of 138 positions from the July Plan. Reimbursable positions increased by 93 and Non-Reimbursable positions decreased by 231. The Non-Reimbursable position decrease is primarily driven by lower LIRR Forward Plan positions, improved efficiency of right of way resources (BRP) and reduced administrative positions (BRP).

2020 – 2021 Changes

The November Financial Plan in the years 2020 – 2022 reflects a decrease of 147 positions in 2020, and 165 positions in 2021 and 170 in 2022. Non-Reimbursable positions decrease 185 in 2020, and 186 in 2021 and 2022. The Non-Reimbursable positions reductions are driven by the LIRR Forward Plan improved efficiency of right of way resources (BRP) and reduced administrative positions (BRP). Reimbursable positions increase by 38 in 2020, 21 in 2021 and 16 in 2022.

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019-2022
Favorable/(Unfavorable)

Total Position Changes at a Glance

	2018	2019	2020	2021	2022
2018 July Plan - Total Baseline Positions	7,836	7,990	8,022	8,470	8,558
Total Plan-to-Plan Changes	146	138	147	165	170
2018 November Plan - Total Baseline Positions	7,690	7,852	7,875	8,305	8,388
Total Year-to-Year Changes, November Plan		(162)	(23)	(430)	(83)

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	164	231	185	186	186
<i>Reimbursable</i>	(18)	(93)	(38)	(21)	(16)
Total	146	138	147	165	170
<i>Full-Time</i>	146	138	147	165	170
<i>Full-Time Equivalents</i>					
Total	146	138	147	165	170
<i>By Function Category</i>					
- Administration	(4)	(1)	6	10	10
- Operations	80	18	16	20	21
- Maintenance	82	133	142	143	147
- Engineering/Capital	(12)	(12)	(17)	(8)	(8)
- Public Safety					
Total	146	138	147	165	170
<i>By Occupational Group</i>					
- Managers/Supervisors	(21)	(80)	(34)	(28)	(20)
- Professional, Technical, Clerical	10	56	40	45	42
- Operational Hourlies	157	162	141	148	148
Total	146	138	147	165	170

Total Plan-to-Plan Changes by Major Category:

<i>2018 BRPs</i>	10	131	130	131	131
<i>New Needs</i>					
<i>Change in Reimbursable Positions</i>	(18)	(93)	(38)	(21)	(16)
<i>Re-estimates & All Other</i> ¹	154	100	55	55	55
Total	146	138	147	165	170

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019-2022
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2017 Actual	2018 November Forecast	2019 Final Proposed Budget	2020	2021	2022
Administration						
Executive VP	2	2	2	2	2	2
Enterprise Asset Management	5	7	7	7	7	7
Sr Vice President - Engineering	2	2	2	2	2	2
Labor Relations	17	19	18	18	18	18
Procurement & Logistics (excl. Stores)	64	80	75	74	81	79
Human Resources	34	40	44	39	39	39
Sr VP Administration	2	2	2	2	2	2
Strategic Investments	16	18	18	18	18	18
President	3	9	9	9	9	9
VP & CFO	3	4	3	3	3	3
Information Technology	0	0	0	0	0	0
Controller	42	45	45	45	45	45
Management and Budget	17	18	18	18	18	18
BPM, Controls, & Compliance	6	6	6	6	6	6
Market Dev. & Public Affairs	69	71	71	71	71	71
Gen. Counsel & Secretary	33	33	33	33	33	33
Diversity Management	3	3	3	3	3	3
Security	9	13	14	14	14	14
System Safety	34	39	42	42	42	42
Training	65	68	68	75	76	76
Service Planning	24	31	31	31	31	31
Rolling Stock Programs	10	17	17	17	17	17
Sr Vice President - Operations	2	2	2	2	2	2
Total Administration	462	529	530	531	539	537
Operations						
Train Operations	2,214	2,267	2,391	2,506	2,533	2,532
Customer Service	300	313	308	310	422	422
Total Operations	2,514	2,580	2,699	2,816	2,955	2,954
Maintenance						
Engineering	1,997	2,105	2,110	2,040	2,111	2,086
Equipment	2,079	2,153	2,195	2,171	2,395	2,507
Procurement (Stores)	98	97	95	95	95	95
Total Maintenance	4,174	4,355	4,400	4,306	4,601	4,688
Engineering/Capital						
Department of Program Management	130	155	152	151	151	150
Special Projects/East Side Access	40	57	57	57	56	56
Positive Train Control	11	14	14	14	3	3
Total Engineering/Capital	181	226	223	222	210	209
Total Baseline Positions	7,331	7,690	7,852	7,875	8,305	8,388
<i>Non-Reimbursable</i>	6,220	6,504	6,672	6,933	7,394	7,506
<i>Reimbursable</i>	1,111	1,186	1,180	942	911	882
<i>Total Full-Time</i>	7,331	7,690	7,852	7,875	8,305	8,388
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2019 - 2022
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
FUNCTION / OCCUPATIONAL GROUP						
Administration						
Managers/Supervisors	242	273	275	275	273	273
Professional/Technical/Clerical	109	150	151	153	163	161
Operational Hourlies	111	106	104	104	104	104
Total Administration Headcount	462	529	530	531	539	537
Operations						
Managers/Supervisors	295	316	316	329	360	359
Professional/Technical/Clerical	93	104	99	99	108	108
Operational Hourlies	2,126	2,160	2,284	2,388	2,487	2,487
Total Operations Headcount	2,514	2,580	2,699	2,816	2,955	2,954
Maintenance						
Managers/Supervisors	715	832	862	833	882	863
Professional/Technical/Clerical	248	311	281	303	342	336
Operational Hourlies	3,211	3,212	3,257	3,170	3,377	3,489
Total Maintenance Headcount	4,174	4,355	4,400	4,306	4,601	4,688
Engineering / Capital						
Managers/Supervisors	125	153	152	151	144	143
Professional/Technical/Clerical	56	73	71	71	66	66
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	181	226	223	222	210	209
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	1,377	1,574	1,605	1,588	1,659	1,638
Professional/Technical/ Clerical	506	638	602	626	679	671
Operational Hourlies	5,448	5,478	5,645	5,662	5,968	6,080
Total Positions	7,331	7,690	7,852	7,875	8,305	8,388

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Metro-North Railroad

MTA METRO-NORTH RAILROAD
2019 Final Proposed Budget
November Financial Plan 2019-2022

FINANCIAL OVERVIEW

Metro-North's (MNR) November Financial Plan 2019-2022 reflects the resources required to sustain current operations and fund strategic investments that further promote safe, secure and reliable transportation service for our customers, a safe and secure working environment for our employees, and continuing improvements in our infrastructure.

Our Strategic Plan: Our Railroad, Our Vision, Our Future

In June of 2016, we launched a new five-year Metro-North Strategic Plan, which identifies three Priority Areas: Our Customers, Our Infrastructure, and Our People.

Through the three priorities of Our Customers, Our Infrastructure and Our People, an engaged workforce will continue to progress Metro-North Railroad towards fulfilling Our Mission.

- *Our Customers – Consistently meet customer expectations by ensuring safe, reliable, accessible and comfortable service, and by providing timely, accurate and open communication.*
- *Our Infrastructure – Ensure that all assets are in a state of good repair.*
- *Our People – Be an engaged, accountable and high performing workforce.*

Our Plan drivers - Safety, Integrity, and Innovation establish the focus for new initiatives.

- *Safety – Safety guides all our decisions, actions and initiatives.*
- *Integrity – Maintaining the public's confidence in all that we do and building a sustainable future.*
- *Innovation – Encouraging new ways of thinking and doing business.*

The November Financial Plan focuses on resources to continue the support of Metro-North's Strategic Plan. October 2018 saw the launch of Metro-North's "Way Ahead" Program. This program lays out how Metro-North will set the standard for safety, reliability and innovation in the delivery of excellent customer service. Several Way Ahead initiatives are included in the November Financial Plan and are listed in the following sections focusing on our customers, our infrastructure and our people.

Investments in Our Customers

- ***Accelerated Video Surveillance System Initiative at 10 Metro-North Stations (Way Ahead)***

Install Help Points and security cameras at ten key stations, mostly in the Bronx, that are not slated for upgrades as part of the first phase of the Customer Service Initiative (CSI). The cameras and Help Points would be strategically located at entrances to the platforms with the Help Points providing a direct line to 911. This system will increase security in waiting areas for customers in off-peak hours, provide MNR Security with video surveillance tools, and allow assessment of platform crowding conditions during operational incidents. Communications will be performed wirelessly with the MNR Security Command Center via high-bandwidth cellular data connections.

- ***Coach Center Door Seat Replacement Program / Coach Center Door Vestibule Floor Replacement (Way Ahead)***
Revitalize our aging locomotive-hauled fleet by replacing seats and floors in more than 100 coaches. This replacement program would make an immediate positive impact upon our customers who take our diesel service.
- ***Enhanced Station Platform Signage for Real-Time Train Status (Way Ahead)***
Retrofit our existing platform signs in stations at minimal cost to enhance real-time train information at 41 stations, in addition to the 20 stations that are included in the initial phases of our CSI program. MNR currently provides real-time train information at several stations and this program will increase the availability of this information on more of our platforms.
- ***ADA Compliant Signage in Grand Central Terminal (Way Ahead)***
Develop an ADA-compliant signage program on platforms at Grand Central Terminal and North End Access locations. This program will ensure that signs fully comply with ADA and other regulatory standards, such as proper font size and consistent use of Braille.
- ***Rockland County Bus Service Subsidy Continuation***
Metro-North has been providing Rockland County with an annual subsidy of \$480,000 to assist with expanded bus service for the system connecting Suffern, Spring Valley, Nanuet, and Nyack with Metro-North stations in Tarrytown and White Plains. This subsidy, which is currently scheduled to end in August of 2019, will now be continued indefinitely.

Investments in our Infrastructure

- ***Acquire 66 M8 Rail Cars Pursuant to a Previously Negotiated Option (Way Ahead)***
Metro-North will exercise the remaining contract option with Kawasaki to purchase 66 M8 railcars to accommodate increased ridership. Metro-North will fund the purchase from the current 2015-2019 Capital Plan.
- ***Install a Four-Megawatt Wayside Energy Storage System (WESS) on Metro-North's Upper Harlem Line (Way Ahead)***
MNR's Harlem Line currently has severe voltage sags between White Plains and Brewster due to the limited number of substations available. The Wayside Energy Storage System (WESS) is designed to maintain voltage during peak load requirements and prevent propulsion reductions due to voltage sags that result in train delays throughout the Harlem Line.
- ***Upper Harlem Transmission Pole Line System Replacement (Way Ahead)***
The 2018 storms in March and May caused significant damage to trees, signal poles and lines along the Upper Harlem right-of-way, which exposed the age and weakness of the transmission pole system. This critical infrastructure program, which will rehabilitate the Upper Harlem Line Pole System by replacing all 1,200 transmission poles, will provide resiliency and minimize the outages caused by severe weather and reduce the need for outside busing when downed poles and lines disrupt service.
- ***Emergency Roof Platform Project at Grand Central Terminal***
Currently, there are significant access restrictions to the exhaust ducts which exit onto the roof at Grand Central Terminal. In order to safely access these ducts, it is necessary to install permanent platforms on the roof. These platforms will enable staff to securely access, clean and repair (if necessary) all ducts which exit onto the roof. The platforms will also provide MNR with access to safely repair other maintenance and building systems located on the roof.
- ***Exhaust Duct State of Good Repair at Grand Central Terminal***
Due to design issues as well as limited access for cleaning, all kitchen exhaust ducts at Grand Central Terminal need to be surveyed and tested to assess and ensure their integrity. Depending on the results of these surveys and tests, installation of access

hatches, repairs and/or replacements of sections or entire duct runs may be required. This project requires immediate implementation as it is safety critical.

Investments in Our People

- ***Maintenance of Equipment Diesel Shop Second Shift Staffing***
To ensure excellent performance of the aging P32/Genesis diesel fleet, MNR will add a second shift of 15 employees. This investment will enable MNR to begin the knowledge transfer necessary to ensure a seamless transition from the employees that are expected to be retiring over the next five years.
- ***Third Party Contractor for Family Medical Leave Act (FMLA)***
To increase employee availability, Metro-North will be participating in the MTA All-Agency contract which utilizes a third-party contractor to provide FMLA administrative services. Participation in this agency-wide agreement aligns MNR with external best practices and ensures pro-active regulatory compliance.
- ***Installation of Stations Cleaning Dry-Water Line System***
Install a new hi-pressure, dry-water line systems at fifty-three stations on the Hudson, Harlem & New Haven Lines. Currently, the only method to clean the stations, which includes platforms, overpasses, underpasses, stairs, ramps, canopies and sidewalks, is to use a power washing system attached by an extremely long hose to a water truck in the parking lot of each station. This method is extremely time consuming and cumbersome, as well as dangerous to customers and employees. Installing this new system will significantly ease the cleaning process, make it safer, and more efficient as a smaller hose can be used and connected at various locations that are close to all areas requiring cleaning.

Ridership

- The 2018 November Forecast includes 86.8 million East and West of Hudson riders, a slight increase of 0.4% over 2017. Ridership is 0.1% lower than the Mid-Year Forecast due to lower than projected growth in non-commutation ridership.
- Ridership in 2019-2022 is projected to grow by 1.3% in 2019 and 0.7% in 2020, remain essentially flat in 2021, then grow by 0.9% in 2022 with the growth occurring across all commuter lines.
- There are no budgeted fare increases in New York State thru 2021. (However, there are proposed New York State 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. Forecast levels continue to be revised with updates reflecting historical five-year averages for spending within various overtime categories, particularly for weather.

MTA METRO-NORTH RAILROAD
2019 Final Proposed Budget
November Financial Plan 2019-2022

2018 NOVEMBER FORECAST

The 2018 November Forecast reflects Non-Reimbursable revenue projections totaling \$800.9 million and expenses, including non-cash liability adjustments, of \$1,658.8 million resulting in an operating deficit of \$857.9 million. Operating revenue includes passenger revenues of \$747.9 million that are \$3.1 million unfavorable versus the 2018 Mid-Year Forecast due to lower ridership. Non-passenger revenues of \$53.0 million are \$1.0 million lower than the Mid-Year Forecast reflecting lower advertising revenue. Non-Reimbursable operating expenses of \$1,658.8 million are \$17.9 million higher than the 2018 Mid-Year Forecast primarily due to higher Payroll, Materials and Supplies, and energy expenses partially offset by lower non-cash expenses (GASB 68 Pension Adjustments), Maintenance and Other Operating Contracts, and Other Business Expenses.

The 2018 November Forecast for Reimbursable expenditures (and receipts) is \$284.5 million, a decrease of \$5.1 million relative to the Mid-Year Forecast. This is primarily due to revised scheduling that delays major workflows for the Cyclical Track Program and the Waterbury Branch Cab Signal Replacement.

2019 FINAL PROPOSED BUDGET

The 2019 Final Proposed Budget reflects Non-Reimbursable revenue projections totaling \$814.7 million and expenses, including non-cash liability adjustments, of \$1,606.4 million that generate an operating deficit of \$791.7 million. Farebox revenue of \$758.0 million is \$2.6 million lower than the 2019 Preliminary Budget reflecting lower ridership growth. Non-passenger revenue of \$56.7 million is projected to be \$1.1 million lower than the 2019 Preliminary Budget primarily due to lower Advertising projections. Operating expenses of \$1,606.4 million are lower by \$20.5 million reflecting lower expenses for Maintenance and Other Operating Contracts, Payroll, Reimbursable Overhead, Energy, non-cash expense for GASB 68 Pension Adjustment and Professional Service Contracts expense partially offset by increased Materials and Supplies costs.

The 2019 Final Proposed Budget for Reimbursable expenditures (and receipts) is \$319.6 million, an increase of \$13.3 million from the 2018 July Financial Plan. This increase was primarily due to the Positive Train Control Program in Connecticut, the Sasco CK Track Power Substation and the Danbury Dock Yard Project.

2020-2022 PROJECTIONS

The 2020-2022 expenditures allow Metro-North to continue initiatives that improve safety, maintain train service levels, continue service reliability programs that maintain rolling stock and enhance the Right-of-Way as well as incorporate projected cost changes in labor, energy, employee benefits, insurance, material and capital projects. Major assumptions reflected in the 2020-2022 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 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$733.409	\$747.923	\$758.005	\$764.450	\$764.963	\$772.089
Other Operating Revenue	58.506	52.991	56.741	81.694	88.488	62.736
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$791.914	\$800.913	\$814.746	\$846.144	\$853.451	\$834.825
Operating Expense						
Labor:						
Payroll	\$512.114	\$520.243	\$522.948	\$544.677	\$554.701	\$564.880
Overtime	91.419	94.715	95.257	97.162	99.105	101.087
Health and Welfare	103.629	111.427	111.256	116.241	118.054	119.926
OPEB Current Payments	33.010	34.000	35.000	36.000	37.000	38.000
Pension	112.551	107.206	104.897	101.746	96.388	83.950
Other Fringe Benefits	132.998	123.554	124.413	128.792	130.877	133.045
Reimbursable Overhead	(54.004)	(58.594)	(69.543)	(66.153)	(69.003)	(57.595)
Total Labor Expenses	\$931.716	\$932.552	\$924.228	\$958.465	\$967.122	\$983.293
Non-Labor:						
Electric Power	\$66.149	\$76.069	\$70.894	\$73.331	\$75.936	\$79.053
Fuel	16.817	21.452	22.306	22.230	21.754	21.518
Insurance	17.343	17.635	18.828	20.276	21.816	23.541
Claims	9.507	4.716	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	101.655	122.800	114.327	112.004	116.145	122.903
Professional Services Contracts	35.424	39.058	40.357	40.036	40.749	41.070
Materials and Supplies	91.257	98.205	101.233	96.157	98.552	96.687
Other Business Expenses	31.609	29.224	28.762	18.905	31.037	30.912
Total Non-Labor Expenses	\$369.760	\$409.159	\$397.706	\$383.940	\$406.988	\$416.683
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.	\$1,301.477	\$1,341.712	\$1,321.934	\$1,342.405	\$1,374.110	\$1,399.975
Depreciation	\$240.178	\$243.636	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	98.810	58.000	58.000	58.000	58.000	58.000
GASB 68 Pension Expense Adjustment	(16.848)	11.500	(24.000)	(25.700)	(41.700)	(30.200)
Environmental Remediation	1.227	4.000	4.000	4.000	4.000	4.000
Total Expenses	\$1,624.844	\$1,658.848	\$1,606.441	\$1,625.212	\$1,640.917	\$1,678.282
Net Surplus/(Deficit)	(\$832.929)	(\$857.934)	(\$791.695)	(\$779.068)	(\$787.466)	(\$843.457)
Cash Conversion Adjustments						
Depreciation	\$240.178	\$243.636	\$246.507	\$246.507	\$246.507	\$246.507
Operating/Capital	(49.264)	(77.299)	(100.334)	(91.193)	(26.864)	(10.638)
Other Cash Adjustments	91.662	122.363	24.263	22.555	21.639	33.239
Total Cash Conversion Adjustments	\$282.576	\$288.699	\$170.435	\$177.869	\$241.281	\$269.108
Net Cash Surplus/(Deficit)	(\$550.353)	(\$569.235)	(\$621.260)	(\$601.198)	(\$546.185)	(\$574.349)

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.

MTA METRO-NORTH RAILROAD
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
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
MNR - MTA	114.813	134.825	155.610	154.630	163.171	155.720
MNR - CDOT	91.152	138.594	158.767	107.551	90.409	77.998
MNR - Other	18.228	11.110	5.179	6.556	9.933	9.479
Capital and Other Reimbursements	224.193	284.529	319.556	268.737	263.513	243.197
Total Revenues	\$224.193	\$284.529	\$319.556	\$268.737	\$263.513	\$243.197
Operating Expense						
Labor:						
Payroll	\$43.786	\$47.782	\$58.386	\$60.107	\$62.944	\$64.805
Overtime	24.614	23.993	26.143	27.298	28.586	29.443
Health and Welfare	15.354	16.454	19.409	20.064	20.980	21.575
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	9.633	11.366	13.295	13.730	14.384	14.818
Other Fringe Benefits	11.473	12.448	14.554	15.028	15.734	16.189
Reimbursable Overhead	49.808	55.422	65.875	64.025	67.369	56.294
Total Labor Expenses	\$154.668	\$167.466	\$197.662	\$200.252	\$209.997	\$203.123
Non-Labor:						
Electric Power	\$0.145	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	4.931	4.368	4.523	4.605	5.007	3.957
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	18.492	29.904	33.538	19.810	16.751	14.551
Professional Services Contracts	20.819	38.797	57.162	22.462	10.817	1.053
Materials and Supplies	24.874	43.715	26.467	21.283	20.739	20.309
Other Business Expenses	0.263	0.278	0.204	0.325	0.200	0.205
Total Non-Labor Expenses	\$69.525	\$117.062	\$121.894	\$68.485	\$53.516	\$40.074
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	\$224.193	\$284.529	\$319.556	\$268.737	\$263.513	\$243.197
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA METRO-NORTH RAILROAD
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Non-Reimbursable / Reimbursable						
Operating Revenue						
Farebox Revenue	\$733.409	\$747.923	\$758.005	\$764.450	\$764.963	\$772.089
Other Operating Revenue	58.506	52.991	56.741	81.694	88.488	62.736
MNR - MTA	114.813	134.825	155.610	154.630	163.171	155.720
MNR - CDOT	91.152	138.594	158.767	107.551	90.409	77.998
MNR - Other	18.228	11.110	5.179	6.556	9.933	9.479
Capital and Other Reimbursements	224.193	284.529	319.556	268.737	263.513	243.197
Total Revenues	\$1,016.107	\$1,085.442	\$1,134.302	\$1,114.881	\$1,116.964	\$1,078.022
Operating Expense						
Labor:						
Payroll	\$555.900	\$568.025	\$581.334	\$604.784	\$617.645	\$629.685
Overtime	116.032	118.709	121.400	124.460	127.692	130.530
Health and Welfare	118.983	127.882	130.665	136.306	139.034	141.500
OPEB Current Payments	33.010	34.000	35.000	36.000	37.000	38.000
Pension	122.184	118.573	118.192	115.476	110.772	98.768
Other Fringe Benefits	144.471	136.002	138.967	143.820	146.610	149.234
Reimbursable Overhead	(4.196)	(3.172)	(3.668)	(2.128)	(1.634)	(1.301)
Total Labor Expenses	\$1,086.384	\$1,100.019	\$1,121.890	\$1,158.717	\$1,177.119	\$1,186.416
Non-Labor:						
Electric Power	\$66.294	\$76.069	\$70.894	\$73.331	\$75.936	\$79.053
Fuel	16.817	21.452	22.306	22.230	21.754	21.518
Insurance	22.275	22.003	23.351	24.882	26.823	27.497
Claims	9.507	4.716	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	120.147	152.705	147.865	131.815	132.896	137.454
Professional Services Contracts	56.243	77.855	97.519	62.497	51.566	42.122
Materials and Supplies	116.131	141.920	127.700	117.440	119.292	116.996
Other Business Expenses	31.872	29.502	28.966	19.230	31.237	31.117
Total Non-Labor Expenses	\$439.285	\$526.222	\$519.600	\$452.425	\$460.504	\$456.757
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.	\$1,525.669	\$1,626.241	\$1,641.490	\$1,611.142	\$1,637.623	\$1,643.172
Depreciation	\$240.178	\$243.636	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	98.810	58.000	58.000	58.000	58.000	58.000
GASB 68 Pension Expense Adjustment	(16.848)	11.500	(24.000)	(25.700)	(41.700)	(30.200)
Environmental Remediation	1.227	4.000	4.000	4.000	4.000	4.000
Total Expenses	\$1,849.036	\$1,943.376	\$1,925.997	\$1,893.948	\$1,904.430	\$1,921.479
Net Surplus/(Deficit)	(\$832.929)	(\$857.934)	(\$791.695)	(\$779.068)	(\$787.466)	(\$843.457)
Cash Conversion Adjustments						
Depreciation	\$240.178	\$243.636	\$246.507	\$246.507	\$246.507	\$246.507
Operating/Capital	(49.264)	(77.299)	(100.334)	(91.193)	(26.864)	(10.638)
Other Cash Adjustments	91.662	122.363	24.263	22.555	21.639	33.239
Total Cash Conversion Adjustments	\$282.576	\$288.699	\$170.435	\$177.869	\$241.281	\$269.108
Net Cash Surplus/(Deficit)	(\$550.353)	(\$569.235)	(\$621.260)	(\$601.198)	(\$546.185)	(\$574.349)

MTA METRO-NORTH RAILROAD
November Financial Plan 2019 - 2022
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$719.650	\$734.880	\$744.603	\$750.825	\$751.110	\$757.946
Other Operating Revenue	85.853	107.744	84.932	106.395	113.654	88.433
MNR - MTA	124.594	136.280	154.606	155.058	161.115	158.191
MNR - CDOT	75.265	138.594	158.767	107.551	90.409	77.998
MNR - Other	24.461	11.110	6.748	6.556	9.933	9.479
Capital and Other Reimbursements	224.320	285.984	320.122	269.165	261.457	245.669
Total Receipts	\$1,029.823	\$1,128.607	\$1,149.657	\$1,126.385	\$1,126.221	\$1,092.047
Expenditures						
<u>Labor:</u>						
Payroll	\$548.138	\$561.658	\$597.905	\$616.095	\$617.645	\$631.799
Overtime	115.603	119.221	124.989	126.818	127.359	130.734
Health and Welfare	134.387	132.107	135.249	137.160	143.246	145.637
OPEB Current Payments	33.005	34.000	35.000	36.000	37.000	38.000
Pension	123.978	119.180	118.921	116.038	111.167	99.050
Other Fringe Benefits	130.061	125.571	136.013	140.603	139.845	143.206
Contribution to GASB Fund	0.000	0.000	0.000	3.536	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,085.172	\$1,091.738	\$1,148.078	\$1,176.250	\$1,176.262	\$1,188.426
<u>Non-Labor:</u>						
Electric Power	\$69.708	\$78.130	\$72.977	\$75.414	\$78.018	\$81.135
Fuel	15.787	20.972	21.817	21.730	21.244	20.998
Insurance	30.134	21.122	23.668	25.845	26.876	27.563
Claims	12.868	6.744	1.498	1.648	1.146	1.146
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	138.788	188.774	204.912	189.457	145.300	136.668
Professional Services Contracts	57.166	91.269	108.810	75.561	53.772	43.596
Materials and Supplies	123.687	151.929	137.396	124.404	122.100	119.404
Other Business Expenses	46.866	47.165	51.761	37.275	47.686	47.461
Total Non-Labor Expenditures	\$495.004	\$606.105	\$622.838	\$551.334	\$496.143	\$477.970
<u>Other Expenditure Adjustments:</u>						
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 Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$1,580.176	\$1,697.842	\$1,770.916	\$1,727.583	\$1,672.406	\$1,666.396
Net Cash Balance	(\$550.353)	(\$569.235)	(\$621.260)	(\$601.198)	(\$546.185)	(\$574.349)
Subsidies						
MTA	\$418.895	\$448.212	\$502.624	\$480.632	\$421.836	\$444.210
CDOT	130.586	121.023	118.636	120.566	124.349	130.139
Total Subsidies	\$549.481	\$569.235	\$621.260	\$601.198	\$546.185	\$574.349

MTA METRO-NORTH RAILROAD
November Financial Plan 2019 - 2022
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Flow Adjustments						
Receipts						
Farebox Revenue	(\$13.759)	(\$13.043)	(\$13.402)	(\$13.625)	(\$13.853)	(\$14.143)
Other Operating Revenue	27.347	54.753	28.192	24.701	25.166	25.697
MNR - MTA	9.781	1.455	(1.003)	0.429	(2.056)	2.472
MNR - CDOT	(15.887)	0.000	0.000	0.000	0.000	0.000
MNR - Other	6.233	0.000	1.569	0.000	0.000	0.000
Total Capital and Other Reimbursements	\$0.127	\$1.455	\$0.566	\$0.429	(\$2.056)	\$2.472
Total Receipts	\$13.716	\$43.165	\$15.355	\$11.504	\$9.257	\$14.025
Expenditures						
Labor:						
Payroll	\$7.762	\$6.368	(\$16.571)	(\$11.311)	\$0.001	(\$2.114)
Overtime	0.429	(0.513)	(3.590)	(2.359)	0.332	(0.203)
Health and Welfare	(15.404)	(4.226)	(4.583)	(0.855)	(4.213)	(4.137)
OPEB Current Payments	0.005	0.000	0.000	0.000	0.000	0.000
Pension	(1.794)	(0.607)	(0.729)	(0.562)	(0.395)	(0.283)
Other Fringe Benefits	14.410	10.431	2.954	3.218	6.766	6.028
Contribution to GASB Fund	0.000	0.000	0.000	(3.536)	0.000	0.000
Reimbursable Overhead	(4.196)	(3.172)	(3.668)	(2.128)	(1.634)	(1.301)
Total Labor Expenditures	\$1.212	\$8.281	(\$26.188)	(\$17.533)	\$0.857	(\$2.010)
Non-Labor:						
Electric Power	(\$3.414)	(\$2.061)	(2.082)	(\$2.082)	(\$2.082)	(\$2.082)
Fuel	1.030	0.480	0.490	0.499	0.509	0.520
Insurance	(7.859)	0.881	(0.317)	(0.963)	(0.053)	(0.066)
Claims	(3.361)	(2.028)	(0.498)	(0.648)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(18.641)	(36.069)	(57.048)	(57.642)	(12.404)	0.786
Professional Services Contracts	(0.923)	(13.414)	(11.291)	(13.064)	(2.206)	(1.473)
Materials and Supplies	(7.556)	(10.008)	(9.696)	(6.963)	(2.808)	(2.408)
Other Business Expenses	(14.994)	(17.663)	(22.795)	(18.045)	(16.449)	(16.344)
Total Non-Labor Expenditures	(\$55.719)	(\$79.883)	(\$103.238)	(\$98.909)	(\$35.640)	(\$21.213)
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	(\$54.507)	(\$71.602)	(\$129.426)	(\$116.442)	(\$34.783)	(\$23.224)
Total Cash Conversion Adjustments before Depreciation	(\$40.791)	(\$28.437)	(\$114.071)	(\$104.937)	(\$25.525)	(\$9.199)
Depreciation	\$240.178	\$243.636	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	98.810	58.000	58.000	58.000	58.000	58.000
GASB 68 Pension Expense Adjustment	(16.848)	11.500	(24.000)	(25.700)	(41.700)	(30.200)
Environmental Remediation	1.227	4.000	4.000	4.000	4.000	4.000
Total Cash Conversion Adjustments	\$282.576	\$288.699	\$170.435	\$177.869	\$241.281	\$269.108

MTA METRO-NORTH RAILROAD
2018 November Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
Scheduled Service	589,628	\$37.417	39.5%
Unscheduled Service	0	0.000	-
Programmatic/Routine Maintenance	544,680	32.023	33.8%
Unscheduled Maintenance	150	0.009	0.0%
Vacancy/Absentee Coverage	292,464	16.220	17.1%
Weather Emergencies	135,992	7.728	8.2%
Safety/Security/Law Enforcement	0	0.000	-
Other	153	1.319	1.4%
Subtotal	1,563,069	\$94.715	100.0%
REIMBURSABLE OVERTIME	401,788	\$23.993	
TOTAL OVERTIME	1,964,857	\$118.709	

MTA METRO-NORTH RAILROAD
2019 Final Proposed Budget
November Financial Plan 2019-2022
Year-to-Year Changes by Category - Baseline

REVENUE

FAREBOX REVENUE

Non-Reimbursable

- The \$10.1 million increase in 2019 over 2018 reflects a 1.3% ridership increase reflecting modest employment growth as well as the 1.0% fare increase in the State of Connecticut, which was effective January 1, 2018. The fare increase in New York State is captured in Vol 1.
- 2020-2022 revenue of \$764.5 million, \$765.0 million and \$772.1 million, respectively, reflects East and West of Hudson ridership growth of 0.7% in 2020, flat in 2021, and 0.9% growth in 2022.

Cash

- 2019-2022 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

- 2019 increase of \$3.8 million versus 2018 reflects increased reimbursements for the Maybrook Trailway and higher advertising revenues.
- 2020-2022 is higher by \$25.0 million in 2020, higher in 2021 by \$6.8 million and lower by \$25.8 million in 2022 due to the timing of reimbursements for the Maybrook Trailway and New York State Grade Crossing Improvements as well as higher net GCT retail revenues.

Cash

- 2019 decrease of \$22.8 million versus 2018 primarily reflects the reimbursement from Amtrak relating to the Passenger Rail Investment and Improvement Act (PRIIA).
- 2019-2022 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.
- 2019-2022 accrued Harlem & Hudson line advertising revenues of \$7.9 million, \$8.1 million, \$8.3 million and \$8.5 million, respectively, are removed as a cash reimbursement since the MTA retains these payments.

CAPITAL AND OTHER REIMBURSEMENTS

Reimbursable

Capital project reimbursements in each year of the financial plan assumes 100% recovery of accrued project expenditures.

- 2019 accrued expenditures (and receipts) totaling \$319.6 million reflect a \$35.0 million increase. Higher projected reimbursements are primarily attributable to rescheduled activity for the Signal Replacement from Greenwich to South Norwalk Project and the Waterbury Branch Cab Signal Replacement Project.
- 2020 accrued expenditures (and receipts) totaling \$268.7 million reflect a \$50.8 million decrease due to the Positive Train Control Program and the Signal Replacement from Greenwich to South Norwalk Project.

- 2021 accrued expenditures (and receipts) totaling \$263.5 million represent a \$5.2 million decrease largely due to revised scheduling in the Signal Replacement from Greenwich to South Norwalk project.
- 2022 accrued expenditures (and receipts) totaling \$243.2 million represent a \$20.3 million decrease largely due to the Waterbury Branch Cab Signal Replacement and the Harlem Wayside Communication & Signal Project.

Cash

- 2019-2022 include adjustments for receipt timing differences.

EXPENSES

PAYROLL

Non-Reimbursable

- 2019-2022 non-agreement salaries include a 2.0% annual Cost of Living Adjustment (COLA) effective July 1st of each year.
- 2019-2022 Agreement salaries increase by the same assumptions as the latest wage settlement agreement with increases of 2.5% effective February 16th, 2018, and a one-time payment of \$500 for each employee in March of 2019. Effective May 16th, 2019 and in each subsequent year thereafter, a 2.0% annual increase is reflected.
- 2019-2022 increases of \$2.7 million, \$21.7 million, \$10.0 million, and \$10.2 million, respectively, include COLA, the impact of filled positions, and the addition of a second shift in the Maintenance of Equipment Diesel Shop partially offset by the impact of the Budget Reduction Program (BRP).

Reimbursable

- 2019-2022 reflects labor increases of \$10.6 million, \$1.7 million, \$2.8 million and \$1.9 million, respectively.

Cash

- 2019 includes a cash adjustment reflecting the timing of 2017 and 2018 estimated wage settlement accruals of \$14.0 million expected to be paid in 2019.
- 2019-2022 cash adjustments include timing differences, employee contributions to health care coverage, agreement employee allowances for uniforms, tools and shoes, and retirement/wage settlement payments.

OVERTIME

Non-Reimbursable

- Overtime increases by the same assumptions as the latest wage settlement agreement, as noted previously.
- 2019-2022 increases of \$0.5 million, \$1.9 million, \$1.9 million and \$2.0 million, respectively, represent the wage changes as described above as well as an increase in weather-related overtime based upon a revised five-year historical average as per MTA guidelines.

Reimbursable

- 2019 is higher by \$2.2 million primarily due to the Install Bridge Timbers Project, the Walk Bridge Acceleration Design Bridge Project, the C-31 Track Program, the New Haven Line (NHL) Universal Interlock Project and the Waterbury Branch Cab Signal Project.
- 2020 is higher by \$1.2 million due to continued work on the Turnouts Mainline High-Speed Project, the 3rd Rail Component Replacement, the Replace Timbers Undergrade Project and the Hudson Line Power and Signal Replacement Project.
- 2021 is higher by \$1.3 million due to the Cyclical Track Program.
- 2022 is higher by \$0.9 million primarily due to work for the Connecticut Track Program.

Cash

- 2019 includes a cash adjustment to reflect the timing of 2017 and 2018 estimated overtime wage settlement accruals of \$3.5 million expected to be paid in 2019.

HEALTH AND WELFARE

Non-Reimbursable and Reimbursable

- 2019-2022 reflects revised staffing assumptions and rates.

Cash

- 2019-2022 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.
- 2019-2022 projections reflect higher health care premiums and an increase in the number of covered retirees.

PENSIONS

Non-Reimbursable and Reimbursable

- The 2019-2022 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 2018-2022 at 7.65% and 13.10%, respectively.
- Maximum earnings level for Tier I is estimated at \$128,400 in 2018, \$132,600 in 2019, \$136,500 in 2020, \$141,600 in 2021 and \$147,600 in 2022.
- Maximum earnings level for Tier II is estimated at \$95,400 in 2018, \$98,400 in 2019, \$101,400 in 2020, \$105,300 in 2021 and \$109,800 in 2022.
- 2019-2022 includes the impact of wage increases and changes in staffing levels.
- 2019-2022 costs include estimates for employee personal injury claims, which are based upon historical levels of \$12.0 million for each year.

Cash

- 2019 includes a cash adjustment to reflect the timing of 2017 and 2018 other fringe benefits relative to the estimated wage settlement accruals of \$3.1 million, which are expected to be paid in 2019.
- 2019-2022 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" (health care costs).
- 2019-2022 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

- 2019 is higher by \$10.5 million primarily due to the Turnouts Mainline High-Speed Project, the Harlem Wayside Communication & Signal Project, the Connecticut Track Program, the Waterbury Branch Cab Signal Project, and the Harmon to Poughkeepsie Signal Replacement.
- 2020 is lower by \$1.9 million predominately due to the Positive Train Control Project.
- 2021 is higher by \$3.3 million due to the Cyclical Track Program.
- 2022 is lower by \$11.1 million due to the Waterbury Branch Cab Signal Project, the Harlem Wayside Communication & Signal Project, the Grade Crossing Renewal Project, the Harmon Shop Replacement Project, the MNR East Side Access Project, and the Power Infrastructure Restoration Project.

ELECTRIC POWER

Traction Power – Revenue

Non-Reimbursable

- 2019-2022 is adjusted for rates as well as lower energy usage related to ISO 50001 requirements, and reduced car miles due to Harlem Line Track and Station Work.

Non-Traction Power – Non-Revenue

Non-Reimbursable

- 2019-2022 is adjusted for rates.

FUEL

Revenue Vehicle Fuel

Non-Reimbursable

- 2019-2022 is adjusted for rates.

Cash

- 2019-2022 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

- 2019-2022 expenses are adjusted for rates.

INSURANCE

Non-Reimbursable

- 2019-2022 reflects revised insurance premium estimates.

Cash

- 2019-2022 includes the difference between expense accruals and cash payments.

CLAIMS

Non-Reimbursable

- 2019-2022 reflects current trends for passenger injuries and miscellaneous claims.

Cash

- 2020-2022 reflects the timing of payments made for passenger injury and miscellaneous claims.

The remaining Non-Reimbursable cost categories were inflated by National CPI increases in 2019-2022 of 2.09%, 2.30%, 2.20%, and 2.33%, respectively.

MAINTENANCE AND OTHER OPERATING CONTRACTS

Non-Reimbursable

- 2019 decrease of \$8.5 million primarily reflects the BRPs, impacts for the changes in the timing of contracted repairs for equipment damaged in the Bridgeport derailment, the timing of the BL-20 Locomotive Overhaul Program, prior years' emergency tree removal due to 2018 Nor'easters, and a ground penetrating radar survey of Metro-North roadway. These events are partially offset by contractual increases for the Ferry Service agreement, New Haven Line (NHL) MTA Police allocations, the continuation of the Rockland County Bus Service Subsidy, and changes in the timing of Ticket Vending Machines (TVMs) chip technology upgrades.
- 2020 decrease of \$2.3 million primarily reflects BRPs, the timing of chip technology upgrades for the TVMs, changes in the timing of contracted repairs for equipment damaged in the Bridgeport derailment, and the timing of the BL-20 Locomotive Overhaul Program. These events are partially offset by charges for the new 9th floor space at Graybar, increases in NHL MTA Police allocations, the continuation of the Rockland County Bus Service Subsidy, and inflation.
- 2021 increase of \$4.1 million reflects the timing of the BL-20 Locomotive Overhaul Program, NHL MTA Police allocations, charges for the new Graybar 9th floor space, rental expense due to transitional training space, a continuation of the Rockland County Bus Service Subsidy and inflation.
- 2022 increase of \$6.8 million reflects the timing of the BL-20 Locomotive Overhaul Program, NHL MTA Police allocations and inflation.

Reimbursable

- 2019 is higher by \$3.6 million primarily due to timing changes in the Signal Replacement from Greenwich to South Norwalk project.
- 2020 is lower by 13.7 million due to timing changes in the Signal Replacement from Greenwich to South Norwalk Project.
- 2021 is lower by \$3.1 million due to the Transformation Rehabilitation Project and the Signal Replacement from Greenwich to South Norwalk Project.
- 2022 is lower by \$2.2 million due primarily to the Signal Replacement from Greenwich to South Norwalk Project and the Cyclical Track Program.

Cash

- 2019-2022 cash adjustments include a reduction in cash requirements versus accrued costs for the Graybar Building office space and reimbursable payments from CDOT for station facilities and the MTA for utilities.
- 2019-2022 also includes a reclassification of approximately \$2.1 million in annual cash expenditures from Maintenance and Other Operating Contracts to Electric Power, aligning the forecast 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

- 2019 increase of \$1.3 million is primarily due to the retiming of expenses associated with Enterprise Asset Management (EAM) and ad-hoc engineering work, the all-agency Family Medical Leave Act (FMLA) program, and increased New Haven Line (NHL) Business

Service Center (BSC) and IT costs partially offset by BRPs and the timing of the bi-annual market share study.

- 2020 decrease of \$0.3 million is due to the timing of ad-hoc engineering work and BRPs partially offset by increased NHL BSC and IT costs as well as timing for EAM and this year's bi-annual market share study.
- 2021-2022 are higher by \$0.7 million and \$0.3 million, respectively, due to the timing of ad-hoc engineering work.

Reimbursable

- 2019 is higher by \$18.4 million primarily due to accelerated work in the Waterbury Branch Cab Signal Replacement Project.
- 2020 is lower by \$34.7 million due to the Connecticut Positive Train Control Program and the Sasco CK Track Power Substation Project.
- 2021 is lower by \$11.6 million primarily due to the Waterbury Branch Cab Signal Replacement Project.
- 2022 is lower by \$9.8 million primarily due to the Signal Replacement from Greenwich to South Norwalk Project.

MATERIAL AND SUPPLIES

Non-Reimbursable

- 2019 increase of \$3.0 million is primarily due to the Center Door Coach Seat Replacement and Vestibule Floor Replacement projects as well as inflation partially offset by BRPs.
- 2020 decrease of \$5.1 million is due to requirements for existing Reliability Centered Maintenance (RCM) Programs partially offset by the Center Door Coach Seat Replacement and Vestibule Floor Replacement projects and inflation.
- 2021 increase of \$2.4 million is due to requirements for existing RCM Programs and inflation partially offset by the delay in the timing of the M8 Seat Replacement project and lower expense for the Center Door Coach Seat Replacement and Vestibule Floor Replacement projects.
- 2022 decrease of \$1.9 million reflects the completion of the Center Door Coach Seat Replacement and Vestibule Floor Replacement projects as well as the delay in the timing of the M8 Seat Replacement project partially offset by inflation.

Reimbursable

- 2019 is lower by \$17.2 million primarily due to the Positive Train Control Program, the Power Infrastructure Restoration, the Turnouts Mainline High-Speed Project and the Harmon Shop Improvements.
- 2020 is lower by \$5.2 million due to the Connecticut Positive Train Control Program and the Harmon Shop Replacement Project.
- 2021 is lower by \$0.5 million primarily due to the Transformer Rehabilitation Project.
- 2022 is lower by \$0.4 million primarily due to the West of Hudson Track Improvements Project.

Cash

- Cash adjustments reflect differences between expense accruals and cash requirements.
- 2019-2022 include adjustments for obsolete material reserves of \$1.6 million in 2019 through 2020 and \$1.7 million in 2021 through 2022.

OTHER BUSINESS EXPENSES

Non-Reimbursable

- 2019 decrease of \$0.5 million reflects higher Amtrak Passenger Rail Investment and Improvement Act (PRIIA)-related reimbursements and BRPs partially offset by inflationary increases for West of Hudson and increased credit card fees.
- 2020 decrease of \$9.9 million reflects a one-time insurance reimbursement for the Park Avenue Viaduct Fire, reimbursements for the 2016 restaurant tenant fire in GCT, and higher Amtrak PRIIA-related reimbursements partially offset by inflationary increases for West of Hudson and increased credit card fees.
- 2021 is higher by \$12.1 million due to the impact of the prior years' recoveries for the Park Avenue Viaduct Fire and the 2016 restaurant tenant fire in GCT, inflationary increases for West of Hudson and increased credit card fees partially offset by higher Amtrak PRIIA-related reimbursements.
- 2022 is essentially flat.

Reimbursable

- 2019-2022 expenses are essentially flat.

Cash

- 2019-2022 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.
- 2019-2022 also includes the reclassification of Amtrak and other railroad reimbursements to the Other Operating Revenue category.

DEPRECIATION

Non-Reimbursable

- 2019-2022 includes provisions for changes in Metro-North's capital assets.

OPEB OBLIGATION (GASB 45)

Non-Reimbursable

- 2019-2022 costs reflect the liability for Post-Retirement Benefits (health care costs) for future retirees based on the current actuarial estimate.

PENSION ADJUSTMENTS (GASB 68)

Non-Reimbursable

- 2019-2022 costs reflect the latest actuarial estimates.

ENVIRONMENTAL REMEDIATION (GASB 49)

Non-Reimbursable

- 2019-2022 costs reflect the estimated liability for environmental remediation costs associated with capital projects.

MTA METRO-NORTH RAILROAD
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
Non-Reimbursable									
Operating Revenues									
Farebox Revenue	\$747.923	\$758.005	\$10.082	\$764.450	\$6.445	\$764.963	\$0.513	\$772.089	\$7.126
Other Operating Revenue	52.991	56.741	3.750	81.694	24.953	88.488	6.794	62.736	(25.752)
Total Revenues	\$800.913	\$814.746	\$13.832	\$846.144	\$31.398	\$853.451	\$7.307	\$834.825	(\$18.626)
Operating Expenses									
<u>Labor:</u>									
Payroll	\$520.243	\$522.948	(\$2.705)	\$544.677	(\$21.729)	\$554.701	(\$10.024)	\$564.880	(\$10.179)
Overtime	94.715	95.257	(0.541)	97.162	(1.905)	99.105	(1.943)	101.087	(1.982)
Health and Welfare	111.427	111.256	0.172	116.241	(4.985)	118.054	(1.812)	119.926	(1.872)
OPEB Current Payments	34.000	35.000	(1.000)	36.000	(1.000)	37.000	(1.000)	38.000	(1.000)
Pension	107.206	104.897	2.309	101.746	3.152	96.388	5.358	83.950	12.438
Other Fringe Benefits	123.554	124.413	(0.859)	128.792	(4.379)	130.877	(2.085)	133.045	(2.168)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(58.594)	(69.543)	10.950	(66.153)	(3.390)	(69.003)	2.849	(57.595)	(11.408)
Total Labor Expenses	\$932.552	\$924.228	\$8.325	\$958.465	(\$34.237)	\$967.122	(\$8.657)	\$983.293	(\$16.170)
<u>Non-Labor:</u>									
Electric Power	\$76.069	\$70.894	\$5.175	\$73.331	(\$2.437)	\$75.936	(\$2.605)	\$79.053	(\$3.117)
Fuel	21.452	22.306	(0.855)	22.230	0.076	21.754	0.476	21.518	0.236
Insurance	17.635	18.828	(1.193)	20.276	(1.448)	21.816	(1.540)	23.541	(1.725)
Claims	4.716	1.000	3.716	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	122.800	114.327	8.474	112.004	2.322	116.145	(4.140)	122.903	(6.759)
Professional Services Contracts	39.058	40.357	(1.299)	40.036	0.321	40.749	(0.713)	41.070	(0.321)
Materials and Supplies	98.205	101.233	(3.027)	96.157	5.076	98.552	(2.395)	96.687	1.866
Other Business Expenses	29.224	28.762	0.462	18.905	9.856	31.037	(12.132)	30.912	0.124
Total Non-Labor Expenses	\$409.159	\$397.706	\$11.453	\$383.940	\$13.766	\$406.988	(\$23.048)	\$416.683	(\$9.695)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adj.	\$1,341.712	\$1,321.934	\$19.778	\$1,342.405	(\$20.471)	\$1,374.110	(\$31.705)	\$1,399.975	(\$25.865)
Depreciation	\$243.636	\$246.507	(\$2.871)	\$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	11.500	(24.000)	35.500	(25.700)	1.700	(41.700)	16.000	(30.200)	(11.500)
Environmental Remediation	4.000	4.000	0.000	4.000	0.000	4.000	0.000	4.000	0.000
Total Expenses After Depreciation and GASB Adj.	\$1,658.848	\$1,606.441	\$52.407	\$1,625.212	(\$18.771)	\$1,640.917	(\$15.705)	\$1,678.282	(\$37.365)
Net Surplus/(Deficit)	(\$857.934)	(\$791.695)	\$66.239	(\$779.068)	\$12.627	(\$787.466)	(\$8.398)	(\$843.457)	(\$55.991)

MTA METRO-NORTH RAILROAD
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

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	284.529	319.556	35.027	268.737	(50.819)	263.513	(5.224)	243.197	(20.316)
Total Revenues	\$284.529	\$319.556	\$35.027	\$268.737	(\$50.819)	\$263.513	(\$5.224)	\$243.197	(\$20.316)

Operating Expenses

Labor:

Payroll	\$47.782	\$58.386	(\$10.603)	\$60.107	(\$1.721)	\$62.944	(\$2.837)	\$64.805	(\$1.861)
Overtime	23.993	26.143	(2.150)	27.298	(1.155)	28.586	(1.289)	29.443	(0.856)
Health and Welfare	16.454	19.409	(2.955)	20.064	(0.655)	20.980	(0.916)	21.575	(0.595)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	11.366	13.295	(1.928)	13.730	(0.435)	14.384	(0.654)	14.818	(0.434)
Other Fringe Benefits	12.448	14.554	(2.106)	15.028	(0.474)	15.734	(0.705)	16.189	(0.456)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	55.422	65.875	(10.453)	64.025	1.850	67.369	(3.344)	56.294	11.075
Total Labor Expenses	\$167.466	\$197.662	(\$30.196)	\$200.252	(\$2.590)	\$209.997	(\$9.745)	\$203.123	\$6.874

Non-Labor:

Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	4.368	4.523	(0.155)	4.605	(0.082)	5.007	(0.402)	3.957	1.051
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	29.904	33.538	(3.634)	19.810	13.728	16.751	3.059	14.551	2.201
Professional Services Contracts	38.797	57.162	(18.365)	22.462	34.701	10.817	11.645	1.053	9.764
Materials and Supplies	43.715	26.467	17.248	21.283	5.184	20.739	0.543	20.309	0.430
Other Business Expenses	0.278	0.204	0.074	0.325	(0.121)	0.200	0.125	0.205	(0.005)
Total Non-Labor Expenses	\$117.062	\$121.894	(\$4.832)	\$68.485	\$53.409	\$53.516	\$14.969	\$40.074	\$13.441

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

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.

Net 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 METRO-NORTH RAILROAD
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<u>Non-Reimbursable and Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$747.923	\$758.005	\$10.082	\$764.450	\$6.445	\$764.963	\$0.513	\$772.089	\$7.126
Other Operating Revenue	52.991	56.741	3.750	81.694	24.953	88.488	6.794	62.736	(25.752)
Capital and Other Reimbursements	284.529	319.556	35.027	268.737	(50.819)	263.513	(5.224)	243.197	(20.316)
Total Revenues	\$1,085.442	\$1,134.302	\$48.860	\$1,114.881	(\$19.421)	\$1,116.964	\$2.083	\$1,078.022	(\$38.942)
Operating Expenses									
<u>Labor:</u>									
Payroll	\$568.025	\$581.334	(\$13.309)	\$604.784	(\$23.450)	\$617.645	(\$12.862)	\$629.685	(\$12.039)
Overtime	118.709	121.400	(2.691)	124.460	(3.060)	127.692	(3.232)	130.530	(2.839)
Health and Welfare	127.882	130.665	(2.784)	136.306	(5.640)	139.034	(2.728)	141.500	(2.466)
OPEB Current Payments	34.000	35.000	(1.000)	36.000	(1.000)	37.000	(1.000)	38.000	(1.000)
Pension	118.573	118.192	0.381	115.476	2.716	110.772	4.703	98.768	12.004
Other Fringe Benefits	136.002	138.967	(2.965)	143.820	(4.853)	146.610	(2.790)	149.234	(2.623)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(3.172)	(3.668)	0.497	(2.128)	(1.540)	(1.634)	(0.494)	(1.301)	(0.333)
Total Labor Expenses	\$1,100.019	\$1,121.890	(\$21.871)	\$1,158.717	(\$36.827)	\$1,177.119	(\$18.403)	\$1,186.416	(\$9.296)
<u>Non-Labor:</u>									
Electric Power	\$76.069	\$70.894	\$5.175	\$73.331	(\$2.437)	\$75.936	(\$2.605)	\$79.053	(\$3.117)
Fuel	21.452	22.306	(0.855)	22.230	0.076	21.754	0.476	21.518	0.236
Insurance	22.003	23.351	(1.348)	24.882	(1.531)	26.823	(1.942)	27.497	(0.674)
Claims	4.716	1.000	3.716	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	152.705	147.865	4.840	131.815	16.050	132.896	(1.081)	137.454	(4.558)
Professional Services Contracts	77.855	97.519	(19.663)	62.497	35.021	51.566	10.931	42.122	9.444
Materials and Supplies	141.920	127.700	14.221	117.440	10.259	119.292	(1.852)	116.996	2.296
Other Business Expenses	29.502	28.966	0.536	19.230	9.736	31.237	(12.007)	31.117	0.120
Total Non-Labor Expenses	\$526.222	\$519.600	\$6.621	\$452.425	\$67.176	\$460.504	(\$8.079)	\$456.757	\$3.747
<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.	\$1,626.241	\$1,641.490	(\$15.249)	\$1,611.142	\$30.349	\$1,637.623	(\$26.481)	\$1,643.172	(\$5.549)
Depreciation	\$243.636	\$246.507	(\$2.871)	\$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	11.500	(24.000)	35.500	(25.700)	1.700	(41.700)	16.000	(30.200)	(11.500)
Environmental Remediation	4.000	4.000	0.000	4.000	0.000	4.000	0.000	4.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$1,943.376	\$1,925.997	\$17.380	\$1,893.948	\$32.049	\$1,904.430	(\$10.481)	\$1,921.479	(\$17.049)
Net Surplus/(Deficit)	(\$857.934)	(\$791.695)	\$66.239	(\$779.068)	\$12.627	(\$787.466)	(\$8.398)	(\$843.457)	(\$55.991)

MTA METRO-NORTH RAILROAD
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
Cash Receipts and Expenditures									
Receipts									
Farebox Revenue	\$734.880	\$744.603	\$9.723	\$750.825	\$6.222	\$751.110	\$0.285	\$757.946	\$6.836
Other Operating Revenue	107.744	84.932	(22.811)	106.395	21.462	113.654	7.259	88.433	(25.221)
Capital and Other Reimbursements	285.984	320.122	34.138	269.165	(50.957)	261.457	(7.708)	245.669	(15.789)
Total Receipts	\$1,128.607	\$1,149.657	\$21.049	\$1,126.385	(\$23.272)	\$1,126.221	(\$0.164)	\$1,092.047	(\$34.174)
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$561.658	\$597.905	(\$36.248)	\$616.095	(\$18.189)	\$617.645	(\$1.550)	\$631.799	(\$14.154)
Overtime	119.221	124.989	(5.768)	126.818	(1.829)	127.359	(0.541)	130.734	(3.374)
Health and Welfare	132.107	135.249	(3.141)	137.160	(1.912)	143.246	(6.086)	145.637	(2.391)
OPEB Current Payments	34.000	35.000	(1.000)	36.000	(1.000)	37.000	(1.000)	38.000	(1.000)
Pension	119.180	118.921	0.259	116.038	2.883	111.167	4.871	99.050	12.117
Other Fringe Benefits	125.571	136.013	(10.442)	140.603	(4.589)	139.845	0.758	143.206	(3.361)
Contribution to GASB Fund	0.000	0.000	0.000	3.536	(3.536)	0.000	3.536	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,091.738	\$1,148.078	(\$56.340)	\$1,176.250	(\$28.172)	\$1,176.262	(\$0.012)	\$1,188.426	(\$12.164)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$78.130	\$72.977	\$5.153	\$75.414	(\$2.437)	\$78.018	(\$2.605)	\$81.135	(\$3.117)
Fuel	20.972	21.817	(0.845)	21.730	0.086	21.244	0.486	20.998	0.246
Insurance	21.122	23.668	(2.546)	25.845	(2.176)	26.876	(1.031)	27.563	(0.687)
Claims	6.744	1.498	5.246	1.648	(0.151)	1.146	0.502	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	188.774	204.912	(16.138)	189.457	15.456	145.300	44.156	136.668	8.633
Professional Services Contracts	91.269	108.810	(17.540)	75.561	33.248	53.772	21.789	43.596	10.177
Materials and Supplies	151.929	137.396	14.533	124.404	12.992	122.100	2.303	119.404	2.697
Other Business Expenses	47.165	51.761	(4.596)	37.275	14.486	47.686	(10.411)	47.461	0.225
Total Non-Labor Expenditures	\$606.105	\$622.838	(\$16.734)	\$551.334	\$71.505	\$496.143	\$55.190	\$477.970	\$18.173
<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	\$1,697.842	\$1,770.916	(\$73.074)	\$1,727.583	\$43.333	\$1,672.406	\$55.178	\$1,666.396	\$6.009
Net Cash Surplus/(Deficit)	(\$569.235)	(\$621.260)	(\$52.024)	(\$601.198)	\$20.061	(\$546.185)	\$55.014	(\$574.349)	(\$28.164)
Subsidies									
MTA	448.212	502.624	54.412	480.632	(21.991)	421.836	(58.797)	444.210	22.374
CDOT	121.023	118.636	(2.388)	120.566	1.930	124.349	3.783	130.139	5.790
Total Subsidies	\$569.235	\$621.260	\$52.024	\$601.198	(\$20.061)	\$546.185	(\$55.014)	\$574.349	\$28.164

MTA METRO-NORTH RAILROAD
2019 Final Proposed Budget
November Financial Plan 2019-2022
Summary of Plan-to-Plan Changes by Generic Category

November Financial Plan vs. July Financial Plan

REVENUE

FAREBOX REVENUE

Non-Reimbursable

- 2018-2022 reflects lower ridership growth due to slower projected employment growth, resulting in lower revenue of \$3.1 million in 2018, \$2.6 million in 2019, \$4.4 million in 2020, \$5.9 million in 2021 and \$7.3 million in 2022.
- 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 Volume I of the November Financial Plan).

Cash

- 2018–2022 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

- 2018 decrease of \$1.0 million is due to revised advertising projections partially offset by higher net Grand Central Terminal (GCT) retail revenue.
- 2019–2022 decreases by \$1.1 million in 2019, and then increases by \$1.2 million in 2020, \$0.8 million in 2021 and \$0.8 million in 2022, respectively, due to changes in net GCT retail revenue.

CAPITAL AND OTHER REIMBURSEMENTS

Reimbursable

- 2018 lower overall reimbursements of \$5.1 million primarily due to the Cyclical Track Program and the Waterbury Branch Cab Signal Replacement Project.
- 2019-2022 reimbursable project costs (and receipts) of \$319.6 million, \$268.7 million, \$263.5 million, and \$243.2 million, respectively, reflect timing in the Cyclical Track Program.

Cash

- 2018–2022 includes changes in the timing of capital project payments in accordance with billing and payment processing lags.

EXPENSES

PAYROLL

Non-Reimbursable

- 2018 reflects an increase of \$3.4 million due to an increase in the sick leave reserve, decreased allocations to capital work, and a change in the timing of the Government Office of Employee Relations (GOER) Mandated Training Program from an annual cycle to once every three years.

- 2019-2022 reflects decreases of \$6.0 million, \$1.3 million, \$2.8 million, and \$2.2 million, respectively, due to BRPs and an increase in allocations to capital projects partially offset by the addition of a second shift in the Maintenance of Equipment Diesel Shop.

Reimbursable

- 2018 is lower by \$3.8 million primarily due to the Cyclical Track Program, the Cyclical Replacement Insulated Joint Project, the Positive Train Control Program and the Power Infrastructure Restoration Project.
- 2019 is essentially flat.
- 2020-2022 payroll expense of \$60.1 million, \$62.9 million, and \$64.8 million, respectively, reflects the Cyclical Track Program.

Cash

- 2019 includes a cash adjustment to reflect the timing of 2017 and 2018 estimated wage settlement accruals of \$14.0 million expected to be paid in 2019.

OVERTIME

Non-Reimbursable

- 2018-2022 expenses are higher by \$2.5 million in 2018 and then \$1.1 million in each of the out years reflecting weather-related overtime increases based upon a revised five-year historical average as per MTA guidelines.

Reimbursable

- 2018 is lower by \$1.3 million primarily due to the C&S Infrastructure Restoration, the Rail Top Culverts Project, the GCT Train Shed Tunnel Structure, the Replace Timbers Undergrade Project and the GCT Utilities Project.
- 2019 is essentially flat.
- 2020–2022 levels of \$27.3 million, \$28.6 million, and \$29.4 million, respectively, reflect on-going project activity levels adjusted for the impact of inflation.

HEALTH AND WELFARE

Non-Reimbursable and Reimbursable

- 2018-2022 reflects revised staffing assumptions and rates.

OPEB CURRENT PAYMENT (GASB 45)

Non-Reimbursable

- 2018-2022 cash contributions have been adjusted to reflect the latest funding assumption criteria for retirees and premiums.

PENSIONS

Non-Reimbursable and Reimbursable

- The 2018-2022 change in pension costs represents updated actuarial estimates for the Defined Benefit Plan.

OTHER FRINGE BENEFITS

Non-Reimbursable and Reimbursable

- 2018-2022 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

- 2018 is lower by \$1.0 million primarily due to the C-31 Track Program and the Install Bridge Timbers Project.
- 2019 is higher by \$5.0 million due to the Power Infrastructure Restoration, the Danbury Dock Yard Construction, the Harlem Wayside C&S Project, the Turnouts Mainline High-Speed Project, the Hudson Line Power and Signal Replacement, and the Harlem Line Station Improvements Project.
- 2020-2022 levels of \$64.0 million, \$67.4 million, and \$56.3 million, respectively, reflect on-going project activity levels adjusted for the impact of inflation.

ELECTRIC POWER

Traction Power - Revenue

Non-Reimbursable

- 2018-2022 is adjusted for rates as well as lower energy usage related to ISO 50001 requirements & reduced car miles due to Harlem Line Track and Station Work.

Non-Traction Power – Non-Revenue

Non-Reimbursable

- 2018-2022 is adjusted for rates.

FUEL

Revenue Vehicle Fuel

Non-Reimbursable

- 2018-2022 is adjusted for rates.

Cash

- 2018-2022 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

- 2018-2022 is adjusted for rates.

INSURANCE

Non-Reimbursable and Reimbursable

- 2018-2022 incorporates the impact of revised premiums.

Cash

- 2018–2022 includes an adjustment for the difference between expense accruals and cash payments.

CLAIMS

Non-Reimbursable

- 2018-2022 reflects current passenger claim trends.

Cash

- 2019-2022 reflects the timing of payments made for passenger injury and miscellaneous claims.

MAINTENANCE AND OTHER OPERATING CONTRACTS

Non-Reimbursable

- 2018 decrease of \$0.6 million mainly reflects BRPs and changes in the timing of Ticket Vending Machines chip technology upgrades. These were partially offset by increased New Haven Line MTA Police allocations, the timing of costs for transitional training space, costs for the temporary Maintenance of Equipment materials storage location due to construction at the Harmon facility, and the continuation of the Rockland County Bus Service Subsidy.
- 2019 decrease of \$6.4 million reflects BRPs and the timing of costs for the transitional training space. These were partially offset by increased NHL MTA Police allocations, costs for the temporary Maintenance of Equipment materials storage location due to construction at the Harmon facility, and continuance of the Rockland County Bus Service Subsidy. Other offsetting factors include changes in the timing of TVMs chip technology upgrades, the BL-20 Locomotive Overhaul Program, and a partial year of lease expense for the additional 9th floor space at Graybar.
- 2020-2021 decreases of \$6.4 million and \$5.6 million, respectively, mainly reflect BRPs. The expense reductions were partially offset by increased NHL MTA Police allocations, lease expense for the additional 9th floor space at Graybar, costs for the temporary Maintenance of Equipment materials storage location due to construction at the Harmon facility, the continuation of the Rockland County Bus Service Subsidy, and an extension of the occupancy of the transitional training space.
- 2022 decrease of \$5.1 million reflects BRPs and timing changes for the BL-20 Locomotive Overhaul Program partially offset by increased NHL MTA Police allocations, lease expense for the additional 9th floor space at Graybar, costs for the temporary Maintenance of Equipment materials storage location due to construction at the Harmon facility, and the continuation of the Rockland County Bus Service Subsidy.

Reimbursable

- 2018 is higher by \$16.7 million primarily due to the Signal Replacement from Greenwich to South Norwalk Project and the Positive Train Control Program.
- 2019-2022 increases of \$24.2 million, \$11.8 million, \$10.9 million and \$9.8 million, respectively, are primarily due to the Signal Replacement from Greenwich to South Norwalk Project.

Cash

- 2018-2022 cash adjustments include timing differences and reallocations to accrued expenses.

PROFESSIONAL SERVICES CONTRACTS

Non-Reimbursable

- 2018 is lower by \$1.0 million due to the retiming of expenses associated with Enterprise Asset Management (EAM) and outside consultants for ad-hoc engineering work partially offset by higher Procurement allocations.
- 2019 is lower by \$2.0 million due to savings from BRPs and the retiming of EAM program costs partially offset by higher Audit, NHL BSC and IT, and Procurement cost allocations, the retiming of consultancy requirements for ad-hoc engineering work, and the new all-agency Family Medical Leave Act program.
- 2020 costs decrease by \$3.1 million due to BRPs and the retiming of EAM program costs partially offset by higher Audit, NHL BSC and IT, and Procurement cost allocations.
- 2021-2022 costs decrease by \$0.4 million and \$0.7 million, respectively, due to BRPs partially offset by the retiming of EAM program costs and higher cost allocations for Audit, NHL BSC and IT, and Procurement.

Reimbursable

- 2018 is lower by \$15.3 million primarily due to revised workflows for the Signal Replacement from Greenwich to South Norwalk Project and the Positive Train Control Project.
- 2019-2022 are lower by \$14.3 million, \$15.1 million, \$7.7 million and \$9.1 million, respectively, due to revised workflows for the Signal Replacement from Greenwich to South Norwalk Project.

MATERIAL AND SUPPLIES

Non-Reimbursable

- 2018 is higher by \$1.9 million due primarily to the timing of requirements for existing Reliability Centered Maintenance Programs.
- 2019 is higher by \$5.9 million primarily due to the timing of requirements for existing RCM Programs, the Center Door Coach Seat Replacement and Vestibule Floor Replacement projects and inflation.
- 2020 is flat to prior plan.
- 2021 is higher by \$1.0 million primarily due to the Center Door Coach Seat Replacement and Vestibule Floor Replacement projects and inflation partially offset by the delay in the timing of the M8 Seat Replacement project.
- 2022 is lower by \$3.0 million primarily due to the delay in the timing of the M8 Seat Replacement project partially offset by inflation.

Reimbursable

- 2018 is higher by \$4.1 million primarily due to the Cyclical Track Program, the Turnouts Mainline High-Speed Project, the Grand Central Terminal Turnouts Switch Renewal and the Positive Train Control Program.
- 2019 is higher by \$1.0 million primarily due to the Cyclical Track Program.
- 2020-2022 are essentially flat.

Cash

- 2018–2022 reflects cash adjustments for the difference between expense accruals and cash payments.

OTHER BUSINESS EXPENSES

Non-Reimbursable

- 2018 is lower by \$0.3 million primarily due to BRPs.
- 2019 is lower by \$0.3 million primarily due to higher Amtrak PRIIA-related reimbursements as well as BRPs partially offset by the retiming of the insurance reimbursement for the 2016 restaurant tenant fire in GCT.
- 2020 is lower by \$4.3 million due to higher Amtrak PRIIA-related reimbursements, the retiming of the insurance reimbursement for the 2016 restaurant tenant fire in GCT, and BRPs.
- 2021–2022 are lower by \$2.5 million and \$2.3 million, respectively, due to higher Amtrak PRIIA reimbursements and BRPs.

Reimbursable

- 2018–2022 are flat to the July Financial Plan.

DEPRECIATION

Non-Reimbursable

- 2018–2022 includes provisions for changes in Metro-North's capital assets.

OPEB OBLIGATION (GASB 45)

Non-Reimbursable

- 2018–2022 costs reflect the liability for Post-Retirement Benefits (health care costs) for future retirees based on updated actuarial estimates.

PENSION ADJUSTMENTS (GASB 68)

Non-Reimbursable

- 2018–2022 costs reflect the latest actuarial estimates.

ENVIRONMENTAL REMEDIATION (GASB 49)

Non-Reimbursable

- 2018–2022 costs reflect the estimated liability for environmental remediation costs associated with capital projects.

MTA METRO-NORTH RAILROAD
2019 Final Proposed Budget
November Financial Plan 2019-2022
Summary of November Plan-to-Plan Changes by Generic Category

November Financial Plan vs. February Financial Plan

REVENUE

FAREBOX REVENUE

Non-Reimbursable

- 2018 is lower than the Adopted Budget by \$5.9 million due to lower ridership resulting from inclement weather and station improvement work on the Harlem line.
- 2019-2021 is lower than the Adopted Budget by \$1.1 million, \$0.6 million, and \$6.0 million, respectively, due to continued ridership decreases resulting from station improvement work on the Harlem line.

OTHER OPERATING REVENUE

Non-Reimbursable

- 2018 decreases by \$17.1 million due to the re-timing of the Maybrook Trailway reimbursement as well as costs associated with additional scope for the Putnam County Segments, the re-timing of the New York State Grade Crossing reimbursement, and lower advertising.
- 2019-2020 decreases by \$12.2 million and then increases by \$0.7 million, respectively, reflecting the re-timing of the Maybrook Trailway reimbursement as well as additional scope for the Putnam County Segments, and lower advertising revenue.
- 2021 increases by \$28.2 million due to the re-timing of New York State funding for the Maybrook Trailway and New York State Grade Crossing partially offset by lower advertising.

CAPITAL AND OTHER REIMBURSEMENTS

Reimbursable

- Reimbursements in 2018 of \$284.5 million reflect an increase of \$11.6 million primarily due to the Connecticut Positive Train Control Project.
- Reimbursements in 2019 of \$319.6 million reflect an increase of \$51.9 million due to the Positive Train Control Project and the Waterbury Branch Cab Signal Replacement Project.
- Reimbursements in 2020-2021 of \$268.7 million and \$263.5 million, respectively, reflect the Waterbury Branch Cab Signal Replacement Project and the Signal Replacement from Greenwich to South Norwalk Project.

EXPENSES

PAYROLL

Non-Reimbursable

- 2018 reflects an increase of \$0.3 million, which is essentially flat.
- 2019-2021 reflect decreases of \$16.3 million, \$6.0 million, and \$5.0 million, respectively, due to BRPs and an increase in allocations to capital projects partially offset by the addition of a second shift in the Maintenance of Equipment Diesel Shop.

Reimbursable

- 2018 labor expenses decreased by \$5.9 million primarily due to the C-30 Track Program, the Universal Interlock Project, the Turnouts Mainline High-Speed Project, the Positive Train Control Program, the Capital Training for Connecticut Project, the Waterbury Branch Cab Signal Replacement Project and the Harmon to Poughkeepsie Signals Project.
- 2019 and 2020 increases of \$2.6 million and \$3.1 million, respectively are primarily due to the Cyclical Track Program requirements.
- 2021 increase of \$5.3 million is due to the Harlem Wayside C&S Project and the Waterbury Branch Cab Signal Replacement Project.

Cash

- 2019 includes a cash adjustment to reflect the timing of 2017 and 2018 estimated wage settlement accruals of \$14.0 million expected to be paid in 2019.

OVERTIME

Non-Reimbursable

- 2018-2021 is lower by \$1.0 million in 2018, \$2.0 million in both 2019 and 2020, and \$2.1 million in 2021 due to reductions in the Maintenance of Equipment department related to the implementation of enhanced Overtime Control and Authorization processes as well as improved work production efficiencies partially offset by an increase in weather-related overtime based upon a five-year historical average as per MTA guidelines.

Reimbursable

- 2018 is lower by \$1.5 million driven by the Positive Train Control Program and the GCT Turnouts Switch Renewal Project.
- 2019 decrease of \$0.4 million is due to the C-30 Track Program.
- 2020-2021 increases of \$0.6 million in both years are due to the Cyclical Track Program.

HEALTH AND WELFARE

Non-Reimbursable and Reimbursable

- 2018-2021 reflects revised staffing assumptions and rates.

OPEB CURRENT PAYMENT (GASB 45)

Non-Reimbursable

- 2018-2021 cash contributions have been adjusted to reflect the latest funding assumption criteria for retirees and premiums.

PENSIONS

Non-Reimbursable and Reimbursable

- The 2018-2021 changes in pension costs represent updated actuarial estimates for the Defined Benefit Plan.

OTHER FRINGE BENEFITS

Non-Reimbursable and Reimbursable

- 2018-2021 reflects changes in Railroad Retirement taxes and adjustments to employee claims.

REIMBURSABLE OVERHEAD

Reimbursable

- 2018 decreased by \$2.2 million due to the C-30 Track Program, the Harmon to Poughkeepsie Signals Project and the Turnouts Mainline High-Speed Project.

- 2019-2021 levels of \$65.9 million, \$64.0 million and \$67.4 million, respectively, are primarily due to the C-31 Track Program, the Harlem Wayside C&S Project and the Signal Replacement from Greenwich to South Norwalk Project.

ELECTRIC POWER

Traction Power - Revenue

Non-Reimbursable

- 2018-2021 is adjusted for rates as well as lower energy usage related to ISO 50001 requirements and reduced car miles due to Harlem Line Track and Station Work.

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.

Non-Revenue Fuel

Non-Reimbursable

- 2018-2021 is adjusted for rates.

INSURANCE

Non-Reimbursable and Reimbursable

- 2018-2021 incorporates the impact of revised premiums.

CLAIMS

Non-Reimbursable

- 2018-2021 reflects current passenger claim trends.

MAINTENANCE AND OTHER OPERATING CONTRACTS

Non-Reimbursable

- 2018 increase of \$1.2 million is due to the retiming of the Bridgeport Derailment repairs of four M8 cars from 2017 to 2018, emergency tree removal due to 2018 Nor'easters, ground penetrating radar survey of Metro-North roadway, EPA mandated repairs for fuel pads in the Harmon, North White Plains and Brewster shops and higher NHL MTA Police allocations partially offset by BRPs.
- 2019 decrease of \$9.1 million reflects BRPs and the timing of costs associated with the transitional training space. Reductions are partially offset by increased NHL MTA Police allocations, costs for the temporary Maintenance of Equipment materials storage location due to construction at the Harmon facility, and emergency tree removal costs. Other offsetting factors include continuation of the Rockland County Bus Service Subsidy, changes in the timing of TVMs chip technology upgrades, and the BL-20 Locomotive Overhaul Program, and a partial year of lease expense for the additional Graybar 9th floor space.
- 2020-2021 decreases of \$8.7 million and \$8.6 million, respectively, mainly reflect BRPs. Expense reductions are partially offset by increased NHL MTA Police allocations, lease expense for the additional Graybar 9th floor space, and costs for the temporary Maintenance

of Equipment materials storage location due to construction at the Harmon facility. Other offsetting factors include emergency tree removal costs, continuation of the Rockland County Bus Service Subsidy, and an extension in the occupancy of the transitional training space.

Reimbursable

- 2018 is higher by \$17.6 million primarily due to the Signal Replacement from Greenwich to South Norwalk Project and the Hot Bearing & Wheel Improvement Project.
- 2019 is higher by \$22.9 million primarily due to the Signal Replacement from Greenwich to South Norwalk Project.
- 2020-2021 are higher by \$10.1 million and \$11.2 million, respectively, because of the Signal Replacement from Greenwich to South Norwalk Project.

PROFESSIONAL SERVICES CONTRACTS

Non-Reimbursable

- 2018 decrease of \$6.8 million is due to the rescheduling of EAM consulting expense, BRPs, and lower expenses associated with engineering consultants, outside training, and medical and legal services.
- 2019 decrease of \$5.5 million is primarily due to BRPs as well as the rescheduling of EAM consulting expense partially offset by higher cost allocations for Audit, NHL BSC and IT, and Procurement, and the new all-agency FMLA program.
- 2020-2021 decreases of \$3.9 million and \$3.4 million, respectively, are primarily due to BRPs partially offset by retimed EAM consulting expense.

Reimbursable

- 2018 expenditures decreased by \$7.3 million primarily due to the Signal Replacement from Greenwich to South Norwalk Project.
- 2019-2021 increases of \$17.3 million, \$6.0 million, and \$0.4 million, respectively, reflect the impact of the Waterbury Branch Cab Signal Replacement Project.

MATERIAL AND SUPPLIES

Non-Reimbursable

- 2018 is lower by \$1.4 million primarily due to BRPs.
- 2019 is higher by \$2.3 million due to the timing of requirements for existing Reliability Centered Maintenance Programs partially offset by BRPs.
- 2020-2021 are lower by \$3.5 million and \$2.7 million, respectively, due to BRPs partially offset by the Center Door Coach Seat Replacement and Vestibule Floor Replacement projects.

Reimbursable

- 2018-2019 are higher by \$15.6 million and \$3.0 million, respectively, due to the Network Infrastructure Restoration Projects, the Turnouts Mainline High-Speed Project and the Cyclical Track Program.
- 2020-2021 is lower by \$0.7 million in 2020 and higher by \$1.5 million in 2021 due to the Cyclical Track Program.

OTHER BUSINESS EXPENSES

Non-Reimbursable

- 2018 is higher by \$8.1 million primarily due to the retiming of the Park Avenue Viaduct Fire recovery.
- 2019 is lower by \$0.9 million, respectively, primarily due to higher Amtrak PRIIA-related cost recoveries and BRPs partially offset by lower insurance recoveries.

- 2020 is lower by \$14.2 million primarily due to higher projected insurance recoveries, increased Amtrak PRIIA-related cost recoveries and BRPs.
- 2021 is lower by \$3.1 million primarily due to increased Amtrak PRIIA-related cost recoveries and BRPs.

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 (health care costs) for future retirees based on an updated 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 2019 - 2022
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2018	2019	2020	2021	2022
2018 July Financial Plan - Cash Surplus/(Deficit)	(\$566.732)	(\$609.371)	(\$599.066)	(\$549.016)	(\$593.336)
Baseline Changes					
Revenue					
Farebox Revenue	(\$3.090)	(\$2.584)	(\$4.448)	(\$5.877)	(\$7.277)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(1.046)	(1.073)	1.186	0.819	0.844
Capital and Other Reimbursement	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	(\$4.135)	(\$3.656)	(\$3.262)	(\$5.057)	(\$6.433)
Expenses					
Labor:					
Payroll	(\$3.379)	\$6.020	\$1.316	\$2.823	\$2.187
Overtime	(2.505)	(1.078)	(1.100)	(1.122)	(1.144)
Health and Welfare	(7.388)	1.426	0.155	0.565	0.456
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	(1.854)	(0.510)	(1.315)	(0.590)	(0.634)
Other Fringe Benefits	(0.654)	1.020	0.077	0.404	0.304
Reimbursable Overhead	(0.978)	4.615	3.207	8.347	7.443
Total Labor Expense Changes	(\$16.758)	\$11.492	\$2.341	\$10.428	\$8.612
Non-Labor:					
Electric Power	(\$1.919)	\$5.170	(\$0.070)	(\$0.263)	(\$1.218)
Fuel	(0.661)	(1.491)	(1.771)	(1.862)	(1.275)
Insurance	(0.141)	0.008	0.009	0.010	0.011
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	0.599	6.401	6.354	5.569	5.085
Professional Service Contracts	1.048	2.048	3.114	0.435	0.731
Materials & Supplies	(1.865)	(5.872)	0.007	(1.020)	3.330
Other Business Expenses	0.288	0.272	4.339	2.529	2.342
Total Non-Labor Expense Changes	(\$2.652)	\$6.537	\$11.982	\$5.399	\$9.007
Total Expenses before Depreciation and GASB Adjustments	(\$19.410)	\$18.028	\$14.323	\$15.827	\$17.619
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	\$0.000	0.000	0.000
GASB 68 Pension Adjustment	1.500	2.500	(\$0.800)	(1.000)	(0.700)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	(\$17.910)	\$20.528	\$13.523	\$14.827	\$16.919
Cash Conversion Adjustment Changes					
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Operating/Capital	(11.052)	(7.695)	(16.560)	(5.189)	4.960
Other Cash Adjustments	30.595	(21.065)	4.166	(1.750)	3.541
Total Cash Conversion Adjustments	\$19.542	(\$28.760)	(\$12.394)	(\$6.938)	\$8.501
Net Surplus/(Deficit) Changes	(\$2.503)	(\$11.889)	(\$2.132)	\$2.831	\$18.987
2018 November Financial Plan - Cash Surplus/(Deficit)	(\$569.235)	(\$621.260)	(\$601.198)	(\$546.185)	(\$574.349)

MTA METRO-NORTH RAILROAD
November Financial Plan 2019 - 2022
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2018	2019	2020	2021	2022
2018 July Financial Plan - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	(5.142)	13.330	(4.165)	10.601	7.249
Total Revenue Changes	(\$5.142)	\$13.330	(\$4.165)	\$10.601	\$7.249
Expenses					
Labor:					
Payroll	\$3.782	\$0.139	\$1.170	(\$0.205)	(\$0.399)
Overtime	1.315	0.106	0.207	(0.011)	0.180
Health and Welfare	1.290	0.073	0.309	(0.061)	(0.090)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.810	0.032	0.235	(0.035)	(0.044)
Other Fringe Benefits	0.898	0.048	0.246	(0.044)	(0.061)
Reimbursable Overhead	0.975	(4.966)	(3.049)	(8.096)	(6.906)
Total Labor Expense Changes	\$9.070	(\$4.567)	(\$0.882)	(\$8.454)	(\$7.318)
Non-Labor:					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	1.582	2.024	1.960	1.213	0.896
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	(16.739)	(24.173)	(11.758)	(10.918)	(9.815)
Professional Service Contracts	15.268	14.345	15.085	7.709	9.122
Materials & Supplies	(4.065)	(0.956)	(0.235)	(0.151)	(0.132)
Other Business Expenses	0.026	(0.003)	(0.004)	(0.001)	(0.001)
Total Non-Labor Expense Changes	(\$3.928)	(\$8.763)	\$5.048	(\$2.148)	\$0.070
Total Expense Changes	\$5.142	(\$13.330)	\$4.165	(\$10.601)	(\$7.249)
2018 November Financial Plan - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA METRO-NORTH RAILROAD
November Financial Plan 2019 - 2022
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2018	2019	2020	2021	2022
2018 July Financial Plan - Cash Surplus/(Deficit)	(\$566.732)	(\$609.371)	(\$599.066)	(\$549.016)	(\$593.336)
Baseline Changes					
Revenue					
Farebox Revenue	(\$3.090)	(\$2.584)	(\$4.448)	(\$5.877)	(\$7.277)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	(1.046)	(1.073)	1.186	0.819	0.844
Capital and Other Reimbursement	(5.142)	13.330	(4.165)	10.601	7.249
Total Revenue Changes	(\$9.277)	\$9.674	(\$7.428)	\$5.544	\$0.816
Expenses					
Labor:					
Payroll	\$0.404	\$6.158	\$2.487	\$2.618	\$1.789
Overtime	(1.191)	(0.972)	(0.892)	(1.133)	(0.964)
Health and Welfare	(6.098)	1.499	0.464	0.504	0.367
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	(1.044)	(0.479)	(1.080)	(0.625)	(0.678)
Other Fringe Benefits	0.244	1.068	0.323	0.360	0.244
Reimbursable Overhead	(0.003)	(0.351)	0.157	0.251	0.537
Total Labor Expense Changes	(\$7.688)	\$6.924	\$1.459	\$1.974	\$1.294
Non-Labor:					
Electric Power	(\$1.919)	\$5.170	(\$0.070)	(\$0.263)	(\$1.218)
Fuel	(0.661)	(1.491)	(1.771)	(1.862)	(1.275)
Insurance	1.441	2.033	1.970	1.223	0.907
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(16.141)	(17.772)	(5.404)	(5.349)	(4.730)
Professional Service Contracts	16.316	16.393	18.198	8.145	9.853
Materials & Supplies	(5.930)	(6.828)	(0.228)	(1.170)	3.198
Other Business Expenses	0.314	0.269	4.336	2.528	2.341
Total Non-Labor Expense Changes	(\$6.580)	(\$2.226)	\$17.030	\$3.251	\$9.077
Total Expenses before Non-Cash Liability Adjs.	(\$14.268)	\$4.698	\$18.489	\$5.225	\$10.370
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Adjustment	1.500	2.500	(0.800)	(1.000)	(0.700)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	(\$12.768)	\$7.198	\$17.689	\$4.225	\$9.670
Net Surplus/(Deficit) Changes	(\$22.045)	\$16.872	\$10.261	\$9.769	\$10.486
Cash Conversion Adjustment Changes					
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Operating/Capital	(11.052)	(7.695)	(16.560)	(5.189)	4.960
Other Cash Adjustments	30.595	(21.065)	4.166	(1.750)	3.541
Total Cash Conversion Adjustments	\$19.542	(\$28.760)	(\$12.394)	(\$6.938)	\$8.501
Net Surplus/(Deficit) Changes	(\$2.503)	(\$11.889)	(\$2.132)	\$2.831	\$18.987
2018 November Financial Plan - Cash Surplus/(Deficit)	(\$569.235)	(\$621.260)	(\$601.198)	(\$546.185)	(\$574.349)

MTA METRO-NORTH RAILROAD
2019 Final Proposed Budget
November Financial Plan 2019-2022
Summary of Major Plan-to-Plan Changes

Revisions to Metro-North's Financial Plan for years 2018 through 2022 reflects the effect of evolving economic conditions and projected new needs as well as changes in the timing of cost assumptions and resource allocations.

2018: NOVEMBER FINANCIAL PLAN vs. JULY FINANCIAL PLAN

The 2018 November Forecast cash subsidy requirement of \$569.2 million for Non-Reimbursable operations is \$2.5 million higher than the 2018 Mid-Year Forecast. This reflects a forecasted decrease of \$7.2 million in cash receipts offset by lower expenditures of \$4.7 million. Operating revenues of \$800.9 million reflect passenger revenues of \$747.9 million that are \$3.1 million unfavorable versus the 2018 Mid-Year Forecast resulting from lower ridership. Non-passenger revenues of \$53.0 million are \$1.0 million lower than the 2018 Mid-Year Forecast primarily resulting from lower advertising revenues. Non-Reimbursable operating expenses of \$1,658.8 million are \$17.9 million higher than the 2018 Mid-Year Forecast primarily due to higher labor, energy, and Materials and Supplies expense partially offset by lower non-cash expenses (including OPEB Liability Adjustment and depreciation), Professional Services, and Maintenance and Other Operating Contracts.

The 2018 November Forecast Reimbursable revenue and expense projections of \$284.5 million are \$5.1 million lower than the 2018 Mid-Year Forecast. This is primarily due to the revised scheduling of the Cyclical Track Program and the Waterbury Branch Cab Signal Project.

2019: NOVEMBER FINANCIAL PLAN vs. JULY FINANCIAL PLAN

The 2019 November Financial Plan cash subsidy requirement of \$621.3 million is \$11.9 million higher than the 2019 Mid-Year Forecast cash subsidy. This reflects a forecasted increase of \$22.6 million in cash expenditures offset by favorable receipts of \$10.7 million.

The 2019 Final Proposed Budget for reimbursable expenditures (and receipts) is \$319.6 million, an increase of \$13.3 million from the 2019 Preliminary Budget. Primarily responsible for this increase is revised timing for the Cyclical Track Program and the Connecticut Positive Train Control Program.

2020-2022: NOVEMBER FINANCIAL PLAN vs. JULY FINANCIAL PLAN

November Financial Plan subsidy requirements are higher by \$2.1 million in 2020, lower by \$2.8 million in 2021, and \$19.0 million in 2022 as compared to the July Financial Plan. Changes in the subsidy requirements from the July Financial Plan are driven by forecasted decreases in cash receipts and expenditures in 2020, increases in cash receipts and expenditures in 2021, and decreases in cash expenditures offset by higher cash receipts in 2022.

November Financial Plan reimbursable expenditures (and receipts) are lower by \$4.2 million in 2020, higher by \$10.6 million in 2021, and \$7.2 million in 2022 as compared to the July Financial

Plan. These changes are primarily due to revised scheduling and estimates for the Signal Replacement-Greenwich to South Norwalk Project, the Connecticut Track Program, and the M8 New Haven Line Purchase Project.

MTA Metro-North Railroad
November Financial Plan 2019 - 2022
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2018	2019	2020	2021	2022
2018 July Financial Plan - Cash Surplus/(Deficit)	(\$566.732)	(\$609.371)	(\$599.066)	(\$549.016)	(\$593.336)
Non-Reimbursable Major Changes					
Revenue					
<i>Fare Revenue - Revised Ridership Projections</i>	<i>(\$3.090)</i>	<i>(\$2.584)</i>	<i>(\$4.448)</i>	<i>(\$5.877)</i>	<i>(\$7.277)</i>
<i>GCT Net Retail Revenue Projections</i>	<i>0.697</i>	<i>(1.073)</i>	<i>1.186</i>	<i>0.819</i>	<i>0.844</i>
<i>Advertising Revenue</i>	<i>(1.743)</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
Sub-Total Non-Reimbursable Revenue Changes	(\$4.136)	(\$3.656)	(\$3.262)	(\$5.057)	(\$6.433)
Expenses					
<i>Operating Expense - New Needs</i>	<i>\$0.000</i>	<i>(\$3.800)</i>	<i>(\$6.000)</i>	<i>(\$5.000)</i>	<i>(\$2.500)</i>
<i>Budget Reduction Program</i>	<i>4.058</i>	<i>27.037</i>	<i>24.296</i>	<i>28.061</i>	<i>28.061</i>
<i>Payroll - Rescheduling of Hiring Projections, Reimbursable Activity and increased reserve for Retiree Payouts</i>	<i>(5.057)</i>	<i>0.842</i>	<i>(0.272)</i>	<i>(0.476)</i>	<i>(1.145)</i>
<i>Overtime Adjustment to include a revised five-year average for Weather Emergencies</i>	<i>(2.505)</i>	<i>(1.078)</i>	<i>(1.100)</i>	<i>(1.122)</i>	<i>(1.144)</i>
<i>Health & Welfare - Revised Rates & Payroll Projections</i>	<i>(7.840)</i>	<i>0.032</i>	<i>(0.271)</i>	<i>(0.322)</i>	<i>(0.440)</i>
<i>Pensions - Revised Labor Projections & ADC Adjustments</i>	<i>(2.141)</i>	<i>(1.397)</i>	<i>(1.588)</i>	<i>(1.155)</i>	<i>(1.206)</i>
<i>Other Fringe Benefits - Revised Labor Projections</i>	<i>(0.992)</i>	<i>(0.018)</i>	<i>(0.237)</i>	<i>(0.255)</i>	<i>(0.361)</i>
<i>Reimbursable Overhead - Rescheduling of Reimbursable Project Activity and Revised Overhead Rates</i>	<i>(0.978)</i>	<i>4.382</i>	<i>2.968</i>	<i>8.104</i>	<i>7.194</i>
<i>Revised Electricity Rates</i>	<i>(1.919)</i>	<i>3.134</i>	<i>(2.043)</i>	<i>(2.272)</i>	<i>(3.277)</i>
<i>Revised Fuel Rates</i>	<i>(0.661)</i>	<i>(1.518)</i>	<i>(1.798)</i>	<i>(1.889)</i>	<i>(1.302)</i>
<i>Real Estate Rentals - New York Campus Rent for Additional 9th floor space</i>	<i>0.000</i>	<i>(0.353)</i>	<i>(1.071)</i>	<i>(1.083)</i>	<i>(1.095)</i>
<i>Timing of Materials for Reliability Centered Maintenance (RCM)</i>	<i>(1.940)</i>	<i>(2.869)</i>	<i>4.185</i>	<i>(0.062)</i>	<i>0.177</i>
<i>MTA Allocations - MTA Police</i>	<i>(0.909)</i>	<i>(0.909)</i>	<i>(0.909)</i>	<i>(0.909)</i>	<i>(0.909)</i>
<i>MTA Allocations - Audit Services</i>	<i>(0.249)</i>	<i>(0.277)</i>	<i>(0.307)</i>	<i>(0.337)</i>	<i>(0.368)</i>
<i>MTA Allocations - NHL Share of BSC/IT costs</i>	<i>0.000</i>	<i>(0.592)</i>	<i>(0.499)</i>	<i>(0.521)</i>	<i>(0.842)</i>
<i>MTA Allocations - Procurement</i>	<i>(1.001)</i>	<i>(1.134)</i>	<i>(1.194)</i>	<i>(1.256)</i>	<i>(1.328)</i>
<i>Revised Amtrak PRIIA Recoveries</i>	<i>0.048</i>	<i>1.638</i>	<i>1.638</i>	<i>1.638</i>	<i>1.638</i>
<i>Re-timing of Insurance Recovery for GCT Tenant Fire</i>	<i>0.000</i>	<i>(2.000)</i>	<i>2.000</i>	<i>0.000</i>	<i>0.000</i>
<i>EAM Consultant Re-timing</i>	<i>1.402</i>	<i>1.159</i>	<i>0.250</i>	<i>(1.970)</i>	<i>(0.841)</i>
<i>Other Net Expense Changes</i>	<i>2.774</i>	<i>(1.750)</i>	<i>(4.525)</i>	<i>(4.347)</i>	<i>(3.395)</i>
Sub-Total Non-Reimbursable Expense Changes	(\$17.910)	\$20.528	\$13.523	\$14.827	\$16.919
Total Non-Reimbursable Major Changes	(\$22.045)	\$16.872	\$10.261	\$9.769	\$10.486
Reimbursable Major Changes					
Revenue					
<i>Projections for 2018-2022 reflects the retiming of capital project activity level.</i>	<i>(\$5.142)</i>	<i>\$13.330</i>	<i>(\$4.165)</i>	<i>\$10.601</i>	<i>\$7.249</i>
Sub-Total Reimbursable Revenue Changes	(5.142)	13.330	(4.165)	10.601	7.249
Expenses					
<i>Projections for 2018-2022 reflects the retiming of capital project activity level.</i>	<i>\$5.142</i>	<i>(\$13.330)</i>	<i>\$4.165</i>	<i>(\$10.601)</i>	<i>(\$7.249)</i>
Sub-Total Reimbursable Expense Changes	5.142	(13.330)	4.165	(10.601)	(7.249)
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	(\$22.045)	\$16.872	\$10.261	\$9.769	\$10.486
Cash Adjustment Changes					
<i>Operating Capital - New Needs</i>	<i>(\$3.600)</i>	<i>(\$14.000)</i>	<i>(\$16.900)</i>	<i>(\$5.600)</i>	<i>(\$1.000)</i>
<i>Budget Reduction Program</i>	<i>0.400</i>	<i>2.300</i>	<i>2.900</i>	<i>1.900</i>	<i>1.900</i>
<i>Revised Scheduling of Operating Capital Projects</i>	<i>(7.852)</i>	<i>4.005</i>	<i>(2.560)</i>	<i>(1.489)</i>	<i>4.060</i>
<i>Cash Timing of RWA Payments</i>	<i>20.429</i>	<i>(20.630)</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
<i>Timing of MTA Reimbursable Receipts</i>	<i>(1.683)</i>	<i>(0.934)</i>	<i>2.113</i>	<i>(2.951)</i>	<i>2.132</i>
<i>Reversal of Retiree Sick/Vacation Accrual</i>	<i>8.823</i>	<i>0.029</i>	<i>0.030</i>	<i>0.031</i>	<i>0.031</i>
<i>Other Adjustments</i>	<i>3.026</i>	<i>0.470</i>	<i>2.023</i>	<i>1.170</i>	<i>1.378</i>
Total Cash Adjustment Changes	\$19.542	(\$28.760)	(\$12.394)	(\$6.938)	\$8.501
Net Surplus/(Deficit) Changes	(\$2.503)	(\$11.889)	(\$2.132)	\$2.831	\$18.987
2018 November Financial Plan - Net Operating Cash Surplus/(Deficit)	(\$569.235)	(\$621.260)	(\$601.198)	(\$546.185)	(\$574.349)

MTA METRO-NORTH RAILROAD
2019 Final Proposed Budget
November Financial Plan 2019-2022
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 2018 is 86.8 million, which is 0.4% higher than 2017 ridership and the highest in Metro-North history.

East of Hudson forecasted ridership in 2018 is 85.2 million or 0.4% over the previous year due to growth in the Hudson and New Haven lines. 2019 includes a 1.7% increase in the Hudson line, a 1.6% increase in the Harlem line and a 1.0% increase in the New Haven line over 2018. In 2020 through 2022, East of Hudson ridership is projected to grow by 0.7% in 2020, remain flat in 2021 and then grow by 0.9% in 2022.

West of Hudson forecasted ridership in 2018, which is down by 1.1% from last year, has been adversely affected by the train incident at the Hoboken Terminal last September. However, in 2019-2022, West of Hudson ridership is projected to grow by 0.9%, 0.7%, 0.8%, and 1.8%, respectively.

Farebox Revenue in the 2019 Final Proposed Budget totals \$758.0 million, reflecting an increase of \$10.1 million or 1.3% over the 2018 November Forecast. Revenue in 2020 through 2022 is projected to grow by 0.9%, 0.1% and 0.9%, respectively.

MTA METRO-NORTH RAILROAD
November Financial Plan 2019 - 2022
Ridership (Utilization)
(in millions)

Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
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RIDERSHIP

<i>Harlem Line Ridership - Commutation</i>	16.683	16.704	16.892	17.028	17.014	17.223
<i>Harlem Line Ridership - Non-Commutation</i>	<u>11.129</u>	<u>11.002</u>	<u>11.268</u>	<u>11.358</u>	<u>11.349</u>	<u>11.489</u>
Harlem Line	27.812	27.706	28.161	28.386	28.364	28.712
<i>Hudson Line Ridership - Commutation</i>	9.309	9.370	9.598	9.689	9.698	9.776
<i>Hudson Line Ridership - Non-Commutation</i>	<u>7.589</u>	<u>7.756</u>	<u>7.824</u>	<u>7.898</u>	<u>7.905</u>	<u>7.969</u>
Hudson Line	16.897	17.126	17.423	17.587	17.603	17.745
<i>New Haven Line Ridership - Commutation</i>	22.201	22.158	22.530	22.671	22.685	22.827
<i>New Haven Line Ridership - Non-Commutation</i>	<u>17.968</u>	<u>18.213</u>	<u>18.235</u>	<u>18.348</u>	<u>18.360</u>	<u>18.475</u>
New Haven Line	40.169	40.371	40.765	41.019	41.045	41.302
Total Commutation Ridership	48.193	48.231	49.021	49.387	49.397	49.826
Total Non-Commutation Ridership	<u>36.686</u>	<u>36.972</u>	<u>37.328</u>	<u>37.605</u>	<u>37.615</u>	<u>37.933</u>
Total East of Hudson Ridership	84.879	85.203	86.349	86.992	87.011	87.759
West of Hudson Ridership	1.617	1.599	1.614	1.625	1.638	1.667
Total Ridership	86.496	86.802	87.962	88.617	88.650	89.426

FAREBOX REVENUE

<i>Harlem Line - Commutation Revenue</i>	111.009	112.344	113.561	114.592	114.439	116.040
<i>Harlem Line - Non-Commutation Revenue</i>	<u>101.292</u>	<u>101.272</u>	<u>103.620</u>	<u>104.561</u>	<u>104.422</u>	<u>105.882</u>
Harlem Line	\$212.301	\$213.616	\$217.181	\$219.153	\$218.861	\$221.923
<i>Hudson Line - Commutation Revenue</i>	72.539	73.715	75.625	76.438	76.464	77.067
<i>Hudson Line - Non-Commutation Revenue</i>	<u>84.843</u>	<u>87.481</u>	<u>88.452</u>	<u>89.403</u>	<u>89.434</u>	<u>90.138</u>
Hudson Line	\$157.383	\$161.196	\$164.077	\$165.842	\$165.899	\$167.205
<i>New Haven Line - Commutation Revenue</i>	156.827	161.295	162.547	163.717	163.996	165.113
<i>New Haven Line - Non-Commutation Revenue</i>	<u>192.543</u>	<u>197.425</u>	<u>199.566</u>	<u>201.002</u>	<u>201.345</u>	<u>202.716</u>
New Haven Line	\$349.371	\$358.720	\$362.113	\$364.719	\$365.340	\$367.828
Total Commutation Revenue	\$340.376	\$347.354	\$351.733	\$354.747	\$354.900	\$358.219
Total Non-Commutation Revenue	<u>378.679</u>	<u>386.178</u>	<u>391.638</u>	<u>394.966</u>	<u>395.200</u>	<u>398.736</u>
Total East of Hudson Revenue	\$719.055	\$733.532	\$743.371	\$749.713	\$750.100	\$756.956
West of Hudson Revenue	\$14.354	\$14.391	\$14.634	\$14.737	\$14.863	\$15.133
Total Farebox Revenue	\$733.409	\$747.923	\$758.005	\$764.450	\$764.963	\$772.089

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

MTA Metro-North Railroad
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022
Administration										
Reductions to Professional Service Contracts (July Plan)	-	\$1.676	-	\$2.341	-	\$2.237	-	\$2.322	-	\$2.558
Reductions to Other Business Expenses (July Plan)	-	0.376	-	0.379	-	0.384	-	0.385	-	0.382
OTE GOER Mandated Training Reduction (November Plan)	-	<u>2.755</u>	-	<u>2.755</u>	-	<u>0.000</u>	-	<u>2.755</u>	-	<u>2.755</u>
<i>Subtotal Administration</i>	-	<i>4.807</i>	-	<i>5.474</i>	-	<i>2.621</i>	-	<i>5.461</i>	-	<i>5.695</i>
Customer Convenience/Amenities										
Elimination of GCT North End Signage Project (July Plan)	-	0.300	-	0.300	-	0.300	-	0.300	-	0.300
Elimination of Temperature Measurement Program (July Plan)	-	0.203	-	0.203	-	0.203	-	0.203	-	0.203
Ticket Office Closings at Three Stations on the Harlem Line (November Plan)	-	<u>0.000</u>	3	<u>0.535</u>	3	<u>0.546</u>	3	<u>0.557</u>	3	<u>0.568</u>
<i>Subtotal Customer Convenience/Amenities</i>	-	<i>0.503</i>	3	<i>1.038</i>	3	<i>1.049</i>	3	<i>1.060</i>	3	<i>1.071</i>
Maintenance/Operations										
Re-allocation of Infrastructure Improvement Repairs from Operating to Capital (July Plan)	-	0.000	-	3.538	-	3.538	-	3.538	-	3.538
Miscellaneous Maintenance and Other Operating Contracts Reductions (July Plan)	-	1.806	-	2.383	-	2.531	-	2.671	-	2.906
FRA Waiver to allow retiming of M8 airbrake maintenance cycle from 5 to 6 years (July Plan)	-	2.061	-	1.942	-	1.733	-	1.673	-	1.554
Renegotiation of Middleman Charges for New Haven Line Energy Expenses (July Plan)	-	1.300	-	1.300	-	1.300	-	1.300	-	1.300
Reductions to Materials & Supplies (July Plan)	-	0.985	-	0.985	-	0.985	-	0.985	-	0.985
Rightsizing of NYSGOER Annual Training and Policy Certifications Budget (July Plan)	-	0.940	-	0.940	-	0.940	-	0.940	-	0.940
Rightsizing of Engineering Services Budget for GCT Trainshed Inspection (July Plan)	-	0.500	-	0.500	-	0.500	-	0.500	-	0.500
Elimination of Engineering Consultant for P-32 RCM Phase 2 (July Plan)	-	0.500	-	0.750	-	0.750	-	0.500	-	0.000
Elimination of Track Geometry Car Lease (July Plan)	-	0.000	-	0.166	-	0.166	-	0.166	-	0.166
Lower Energy Consumption due to ISO 50001 Requirements and Reduced Car Miles (November Plan)	-	0.000	-	1.938	-	1.874	-	1.911	-	1.962
Reduction of Infrastructure Contractual Services (November Plan)	-	1.584	-	3.052	-	2.318	-	2.369	-	2.425
Maintenance of Equipment Early Reduction of Capital Positions; Potential Furlough of 4-12 Employees (November Plan)	-	0.000	30	3.215	30	0.000	30	0.000	30	0.000
Extend Car/Coach Cleaning Cycle from 92 to 184 days; Eliminate 25 Car Cleaner Positions and Immediate Furlough of 25 Employees (November Plan)	-	0.000	25	2.679	25	2.733	25	2.787	25	2.843
Deferral of M8 Seat Replacement (November Plan)	-	0.000	-	0.000	-	0.000	-	2.019	-	3.541
Grand Central Terminal Weekend Coverage Reduction (November Plan)	-	0.000	5	0.632	5	0.645	5	0.658	5	0.671
Operating Capital Reduction (November Plan)	-	<u>0.000</u>	-	<u>2.000</u>	-	<u>3.000</u>	-	<u>2.000</u>	-	<u>2.000</u>
<i>Subtotal Maintenance/Operations</i>	-	<i>9.677</i>	60	<i>26.020</i>	60	<i>23.013</i>	60	<i>24.017</i>	60	<i>25.330</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>4.069</u>	-	<u>4.069</u>	-	<u>4.069</u>	-	<u>4.069</u>
<i>Subtotal Service</i>	-	<i>0.000</i>	-	<i>4.069</i>	-	<i>4.069</i>	-	<i>4.069</i>	-	<i>4.069</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										
Tighter Control and Prioritization of Non-Payroll Expenses (November Plan)	-	<u>0.119</u>	-	<u>12.531</u>	-	<u>16.080</u>	-	<u>14.905</u>	-	<u>13.197</u>
<i>Subtotal Other</i>	-	<i>0.119</i>	-	<i>12.531</i>	-	<i>16.080</i>	-	<i>14.905</i>	-	<i>13.197</i>
Agency Submission	-	\$15.106	63	\$49.132	63	\$46.831	63	\$49.512	63	\$49.362

**MTA Metro-North Railroad
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Administration

Program: Reductions to Professional Service Contracts

Background Details:	Departments across Metro-North have identified budget savings related to lower spending trends and cost containment efforts. Several areas of cost saving include: TVM armored car service revenue runs, outside training, advertising/marketing, legal expenses and various professional service contracts.
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Program Description/ Implementation Plan:	Reductions will be reflected in the Professional Services category.		
Program Implementation Date:	1/1/2018	When will savings begin?:	1/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$1.676	\$2.341	\$2.237	\$2.322	\$2.558
<i>Total Positions:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Administration

Program: Reductions to Other Business Expenses

Background Details:	Other Business Expense cost reductions based upon cost containment efforts and historical spending trends. Several areas of cost savings include: rolled ticket stock, non-capital equipment purchases, travel and membership and dues.
----------------------------	---

Program Description/ Implementation Plan:	Reductions will be reflected in the Other Business Expenses category.		
Program Implementation Date:	1/1/2018	When will savings begin?:	1/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$0.376	\$0.379	\$0.384	\$0.385	\$0.382
<i>Total Positions:</i>	0	0	0	0	0

**MTA Metro-North Railroad
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Administration

Program: OTE GOER Mandated Training Reduction

Background Details:	The New York State Governor's Office of Employee Relations (GOER) began a Mandated Training Program in 2015. Based on changes in course requirements, savings can be achieved by implementing a three year cycle.
----------------------------	---

Program Description/ Implementation Plan:	Metro-North will replace the annual NYS GOER Mandated Training with a three year cycle. The next scheduled training will begin in 2020.		
Program Implementation Date:	1/1/2018	When will savings begin?:	1/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$2.755	\$2.755	\$0.000	\$2.755	\$2.755
<i>Total Positions:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Customer Convenience & Amenities

Program: Elimination of GCT North End Signage Project

Background Details:	This signage project has now been replaced by a larger capital project.
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Program Description/ Implementation Plan:	Reductions will be reflected in the Maintenance & Other Operating Contracts category.		
Program Implementation Date:	1/1/2018	When will savings begin?:	1/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$0.300	\$0.300	\$0.300	\$0.300	\$0.300
<i>Total Positions:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Customer Convenience & Amenities

Program: Elimination of Temperature Measurement Program

Background Details:	MNR currently uses New York State Industry for the Disabled (NYSID) to perform temperature measurement analysis on trains throughout the MNR territory. As part of the budget reductions, this program was eliminated and will be replaced by internal employee reporting from sources such as service quality inspectors, on-board conductors and engineers, coach cleaners and car repair mechanics to report if there is a hot or cold car during the summer months.
----------------------------	---

Program Description/ Implementation Plan:	Reductions will be reflected in the Professional Services category.		
Program Implementation Date:	1/1/2018	When will savings begin?:	1/1/2018
Other Issues:		Are these savings recurring?:	Yes

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$0.203	\$0.203	\$0.203	\$0.203	\$0.203
<i>Total Positions:</i>	0	0	0	0	0

**MTA Metro-North Railroad
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Customer Convenience/Amenities

Program: Ticket Office Closings at Three Stations on the Harlem Line (November Plan)

Background Details:	Metro-North will close three ticket offices at three train stations along the Harlem Line. These closings will result in the abolishment of three ticket seller positions and the associated utilities costs for these locations. The ticket office locations identified for closure are Mount Vernon West, Scarsdale and Brewster.
----------------------------	---

Program Description/ Implementation Plan:	Reductions will be reflected in the Labor and Electric Power categories.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$0.000	\$0.535	\$0.546	\$0.557	\$0.568
<i>Total Positions:</i>	0	3	3	3	3

**MTA Metro-North Railroad
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations

Program: Re-allocation of Infrastructure Improvement Repairs from Operating to Capital

Background Details:	Metro-North Maintenance of Way forces perform ongoing maintenance and emergency repairs to its right-of-way. These forces also make capital improvements including replacing track and upgrading control systems. In order to make the most efficient use of available staff and minimize track outages, regular maintenance activity and capital project work are combined wherever possible. This can result in capital-funded work being classified as non-reimbursable expense. This item recognizes this issue and reallocates the capital activity performed by maintenance forces to the correct funding source.
----------------------------	---

Program Description/ Implementation Plan:		Re-allocation of Infrastructure Improvement Repairs from Operating to Capital	
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$0.000	\$3.538	\$3.538	\$3.538	\$3.538
<i>Total Positions:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations

Program: Miscellaneous Maintenance and Other Operating Contracts Reductions

Background Details:	Departments across Metro-North have identified budget savings related to lower spending trends and cost containment efforts. Several areas of cost saving include: rubbish removal, environmental waste removal and various maintenance contracts.
----------------------------	--

Program Description/ Implementation Plan:	Reductions will be reflected in the Maintenance & Other Operating Contracts category.		
Program Implementation Date:	1/1/2018	When will savings begin?:	1/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$1.806	\$2.383	\$2.531	\$2.671	\$2.906
<i>Total Positions:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations

Program: FRA Waiver to allow retiming of M8 airbrake maintenance cycle from 5 to 6 years

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 M8 fleet, and Metro-North Railroad will implement a 6-year cycle for COT&S (Clean, Oil, Test, Stencil) maintenance versus the existing 5-year cycle. The current plan calls for 38 pairs per year, and will be changed with the 6-year cycle to a 32 pairs per year. Additionally, single cars go from 5 to 4 per year.
----------------------------	--

Program Description/ Implementation Plan:	Revise and retime of M8 airbrake maintenance cycle.		
Program Implementation Date:	1/1/2018	When will savings begin?:	1/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$2.061	\$1.942	\$1.733	\$1.673	\$1.554
<i>Total Positions:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations

Program: Renegotiation of Middleman Charges for New Haven Line Energy Expenses

Background Details:	The MNR Energy Group negotiated a reduction in "Adder" (intermediary) charges with the vendor, Constellation, to purchase energy from NEISO (New England Independent System Operator) for our New Haven Line. These terms are more favorable than was negotiated by MNR prior to the formation of the Energy Group.
----------------------------	---

Program Description/ Implementation Plan:		Renegotiation of Middleman Charges for New Haven Line Energy Expenses	
Program Implementation Date:	1/1/2018	When will savings begin?:	1/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$1.300	\$1.300	\$1.300	\$1.300	\$1.300
<i>Total Positions:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations

Program: Reductions to Materials & Supplies

Background Details:	Departments across Metro-North have identified budget savings related to related to lower spending trends and cost containment efforts primarily for Communications & Signal equipment.
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Program Description/ Implementation Plan:	Reductions will be reflected in the Materials & Supplies category.		
Program Implementation Date:	1/1/2018	When will savings begin?:	1/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$0.985	\$0.985	\$0.985	\$0.985	\$0.985
<i>Total Positions:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations

Program: Rightsizing of NYSGOER Annual Training and Policy Certifications Budget

Background Details:	Rightsizing of Budget for NYS Governor's Office of Employee Relations (NYSGOER) Mandated Annual Compliance Training and Policy Certifications based on lower spending trends.
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Program Description/ Implementation Plan:	Reductions will be reflected in the Regular Pay and associated Fringe Cost categories.		
Program Implementation Date:	1/1/2018	When will savings begin?:	1/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$0.940	\$0.940	\$0.940	\$0.940	\$0.940
<i>Total Positions:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations

Program: Rightsizing of Engineering Services Budget for GCT Trainshed Inspection

Background Details:	Rightsizing of engineering services for the GCT Trainshed Inspection Program.
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Program Description/ Implementation Plan:	Reductions will be reflected in the Professional Services category.
--	---

Program Implementation Date:	1/1/2018	When will savings begin?:	1/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500
<i>Total Positions:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations

Program: Elimination of Engineering Consultant for P-32 RCM Phase 2

Background Details: Outside engineering consultants will no longer be used for Phase 2 of the P-32 RCM Program.

**Program Description/
Implementation Plan:** Reductions will be reflected in the Professional Services category.

Program Implementation Date: 1/1/2018 **When will savings begin?:** 1/1/2018

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$0.500	\$0.750	\$0.750	\$0.500	\$0.000
<i>Total Positions:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations
Program: Elimination of Track Geometry Car Lease

Background Details: This expense will no longer be necessary given the purchase of Metro-North's Track Geometry car, which is expected to be operational in 2019.

Program Description/Implementation Plan: Reductions will be reflected in the Maintenance & Other Operating Contracts category.

Program Implementation Date: 1/1/2019 **When will savings begin?:** 1/1/2019
Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$0.000	\$0.166	\$0.166	\$0.166	\$0.166
<i>Total Positions:</i>	0	0	0	0	0

**MTA Metro-North Railroad
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations

Program: Lower Energy Consumption due to ISO 50001 Requirements and Reduced Car Miles

Background Details:	In order to maintain ISO50001 Energy Management Certification, MNR is required to implement three projects per year that reduce energy consumption. In addition, due to Harlem Line track work and the White Plains Station Improvement Project, there will be reduced revenue service car miles resulting in additional energy savings.
----------------------------	--

Program Description/ Implementation Plan:	Reductions will be reflected in the Electric Power category.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$0.000	\$1.938	\$1.874	\$1.911	\$1.962
<i>Total Positions:</i>	0	0	0	0	0

**MTA Metro-North Railroad
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations

Program: Reduction of Infrastructure Contractual Services

Background Details:	Funding reduction for various infrastructure contractual services such as the continuous work platform lease and track undercutting.
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Program Description/ Implementation Plan:	Reductions will be reflected in Maintenance & Other Operating Contracts.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$1.584	\$3.052	\$2.318	\$2.369	\$2.425
<i>Total Positions:</i>	0	0	0	0	0

**MTA Metro-North Railroad
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations

Program: Maintenance of Equipment Early Reduction of Capital Positions; Potential Furlough of 4-12 Employees (November Plan)

Background Details:	The Maintenance of Equipment Department will reduce full-time equivalents allocated to capital projects by 30 positions and will transition employees in those roles to operating activity to replace positions that become vacant due to projected retirements. This reduction in overall positions will result in a potential furlough of 4 to 12 employees. The Maintenance of Equipment Department will manage the actual hiring of new employees to meet the proposed 2019 savings target.
----------------------------	---

Program Description/ Implementation Plan:	Reductions will be reflected in the Labor category.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	No
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$0.000	\$3.215	\$0.000	\$0.000	\$0.000
<i>Total Positions:</i>	0	30	30	30	30

**MTA Metro-North Railroad
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function:

Maintenance/Operations

Program:

Extend Car/Coach Cleaning Cycle from 92 to 184 days; Eliminate 25 Car Cleaner Positions and Immediate Furlough of 25 Employees (November Plan)

Background Details:	The Maintenance of Equipment Department will implement a 184-day cycle for extensive car/coach cleaning versus the existing 92-day cycle. In order to meet this annual savings target, 25 positions will be removed from the overall department position count. This reduction in overall positions will result in the immediate furlough of 25 employees.
----------------------------	--

Program Description/ Implementation Plan:	Reductions will be reflected in the Labor category.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
Other Issues:		Are these savings recurring?:	Yes

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$0.000	\$2.679	\$2.733	\$2.787	\$2.843
<i>Total Positions:</i>	0	25	25	25	25

**MTA Metro-North Railroad
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations

Program: Deferral of M8 Seat Replacement

Background Details: Defer the commencement of the M-8 seat replacement program from 2021 to 2023.

**Program Description/
Implementation Plan:** Reductions will be reflected in the Materials & Supplies category.

Program Implementation Date: 1/1/2021 **When will savings begin?:** 1/1/2021

Are these savings recurring?: No

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$0.000	\$0.000	\$0.000	\$2.019	\$3.541
<i>Total Positions:</i>	0	0	0	0	0

**MTA Metro-North Railroad
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations

Program: Grand Central Terminal Weekend Coverage Reduction

Background Details:	Reduction of the weekend maintenance workforce in Grand Central Terminal by five positions.
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Program Description/ Implementation Plan:	Reductions will be reflected in the Labor category.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$0.000	\$0.632	\$0.645	\$0.658	\$0.671
<i>Total Positions:</i>	0	5	5	5	5

**MTA Metro-North Railroad
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Maintenance/Operations

Program: Operating Capital Reduction

Background Details:	Metro-North expects savings to Operating Capital projects related to historical spending trends and cost containment efforts.
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Program Description/ Implementation Plan:	Reductions will be reflected in Maintenance & Other Operating Contracts.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$0.000	\$2.000	\$3.000	\$2.000	\$2.000
<i>Total Positions:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Service

Program: Reductions to Overtime & Fringe

Background Details:	Rightsizing of overtime expense primarily in the Maintenance of Equipment Department. In the Maintenance of Equipment Department, overtime has been reduced through the implementation of enhanced Overtime Control and Authorization processes as well as improved work production efficiencies.
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Program Description/ Implementation Plan:	Reductions will be reflected in the Overtime and associated Fringe Cost categories.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
Other Issues:		Are these savings recurring?:	Yes

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$0.000	\$4.069	\$4.069	\$4.069	\$4.069
<i>Total Positions:</i>	0	0	0	0	0

**MTA Metro-North Railroad
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary**

Category by Function: Other

Program: Tighter Control and Prioritization of Non-Payroll Expenses

Background Details:	Departments across Metro-North have identified budget savings related to historical spending trends and cost containment efforts. Examples of some these reductions include legal fees, environmental remediation, medical services, travel, materials and supplies, and various other maintenance and other operating contracts and professional services.
----------------------------	---

Program Description/ Implementation Plan:	Reductions will be reflected in several categories.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Net Cash Savings (in millions)	\$0.119	\$12.531	\$16.080	\$14.905	\$13.197
<i>Total Positions:</i>	0	0	0	0	0

MTA METRO-NORTH RAILROAD
2019 Final Proposed Budget
November Financial Plan 2019-2022
Positions

POSITION ASSUMPTIONS

YEAR-TO-YEAR CHANGES

2018-2019

2019 includes a net increase of 1 authorized position. The increase consists of the addition of 64 positions which include:

- 37 Conductor positions to support capital needs.
- 15 Maintenance of Equipment positions to support the Locomotive Diesel Shop second shift.
- 1 Maintenance of Way (MoW) position to assist in the acceleration of the Video Surveillance System.
- 7 Procurement positions to support Enterprise Asset Management (5) and the Procurement Reorganization (2).
- 3 MoW Communication & Signal (C&S) positions to support several critical capital projects.
- 1 Operations Administration position to support Enterprise Asset Management.

The net increase is partially offset by a decrease of 63 positions included in the Budget Reduction Plan. The plan includes:

- 25 Maintenance of Equipment positions for the E-Cleaning Reduction plan.
- 30 Maintenance of Equipment positions due to the early reduction of capital positions and potential furlough of employees.
- 5 MoW positions resulting from to the elimination of third-shift weekend coverage at GCT.
- 3 Customer Service positions due to the closing of several Ticket Offices.

2019-2020

2020 includes an increase of 2 authorized MoW C&S positions to support various capital projects.

2020-2021

2021 includes an increase of 9 authorized Conductor positions to support capital needs.

MTA METRO-NORTH RAILROAD November Financial Plan 2019 - 2022 Favorable/(Unfavorable)					
Total Position Changes at a Glance					
	2018	2019	2020	2021	2022
2018 July Plan - Total Positions	7,018	7,030	7,032	7,032	7,032
Total Plan-to-Plan Changes	(116)	(105)	(105)	(114)	(114)
2018 November Plan - Total Positions	7,134	7,135	7,137	7,146	7,146
Total Year-to-Year Changes, July Plan		(1)	(2)	(9)	0
Total Plan-to-Plan Changes by Reporting Category:					
<i>Non-Reimbursable</i>	(155)	(110)	(127)	(116)	(114)
<i>Reimbursable</i>	39	5	22	2	(0)
Total	(116)	(105)	(105)	(114)	(114)
<i>Full-Time</i>	(116)	(105)	(105)	(114)	(114)
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	(116)	(105)	(105)	(114)	(114)
By Function Category					
- Administration	6	7	7	7	7
- Operations	(144)	(179)	(179)	(188)	(188)
- Maintenance	22	67	67	67	67
- Engineering/Capital	(0)	(0)	0	0	0
- Public Safety	0	0	0	0	0
Total	(116)	(105)	(105)	(114)	(114)
By Occupational Group					
- Managers/Supervisors	(30)	(15)	(15)	(15)	(15)
- Professional, Technical, Clerical	12	14	14	14	14
- Operational Hourlies	(98)	(104)	(104)	(113)	(113)
Total	(116)	(105)	(105)	(114)	(114)
Total Plan-to-Plan Changes by Major Category:					
2018 BRPs	0	63	63	63	63
New Needs	0	(16)	(16)	(16)	(16)
Change in Reimbursable Positions	39	5	22	2	(0)
Re-estimates & All Other ¹	(155)	(157)	(174)	(163)	(161)
Total	(116)	(105)	(105)	(114)	(114)

MTA METRO-NORTH RAILROAD
2019 Final Proposed Budget
November Financial Plan 2019-2022
Positions

PLAN-TO-PLAN CHANGES

2018

The 2018 November Forecast includes a net increase of 116 authorized positions versus the Mid-Year Forecast, which is comprised of 155 Non-Reimbursable positions partially offset by a decrease of 39 Reimbursable positions.

The 155 Non-Reimbursable positions consist of:

- 115 Conductors in the Transportation department to reflect existing staff supporting current service level requirements.
- The retiming of one Safety position originally included in the July Financial Plan in 2019.
- The reallocation of 39 positions from Reimbursable to perform Non-Reimbursable work.

The net decrease of 39 Reimbursable positions includes:

- The reallocation of 39 positions from Reimbursable to perform Non-Reimbursable work.

2019

The November Financial Plan includes a net increase of 105 authorized positions versus the Preliminary Budget, which is comprised of 110 Non-Reimbursable positions partially offset by a net decrease of 5 Reimbursable positions.

The Non-Reimbursable positions consist of:

- 15 Maintenance of Equipment positions to support the Locomotive Diesel Shop second shift.
- 1 MoW position to assist in maintaining increased Video Surveillance System equipment.
- The reallocation of 42 positions from Reimbursable to perform Non-Reimbursable work.
- 115 Non-Reimbursable positions carried forward from 2018.

The above increases are partially offset by a decrease of 63 positions included in the Budget Reduction Plan. The plan includes the reduction of:

- 25 Maintenance of Equipment positions for the E-Cleaning Reduction plan.
- 30 Maintenance of Equipment positions due to the early reduction of capital positions and potential furlough of employees.
- 5 MoW positions resulting from the Elimination of Weekend Coverage at GCT.
- 3 Customer Service positions due to the closing of several Ticket Offices.

The net decrease in 5 Reimbursable positions consists of:

- The reallocation of 42 positions from Reimbursable to perform Non-Reimbursable work partially offset by the addition of 37 Conductor positions to support capital needs.

2020

The November Financial Plan includes a net increase of 105 authorized positions versus the July Financial Plan. This increase is comprised of 127 Non-Reimbursable positions partially offset by 22 Reimbursable positions.

The Non-Reimbursable positions include:

- 68 Non-Reimbursable positions carried forward from 2019.
- The reallocation of 59 positions from Reimbursable to perform Non-Reimbursable work.

The net decrease in 22 Reimbursable positions consists of:

- The reallocation of 59 positions from Reimbursable to perform Non-Reimbursable work partially offset by 37 Reimbursable positions carried forward from 2019.

2021

The November Financial Plan for 2021 shows a net increase of 114 authorized positions over the July Financial Plan, which are comprised of an increase of 116 Non-Reimbursable positions partially offset by 2 Reimbursable positions.

The Non-Reimbursable positions provide for:

- 68 Non-Reimbursable positions carried forward from 2020.
- The reallocation of 48 positions from Reimbursable to perform Non-Reimbursable work.

The net decrease in 2 Reimbursable positions consists of:

- The reallocation of 48 positions from Reimbursable to perform Non-Reimbursable work partially offset by 9 Conductor positions to support capital needs and 37 Reimbursable positions carried forward from 2020.

2022

The November Financial Plan for 2022 shows a net increase of 114 authorized positions over the July Financial Plan comprised of an increase of 114 Non-Reimbursable positions and no net change to Reimbursable positions.

The Non-Reimbursable positions are comprised of:

- A net increase of 68 Non-Reimbursable positions carried forward from 2021 and the reallocation of 46 positions from Reimbursable to Non-Reimbursable work.

The Reimbursable positions consist of:

- 46 positions carried forward from 2021 offset by the reallocation of 46 positions from Reimbursable to Non-Reimbursable work.

MTA METRO-NORTH RAILROAD
November Financial Plan 2019 - 2022
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2017 Actual	2018 November Estimate	2019 Final Proposed Budget	2020	2021	2022
Administration						
President	2	3	3	3	3	3
Labor Relations	17	20	20	20	20	20
Safety	54	59	59	59	59	59
Security	23	26	26	26	26	26
Office of the Executive VP	10	10	10	10	10	10
Corporate & Public Affairs	20	19	19	19	19	19
Customer Service	65	69	69	69	69	69
Legal	13	19	19	19	19	19
Claims	12	14	14	14	14	14
Environmental Compliance & Svce	7	8	8	8	8	8
VP Human Resources	44	51	51	51	51	51
Training	83	101	101	101	101	101
Employee Relations & Diversity	6	7	7	7	7	7
VP Planning	2	2	2	2	2	2
Operations Planning & Analysis	19	22	22	22	22	22
Capital Planning & Programming	12	18	18	18	18	18
Long Range Planning	8	8	8	8	8	8
VP Finance & Info Systems	4	2	2	2	2	2
Controller	74	82	82	82	82	82
Information Technology & Project Mgmt	0	0	0	0	0	0
Budget	18	23	23	23	23	23
Procurement & Material Management	22	39	39	39	39	39
Corporate	0	0	0	0	0	0
Total Administration	515	602	602	602	602	602
Operations						
Operations Administration	67	105	106	106	106	106
Transportation	1,614	1,637	1,674	1,674	1,683	1,683
Customer Service	280	294	291	291	291	291
Metro-North West	31	46	46	46	46	46
Total Operations	1,992	2,082	2,117	2,117	2,126	2,126
Maintenance						
Maintenance of Equipment	1,664	1,764	1,724	1,724	1,724	1,724
Maintenance of Way	2,116	2,416	2,415	2,417	2,417	2,417
Procurement & Material Management	120	134	141	141	141	141
Total Maintenance	3,900	4,314	4,280	4,282	4,282	4,282
Engineering/Capital						
Construction Management	40	43	43	43	43	43
Engineering & Design	72	93	93	93	93	93
Total Engineering/Capital	112	136	136	136	136	136
Total Positions	6,519	7,134	7,135	7,137	7,146	7,146
<i>Non-Reimbursable</i>	5,995	6,495	6,369	6,388	6,380	6,388
<i>Reimbursable</i>	524	639	766	749	766	758
<i>Total Full-Time</i>	6,518	7,133	7,134	7,136	7,145	7,145
<i>Total Full-Time-Equivalents</i>	1	1	1	1	1	1

MTA METRO-NORTH RAILROAD
November Financial Plan 2019 - 2022
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
FUNCTION / OCCUPATIONAL GROUP						
Administration						
Managers/Supervisors	177	201	201	201	201	201
Professional/Technical/Clerical	338	401	401	401	401	401
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	515	602	602	602	602	602
Operations						
Managers/Supervisors	238	234	234	234	234	234
Professional/Technical/Clerical	175	236	237	237	237	237
Operational Hourlies	1,580	1,612	1,646	1,646	1,655	1,655
Total Operations Headcount	1,992	2,082	2,117	2,117	2,126	2,126
Maintenance						
Managers/Supervisors	625	701	686	686	686	686
Professional/Technical/Clerical	504	564	570	570	570	570
Operational Hourlies	2,770	3,049	3,024	3,026	3,026	3,026
Total Maintenance Headcount	3,900	4,314	4,280	4,282	4,282	4,282
Engineering / Capital						
Managers/Supervisors	46	52	52	52	52	52
Professional/Technical/Clerical	66	84	84	84	84	84
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	112	136	136	136	136	136
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	1,086	1,188	1,173	1,173	1,173	1,173
Professional/Technical/ Clerical	1,084	1,285	1,292	1,292	1,292	1,292
Operational Hourlies	4,350	4,661	4,670	4,672	4,681	4,681
Total Positions	6,519	7,134	7,135	7,137	7,146	7,146

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MTA Headquarters

MTA HEADQUARTERS
2019 Final Proposed Budget
November Financial Plan 2019 – 2022

FINANCIAL OVERVIEW

MTA Headquarters' operations include four distinct components: Policy and Oversight; Consolidated Functions (those departments that perform services on behalf of MTA Agencies); the Business Service Center (BSC); and MTA Security, which includes the MTA Police Department (MTAPD). The MTA Headquarters' November Financial Plan demonstrates the organization's commitment to streamlining operations and maximizing efficiencies and revenue opportunities within the organization and across the MTA. At the same time, the MTA also remains committed to maintaining an organization dedicated to communicating effectively and promoting customer satisfaction, as well as enhancing safety and security throughout the MTA system.

Policy and Oversight, and Consolidated Functions

MTA Headquarters' November Financial Plan provides funding for MTA-wide initiatives considered to be the highest priority by executive management, many of which provide savings to the MTA. Recognizing current financial constraints, funding has been identified for these critical needs by restricting hiring to only the most critical positions, reducing or eliminating other areas of non-essential spending and finding efficiencies.

MTA Headquarters continues to provide funding for on-going initiatives such as:

- Commuter railroad grade crossing initiatives and other safety management projects;
- Personnel and support for the development of the next generation of fare payment systems;
- Funding for the upgrade and maintenance of all-Agency financial systems, disaster recovery sites and security enhancements that will provide resilience and protection to the MTA's critical systems and infrastructure;
- 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;
- The support that provides enhancements and upgrades to customer-facing information systems including MTA.info, eTix, Trip Planner, BusTrek bus management system and subway countdown clocks;
- Support for planning and oversight of the Subway Action Plan (SAP); and
- IT initiatives for network upgrades, Transit Wireless needs, and threat intelligence and analysis.

Business Service Center

This plan provides continued funding for the BSC to provide services to all MTA Agencies which includes consolidated non-core procurement services, payroll/benefits, accounts payable, accounting and other merged administrative services.

MTA Security

MTA strives to provide the highest level of protection for our customers and employees. This continues to become more challenging as our system expands and with the ever-present threat of terrorism. MTAPD's mission has evolved to include front-line counterterrorism policing and assisting homeless New Yorkers through the Homeless Outreach Unit. As included in previous plans, the MTAPD will begin hiring 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 deploy a fully-trained security presence for East Side Access (ESA) when it opens in 2022. This will increase the patrol force by a total of 89 officers and command staff.

Funding continues to be provided for a steady replacement cycle of police vehicles as well as operational funding for the MTAPD Radio project. This enhanced radio system will provide increased communication capabilities throughout the MTAPD's patrol region and is expected to be fully functional by 2021.

2018 Final Forecast

The MTA Headquarters baseline deficit of \$840.3 million in the November Financial Plan includes non-reimbursable operating revenues of \$53.9 million and expenses before depreciation and other post-employment benefits of \$772.3 million, consisting of \$433.7 million in labor expenses and \$338.6 million in non-labor expenses. Capital and other reimbursements are projected to be \$139.8 million, consisting of labor expenses of \$67.3 million and non-labor expenses of \$72.4 million. Cash adjustments prior to depreciation, OPEB obligation and GASB 68 are \$78.8 million. The baseline cash deficit is projected to be \$639.6 million, a \$121.7 million favorable variance from the July Financial Plan of \$761.3 million. The 2018 Final Forecast captures a favorable timing of advertising revenue and it also includes the re-scheduling of initiatives and IT projects originally scheduled to occur in 2018.

Major operating cash changes include:

Unfavorable

- An additional \$4.8 million in costs related to rate changes for Pensions and OPEB payments and
- Revised Total Other Operating Revenue of \$5.7 million primarily reflecting a timing adjustment for Grade Crossing Initiatives reimbursement.

Favorable

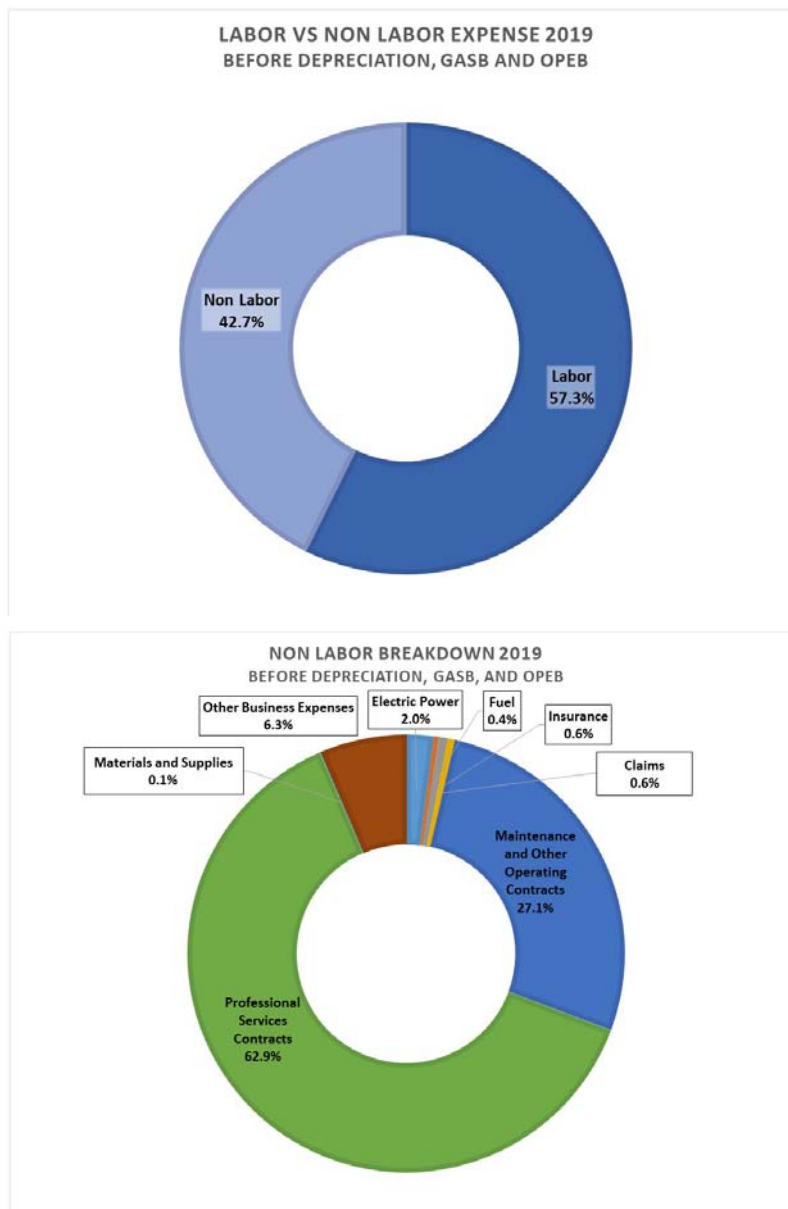
- Savings from Budget Reduction Program (BRP) of \$7.2 million which is described in detail in the BRP section;
- Rescheduling of \$71.8 million in Operating Capital projects to outer years of the Financial Plan;
- The revised timing of \$8.0 million in remaining MTA Headquarters relocation costs;
- The revised timing of \$11.3 million of Grade Crossing project expenses and
- Lower spending and reductions across all Headquarters departments.

Reimbursable expenses consist of work done on behalf of the Agencies as well as Headquarters Risk and Insurance Management, Pension Department expenses, and pass-through charges for the West Side Yard development and other properties. These recoverable expenses are higher than the July Financial Plan, primarily reflecting additional current year costs for the West Side Yard Development and reimbursable costs related to the roll-out of digital advertising screens throughout the MTA system.

Baseline positions are projected to decrease by 76 positions to 3,073 positions. This decrease is due to a transfer of 10 Procurement positions to NYCT and BRP savings of 66 positions in MTA IT and civilian positions within the MTA Police.

2019 Final Proposed Budget - Baseline

The MTA Headquarters 2019 baseline deficit of \$832.9 million in the November Financial Plan includes non-reimbursable operating revenues of \$58.5 million and expenses before depreciation and other post-employment benefits of \$748.0 million, consisting of \$428.5 million in labor expenses and \$319.6 million in non-labor expenses. Depreciation, OPEB, and GASB 68 adjustments total \$143.3 million.



Capital and other reimbursements are projected to be \$129.0 million, with reimbursable labor expenses of \$78.4 million and non-labor expenses of \$50.5 million. Cash adjustments prior to depreciation, OPEB obligation and GASB 68 are \$66.2 million primarily reflecting the anticipated recovery of Headquarters relocation expenses and advertising revenue receipts.

The baseline cash deficit is projected to be \$623.4 million, \$90.0 million unfavorable to the July Financial Plan of \$533.4 million.

Major operating cash changes include:

Unfavorable

- The revised timing of recovery of MTA Headquarters relocation costs of \$80.5 million;
- Revised timing Grade Crossing project expenses of \$11.3 million;
- Re-estimate of NYSLRS expenditures;
- Revised OPEB payments; and
- Rescheduling of MTA HQ Operating Capital projects.

Favorable

- Savings from the Budget Reduction Program (BRPs) of \$17.6 million which is described in detail in the BRP section.
- Rescheduling of Operating Capital projects for MTA IT systems.

Reimbursable expenses are higher than the July Financial Plan for the West Side Yard Development and reimbursable costs related to the roll-out of digital advertising screens throughout the MTA system. The remainder of reimbursable expenses, which consists of work done on behalf of the Agencies, Headquarters Risk and Insurance Management, Pension Department expenses, remain relatively unchanged.

Total baseline positions are projected to decrease by 76 positions to 3,096 positions. This decrease is due to a transfer of 10 Procurement positions to NYCT and a total of a 66 position reduction in MTA IT and MTA Police attributable to BRP savings.

2020 - 2022 Projections

Operating cash deficits are projected to decrease by \$72.2 million in 2020, \$9.1 million in 2021 and \$9.5 million in 2022 relative to the July Financial Plan.

Major operating cash changes include:

Unfavorable

- Effect of revised inflation and fuel rate assumptions;
- Transfer of funding from NYCT to MTA IT;
- Revised lease cost for BSC beginning in 2021;
- Higher Pension and OPEB costs and
- Rescheduling of Operating Capital projects, primarily for technology needs.

Favorable

- The timing of remaining \$80.5 million in the recovery of Headquarters relocation expenses in 2020;
- Savings from the Budget Reduction Program (BRPs) of \$17.2 million in 2020, \$17.4 million in 2021 and \$17.7 million in 2022, which is discussed in detail in the BRP section.

Reimbursable expenses in 2020 are higher than the July Financial Plan for reimbursable costs related to the roll-out of digital advertising screens throughout the MTA system. In 2021 and 2022 the remainder of reimbursable expenses remains relatively unchanged from the July Financial Plan.

Baseline positions are projected to decrease by 76 positions to 3,150 positions in 2020 and 3,160 in 2021. This decrease is due to a transfer of 10 Procurement positions to NYCT and a total BRP of 66 positions in MTA IT and MTA Police.

The MTA Headquarters baseline deficit of \$817.0 million in 2020 includes non-reimbursable operating revenues of \$53.3 million, non-reimbursable expenses before depreciation and other post-employment benefits of \$720.7 million, consisting of \$442.4 million in labor expenses and \$278.3 million in non-labor expenses. Capital and other reimbursements are projected to be \$117.9 million. Reimbursable labor expenses are \$79.8 million and non-labor expenses are \$38.1 million. Cash adjustments prior to depreciation and OPEB obligation are favorable by \$152.7 million primarily reflecting advertising revenue receipts offset by operating capital adjustments. Headcount is projected to be 3,150 positions in 2020.

Baseline deficits for 2021 and 2022 are \$826.6 million and \$842.8 million respectively. Cash deficits for the same periods are \$602.3 million and \$621.8 million.

Budget Reduction Program (BRPs)

The November Plan includes total Headquarters BRPs of \$7.2 million in 2018, then \$17.6 million in 2019, \$17.2 million in 2020, \$17.4 million in 2021 and \$17.7 million by 2022. Reviews of budgeted headcount levels and overtime usage yielded the largest BRP savings.

- Sixty-one excess vacancies within MTA IT and five vacant civilian positions within MTA PD were identified and eliminated;
- Reduction in scheduled overtime that was not directly related to the core mission of the MTA PD;
- Savings in 2018 from hiring restrictions;
- Right-sizing non-labor budget appropriation at the Business Service Center;
- Savings from the implementation of the LED Bulb Replacement program at 2 Broadway;
- Right-sizing of budget levels necessary to support employee sleep apnea programs awareness based on current experience and
- Reduction in Operating Capital needs.

MTA HEADQUARTERS
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Operating Revenue:</u>						
Rental Income	47.774	47.760	47.110	47.739	49.629	51.594
Advertising	0.000	0.000	0.000	0.000	0.000	0.000
Other	8.114	6.090	11.344	5.576	5.743	5.912
Other Operating Revenue	55.888	53.850	58.454	53.316	55.372	57.506
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$55.888	\$53.850	\$58.454	\$53.316	\$55.372	\$57.506
Operating Expense						
<u>Labor:</u>						
Payroll	\$269.709	\$289.770	\$298.131	\$306.563	\$313.397	\$320.030
Overtime	20.562	26.380	13.334	13.436	10.556	11.471
Health and Welfare	44.800	53.827	56.940	60.307	63.742	66.682
OPEB Current Payments	13.346	15.161	16.313	16.998	17.933	18.920
Pension	67.941	69.549	70.881	72.328	73.178	71.090
Other Fringe Benefits	30.165	34.642	37.121	38.189	40.476	41.318
Reimbursable Overhead	(77.246)	(55.609)	(64.243)	(65.428)	(66.634)	(67.680)
Total Labor Expenses	\$369.278	\$433.720	\$428.476	\$442.394	\$452.650	\$461.830
<u>Non-Labor:</u>						
Electric Power	\$4.895	\$7.182	\$6.411	\$5.994	\$6.053	\$6.251
Fuel	0.677	0.984	1.247	1.273	1.294	1.325
Insurance	2.253	3.504	1.952	2.061	2.235	2.484
Claims	1.354	4.257	1.947	2.142	2.356	2.592
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	66.795	81.024	86.552	87.741	91.620	94.249
Professional Services Contracts	202.251	216.221	200.847	157.797	155.993	159.413
Materials and Supplies	0.791	0.955	0.317	0.313	0.318	0.326
<u>Other Business Expenses</u>						
MTA Internal Subsidy	12.316	15.700	12.316	12.316	12.316	12.316
Other	6.646	8.730	7.975	8.669	8.762	8.948
Other Business Expenses	18.962	24.430	20.291	20.985	21.078	21.264
Total Non-Labor Expenses	\$297.978	\$338.557	\$319.565	\$278.305	\$280.947	\$287.904
<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.	\$667.256	\$772.278	\$748.041	\$720.699	\$733.597	\$749.734
Depreciation	\$35.803	\$35.844	\$50.210	\$52.746	\$50.442	\$42.596
OPEB Liability Adjustment	82.998	89.140	95.915	99.943	105.440	111.239
GASB 68 Pension Expense Adjustment	1.087	(3.101)	(2.828)	(3.106)	(7.510)	(3.246)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$787.144	\$894.160	\$891.337	\$870.281	\$881.969	\$900.323
Net Surplus/(Deficit)	(\$731.256)	(\$840.310)	(\$832.883)	(\$816.966)	(\$826.597)	(\$842.817)

MTA HEADQUARTERS
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
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	123.232	139.765	128.957	117.917	111.061	113.171
Total Revenues	\$123.232	\$139.765	\$128.957	\$117.917	\$111.061	\$113.171
Operating Expense						
<u>Labor:</u>						
Payroll	\$4.340	\$5.406	\$8.010	\$8.184	\$8.290	\$8.433
Overtime	7.107	4.130	2.815	2.771	2.727	2.681
Health and Welfare	0.495	1.064	1.426	1.487	1.563	1.632
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.630	0.570	1.085	1.123	1.166	1.209
Other Fringe Benefits	0.375	0.548	0.831	0.844	0.889	0.918
Reimbursable Overhead	77.246	55.609	64.243	65.428	66.634	67.680
Total Labor Expenses	\$90.192	\$67.327	\$78.410	\$79.837	\$81.269	\$82.554
<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	0.013	0.022	0.022	0.022	0.024
Professional Services Contracts	33.007	72.372	50.450	37.981	29.690	30.511
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Business Expenses</u>						
MTA Internal Subsidy	0.000	0.000	0.000	0.000	0.000	0.000
Other	0.032	0.053	0.076	0.078	0.080	0.082
Other Business Expenses	0.032	0.053	0.076	0.078	0.080	0.082
Total Non-Labor Expenses	\$33.040	\$72.438	\$50.547	\$38.081	\$29.792	\$30.617
<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	\$123.232	\$139.765	\$128.957	\$117.917	\$111.061	\$113.171
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA HEADQUARTERS
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Operating Revenue:</u>						
Rental Income	47.774	47.760	47.110	47.739	49.629	51.594
Advertising	0.000	0.000	0.000	0.000	0.000	0.000
Other	8.114	6.090	11.344	5.576	5.743	5.912
Other Operating Revenue	55.888	53.850	58.454	53.316	55.372	57.506
Capital and Other Reimbursements	123.232	139.765	128.957	117.917	111.061	113.171
Total Revenues	\$179.120	\$193.615	\$187.411	\$171.233	\$166.433	\$170.677
Operating Expense						
<u>Labor:</u>						
Payroll	\$274.049	\$295.176	\$306.141	\$314.747	\$321.687	\$328.463
Overtime	27.669	30.510	16.149	16.207	13.283	14.152
Health and Welfare	45.295	54.891	58.365	61.794	65.305	68.313
OPEB Current Payments	13.346	15.161	16.313	16.998	17.933	18.920
Pension	68.572	70.119	71.966	73.450	74.344	72.299
Other Fringe Benefits	30.540	35.191	37.952	39.034	41.365	42.237
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$459.470	\$501.047	\$506.886	\$522.231	\$533.919	\$544.384
<u>Non-Labor:</u>						
Electric Power	\$4.895	\$7.182	\$6.411	\$5.994	\$6.053	\$6.251
Fuel	0.677	0.984	1.247	1.273	1.294	1.325
Insurance	2.253	3.504	1.952	2.061	2.235	2.484
Claims	1.354	4.257	1.947	2.142	2.356	2.592
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	66.795	81.037	86.573	87.763	91.642	94.273
Professional Services Contracts	235.258	288.593	251.297	195.777	185.683	189.924
Materials and Supplies	0.791	0.955	0.317	0.313	0.318	0.326
<u>Other Business Expenses</u>						
MTA Internal Subsidy	12.316	15.700	12.316	12.316	12.316	12.316
Other	6.678	8.782	8.050	8.747	8.841	9.030
Other Business Expenses	18.994	24.482	20.366	21.063	21.157	21.346
Total Non-Labor Expenses	\$331.017	\$410.995	\$370.112	\$316.386	\$310.739	\$318.521
<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.	\$790.488	\$912.043	\$876.998	\$838.616	\$844.658	\$862.905
Depreciation	\$35.803	\$35.844	\$50.210	\$52.746	\$50.442	\$42.596
OPEB Liability Adjustment	82.998	89.140	95.915	99.943	105.440	111.239
GASB 68 Pension Expense Adjustment	1.087	(3.101)	(2.828)	(3.106)	(7.510)	(3.246)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$910.376	\$1,033.925	\$1,020.295	\$988.199	\$993.030	\$1,013.495
Net Surplus/(Deficit)	(\$731.256)	(\$840.310)	(\$832.883)	(\$816.966)	(\$826.597)	(\$842.817)

MTA HEADQUARTERS
November Financial Plan 2019 - 2022
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Operating Revenue:</u>						
Rental Income	47.377	47.760	47.110	47.739	49.629	51.594
Advertising Revenue	142.792	136.562	130.236	133.698	137.139	140.467
Other Revenue	<u>7.367</u>	<u>6.090</u>	<u>36.344</u>	<u>105.569</u>	<u>5.743</u>	<u>5.912</u>
Other Operating Revenue	197.537	190.411	213.690	287.006	192.510	197.973
Capital and Other Reimbursements	117.956	148.765	144.779	117.917	111.061	113.171
Total Receipts	\$315.493	\$339.176	\$358.470	\$404.923	\$303.572	\$311.144
Expenditures						
<u>Labor:</u>						
Payroll	\$259.300	\$295.515	\$299.641	\$308.247	\$315.187	\$321.963
Overtime	27.398	30.510	16.149	16.207	13.283	14.152
Health and Welfare	42.420	54.891	58.365	61.794	65.305	68.313
OPEB Current Payments	12.876	17.469	18.813	19.498	20.433	21.420
Pension	62.240	69.494	72.191	73.656	74.604	72.573
Other Fringe Benefits	24.030	36.824	37.952	39.034	41.365	42.237
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	\$428.264	\$504.703	\$503.111	\$518.437	\$530.179	\$540.658
<u>Non-Labor:</u>						
Electric Power	\$5.951	\$7.406	\$6.411	\$5.994	\$6.053	\$6.251
Fuel	0.770	1.084	1.347	1.373	1.394	1.325
Insurance	2.087	5.168	1.925	2.032	2.203	2.452
Claims	0.887	4.257	1.947	2.142	2.356	2.592
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	71.385	79.543	83.573	84.663	88.542	91.073
Professional Services Contracts	211.501	293.594	245.397	190.177	180.483	184.624
Materials and Supplies	0.097	0.690	0.317	0.313	0.318	0.326
<u>Other Business Expenses:</u>						
MTA Internal Subsidy	12.316	15.700	12.316	12.316	12.316	12.316
Other	<u>10.672</u>	<u>10.169</u>	<u>19.728</u>	<u>8.167</u>	<u>8.261</u>	<u>8.430</u>
Other Business Expenses	22.987	25.868	32.044	20.483	20.577	20.746
Total Non-Labor Expenditures	\$315.666	\$417.611	\$372.963	\$307.177	\$301.927	\$309.389
<u>Other Expenditure Adjustments:</u>						
Operating Capital	45.727	56.458	105.812	93.991	73.790	82.902
Total Other Expenditure Adjustments	\$45.727	\$56.458	\$105.812	\$93.991	\$73.790	\$82.902
Total Expenditures	\$789.658	\$978.772	\$981.886	\$919.604	\$905.896	\$932.950
Net Cash Balance	(\$474.165)	(\$639.596)	(\$623.416)	(\$514.681)	(\$602.325)	(\$621.806)

MTA HEADQUARTERS
November Financial Plan 2019 - 2022
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Rent and Utilities	(0.396)	0.000	0.000	0.000	0.000	0.000
Advertising	142.792	136.562	130.236	133.698	137.139	140.467
Other Revenue	(0.747)	0.000	25.000	99.992	0.000	0.000
Other Operating Revenue	141.649	136.562	155.236	233.690	137.139	140.467
Capital and Other Reimbursements	(5.276)	9.000	15.822	0.000	0.000	0.000
Total Receipts	\$136.373	\$145.562	\$171.058	\$233.690	\$137.139	\$140.467
Expenditures						
Labor:						
Payroll	\$14.749	(\$0.340)	\$6.500	\$6.500	\$6.500	\$6.500
Overtime	0.270	0.000	0.000	0.000	0.000	0.000
Health and Welfare	2.875	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.469	(2.308)	(2.500)	(2.500)	(2.500)	(2.500)
Pension	6.331	0.625	(0.225)	(0.206)	(0.260)	(0.274)
Other Fringe Benefits	6.510	(1.633)	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	\$31.206	(\$3.655)	\$3.775	\$3.794	\$3.740	\$3.726
Non-Labor:						
Electric Power	(\$1.056)	(\$0.225)	0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.094)	(0.100)	(0.100)	(0.100)	(0.100)	0.000
Insurance	0.167	(1.664)	0.027	0.029	0.032	0.032
Claims	0.467	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	(4.590)	1.494	3.000	3.100	3.100	3.200
Professional Services Contracts	23.757	(5.000)	5.900	5.600	5.200	5.300
Materials and Supplies	0.694	0.265	0.000	0.000	0.000	0.000
Other Business Expenses						
MTA Internal Subsidy	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	(3.993)	(1.386)	(11.678)	0.580	0.580	0.600
Total Other Business Expenses	(3.993)	(1.386)	(11.678)	0.580	0.580	0.600
Total Non-Labor Expenditures	\$15.351	(\$6.616)	(\$2.851)	\$9.209	\$8.812	\$9.132
Other Expenditure Adjustments:						
Operating Capital	(45.727)	(56.458)	(105.812)	(93.991)	(73.790)	(82.902)
Total Other Expenditure Adjustments	(\$45.727)	(\$56.458)	(\$105.812)	(\$93.991)	(\$73.790)	(\$82.902)
Total Expenditures	\$0.830	(\$66.730)	(\$104.888)	(\$80.988)	(\$61.238)	(\$70.045)
Total Cash Conversion Adjustments before Depreciation	\$137.202	\$78.832	\$66.170	\$152.702	\$75.900	\$70.422
Depreciation	\$35.803	\$35.844	\$50.210	\$52.746	\$50.442	\$42.596
OPEB Liability Adjustment	82.998	89.140	95.915	99.943	105.440	111.239
GASB 68 Pension Expense Adjustment	1.087	(3.101)	(2.828)	(3.106)	(7.510)	(3.246)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$257.091	\$200.714	\$209.467	\$302.285	\$224.272	\$221.012

MTA HEADQUARTERS
2018 November Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
Scheduled Service	0	\$0.000	-
Unscheduled Service	0	0.000	-
Programmatic/Routine Maintenance	0	0.000	-
Unscheduled Maintenance	0	0.000	-
Vacancy/Absentee Coverage	119,980	6.586	25.0%
Weather Emergencies	0	0.000	-
Safety/Security/Law Enforcement	309,947	16.005	60.7%
Other	86,492	3.789	14.4%
Subtotal	516,419	\$26.380	100.0%
REIMBURSABLE OVERTIME	77,461	\$4.130	
TOTAL OVERTIME	593,880	\$30.510	

MTA HEADQUARTERS
November FINANCIAL PLAN 2019 - 2022
Year-to-Year Changes by Category - Baseline

Receipts:

Rental and Other Income and Reimbursements

- A reduction in other reimbursement revenue for each year is driven by lower recovery for work performed for MTA Agencies, including West Side Yard development activities which begin to wind-down by 2020.
- Lower advertising revenue in 2019 reflects favorable timing that occurred in 2018. Advertising revenue in 2020 and beyond grow by CPI-U from the prior year.
- Rental revenue for 2019 decreases slightly from 2018 but grows annually for 2020 through 2022.
- Other Revenue includes one-time grant funding in 2019 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 grows by CPI-U. Additional adjustments in 2019 and 2020 reflect the reimbursement of consolidation/relocation expenses from the disposition of the Madison Avenue buildings.

Expenditures:

Payroll

- Payroll increases in 2019 over 2018 primarily reflect staffing levels to be at assumed vacancy rates and MTA Headquarters non-represented employee salaries and MTAPD civilian salaries inflated by 2% on July 1.
- Payroll expenses in 2020 through 2022 reflect MTA Headquarters and MTAPD civilian salaries inflated by wage growth assumptions of 2% annually on July 1.
- MTAPD and other represented Headquarters salaries will increase in accordance with the terms agreed through the collective bargaining process.
- The Plan also reflects the increase in the MTAPD patrol force necessary to provide greater coverage to patrol the East Side Access Project with hiring beginning in 2019.

Overtime

- Overtime expenses throughout the November Financial Plan are primarily related to MTAPD operations with a lesser amount attributable to the operations of MTA IT and the BSC. Minimal overtime costs are included annually for administrative personnel in other Headquarters' departments.
- Expenses in 2019 reflect a decrease from the forecasted 2018 amount. Higher levels of overtime coverage in the first half of 2018 for enhanced quality of life initiatives to assist the homeless and anti-littering campaigns have been revised downwards for the remainder of 2018 and removed as part of the Headquarters' BRP in 2019 and beyond.
- 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 2019 are

projected to increase at a rate of 7.6% over 2018, 4.2% in 2020, and 5.5% in 2021 and 2022. Individual coverage rates in 2019 are projected to increase over 2018 at a rate of 7.0%, followed by increases of 3.5% in 2020 and 4.7% in 2021 and 2022.

- 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 2018 primarily are based on New York State & Local Retirement System (NYSLERS) and MTA Defined Benefits contributions and estimated Agency rates for those MTA Headquarters' employees currently on other agency payrolls.
- The NYSLERS 2019 contribution amount is then inflated at a 3-year average CPI +1%; these rates are 3.25% in 2020, 3.31% in 2021 and 3.41% in 2022. Additional assumptions are made to capture Tier 6 employees who elect to participate in the Voluntary Defined Contribution program.
- MTA Defined Benefits contributions estimates are based on actuarial growth assumptions through 2022.
- 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 by 10% annually. Insurance charges in 2018 also include expenses related to on-going Super Storm Sandy claims work that is being performed.
- Re-forecasted Claims expenses in 2018 reflect significantly higher activity than originally budgeted. Claims for 2019 return to a lower level with annual growth rates of 10%.

Maintenance and Other Operating Contracts

- Maintenance expenses increase in all years of the plan reflecting CPI-U growth on baseline expenses with adjustments in 2021 and beyond to reflect higher BSC lease requirements, changing levels of required maintenance and communication costs. Beginning in 2020, Madison Avenue building maintenance expenses are eliminated, which assumes the disposition of the property by year end 2019.

Professional Service Contracts

- Professional Service needs in 2019 are lower than 2018 primarily due to the level of IT-related and other investments required when compared to 2018.
- Professional Services continues to decrease for 2020 and 2021 and a slight increase in 2022. Most baseline expenses reflect the effect of CPI-U rates of 2.30%, 2.20%, and 2.33%, in 2020, 2021 and 2022 respectively, with annual adjustments corresponding to IT needs and the needs of the West Side Yards development which concludes in 2020.

Materials and Supplies

- Higher expenses for the 2018 Forecast primarily reflects a reclassification of current year expenses from other expense categories.

- Expenses in 2019 return to a lower level, with 2020, 2021 and 2022 being inflated by CPI-U rates of 2.30%, 2.20%, and 2.33%, respectively.

MTA Internal Subsidy

- 2018 reflects \$3.4 million in timing from the prior year along with the annual support requirements for the Rockaway Resident Discount Program of \$5.3 million, and \$7.0 million for the Verrazzano-Narrows Bridge toll rebate program. All years beyond 2018 return to the \$12.3 million level in support.

Other Business Expenses

- Baseline expenses in 2019, 2020, 2021 and 2022 are inflated by CPI-U rates of 2.09%, 2.30%, 2.20% and 2.33%, respectively.
- Adjustments in 2018 and 2019 reflect on-going expenditures resulting from the relocation of MTA Headquarters.

Other Expenditure Adjustments:

Capital Expenditures

- Capital expenditures from 2018 through 2022 fluctuate as a result of the revised scheduling of existing projects for technology, security, and facility needs.

MTA HEADQUARTERS
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

Non-Reimbursable

Operating Revenues

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Rental Income	47.760	47.110	(0.650)	47.739	0.629	49.629	1.890	51.594	1.965
Advertising	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other	6.090	11.344	5.254	5.576	(5.767)	5.743	0.167	5.912	0.169
Other Operating Revenue	53.850	58.454	4.604	53.316	(5.139)	55.372	2.056	57.506	2.134
Total Revenues	\$53.850	\$58.454	\$4.604	\$53.316	(\$5.139)	\$55.372	\$2.056	\$57.506	\$2.134

Operating Expenses

Labor:

Payroll	\$289.770	\$298.131	(\$8.361)	\$306.563	(\$8.432)	\$313.397	(\$6.834)	\$320.030	(\$6.632)
Overtime	26.380	13.334	13.046	13.436	(0.102)	10.556	2.879	11.471	(0.914)
Health and Welfare	53.827	56.940	(3.112)	60.307	(3.367)	63.742	(3.435)	66.682	(2.940)
OPEB Current Payments	15.161	16.313	(1.152)	16.998	(0.685)	17.933	(0.935)	18.920	(0.986)
Pension	69.549	70.881	(1.332)	72.328	(1.447)	73.178	(0.850)	71.090	2.088
Other Fringe Benefits	34.642	37.121	(2.478)	38.189	(1.069)	40.476	(2.287)	41.318	(0.842)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(55.609)	(64.243)	8.634	(65.428)	1.185	(66.634)	1.206	(67.680)	1.047
Total Labor Expenses	\$433.720	\$428.476	\$5.245	\$442.394	(\$13.918)	\$452.650	(\$10.256)	\$461.830	(\$9.180)

Non-Labor:

Electric Power	\$7.182	\$6.411	\$0.771	\$5.994	\$0.417	\$6.053	(\$0.058)	\$6.251	(\$0.199)
Fuel	0.984	1.247	(0.263)	1.273	(0.025)	1.294	(0.021)	1.325	(0.031)
Insurance	3.504	1.952	1.552	2.061	(0.108)	2.235	(0.175)	2.484	(0.249)
Claims	4.257	1.947	2.310	2.142	(0.195)	2.356	(0.214)	2.592	(0.236)
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	81.024	86.552	(5.528)	87.741	(1.189)	91.620	(3.879)	94.249	(2.630)
Professional Services Contracts	216.221	200.847	15.374	157.797	43.051	155.993	1.803	159.413	(3.420)
Materials and Supplies	0.955	0.317	0.638	0.313	0.005	0.318	(0.005)	0.326	(0.008)
Other Business Expenses	24.430	20.291	4.139	20.985	(0.695)	21.078	(0.092)	21.264	(0.187)
Total Non-Labor Expenses	\$338.557	\$319.565	\$18.992	\$278.305	\$41.260	\$280.947	(\$2.642)	\$287.904	(\$6.957)

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.

	\$772.278	\$748.041	\$24.237	\$720.699	\$27.342	\$733.597	(\$12.898)	\$749.734	(\$16.137)
Depreciation	\$35.844	\$50.210	(\$14.366)	\$52.746	(\$2.536)	\$50.442	\$2.304	\$42.596	\$7.846
OPEB Liability Adjustment	89.140	95.915	(6.775)	99.943	(4.028)	105.440	(5.497)	111.239	(5.799)
GASB 68 Pension Expense Adjustment	(3.101)	(2.828)	(0.273)	(3.106)	0.279	(7.510)	4.403	(3.246)	(4.264)
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.

	\$894.160	\$891.337	\$2.823	\$870.281	\$21.056	\$881.969	(\$11.687)	\$900.323	(\$18.354)
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Net Surplus/(Deficit)

	(\$840.310)	(\$832.883)	\$7.427	(\$816.966)	\$15.917	(\$826.597)	(\$9.631)	(\$842.817)	(\$16.220)
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MTA HEADQUARTERS
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
Reimbursable									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Rental Income	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Advertising	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
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	139.765	128.957	(10.808)	117.917	(11.040)	111.061	(6.856)	113.171	2.110
Total Revenues	\$139.765	\$128.957	(\$10.808)	\$117.917	(\$11.040)	\$111.061	(\$6.856)	\$113.171	\$2.110
Operating Expenses									
Labor:									
Payroll	\$5.406	\$8.010	(\$2.605)	\$8.184	(\$0.173)	\$8.290	(\$0.106)	\$8.433	(\$0.143)
Overtime	4.130	2.815	1.315	2.771	0.044	2.727	0.045	2.681	0.045
Health and Welfare	1.064	1.426	(0.362)	1.487	(0.061)	1.563	(0.077)	1.632	(0.068)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.570	1.085	(0.515)	1.123	(0.038)	1.166	(0.044)	1.209	(0.043)
Other Fringe Benefits	0.548	0.831	(0.283)	0.844	(0.013)	0.889	(0.044)	0.918	(0.030)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	55.609	64.243	(8.634)	65.428	(1.185)	66.634	(1.206)	67.680	(1.047)
Total Labor Expenses	\$67.327	\$78.410	(\$11.083)	\$79.837	(\$1.427)	\$81.269	(\$1.432)	\$82.554	(\$1.285)
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.013	0.022	(0.008)	0.022	0.000	0.022	0.000	0.024	(0.001)
Professional Services Contracts	72.372	50.450	21.922	37.981	12.469	29.690	8.291	30.511	(0.821)
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.053	0.076	(0.023)	0.078	(0.002)	0.080	(0.002)	0.082	(0.002)
Total Non-Labor Expenses	\$72.438	\$50.547	\$21.891	\$38.081	\$12.467	\$29.792	\$8.288	\$30.617	(\$0.825)
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	\$139.765	\$128.957	\$10.808	\$117.917	\$11.040	\$111.061	\$6.856	\$113.171	(\$2.110)
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.	\$139.765	\$128.957	\$10.808	\$117.917	\$11.040	\$111.061	\$6.856	\$113.171	(\$2.110)
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 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<u>Non-Reimbursable and Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Rental Income	47.760	47.110	(0.650)	47.739	0.629	49.629	1.890	51.594	1.965
Advertising	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other	6.090	11.344	5.254	5.576	(5.767)	5.743	0.167	5.912	0.169
Other Operating Revenue	53.850	58.454	4.604	53.316	(5.139)	55.372	2.056	57.506	2.134
Capital and Other Reimbursements	139.765	128.957	(10.808)	117.917	(11.040)	111.061	(6.856)	113.171	2.110
Total Revenues	\$193.615	\$187.411	(\$6.203)	\$171.233	(\$16.179)	\$166.433	(\$4.800)	\$170.677	\$4.244
Operating Expenses									
<u>Labor:</u>									
Payroll	\$295.176	\$306.141	(\$10.965)	\$314.747	(\$8.606)	\$321.687	(\$6.941)	\$328.463	(\$6.775)
Overtime	30.510	16.149	14.361	16.207	(0.058)	13.283	2.924	14.152	(0.869)
Health and Welfare	54.891	58.365	(3.474)	61.794	(3.429)	65.305	(3.511)	68.313	(3.008)
OPEB Current Payments	15.161	16.313	(1.152)	16.998	(0.685)	17.933	(0.935)	18.920	(0.986)
Pension	70.119	71.966	(1.847)	73.450	(1.485)	74.344	(0.894)	72.299	2.045
Other Fringe Benefits	35.191	37.952	(2.761)	39.034	(1.082)	41.365	(2.331)	42.237	(0.872)
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	\$501.047	\$506.886	(\$5.839)	\$522.231	(\$15.345)	\$533.919	(\$11.688)	\$544.384	(\$10.466)
<u>Non-Labor:</u>									
Electric Power	\$7.182	\$6.411	\$0.771	\$5.994	\$0.417	\$6.053	(\$0.058)	\$6.251	(\$0.199)
Fuel	0.984	1.247	(0.263)	1.273	(0.025)	1.294	(0.021)	1.325	(0.031)
Insurance	3.504	1.952	1.552	2.061	(0.108)	2.235	(0.175)	2.484	(0.249)
Claims	4.257	1.947	2.310	2.142	(0.195)	2.356	(0.214)	2.592	(0.236)
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	81.037	86.573	(5.536)	87.763	(1.190)	91.642	(3.879)	94.273	(2.631)
Professional Services Contracts	288.593	251.297	37.296	195.777	55.520	185.683	10.094	189.924	(4.241)
Materials and Supplies	0.955	0.317	0.638	0.313	0.005	0.318	(0.005)	0.326	(0.008)
Other Business Expenses	24.482	20.366	4.116	21.063	(0.697)	21.157	(0.094)	21.346	(0.189)
Total Non-Labor Expenses	\$410.995	\$370.112	\$40.883	\$316.386	\$53.726	\$310.739	\$5.646	\$318.521	(\$7.782)
<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.	\$912.043	\$876.998	\$35.044	\$838.616	\$38.382	\$844.658	(\$6.042)	\$862.905	(\$18.247)
Depreciation	\$35.844	\$50.210	(\$14.366)	\$52.746	(\$2.536)	\$50.442	\$2.304	\$42.596	\$7.846
OPEB Liability Adjustment	89.140	95.915	(6.775)	99.943	(4.028)	105.440	(5.497)	111.239	(5.799)
GASB 68 Pension Expense Adjustment	(3.101)	(2.828)	(0.273)	(3.106)	0.279	(7.510)	4.403	(3.246)	(4.264)
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.	\$1,033.925	\$1,020.295	\$13.630	\$988.199	\$32.096	\$993.030	(\$4.831)	\$1,013.495	(\$20.465)
Net Surplus/(Deficit)	(\$840.310)	(\$832.883)	\$7.427	(\$816.966)	\$15.917	(\$826.597)	(\$9.631)	(\$842.817)	(\$16.220)

MTA HEADQUARTERS
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
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
Rental Income	47.760	47.110	(0.650)	47.739	0.629	49.629	1.890	51.594	1.965
Advertising	136.562	130.236	(6.326)	133.698	3.462	137.139	3.441	140.467	3.328
Other	6.090	36.344	30.254	105.569	69.225	5.743	(99.826)	5.912	0.169
Other Operating Revenue	190.411	213.690	23.279	287.006	73.315	192.510	(94.496)	197.973	5.463
Capital and Other Reimbursements	148.765	144.779	(3.986)	117.917	(26.862)	111.061	(6.856)	113.171	2.110
Total Receipts	\$339.176	\$358.470	\$19.293	\$404.923	\$46.454	\$303.572	(\$101.352)	\$311.144	\$7.573
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$295.515	\$299.641	(\$4.125)	\$308.247	(\$8.606)	\$315.187	(\$6.941)	\$321.963	(\$6.775)
Overtime	30.510	16.149	14.361	16.207	(0.058)	13.283	2.924	14.152	(0.869)
Health and Welfare	54.891	58.365	(3.474)	61.794	(3.429)	65.305	(3.511)	68.313	(3.008)
OPEB Current Payments	17.469	18.813	(1.345)	19.498	(0.685)	20.433	(0.935)	21.420	(0.986)
Pension	69.494	72.191	(2.697)	73.656	(1.466)	74.604	(0.948)	72.573	2.031
Other Fringe Benefits	36.824	37.952	(1.128)	39.034	(1.082)	41.365	(2.331)	42.237	(0.872)
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	\$504.703	\$503.111	\$1.592	\$518.437	(\$15.326)	\$530.179	(\$11.742)	\$540.658	(\$10.480)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$7.406	\$6.411	\$0.995	\$5.994	\$0.417	\$6.053	(\$0.058)	\$6.251	(\$0.199)
Fuel	1.084	1.347	(0.263)	1.373	(0.025)	1.394	(0.021)	1.325	0.069
Insurance	5.168	1.925	3.243	2.032	(0.106)	2.203	(0.172)	2.452	(0.249)
Claims	4.257	1.947	2.310	2.142	(0.195)	2.356	(0.214)	2.592	(0.236)
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	79.543	83.573	(4.031)	84.663	(1.090)	88.542	(3.879)	91.073	(2.531)
Professional Services Contracts	293.594	245.397	48.196	190.177	55.220	180.483	9.694	184.624	(4.141)
Materials and Supplies	0.690	0.317	0.373	0.313	0.005	0.318	(0.005)	0.326	(0.008)
Other Business Expenses	25.868	32.044	(6.176)	20.483	11.561	20.577	(0.094)	20.746	(0.169)
Total Non-Labor Expenditures	\$417.611	\$372.963	\$44.648	\$307.177	\$65.786	\$301.927	\$5.249	\$309.389	(\$7.462)
<u>Other Expenditure Adjustments:</u>									
Other	56.458	105.812	(49.354)	93.991	11.821	73.790	20.201	82.902	(9.112)
Total Other Expenditure Adjustments	\$56.458	\$105.812	(\$49.354)	\$93.991	\$11.821	\$73.790	\$20.201	\$82.902	(\$9.112)
Total Expenditures	\$978.772	\$981.886	(\$3.114)	\$919.604	\$62.282	\$905.896	\$13.708	\$932.950	(\$27.054)
Net Cash Surplus/(Deficit)	(\$639.596)	(\$623.416)	\$16.180	(\$514.681)	\$108.735	(\$602.325)	(\$87.644)	(\$621.806)	(\$19.481)

MTA HEADQUARTERS
November FINANCIAL PLAN 2019 - 2022
Summary of Plan-to-Plan Changes by Generic Category

2018: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Other operating revenues are projected to decrease from the July Financial Plan by \$5.7 million, mainly due to the timing adjustment of the Grade Crossing Project grant reimbursement from 2018 to 2019. Capital and Other Reimbursements increase by \$12.6 million, resulting from higher recoverable work performed for the West Side Yard Development and costs related to the roll-out of digital advertising screens throughout the MTA system.

Operating Expense Changes

Excluding decreases of \$5.6 million in depreciation, GASB 68 and post-employment benefits, total Non-Reimbursable/Reimbursable operating expenses decreased by \$11.3 million.

Major generic category changes include:

- Lower Professional Services of \$7.7 million, resulting from lower spending and timing of Grade Crossing Initiatives expenses and IT expenses shifted into 2019. Offsetting these decreases are higher recoverable expenses for the West Side Yard Development and costs related to the roll-out of digital advertising screens throughout the MTA system;
- Revised overtime expenses of \$0.6 million;
- Timing of \$3.4 million in reimbursement for the Verrazzano-Narrows Bridge Truck Toll program from 2017;
- Higher Pension cost of \$1.5 million, mainly resulting from a revision to required contribution levels;
- Lower spending in Maintenance and Other Operating Contracts of \$1.6 and
- Lower electric requirements of \$0.5 million.

2019: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Other operating revenues are projected to increase from the July Financial Plan by \$5.3 million, mainly due to the timing adjustment of the Grade Crossing Project grant reimbursement from 2018 to 2019. Capital and Other Reimbursements increase of \$11.5 million results from higher recoverable work performed for the West Side Yard Development and costs related to the roll-out of digital advertising screens throughout the MTA system.

Operating Expense Changes

Excluding decreases of \$1.2 million in the GASB 68 Pension Expenses Adjustment, total Non-Reimbursable/Reimbursable operating expenses increased by \$23.9 million.

Major generic category changes include:

- Higher Professional Services of \$35.7 million results from the timing of Grade Crossing Initiatives expenses and IT expenses shifted from 2018, transfer of funding from the operating capital budget, higher recoverable expenses for the West Side Yard Development and costs related to the roll-out of digital advertising screens throughout the MTA system;
- Lower Payroll of \$6.6 million due to the BRP savings eliminating 76 vacancies and the transfer of 10 procurement positions to NYCT;
- Lower overtime expenses of \$4.5 million due to BRP savings;
- Lower Other Fringe of \$0.6 million and lower Health and Welfare costs of \$1.3 million due to the BRP savings eliminating 76 vacancies and the transfer of 10 procurement positions to NYCT and
- Higher Pension cost of \$1.0 million resulting from a revision to required contribution levels.

2020, 2021 and 2022: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Operating revenues in 2020 are projected to increase by \$2.6 million from the July Financial plan, reflecting the reimbursement of costs related to the roll-out of digital advertising screens throughout the MTA system, which is partially offset by the lower recovery of Procurement related labor cost resulting from the transfer of 10 positions to NYCT. Lower recovery of approximately \$0.6 million annually in 2021 and 2022 reflects the Procurement position transfer.

Operating Expense Changes

Excluding GASB 68 Pension Expenses Adjustment decreases of \$0.2 million in 2020, \$0.3 million in 2021 and \$0.4 million in 2022, total Non-Reimbursable/Reimbursable operating expenses are favorable from the July Financial Plan by \$7.9 million in 2020, \$10.2 million in 2021 and \$9.7 million in 2022.

Major generic category changes include:

- Higher Professional Services in 2020 primarily reflect the recoverable work related to the roll-out of digital media screens. Modest increases in 2021 and 2022 primarily reflect adjustments from a transfer of expenses from NYCT and offsetting BRP savings;
- Lower Payroll in excess of \$7.0 million annually due to the BRP savings eliminating 76 vacancies and the transfer of 10 procurement positions to NYCT;
- Lower overtime expenses of \$4.5 million annually due to BRP savings;
- Lower Other Fringe and lower Health and Welfare costs due to the BRP savings eliminating 76 vacancies and the transfer of 10 procurement positions to NYCT;
- Higher Pension cost of approximately \$1.0 million annually resulting from a revision to required contribution levels and
- Higher Maintenance and Other Operating Contract expenses resulting in a transfer of funding from NYCT to MTA IT and higher lease costs for BSC.

MTA HEADQUARTERS
November Financial Plan 2019-2022
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2018	2019	2020	2021	2022
July Financial Plan - Cash Surplus/(Deficit)	(\$761.307)	(\$533.423)	(\$586.864)	(\$611.460)	(\$631.259)
Baseline Changes					
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue					
Rental Income	0.314	(0.597)	-	-	-
Advertising Revenue	-	-	-	-	-
Other	(6.031)	5.900	-	-	-
Total Other Operating Revenue	(5.717)	5.303	-	-	-
Capital and Other Reimbursement	-	-	-	-	-
Total Revenue Changes	(\$5.717)	\$5.303	\$0.000	\$0.000	\$0.000
Expenses					
Labor:					
Payroll	\$1.000	\$6.569	\$7.145	\$7.284	\$7.426
Overtime	(0.074)	4.477	4.477	4.477	4.477
Health and Welfare	0.470	1.311	1.416	1.485	1.557
OPEB Current Payment	(0.828)	(0.890)	(0.928)	(0.979)	(1.033)
Pensions	(1.492)	(0.985)	(0.920)	(1.238)	(1.181)
Other Fringe Benefits	(0.173)	0.627	0.660	0.680	0.700
Reimbursable Overhead	1.849	(0.785)	(0.801)	(0.817)	(0.833)
Total Labor Expense Changes	0.752	10.324	11.048	10.891	11.114
Non-Labor:					
Electric Power	\$0.525	\$0.882	\$0.917	\$0.987	\$1.108
Fuel	0.039	(0.058)	(0.088)	(0.099)	(0.029)
Insurance	1.261	-	-	-	-
Claims	0.277	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	1.618	(0.156)	(1.091)	(2.720)	(3.009)
Professional Service Contracts	18.726	(23.390)	(0.477)	0.232	(0.537)
Materials & Supplies	0.056	0.006	(0.002)	(0.000)	0.000
Other Business Expenses					
MTA Internal Subsidy	-	-	-	-	-
Other Business Expenses	0.692	0.020	(0.021)	0.018	0.037
Total Other Business Expenses	0.692	0.020	(0.021)	0.018	0.037
Total Non-Labor Expense Changes	\$23.194	(\$22.695)	(\$0.762)	(\$1.582)	(\$2.430)
Gap Closing Expenses:					
Total Gap Closing Expenses	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total Expenses before Depreciation and GASB Adjs.	\$23.946	(\$12.372)	\$10.286	\$9.309	\$8.683
Depreciation	\$4.702	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	-	-	-	-
GASB 68 Pension Expense Adjustment	0.935	1.243	0.216	0.316	0.350
Total Expense Changes	\$29.583	(\$11.129)	\$10.503	\$9.624	\$9.033
Cash Adjustment Changes					
Revenue Adjustments	\$9.126	(\$71.680)	\$71.680	\$0.000	\$0.000
Expense Adjustments	\$88.719	(\$12.487)	(\$10.000)	(\$0.489)	\$0.420
Total Cash Adjustment Changes	\$97.845	(\$84.167)	\$61.680	(\$0.489)	\$0.420
Total Baseline Changes	\$121.711	(\$89.993)	\$72.183	\$9.135	\$9.453
November Financial Plan - Cash Surplus/(Deficit)	(\$639.595)	(\$623.416)	(\$514.681)	(\$602.325)	(\$621.805)

MTA HEADQUARTERS
November Financial Plan 2019-2022
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2018	2019	2020	2021	2022
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	-	-	-	-	-
<u>Other Operating Revenue</u>	-	-	-	-	-
Rental Income	-	-	-	-	-
Advertising Revenue	-	-	-	-	-
<u>Other</u>	-	-	-	-	-
Total Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursement	12.637	11.544	2.585	(0.560)	(0.638)
Total Revenue Changes	12.637	11.544	2.585	(0.560)	(0.638)
Expenses					
Labor:					
Labor:	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Payroll	0.495	-	-	-	-
Overtime	(0.478)	-	-	-	-
Health and Welfare	0.163	-	-	-	-
OPEB Current Payment	-	-	-	-	-
Pensions	(0.014)	-	-	-	-
Other Fringe Benefits	0.088	-	-	-	-
<u>Reimbursable Overhead</u>	<u>(1.849)</u>	<u>0.785</u>	<u>0.801</u>	<u>0.817</u>	<u>0.833</u>
Total Labor Expense Changes	(1.595)	0.785	0.801	0.817	0.833
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	(11.065)	(12.328)	(3.385)	(0.257)	(0.195)
Materials & Supplies	(0.000)	(0.000)	(0.000)	0.000	(0.000)
<u>Other Business Expenses</u>					
MTA Internal Subsidy					
<u>Other</u>	<u>0.015</u>	<u>(0.000)</u>	<u>(0.000)</u>	<u>(0.000)</u>	<u>0.000</u>
Total Other Business Expenses	0.015	(0.000)	(0.000)	(0.000)	0.000
Total Non-Labor Expense Changes	(\$11.042)	(\$12.329)	(\$3.386)	(\$0.257)	(\$0.195)
Gap Closing Expenses:	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Gap Closing Expenses	(0.000)	-	-	-	-
Total Expenses before Depreciation and GASB Adjs.	(\$12.637)	(\$11.544)	(\$2.585)	\$0.560	\$0.638
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	-	-	-	-	-
GASB 68 Pension Expense Adjustment	-	-	-	-	-
Total Expense Changes	(\$12.637)	(\$11.544)	(\$2.585)	\$0.560	\$0.638
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	(\$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 2019-2022
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON REIMBURSABLE/REIMBURSABLE

	2018	2019	2020	2021	2022
July Financial Plan - Cash Surplus/(Deficit)	(\$761.307)	(\$533.423)	(\$586.864)	(\$611.460)	(\$631.259)
Baseline Changes					
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
<u>Other Operating Revenue</u>	-	-	-	-	-
Rental Income	0.314	(0.597)	-	-	-
Advertising Revenue	-	-	-	-	-
<u>Other</u>	(6.031)	5.900	-	-	-
Total Other Operating Revenue	(5.717)	5.303	-	-	-
<u>Capital and Other Reimbursements</u>	12.637	11.544	2.585	(0.560)	(0.638)
Total Revenue Changes	6.920	16.847	2.585	(0.560)	(0.638)
Expenses					
Labor:					
Payroll	\$1.495	\$6.569	\$7.145	\$7.284	\$7.426
Overtime	(0.552)	4.477	4.477	4.477	4.477
Health and Welfare	0.633	1.311	1.416	1.485	1.557
OPEB Current Payment	(0.828)	(0.890)	(0.928)	(0.979)	(1.033)
Pensions	(1.506)	(0.985)	(0.920)	(1.238)	(1.181)
Other Fringe Benefits	(0.085)	0.627	0.660	0.680	0.700
<u>Reimbursable Overhead</u>	(0.000)	(0.000)	(0.000)	(0.000)	0.000
Total Labor Expense Changes	(\$0.843)	\$11.109	\$11.849	\$11.708	\$11.947
Non-Labor:					
Electric Power	\$0.525	\$0.882	\$0.917	\$0.987	\$1.108
Fuel	0.039	(0.058)	(0.088)	(0.099)	(0.029)
Insurance	1.261	-	-	-	-
Claims	0.277	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	1.626	(0.156)	(1.092)	(2.720)	(3.009)
Professional Services	7.661	(35.718)	(3.862)	(0.025)	(0.732)
Materials & Supplies	0.056	0.006	(0.002)	(0.000)	0.000
<u>Other Business Expenses</u>	-	-	-	-	-
<u>MTA Internal Subsidy</u>	-	-	-	-	-
<u>Other</u>	0.707	0.020	(0.021)	0.018	0.037
<u>Total Other Business Expenses</u>	-	-	-	-	-
Total Non-Labor Expense Changes	\$12.152	(\$35.024)	(\$4.147)	(\$1.840)	(\$2.625)
Gap Closing Expenses:					
Total Gap Closing Expenses					
Total Expenses before Depreciation	\$11.309	(\$23.915)	\$7.702	\$9.868	\$9.322
Depreciation	\$4.702	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	-	-	-	-
GASB 68 Pension Expense Adjustment	0.935	1.243	0.216	0.316	0.350
Total Expense Changes	\$16.946	(\$22.673)	\$7.918	\$10.184	\$9.672
Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Revenue Adjustments	9.126	(71.680)	71.680	-	-
Expense Adjustments	88.719	(12.487)	(10.000)	(0.489)	0.420
Total Cash Adjustment Changes	\$97.845	(\$84.167)	\$61.680	(\$0.489)	\$0.420
Total Baseline Changes	\$121.711	(\$89.993)	\$72.183	\$9.135	\$9.453
November Financial Plan - Cash Surplus/(Deficit)	(\$639.596)	(\$623.416)	(\$514.681)	(\$602.325)	(\$621.805)

MTA HEADQUARTERS
NOVEMBER FINANCIAL PLAN 2019 - 2022
Summary of Major Plan-to-Plan Changes

2018: November Financial Plan vs. July Financial Plan

Revenue Changes

Other operating revenues are projected to decrease from the July Financial Plan by \$5.7 million, mainly due to the timing adjustment of the Grade Crossing Project grant reimbursement from 2018 to 2019. Capital and Other Reimbursements increase by \$12.6 million resulting from higher recoverable work performed for the West Side Yard Development and costs related to the roll-out of digital advertising screens throughout the MTA system.

Expense Changes

Total accrued expenses decreased by \$16.9 million in 2018 from the July Financial Plan.

Major changes include:

Unfavorable

- The timing of \$3.4 million in reimbursement for the Verrazzano-Narrows Bridge Truck Toll program from 2017;
- Higher Pension cost of \$1.5 million mainly resulting from a revision to required contribution levels;
- Higher OPEB Payment of \$0.8 million and
- Higher overtime usage, of \$0.6 million, than projected during the July Financial Plan.

Favorable

- BRP savings totaling \$7.2 million;
- Lower Professional Services of \$7.7 million, the result of lower spending and timing of Grade Crossing Initiatives expenses and IT expenses shifted into 2019. Offsetting these decreases are higher recoverable expenses for the West Side Yard Development and costs related to the roll-out of digital advertising screens throughout the MTA system;
- Lower spending in Maintenance and Other Operating Contracts of \$1.6 million;
- Lower electric requirements of \$0.5 million and
- Lower non-cash expense adjustments for Depreciation and GASB 60 Pension Expense totaling \$5.6 million.

Cash Adjustments

Cash adjustments are favorable from the July Financial Plan by \$97.8 million primarily from rescheduling of MTA IT operating capital needs into outer years in the Financial Plan, the timing of residual relocation costs and adjustments to Professional Services expenses.

2019: November Financial Plan vs. July Financial Plan

Revenue Changes

Other Operating Revenue is projected to increase from the July Financial Plan by \$5.3 million, mainly due to the timing adjustment of the Grade Crossing Project grant reimbursement from 2018 to 2019. Capital and Other Reimbursements increase \$11.5 million from higher recoverable work performed for the West Side Yard Development and costs related to the roll-out of digital advertising screens throughout the MTA system.

Expense Changes

Total Non-Reimbursable/Reimbursable expenses are projected to increase by \$22.7 million.

Major changes include:

Unfavorable

- Higher Professional Services of \$35.7 million, resulting from the timing of Grade Crossing Initiatives expenses and IT expenses shifted from 2018, the transfer of funding from the operating capital budget, higher recoverable expenses for the West Side Yard Development and costs related to the roll-out of digital advertising screens throughout the MTA system;
- Higher Pension cost of \$1.0 million resulting from a revision to required contribution levels and
- Higher OPEB Payment requirements of \$0.9 million.

Favorable

- Lower Payroll of \$6.6 million due to the BRP savings eliminating 76 vacancies and the transfer of 10 procurement positions to NYCT;
- Lower overtime expenses of \$4.5 million due to BRP savings and
- Lower Other Fringe of \$0.6 million and lower Health and Welfare costs of \$1.3 million due to the BRP savings eliminating 76 vacancies and the transfer of 10 procurement positions to NYCT.

Cash Adjustments

- Cash Adjustments are unfavorable by \$84.2 million when compared to the July Financial Plan.
- The unfavorable revenue adjustment primarily reflects the timing of Headquarters relocation costs recovery along with a favorable offset in timing of recovery costs from MTA Capital Construction (MTACC).
- Unfavorable expense adjustments capture the timing of residual relocation costs and changes in OPEB Payment expense and GASB 68 Pension Expense.

2020, 2021 and 2022: November Financial Plan vs. July Financial Plan

Revenue Changes

Operating revenues in 2020 are projected to increase by \$2.6 million from the July Financial plan, reflecting the reimbursement of costs related to the roll-out of digital advertising screens throughout the MTA system, and partially offset by the lower recovery of Procurement related

labor cost resulting from the transfer of 10 positions to NYCT. Lower recovery of approximately \$0.6 million annually in 2021 and 2022 reflects the Procurement position transfer.

Expense Changes

Total Non-Reimbursable/Reimbursable expenses decrease by \$7.9 million in 2020, \$10.2 million in 2021 and \$9.7 million in 2022.

Major changes include:

Unfavorable

- Higher Professional Services in 2020 primarily reflect the recoverable work related to the roll-out of digital media screens. Modest increases in 2021 and 2022 primarily reflect adjustments from a transfer of expenses from NYCT and offsetting BRP savings and
- Higher Pension cost of approximately \$1.0 million annually resulting from a revision to required contribution levels.

Favorable

- Lower Payroll in excess of \$7.0 million annually due to the BRP savings eliminating 76 vacancies and the transfer of 10 procurement positions to NYCT;
- Lower overtime expenses of \$4.5 million annually due to BRP savings and
- Lower Other Fringe and lower Health and Welfare costs due to the BRP savings eliminating 76 vacancies and the transfer of 10 procurement positions to NYCT.

Cash Adjustments

- Cash Adjustments are projected to be favorable by \$61.7 million in 2020, reflecting the timing adjustments for relocation recovery and recovery of costs from MTACC.
- Total cash adjustments in 2021 and 2022 are relatively unchanged from the July Financial Plan.

2018 – 2021: November Financial Plan vs February Financial Plan

Major Operating Revenues Change

- Rental revenue is slightly higher in 2018 than the February Plan with decreases for 2019 through 2021 resulting from revised rental revenue received from the Agencies based on 2 Broadway occupancy levels and revised levels of commercial tenant revenue.
- When compared to the February Plan, Other Revenue reflects recovery of operating expenses from MTACC, the shift of grant funding for the commuter railroad grade crossing work from 2018 into 2019, as well as revised timing on the recovery of Headquarters relocation expenses.
- Capital and Other Reimbursements show significant increases in all years resulting from the addition of reimbursable New Fare Payment System (NFPS) employees, recoverable Occupational Health and Safety costs from Metro-North, higher recoverable work performed for the West Side Yard Development and costs related to the roll-out of digital advertising screens throughout the MTA system.
- Cash Advertising revenue reflects a timing of prior year revenue in 2018 that was not captured in the February Financial Plan. All other years show a slight increase resulting from changes in CPI assumptions.

Major Operating Expense Changes

- Payroll increases capture the effect of additional personnel added for NFPS and adjustments in the salary mix for MTA IT and MTAPD with off-setting savings resulting from hiring restrictions and BRP vacancy eliminations;
- Overtime in 2018, when compared to the February Plan, is significantly higher due to anti-littering and homeless outreach initiatives;
- Increased Professional Service expenses, when compared to the February Plan, include investments in technology to support the next generation fare payment system, network upgrades, security and threat intelligence systems, transfer of funding from the operating capital budget, higher recoverable expenses for the West Side Yard Development and costs related to the roll-out of digital advertising screens throughout the MTA system. These increases are offset somewhat with BRP savings taken in the July and November Plans;
- Higher Maintenance and Operating Contract costs are due to increased facility maintenance costs, transfer of funding from NYCT and increased lease requirements for BSC and
- Lower Operating Capital spending, primarily for revised technology project needs.

MTA HEADQUARTERS
November Financial Plan 2019-2022
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2018	2019	2020	2021	2022
July Financial Plan - Cash Surplus/(Deficit)	(\$761.307)	(\$533.423)	(\$586.864)	(\$611.460)	(\$631.259)
Non-Reimbursable Major Changes					
Revenue					
Higher retail tenant rental revenue	\$0.314	(\$0.597)	\$0.000	\$0.000	\$0.000
Lower other Revenue	(0.130)				
Timing adjustment in grade crossing project grant reimbursement	(5.900)	5.900			
Sub-Total Non-Reimbursable Revenue Changes	(\$5.717)	\$5.303	\$0.000	\$0.000	\$0.000
Expenses					
LED Bulb Replacement Program at 2 Broadway	\$0.000	\$0.250	\$0.250	\$0.250	\$0.250
Excess Genius Challenge Funding	1.500	-	-	-	-
OHS Sleep Apnea Support	-	0.500	0.500	0.500	0.500
Savings from Hiring Restrictions	3.000	-	-	-	-
Reductions to BSC non-labor expenses	-	0.500	0.500	0.500	0.500
Reduction of MTA IT Vacancies	2.495	7.640	7.835	8.037	8.244
Reduction in Madison Avenue Building cost	-	0.611	-	-	-
Reduction of MTAPD Vacancies	0.225	0.640	0.653	0.665	0.680
MTAPD - Anti-littering overtime	-	0.531	0.531	0.531	0.531
MTAPD - Homeless outreach overtime	-	3.946	3.946	3.946	3.946
<u>Revised 2018 Spending:</u>					
Lower electricity usage	0.525	-	-	-	-
Revised timing of Grade Crossing project expenses	11.300	(11.300)	-	-	-
Revised timing of IT expenses	2.300	(2.300)	-	-	-
Lower current year estimated Professional Services expenses	3.626	-	-	-	-
Lower current year estimated Maintenance expenses	1.618	-	-	-	-
Lower Material & Supplies expenses	0.056	-	-	-	-
Lower Other Business Expenses	0.692	-	-	-	-
Transfer of funding from NYCT to MTA IT to support Paratransit App	-	(1.900)	-	-	-
Transfer of funding from NYCT to MTA IT	-	(0.608)	(0.608)	(0.608)	(0.608)
Re-estimate of Leasing costs for BSC	-	-	-	(2.016)	(2.494)
Re-estimated Accrued Pension costs (non BRP)	(1.517)	(1.030)	(0.967)	(1.288)	(1.232)
Revised OPEB Current Payments	(0.828)	(0.890)	(0.927)	(0.979)	(1.033)
Fuel Rate Changes	-	(0.058)	(0.088)	(0.100)	(0.029)
Change in CPI assumptions	-	(1.049)	(1.577)	(0.312)	0.290
Change in NYPA Electricity Rate Assumptions	-	0.241	0.271	0.295	0.343
Depreciation	4.702	-	-	-	-
GASB 68 Pension Expense Adjustment	0.935	1.243	0.216	0.316	0.350
Change in Reimbursable Expenses	(1.849)	0.785	0.801	0.817	0.833
Transfer from Operating Capital to Operating	-	(9.400)	-	-	(1.100)
All Other	0.803	0.519	(0.833)	(0.929)	(0.937)
Sub-Total Non-Reimbursable Expense Changes	\$29.583	(\$11.129)	\$10.503	\$9.624	\$9.033
	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Non-Reimbursable Major Changes	\$23.867	(\$5.826)	\$10.503	\$9.624	\$9.033
Reimbursable Major Changes					
Change in Other Reimbursements	12.637	11.544	2.585	(0.560)	(0.638)
Sub-Total Reimbursable Revenue Changes	\$12.637	\$11.544	\$2.585	(\$0.560)	(\$0.638)
Change in recoverable labor costs	(1.595)	0.785	0.801	0.817	0.833
Change in recoverable non labor costs	(11.042)	(12.329)	(3.386)	(0.257)	(0.195)
Sub-Total Reimbursable Expense Changes	(\$12.637)	(\$11.544)	(\$2.585)	\$0.560	\$0.638
Total Reimbursable Major Changes	(\$0.000)	(\$0.000)	\$0.000	\$0.000	\$0.000
Total Accrual Changes	\$23.867	(\$5.826)	\$10.503	\$9.624	\$9.033
Cash Adjustment Changes					
Change in Revenue CFA	\$9.126	(\$71.680)	\$71.680	\$0.000	\$0.000
Change in Expense CFA	\$88.719	(\$15.493)	(\$13.000)	(\$3.489)	(\$2.580)
MTAPD - Planned vehicle purchase	-	0.200	-	-	-
Reduction in MTA IT Operating Capital needs	-	2.806	3.000	3.000	3.000
Total Cash Adjustment Changes	\$97.845	(\$84.167)	\$61.680	(\$0.489)	\$0.420
Total Baseline Changes	\$121.711	(\$89.994)	\$72.183	\$9.135	\$9.453
November Financial Plan Cash Surplus/(Deficit)	(\$639.596)	(\$623.416)	(\$514.681)	(\$602.325)	(\$621.805)

MTA HEADQUARTERS
November Financial Plan 2019-2022
2018 Budget Reduction Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	2018		2019		2020		2021		2022	
	Positions	Expenses	Positions	Expenses	Positions	Expenses	Positions	Expenses	Positions	Expenses
Administration										
BSC Contracts, Supplies and Training Reduction (July Plan)	-	0.500	-	0.500	-	0.514	-	0.528	-	0.541
Real Estate Professional Service Contracts (July Plan)	-	2.500	-	2.575	-	2.652	-	2.732	-	2.814
HQ Expense Reduction (July Plan)	-	0.377	-	0.828	-	0.765	-	0.752	-	0.739
OHS reduction in Prof. Svcs and Travel (July Plan)	-	0.750	-	0.755	-	0.755	-	0.755	-	0.755
Reduction of Consultant Usage and Software Needs (July Plan)	-	2.741	-	7.148	-	7.148	-	7.148	-	7.148
Elimination of Safety Magazine Subscription (July Plan)	-	-	-	0.400	-	0.400	-	0.400	-	0.400
Savings from Hiring Restrictions (July Plan)	-	2.900	-	-	-	-	-	-	-	-
Excess Genius Challenge Funding (November Plan)	-	1.500	-	-	-	-	-	-	-	-
OHS Sleep Apnea Support (November Plan)	-	-	-	0.500	-	0.500	-	0.500	-	0.500
Savings from Hiring Restrictions (November Plan)	-	3.000	-	-	-	-	-	-	-	-
MTA IT Initiatives (November Plan)	-	-	-	2.806	-	3.000	-	3.000	-	3.000
MTA IT -Vacancies (November Plan)	61	2.495	61	7.640	61	7.835	61	8.037	61	8.244
<i>Subtotal Administration</i>	61	\$ 16.763	61	\$ 23.152	61	\$ 23.570	61	\$ 23.852	61	\$ 24.141
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										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Maintenance</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
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
Security										
MTA PD - Contract and Maintenance Reductions (July Plan)	-	0.290	-	0.297	-	0.305	-	0.313	-	0.322
MTA PD - Fuel and Vehicle Expense Reduction (July Plan)	-	0.100	-	0.103	-	0.110	-	0.108	-	0.111
MTAPD - Vet Tech vacancies (November Plan)	3	0.066	3	0.256	3	0.259	3	0.261	3	0.264
MTAPD - General Supt vacancy (November Plan)	1	0.058	1	0.140	1	0.143	1	0.147	1	0.152
MTAPD - DED-Security vacancy (November Plan)	1	0.101	1	0.244	1	0.251	1	0.257	1	0.264
MTAPD - Anti-littering overtime (November Plan)	-	-	-	0.531	-	0.531	-	0.531	-	0.531
MTAPD - Homeless outreach overtime (November Plan)	-	-	-	3.946	-	3.946	-	3.946	-	3.946
MTAPD - Planned vehicle purchase (November Plan)	-	-	-	0.200	-	-	-	-	-	-
<i>Subtotal Safety</i>	5	\$ 0.615	5	\$ 5.717	5	\$ 5.545	5	\$ 5.563	5	\$ 5.590
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										
MTA PD - Fleet replacement cycle (July Plan)	-	0.411	-	0.411	-	0.411	-	0.411	-	0.411
LED Bulb Replacement Program at 2 Broadway (November Plan)	-	-	-	0.250	-	0.250	-	0.250	-	0.250
Reductions to BSC non-labor expenses (November Plan)	-	-	-	0.500	-	0.500	-	0.500	-	0.500
Reduction in Madison Avenue Building cost (November Plan)	-	-	-	0.611	-	-	-	-	-	-
MTA IT - Operating Capital Reductions (July Plan)	-	5.100	-	5.100	-	5.100	-	5.100	-	5.100
<i>Subtotal Other</i>	-	5.511	-	6.872	-	6.261	-	6.261	-	6.261
Total	66	\$ 22.889	66	\$ 35.741	66	\$ 35.376	66	\$ 35.676	66	\$ 35.992

MTA HEADQUARTERS
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Administration
Program: BSC Contracts, Supplies and Training Reduction

Background Details:	Savings in various budget categories
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Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	07/01/18
	Are these savings recurring?	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating)</i>	\$0.500	\$0.500	\$0.514	\$0.528	\$0.541
Net Cash Savings (in millions)	\$0.500	\$0.500	\$0.514	\$0.528	\$0.541
<i>Total Positions Required:</i>	0	0	0	0	0

MTA HEADQUARTERS
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Administration
Program: Real Estate Professional Service Contracts

Background Details:	Reduction of various professional service contracts.
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Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	07/01/18
	Are these savings recurring?	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating)</i>	\$2.500	\$2.575	\$2.652	\$2.732	\$2.814
Net Cash Savings (in millions)	\$2.500	\$2.575	\$2.652	\$2.732	\$2.814
<i>Total Positions Required:</i>	0	0	0	0	0

MTA HEADQUARTERS
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Administration
Program: MTAHQ Expense Reduction

Background Details:	Various expense reductions throughout MTA HQ administrative departments
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Program Description/ Implementation Plan:			
Program Implementation Date:	When will savings begin?:	07/01/18	
	Are these savings recurring?	Yes	
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating)</i>	\$0.377	\$0.428	\$0.365	\$0.352	\$0.339
Net Cash Savings (in millions)	\$0.377	\$0.428	\$0.365	\$0.352	\$0.339
<i>Total Positions Required:</i>	0	0	0	0	0

MTA HEADQUARTERS
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: Occupational Health Services Reduction in Professional Services and Travel

Background Details:	Reduced needs to support all-Agency sleep apnea testing and miscellaneous expenses
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Program Description/ Implementation Plan:			
Program Implementation Date:	When will savings begin?:	07/01/18	
	Are these savings recurring?	Yes	
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating)</i>	\$0.750	\$0.755	\$0.755	\$0.755	\$0.755
Net Cash Savings (in millions)	\$0.750	\$0.755	\$0.755	\$0.755	\$0.755
<i>Total Positions Required:</i>	0	0	0	0	0

MTA HEADQUARTERS
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Administration
Program: Reduction of Consultant Usage and Software Needs

Background Details:	A thorough and expensive examination of the need for consultant services by MTA IT has resulted in a reduction of levels that were previously assumed as well as reduced software costs.
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Program Description/ Implementation Plan:	
Program Implementation Date:	When will savings begin?: 07/01/18 Are these savings recurring? Yes
Other Issues:	

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating)</i>	\$2.741	\$7.148	\$7.148	\$7.148	\$7.148
Net Cash Savings (in millions)	\$2.741	\$7.148	\$7.148	\$7.148	\$7.148
<i>Total Positions Required:</i>	0	0	0	0	0

MTA HEADQUARTERS
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Administration
Program: Elimination of Safety Magazine Subscription

Background Details:	Elimination of subscription to Family Safety Magazine mailed to all MTA employees
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Program Description/ Implementation Plan:
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Program Implementation Date:	When will savings begin?:	07/01/19
	Are these savings recurring?	Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating)</i>	\$0.000	\$0.400	\$0.400	\$0.400	\$0.400
Net Cash Savings (in millions)	\$0.000	\$0.400	\$0.400	\$0.400	\$0.400
<i>Total Positions Required:</i>	0	0	0	0	0

MTA HEADQUARTERS
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: **Administration**
Program: Savings from Hiring Restrictions

Background Details:	Restrictions placed on the hiring of personnel not essential for safety or operations.
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Program Description/ Implementation Plan:
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Program Implementation Date:	When will savings begin?:	01/01/18
	Are these savings recurring?	No

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating)</i>	\$2.900	\$0.000	\$0.000	\$0.000	\$0.000
Net Cash Savings (in millions)	\$2.900	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

MTA HEADQUARTERS
November Financial Plan 2019-2022
2018 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: Excess Genius Challenge Funding (November Plan)

Background Details:	Excess Genius Challenge Funding
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Program Description/ Implementation Plan:
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Program Implementation Date:	When will savings begin?:	9/1/2018
	Are these savings recurring?:	No

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>	1.500				
Net Cash Savings (in millions)	\$1.500	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

MTA HEADQUARTERS
November Financial Plan 2019-2022
2018 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: OHS Sleep Apnea Support (November Plan)

Background Details:	OHS Sleep Apnea Support
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Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	9/1/2018
	Are these savings recurring?:	Yes
Other Issues:		

Favorable/(Unfavorable)

	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>		0.500	0.500	0.500	0.500

Net Cash Savings (in millions)	\$0.000	\$0.500	\$0.500	\$0.500	\$0.500
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<i>Total Positions Required:</i>	0	0	0	0	0
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MTA HEADQUARTERS
November Financial Plan 2019-2022
2018 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: Savings from Hiring Restrictions (November Plan)

Background Details: Vacancy Savings-Hiring Restrictions

**Program Description/
Implementation Plan:**

Program Implementation Date: When will savings begin?: 7/1/2018
Are these savings recurring?: No

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>	3.000				
Net Cash Savings (in millions)	\$3.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

MTA HEADQUARTERS
November Financial Plan 2019-2022
2018 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: MTA IT Initiatives (November Plan)

Background Details: Elimination of IT Initiatives Fund

Program Description/
Implementation Plan:

Program Implementation Date: When will savings begin?: 9/1/2018
Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>		2.806	3.000	3.000	3.000
Net Cash Savings (in millions)	\$0.000	\$2.806	\$3.000	\$3.000	\$3.000
<i>Total Positions Required:</i>	0	0	0	0	0

MTA HEADQUARTERS
November Financial Plan 2019-2022
2018 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: MTA IT -Vacancies (November Plan)

Background Details:	Elimination of Inactive Vacancies
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Program Description/ Implementation Plan:
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Program Implementation Date:	When will savings begin?:	9/1/2018
	Are these savings recurring?:	Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>	\$2.495	\$7.640	\$7.835	\$8.037	\$8.244
Net Cash Savings (in millions)	\$2.495	\$7.640	\$7.835	\$8.037	\$8.244
<i>Total Positions Required:</i>	0	61	61	61	61

MTA HEADQUARTERS
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: **Security**
Program: MTA PD - Contract and Maintenance Reductions

Background Details:	Reduced maintenance needs
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Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	07/01/18
	Are these savings recurring?	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating)</i>	\$0.290	\$0.297	\$0.305	\$0.313	\$0.322
Net Cash Savings (in millions)	\$0.290	\$0.297	\$0.305	\$0.313	\$0.322
<i>Total Positions Required:</i>	0	0	0	0	0

MTA HEADQUARTERS
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: **Security**
Program: MTA PD - Fuel and Vehicle Expense Reduction

Background Details:	Reduced usage of fuel for MTA PD fleet
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Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	07/01/18
	Are these savings recurring?	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating)</i>	\$0.100	\$0.103	\$0.110	\$0.108	\$0.111
Net Cash Savings (in millions)	\$0.100	\$0.103	\$0.110	\$0.108	\$0.111
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA HEADQUARTERS
November Financial Plan 2019-2022
2018 Budget Reduction Plan Worksheet**

Category by Function: Security

Program: MTAPD - Vet Tech vacancies (November Plan)

Background Details:	Elimination of vet tech vacancies - The vets are responsible for managing the Stormville facility and provide basic maintenance, care and medical procedures on the dogs.
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Program Description/ Implementation Plan:
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Program Implementation Date:	When will savings begin?:	9/1/2018
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>	0.066	0.256	0.259	0.261	0.264
Net Cash Savings (in millions)	\$0.066	\$0.256	\$0.259	\$0.261	\$0.264
<i>Total Positions Required:</i>	0	3	3	3	3

MTA HEADQUARTERS
November Financial Plan 2019-2022
2018 Budget Reduction Plan Worksheet

Category by Function: Security

Program: MTAPD - General Supt vacancy (November Plan)

Background Details:	Elimination of general supt vacancy
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Program Description/ Implementation Plan:
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Program Implementation Date:	When will savings begin?:	9/1/2018
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
Financial Impact (Operating):	0.058	0.140	0.143	0.147	0.152
Net Cash Savings (in millions)	\$0.058	\$0.140	\$0.143	\$0.147	\$0.152
Total Positions Required:	0	1	1	1	1

MTA HEADQUARTERS
November Financial Plan 2019-2022
2018 Budget Reduction Plan Worksheet

Category by Function: Security

Program: MTAPD - DED-Security vacancy (November Plan)

Background Details:	Elimination of DED-security vacancy
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Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	9/1/2018
	Are these savings recurring?:	Yes
Other Issues:		

Favorable/(Unfavorable)

	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>	0.101	0.244	0.251	0.257	0.264

Net Cash Savings (in millions)	\$0.101	\$0.244	\$0.251	\$0.257	\$0.264
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<i>Total Positions Required:</i>	0	1	1	1	1
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MTA HEADQUARTERS
November Financial Plan 2019-2022
2018 Budget Reduction Plan Worksheet

Category by Function: Security

Program: MTAPD - Anti-littering overtime (November Plan)

Background Details:	Total elimination of anti-littering overtime
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Program Description/ Implementation Plan:
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Program Implementation Date:	When will savings begin?:	1/1/2019
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>		0.531	0.531	0.531	0.531
Net Cash Savings (in millions)	\$0.000	\$0.531	\$0.531	\$0.531	\$0.531
<i>Total Positions Required:</i>	0	0	0	0	0

MTA HEADQUARTERS
November Financial Plan 2019-2022
2018 Budget Reduction Plan Worksheet

Category by Function: Security

Program: MTAPD - Homeless outreach overtime (November Plan)

Background Details:	Total elimination of homeless outreach overtime
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Program Description/ Implementation Plan:
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Program Implementation Date:	When will savings begin?:	1/1/2019
	Are these savings recurring?:	Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>		3.946	3.946	3.946	3.946
Net Cash Savings (in millions)	\$0.000	\$3.946	\$3.946	\$3.946	\$3.946
<i>Total Positions Required:</i>	0	0	0	0	0

MTA HEADQUARTERS
November Financial Plan 2019-2022
2018 Budget Reduction Plan Worksheet

Category by Function: Security

Program: MTAPD - Planned vehicle purchase (November Plan)

Background Details: Push 1/3 planned vehicle purchase

**Program Description/
Implementation Plan:**

Program Implementation Date: When will savings begin?: 1/1/2019

Are these savings recurring?: No

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>		0.200			
Net Cash Savings (in millions)	\$0.000	\$0.200	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

MTA HEADQUARTERS
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Other
Program: MTA PD - Fleet replacement cycle

Background Details: Reduction to the planned annual vehicle replacement cycle (CapOp)

**Program Description/
Implementation Plan:**

Program Implementation Date: When will savings begin?: 07/01/18
Are these savings recurring? Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating)</i>	\$0.411	\$0.411	\$0.411	\$0.411	\$0.411
Net Cash Savings (in millions)	\$0.411	\$0.411	\$0.411	\$0.411	\$0.411
<i>Total Positions Required:</i>	0	0	0	0	0

MTA HEADQUARTERS
November Financial Plan 2019-2022
2018 Budget Reduction Plan Worksheet

Category by Function: Other

Program: LED Bulb Replacement Program at 2 Broadway (November Plan)

Background Details:	Electric Savings due to LEDs
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Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	1/1/2019
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>		0.250	0.250	0.250	0.250
Net Cash Savings (in millions)	\$0.000	\$0.250	\$0.250	\$0.250	\$0.250
<i>Total Positions Required:</i>	0	0	0	0	0

MTA HEADQUARTERS
November Financial Plan 2019-2022
2018 Budget Reduction Plan Worksheet

Category by Function: Other

Program: Reductions to BSC non-labor expenses (November Plan)

Background Details:	BSC reductions in electricity, postage
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Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	1/1/2019
	Are these savings recurring?:	Yes
Other Issues:		

Favorable/(Unfavorable)

	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>		0.500	0.500	0.500	0.500

Net Cash Savings (in millions)	\$0.000	\$0.500	\$0.500	\$0.500	\$0.500
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<i>Total Positions Required:</i>	0	0	0	0	0
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MTA HEADQUARTERS
November Financial Plan 2019-2022
2018 Budget Reduction Plan Worksheet

Category by Function: Other

Program: Reduction in Madison Avenue Building cost (November Plan)

Background Details:	Madison Ave VACANT variance savings
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Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	1/1/2019
	Are these savings recurring?:	No
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>		0.611			
Net Cash Savings (in millions)	\$0.000	\$0.611	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

MTA HEADQUARTERS
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Other
Program: MTA IT - Operating Capital Reductions

Background Details:	Reductions to existing Operating Capital projet needs.
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Program Description/ Implementation Plan:			
Program Implementation Date:	When will savings begin?:	07/01/18	
	Are these savings recurring?	Yes	
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating)</i>	\$5.100	\$5.100	\$5.100	\$5.100	\$5.100
Net Cash Savings (in millions)	\$5.100	\$5.100	\$5.100	\$5.100	\$5.100
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA HEADQUARTERS
2019 Preliminary Budget
November Financial Plan 2019 - 2022
Positions**

POSITION ASSUMPTIONS

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

Total baseline positions are projected to decrease beginning in 2018 by 76. This decrease is due to a transfer of 10 Procurement positions to NYCT and a total BRP of 66 positions in MTA IT and MTA Police.

The decrease of 76 non-reimbursable positions is comprised of 71 Administrative positions and five Public Safety positions.

Position changes by occupational group are: Managers/Supervisors decrease by four positions; and Professional, Technical, Clerical positions decrease by 72 positions in 2018.

Year over Year

2019 over 2018

In 2019, total headcount increases by 23 positions to 3,096 positions due to the addition of four non-reimbursable Information Technology positions, 20 Police Officers to support East Side access and the elimination of an Excelsior Program position. Non-reimbursable positions are 2,965 in 2019, and reimbursable positions are 131. Occupational group increases include three positions for Professional, Technical, and Clerical to 1,687 positions. Managers/Supervisors remain unchanged at 764 positions and Operational Hourlies increase by 20 positions to 645 positions.

2020 over 2019

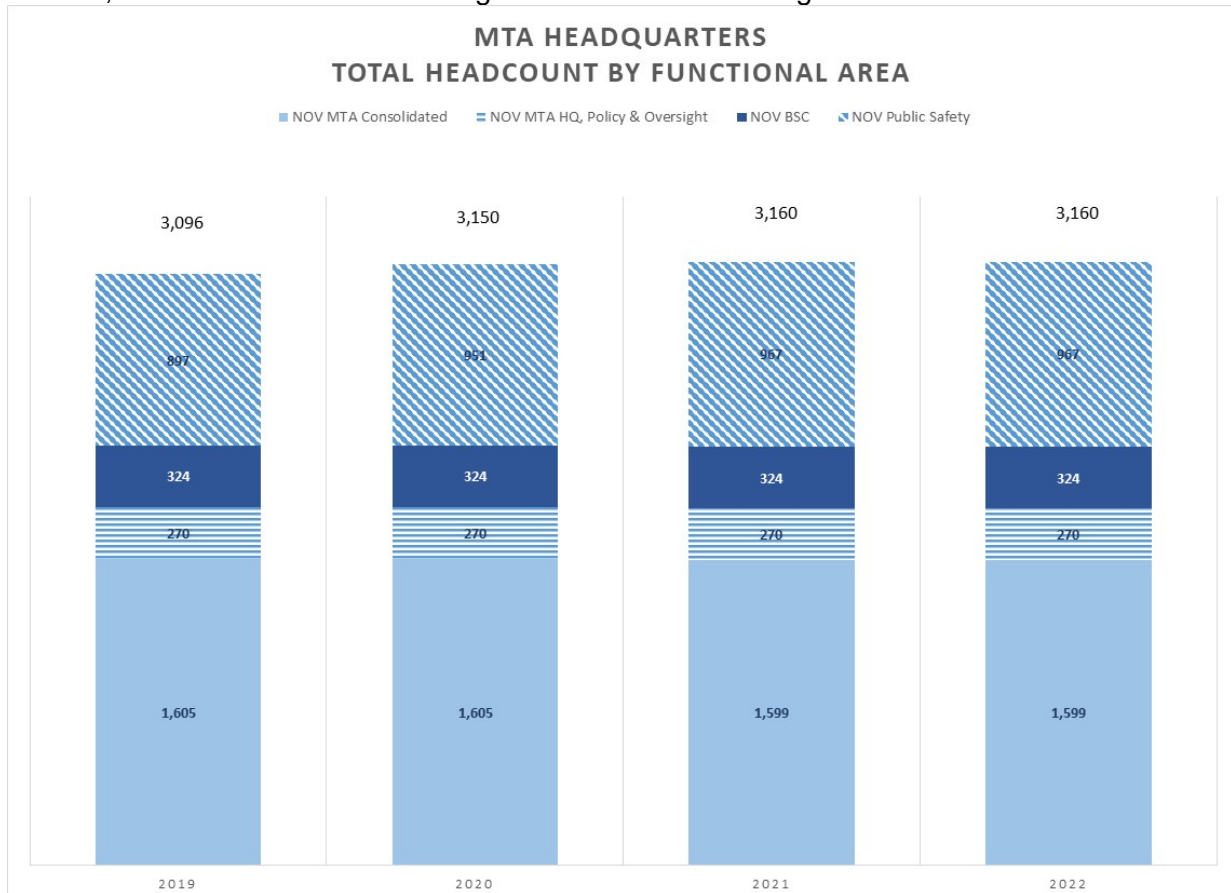
In 2020, total headcount increases by 54 positions to 3,150 positions mainly due to the addition of 54 non-reimbursable MTAPD positions to support the opening of East Side Access. Non-reimbursable positions are 3,019 in 2020 and 131 reimbursable positions. Occupational group increases include one position for Professional, Technical, and Clerical to 1,688 positions. Managers/Supervisors increase by 14 positions to 778 positions and Operational Hourlies increase by 39 positions to 684 positions.

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 the elimination of six MTA IT positions, totaling 3,160 positions. Total non-reimbursable headcount increases to 3,029 positions while reimbursable positions remain unchanged at 131. Operational Hourly positions increase by 16 positions to 700, Managers/Supervisors remain unchanged at 778 and Professional, Technical, Clerical decreases by 6 to 1,682 positions.

2022 over 2021

In 2022, headcount remains unchanged from 2021 in all categories.



MTA HEADQUARTERS					
November Financial Plan 2019-2022					
Favorable/(Unfavorable)					
Total Position Changes at a Glance					
	2018	2019	2020	2021	2022
2018 July Plan - Total Baseline Positions	3,149	3,172	3,226	3,236	3,236
Total Plan-to-Plan Changes	76	76	76	76	76
2018 November Plan - Total Baseline Positions	3,073	3,096	3,150	3,160	3,160
Total Year-to-Year Changes, November Plan		(23)	(54)	(10)	(10)
Total Plan-to-Plan Changes by Reporting Category:					
Non-Reimbursable	76	76	76	76	76
Reimbursable	-	-	-	-	-
Total	76	76	76	76	76
Full-Time	76	76	76	76	76
Full-Time Equivalents	-	-	-	-	-
Total	76	76	76	76	76
By Function Category					
- Administration	71	71	71	71	71
- Operations	-	-	-	-	-
- Maintenance	-	-	-	-	-
- Engineering/Capital	-	-	-	-	-
- Public Safety	5	5	5	5	5
Total	76	76	76	76	76
By Occupational Group					
- Managers/Supervisors	11	11	11	11	11
- Professional, Technical, Clerical	65	65	65	65	65
- Operational Hourlies	-	-	-	-	-
Total	76	76	76	76	76
Total Plan-to-Plan Changes by Major Category:					
2018 BRPs	66	66	66	66	66
New Needs	-	-	-	-	-
Change in Reimbursable Positions	-	-	-	-	-
Re-estimates & All Other (xfer from agencies)	10	10	10	10	10
Total	76	76	76	76	76

¹ Includes Full-time Equivalents

MTA HEADQUARTERS
November Financial Plan 2019-2022
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

Function/Department	2017 Actual	2018 November Forecast	2019 Final Proposed Budget	2020	2021	2022
Administration						
Office of Chairman	3	5	5	5	5	5
Govt Affairs & Community Relat	0	1	1	1	1	1
Agency Operations & Initiative	1	1	1	1	1	1
Chief Safety Officer	8	14	14	14	14	14
Office of Counselor to the Chairman	2	2	2	2	2	2
Office of Chief of Staff	6	5	5	5	5	5
Federal Affairs	1	1	1	1	1	1
Intergovernmental Relations	5	5	5	5	5	5
Spec. Project Develop/Planning	7	8	8	8	8	8
Corporate Account	0	3	3	3	3	3
Human Resources	29	34	34	34	34	34
PCAC	4	5	5	5	5	5
Chief Operating Officer						
Chief Operating Officer	3	4	3	3	3	3
New Fare Payment System	11	40	40	40	40	40
Chief Operating Officer	14	44	43	43	43	43
Labor Relations						
Office of Labor Relations	13	14	14	14	14	14
Labor Relations	13	14	14	14	14	14
General Counsel						
Office of Ded General Counsel	30	37	37	37	37	37
Record Management	2	2	2	2	2	2
General Counsel	32	39	39	39	39	39
Office of Diversity						
Office of Diversity	4	2	2	2	2	2
Office of Civil Rights	13	15	15	15	15	15
Office of Diversity	17	17	17	17	17	17
Corporate & Internal Communications						
Office of DED Corp. Affairs and Comm.	2	2	2	2	2	2
Marketing	8	10	10	10	10	10
Corporate & Internal Communications	10	12	12	12	12	12
Chief Financial Officer						
Office of Chief Financial Officer	4	4	4	4	4	4
Comptroller's Office	22	23	23	23	23	23
Management & Budget	21	23	23	23	23	23
Strategic Initiatives	6	5	5	5	5	5
Chief Financial Officer	53	55	55	55	55	55
Capital Programs						
Environmental, Sustainability & Compliance	3	6	6	6	6	6
Capital Programs	3	6	6	6	6	6
Total MTA HQ, Policy & Oversight	208	271	270	270	270	270

MTA HEADQUARTERS
November Financial Plan 2019-2022
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

Function/Department	2017 Actual	2018 November Forecast	2019 Final Proposed Budget	2020	2021	2022
MTA Consolidated Functions						
External Communication	15	15	15	15	15	15
Audit	74	86	86	86	86	86
Office of Diversity - MWDBE/ DBE Contract Integrity	13	16	16	16	16	16
Pensions	52	65	65	65	65	65
Occupational Health & Safety	29	30	30	30	30	30
Chief Operating Officer						
Procurement	59	94	94	94	94	94
Information Technology	1,007	1,074	1,078	1,078	1,072	1,072
Chief Operating Officer	1,066	1,168	1,172	1,172	1,166	1,166
General Counsel/Compliance						
Compliance	10	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	21	23	23	23	23	23
Chief Financial Officer	45	47	47	47	47	47
Chief Development Officer						
Dir. Of Facilities and Support	3	5	5	5	5	5
Office Services	14	14	14	14	14	14
Facilities Management	-	-	-	-	-	-
Transit Oriented Development	1	8	8	8	8	8
Real Estate Operations	44	39	39	39	39	39
Chief Administrative Office	-	1	1	1	1	1
Deputy CDO, Operations	-	1	1	1	1	1
Deputy CDO, Planning	1	4	4	4	4	4
Transit Advertising & Media	-	11	11	11	11	11
New Technology Implementation	-	2	2	2	2	2
Office of Chief Development Officer	-	-	-	-	-	-
GCT Development	2	2	2	2	2	2
	65	87	87	87	87	87
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	6	12	12	12	12	12
Capital Program Management	13	14	14	14	14	14
Capital Program Funding	12	13	13	13	13	13
Total Capital Programs	37	45	45	45	45	45
Corporate and Internal Communications						
Internal Communications	2	3	3	3	3	3
Arts for Transit	10	10	10	10	10	10
Transit Museum Operations	9	13	13	13	13	13
Retail Operations	5	5	5	5	5	5
Corporate and Internal Communications	26	31	31	31	31	31
Total MTA Consolidated Functions	1,432	1,601	1,605	1,605	1,599	1,599
Business Service Center	293	324	324	324	324	324
Total Administration Positions	1,933	2,196	2,199	2,199	2,193	2,193
Public Safety	799	877	897	951	967	967
Baseline Total Positions	2,732	3,073	3,096	3,150	3,160	3,160
<i>Non-Reimbursable</i>	2,593	2,942	2,965	3,019	3,029	3,029
<i>Reimbursable</i>	139	131	131	131	131	131
<i>Full-Time</i>	2,732	3,073	3,096	3,150	3,160	3,160

MTA HEADQUARTERS
November Financial Plan 2019 - 2022
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
FUNCTION / OCCUPATIONAL GROUP						
Administration						
Managers/Supervisors	475	588	588	588	588	588
Professional/Technical/Clerical	1,458	1,608	1,611	1,611	1,605	1,605
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	1,933	2,196	2,199	2,199	2,193	2,193
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	168	176	176	190	190	190
Professional/Technical/Clerical	67	76	76	77	77	77
Operational Hourlies	564	625	645	684	700	700
Total Public Safety Headcount	799	877	897	951	967	967
Total Positions						
Managers/Supervisors	643	764	764	778	778	778
Professional/Technical/ Clerical	1,525	1,684	1,687	1,688	1,682	1,682
Operational Hourlies	564	625	645	684	700	700
Total Positions	2,732	3,073	3,096	3,150	3,160	3,160

MTA Headquarters

MTA Headquarters includes four distinct components: Policy & Oversight, MTA Consolidated Functions including Information Technology and Non-Information Technology, the Business Service Center, and MTA Security:

- MTA HQ, Policy & Oversight includes MTA Executive Leadership and policy/oversight functions. All aspects of Administration strive to identify opportunities to streamline expenses and increase efficiencies.
- MTA Consolidated Functions includes areas where savings have been achieved through function consolidations or areas where the work can be more efficiently performed at Headquarters. This Plan includes the consolidation of the Information Technology functions. Future consolidations will include the Procurement and Treasury functions. As MTA consolidates functions across the Agencies, it is likely that the net budget change associated with those functions will increase Headquarters' costs, while staffing and expense levels decrease at a higher level at the Agencies.
- The Business Service Center provides shared back-office financial, payroll, procurement, and human resource services to all agencies.
- Public Safety includes the MTAPD which patrols the MTA's commuter railroads and provides MTA-wide oversight of security and safety services. Public Safety also leads to emergency preparedness, and interfaces with multiple city, state and federal law enforcement agencies.

The following table breaks out the MTA HQ Financial Plan by these categories.

MTA HEADQUARTERS
November Financial Plan 2019 - 2022
Accrual Statement of Operations by Major Function
(\$ in millions)

NON-REIMBURSABLE	2018	2019	2020	2021	2022
<u>MTA Consolidated Functions</u>					
Total Revenue	\$10.331	\$6.692	\$5.576	\$5.743	\$5.912
Labor Expenses (non-IT)	\$25.560	\$33.329	\$33.674	\$34.701	\$35.683
Labor Expenses (IT Transformation)	157.077	155.413	159.233	163.598	167.634
Non-Labor Expenses (non-IT)	24.513	18.083	13.932	14.233	14.633
Non-Labor Expenses (IT Transformation)	179.995	163.748	136.938	140.262	144.517
Depreciation / OPEB Liability Adjustment (non-IT)	0.553	0.000	0.000	-	-
Depreciation / OPEB Liability Adjustment (IT Transformation)	14.426	37.133	41.146	38.861	31.015
GASB 68 Pension Expense Adjustment (non-IT)	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment (IT Administration)	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$402.124	\$407.706	\$384.923	\$391.655	\$393.481
Baseline Deficit	(\$391.793)	(\$401.014)	(\$379.346)	(\$385.912)	(\$387.569)
<u>MTA HQ, Policy & Oversight</u>					
Total Revenue	\$43.519	\$51.763	\$47.739	\$49.629	\$51.594
Labor Expenses	\$59.980	\$59.854	\$61.098	\$62.263	\$64.044
Non-Labor Expenses	120.558	122.063	109.413	106.805	108.337
Labor Expenses / Non-Labor Expenses	102.577	102.989	107.018	112.515	118.314
GASB 68 Pension Expense Adjustment	(\$3.101)	(\$2.828)	(\$3.106)	(\$7.510)	(\$3.246)
Total Expenses	\$280.013	\$282.079	\$274.422	\$274.073	\$287.450
Baseline Deficit	(\$236.494)	(\$230.316)	(\$226.683)	(\$224.445)	(\$235.856)
<u>Business Service Center</u>					
Total Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Labor Expenses	\$32.427	\$34.276	\$35.320	\$36.479	\$37.425
Non-Labor Expenses	5.162	5.896	6.302	8.477	9.132
Depreciation / OPEB Liability Adjustment	-	-	-	-	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$37.589	\$40.172	\$41.622	\$44.957	\$46.556
Baseline Deficit	(\$37.589)	(\$40.172)	(\$41.622)	(\$44.957)	(\$46.556)
<u>Public Safety</u>					
Total Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Labor Expenses	\$158.678	\$145.604	\$153.069	\$155.608	\$157.044
Non-Labor Expenses	8.330	9.776	11.720	11.170	11.286
Depreciation / OPEB Liability Adjustment	7.427	6.002	4.526	4.506	4.506
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$174.434	\$161.381	\$169.314	\$171.284	\$172.836
Baseline Deficit	(\$174.434)	(\$161.381)	(\$169.314)	(\$171.284)	(\$172.836)

MTA HEADQUARTERS
November Financial Plan 2019-2022
Total Positions by Function
Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

FUNCTION	2017 Actual	2018 November Forecast	2019 Final Proposed Budget	2020	2021	2022
MTA Consolidated Functions	1,364	1,515	1,519	1,519	1,513	1,513
MTA HQ, Policy & Oversight	276	357	356	356	356	356
Business Service Center	293	324	324	324	324	324
Public Safety	799	877	897	951	967	967
Baseline Total Positions	2,732	3,073	3,096	3,150	3,160	3,160
Non-Reimbursable						
MTA Consolidated Functions	1,264	1,384	1,388	1,388	1,382	1,382
MTA HQ, Policy & Oversight	276	357	356	356	356	356
Business Service Center	293	324	324	324	324	324
Public Safety	799	877	897	951	967	967
Reimbursable						
MTA Consolidated Functions	100	131	131	131	131	131
MTA HQ, Policy & Oversight	-	-	-	-	-	-
Business Service Center	-	-	-	-	-	-
Public Safety	-	-	-	-	-	-
<i>Full-Time</i>	2,732	3,073	3,096	3,150	3,160	3,160
<i>Full-Time Equivalents</i>	-	-	-	-	-	-

Note: Actuals reflect headcount vacancies.

**MTA INSPECTOR GENERAL
2019 Final Proposed Budget
November Financial Plan 2019-2022**

Financial Overview

The forecast for the Office of Inspector General for the years 2019-2022 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.

2018 November Forecast

In the 2018 November Forecast a total of \$12.9 million is projected in baseline expenses, compared to \$14.2 million in the 2018 February Plan and \$13.3 million in the 2018 July Plan. The favorable variance is mainly the result of vacancy savings.

2019 Proposed Budget – Baseline

In the 2019 Final Proposed Budget, a total of \$16.0 million is projected in baseline expenses compared to the same \$16.0 million in the July Plan which represents no significant change between plans. Compared to the February Plan, projected baseline expenses increased from \$14.5 million to \$16.0 million.

2020-2022 Projections

The forecast for the Office of Inspector General for the years 2020-2022 reflects inflationary growth according to the prevailing guidelines and assumptions. Compared to the July Plan, expenses remain basically unchanged. Compared to the February Plan, expenses increase from \$14.9 million to \$15.3 million in 2020, and \$15.2 million to \$15.7 million in 2021.

MTA INSPECTOR GENERAL
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Other Operating Revenue:</i>						
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	11.663	12.928	16.026	15.325	15.695	16.068
Total Revenues	\$11.663	\$12.928	\$16.026	\$15.325	\$15.695	\$16.068
Operating Expense						
<u>Labor:</u>						
Payroll	\$6.827	\$7.684	\$8.831	\$9.008	\$9.188	\$9.371
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.507	0.995	1.234	1.288	1.359	1.423
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.817	0.438	0.663	0.688	0.716	0.742
Other Fringe Benefits	0.486	0.558	0.623	0.636	0.650	0.663
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$8.637	\$9.675	\$11.352	\$11.620	\$11.913	\$12.200
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.017	0.025	0.041	0.040	0.038	0.038
Insurance	0.007	0.026	0.024	0.027	0.029	0.032
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	2.672	2.845	3.099	3.169	3.236	3.309
Professional Services Contracts	0.218	0.240	1.386	0.343	0.350	0.357
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.113	0.117	0.124	0.126	0.128	0.131
Total Non-Labor Expenses	\$3.026	\$3.253	\$4.674	\$3.705	\$3.782	\$3.867
<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	\$11.663	\$12.928	\$16.026	\$15.325	\$15.695	\$16.068
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
November Financial Plan 2019 - 2022
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Receipts and Expenditures						
Receipts						
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	11.663	12.928	16.026	15.325	15.695	16.068
Total Receipts	\$11.663	\$12.928	\$16.026	\$15.325	\$15.695	\$16.068
Expenditures						
<u>Labor:</u>						
Payroll	\$6.827	\$7.684	\$8.831	\$9.008	\$9.188	\$9.371
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.507	0.995	1.234	1.288	1.359	1.423
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.817	0.438	0.663	0.688	0.716	0.742
Other Fringe Benefits	0.486	0.558	0.623	0.636	0.650	0.663
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	\$8.637	\$9.675	\$11.352	\$11.620	\$11.913	\$12.200
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.017	0.025	0.041	0.040	0.038	0.038
Insurance	0.007	0.026	0.024	0.027	0.029	0.032
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	2.672	2.845	3.099	3.169	3.236	3.309
Professional Services Contracts	0.218	0.240	1.386	0.343	0.350	0.357
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.113	0.117	0.124	0.126	0.128	0.131
Total Non-Labor Expenditures	\$3.026	\$3.253	\$4.674	\$3.705	\$3.782	\$3.867
<u>Other Expenditure Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$11.663	\$12.928	\$16.026	\$15.325	\$15.695	\$16.068
Net Cash Balance	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
November Financial Plan 2019 - 2022
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
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
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 Inspector General
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

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	12.928	16.026	3.097	15.325	(0.701)	15.695	0.371	16.068	0.373
Total Revenues	\$12.928	\$16.026	\$3.097	\$15.325	(\$0.701)	\$15.695	\$0.371	\$16.068	\$0.373

Operating Expenses

Labor:

Payroll	\$7.684	\$8.831	(\$1.147)	\$9.008	(\$0.177)	\$9.188	(\$0.180)	\$9.371	(\$0.184)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.995	1.234	(0.240)	1.288	(0.053)	1.359	(0.072)	1.423	(0.064)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.438	0.663	(0.225)	0.688	(0.025)	0.716	(0.028)	0.742	(0.026)
Other Fringe Benefits	0.558	0.623	(0.065)	0.636	(0.013)	0.650	(0.013)	0.663	(0.013)
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	\$9.675	\$11.352	(\$1.676)	\$11.620	(\$0.268)	\$11.913	(\$0.293)	\$12.200	(\$0.287)

Non-Labor:

Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.025	0.041	(0.016)	0.040	0.001	0.038	0.001	0.038	0.000
Insurance	0.026	0.024	0.001	0.027	(0.002)	0.029	(0.003)	0.032	(0.003)
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	2.845	3.099	(0.254)	3.169	(0.070)	3.236	(0.068)	3.309	(0.073)
Professional Services Contracts	0.240	1.386	(1.146)	0.343	1.042	0.350	(0.006)	0.357	(0.007)
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.117	0.124	(0.007)	0.126	(0.002)	0.128	(0.002)	0.131	(0.002)
Total Non-Labor Expenses	\$3.253	\$4.674	(\$1.421)	\$3.705	\$0.969	\$3.782	(\$0.077)	\$3.867	(\$0.085)

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	\$12.928	\$16.026	(\$3.097)	\$15.325	\$0.701	\$15.695	(\$0.371)	\$16.068	(\$0.373)
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 Adj.	\$12.928	\$16.026	(\$3.097)	\$15.325	\$0.701	\$15.695	(\$0.371)	\$16.068	(\$0.373)
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 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
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	12.928	16.026	3.097	15.325	(0.701)	15.695	0.371	16.068	0.373
Total Receipts	\$12.928	\$16.026	\$3.097	\$15.325	(\$0.701)	\$15.695	\$0.371	\$16.068	\$0.373
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$7.684	\$8.831	(\$1.147)	\$9.008	(\$0.177)	\$9.188	(\$0.180)	\$9.371	(\$0.184)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.995	1.234	(0.240)	1.288	(0.053)	1.359	(0.072)	1.423	(0.064)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.438	0.663	(0.225)	0.688	(0.025)	0.716	(0.028)	0.742	(0.026)
Other Fringe Benefits	0.558	0.623	(0.065)	0.636	(0.013)	0.650	(0.013)	0.663	(0.013)
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	\$9.675	\$11.352	(\$1.676)	\$11.620	(\$0.268)	\$11.913	(\$0.293)	\$12.200	(\$0.287)
<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	0.025	0.041	(0.016)	0.040	0.001	0.038	0.001	0.038	0.000
Insurance	0.026	0.024	0.001	0.027	(0.002)	0.029	(0.003)	0.032	(0.003)
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	2.845	3.099	(0.254)	3.169	(0.070)	3.236	(0.068)	3.309	(0.073)
Professional Services Contracts	0.240	1.386	(1.146)	0.343	1.042	0.350	(0.006)	0.357	(0.007)
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.117	0.124	(0.007)	0.126	(0.002)	0.128	(0.002)	0.131	(0.002)
Total Non-Labor Expenditures	\$3.253	\$4.674	(\$1.421)	\$3.705	\$0.969	\$3.782	(\$0.077)	\$3.867	(\$0.085)
<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	\$12.928	\$16.026	(\$3.097)	\$15.325	\$0.701	\$15.695	(\$0.371)	\$16.068	(\$0.373)
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 2019 - 2022
Summary of Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2018	2019	2020	2021	2022
2018 July Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Revenue:					
Capital and Other Reimbursements	(\$0.345)	\$0.022	\$0.024	\$0.007	(\$0.004)
Sub-Total Revenue Changes	(\$0.345)	\$0.022	\$0.024	\$0.007	(\$0.004)
Expenses:					
Payroll	\$0.400	\$0.000	\$0.000	\$0.000	\$0.001
Overtime	-	-	-	-	-
Health and Welfare	0.106	0.000	0.000	0.000	(0.001)
OPEB Current Payment	-	-	-	-	-
Pensions	(0.208)	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.036	0.000	0.000	0.000	0.000
Reimbursable Overhead	-	-	-	-	-
Fuel	0.007	(0.002)	(0.003)	(0.002)	0.000
Insurance	(0.001)	0.000	0.000	0.000	0.000
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other					
Operating Contracts	0.005	(0.013)	(0.018)	(0.004)	0.004
Professional Service Contracts	0.000	(0.006)	(0.002)	(0.001)	0.000
Materials & Supplies	-	-	-	-	-
Other Business Expenses	0.000	(0.001)	(0.001)	0.000	0.000
Depreciation	0.000	0.000	0.000	0.000	0.000
Sub-Total Expense Changes	\$0.345	(\$0.022)	(\$0.024)	(\$0.007)	\$0.004
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
2018 November Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
November Financial Plan 2019 - 2022
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time Positions/Full Time Equivalents

FUNCTION/DEPARTMENT	2017 Actual	2018 November Forecast	2019 Final Proposed Budget	2020	2021	2022
Administration						
Office of the Inspector General	70	86	86	86	86	86
Total Administration	70	86	86	86	86	86
 Baseline Total Positions	 70	 86	 86	 86	 86	 86
 Non-Reimbursable	 -	 -	 -	 -	 -	 -
Reimbursable	70	86	86	86	86	86
Total	70	86	86	86	86	86
 Total Full-Time	 70	 86	 86	 86	 86	 86
Total Full-Time Equivalents	-	-	-	-	-	-

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

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
2019 Final Proposed Budget
November Financial Plan for 2019 - 2022

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 increasing 10% annually with the exception of the Casualty Owner-Controlled Insurance Program (OCIP) programs which earn premium based on a percentage of contract completion calculation.

Additional expenses consist primarily of Claims and Other Business Expenses.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
2019 Final Proposed Budget
November Financial Plan 2019 - 2022

2018 November Forecast

In the 2018 November Forecast, a total of \$23.157 million is projected in Baseline Surplus compared to the \$23.157 million Baseline Surplus in the 2018 Mid-Year Budget. This consists of no changes in revenues and expenses. Investments estimates will remain constant from the Mid-Year Budget. 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 2018.

2019 Final Proposed Budget

In the 2019 Final Proposed Budget, a total of \$21.0 million is projected in Baseline Surplus compared to the \$20.891 million Baseline Surplus in the July Plan. This consists of a \$0.1 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 Mid-Year Budget. Claims are based on actuarial analysis of claim activity on an estimated basis.

2020 – 2022 Projections

2020 – 2022 Projections are representative of 2018 projections with market increases. Investment Income and Other Operating Revenue are estimated to increase over 2018 projections at a rate equal to CPI. Claims are based on actuarial analysis of projected claim activities and adjustments, whether favorable or unfavorable in required reserves. Other Business Expenses are estimated to increase over 2018 at a rate of 2% each year.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY

November Financial Plan 2019 - 2022 Accrual Statement of Operations By Category (\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	13.998	18.100	18.489	18.907	19.317	19.765
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	4.157	2.538	2.593	2.651	2.709	2.772
Total Revenues	\$18.155	\$20.638	\$21.082	\$21.558	\$22.026	\$22.537
Operating Expense						
<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
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
<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	(133.825)	(116.568)	(117.828)	(121.209)	(126.638)	(134.096)
Claims	129.228	94.908	98.396	105.684	108.077	110.019
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	19.141	19.141	19.524	19.914	20.313	20.719
Total Non-Labor Expenses	\$14.544	(\$2.519)	\$0.092	\$4.389	\$1.752	(\$3.358)
<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.	\$14.544	(\$2.519)	\$0.092	\$4.389	\$1.752	(\$3.358)
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	\$14.544	(\$2.519)	\$0.092	\$4.389	\$1.752	(\$3.358)
Net Surplus/(Deficit)	\$3.611	\$23.157	\$20.990	\$17.169	\$20.274	\$25.895

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2019 - 2022
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Receipts and Expenditures						
Receipts						
Other Operating Revenue	\$13.999	\$18.100	\$18.489	\$18.907	\$19.317	\$19.765
Investment Income	4.158	2.538	2.593	2.651	2.709	2.772
Total Receipts	\$18.157	\$20.638	\$21.082	\$21.558	\$22.026	\$22.537
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	(133.826)	(116.568)	(117.828)	(121.209)	(126.638)	(134.096)
Claims	129.227	87.071	89.451	96.076	98.252	100.017
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	19.141	19.141	19.524	19.914	20.313	20.719
Total Non-Labor Expenditures	\$14.542	(\$10.356)	(\$8.853)	(\$5.219)	(\$8.073)	(\$13.360)
<u>Other Expenditure Adjustments:</u>						
Other	\$3.615	\$30.994	\$29.935	\$26.777	\$30.099	\$35.897
Total Other Expenditure Adjustments	\$3.615	\$30.994	\$29.935	\$26.777	\$30.099	\$35.897
Total Expenditures	\$18.157	\$20.638	\$21.082	\$21.558	\$22.026	\$22.537
Net Cash Balance	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY

November Financial Plan 2019 - 2022

Cash Conversion (Cash Flow Adjustments)

(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.001	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	0.001	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$0.002	\$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	0.001	0.000	0.000	0.000	0.000	0.000
Claims	0.001	7.837	8.945	9.608	9.825	10.002
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	\$0.002	\$7.837	\$8.945	\$9.608	\$9.825	\$10.002
<u>Other Expenditure Adjustments:</u>						
Other Expense Adjustments	(\$3.615)	(\$30.994)	(\$29.935)	(\$26.777)	(\$30.099)	(\$35.897)
Total Other Expenditure Adjustments	(\$3.615)	(\$30.994)	(\$29.935)	(\$26.777)	(\$30.099)	(\$35.897)
Total Expenditures	(\$3.613)	(\$23.157)	(\$20.990)	(\$17.169)	(\$20.274)	(\$25.895)
Total Cash Conversion Adjustments before Depreciation	(\$3.611)	(\$23.157)	(\$20.990)	(\$17.169)	(\$20.274)	(\$25.895)
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	(\$3.611)	(\$23.157)	(\$20.990)	(\$17.169)	(\$20.274)	(\$25.895)

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2019 - 2022
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 8, 2018.

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 8, 2018.

Expenses

Insurance

- Insurance (premiums paid to FMTAC) is from the 2018 Mid-Year Forecast of the MTA Summary & Detailed Agency Insurance Cash Budgets and are based on increases in the market and exposure, as well as increases in the claims expense and reserve adjustments. For the Casualty Owner-Controlled Insurance Program (OCIP) programs, an estimated of earned premium is also included, which is calculated based on percentage of contract completion.
- Insurance (premiums) are estimated to increase 10%.
- The premium assumptions contained in the July Plan have not been changed in the November Plan.

Claims

- Claims expenses are determined by actuarial projection for 2019 – 2022 actual claim expense paid and any adjustment either favorable or unfavorable to reserves. In addition to the actuarial analysis, the claims increase follows simultaneously with the factors of the growth in exposure (i.e. vehicle count) and higher insurance premiums.

Other Business Expenses

- Other Business Expenses increased 2% for 2019 – 2022 and are representative of general increases for professional services provided and expenses not directly related to claims.

Restricted Cash Adjustment

- Restricted cash grows as the net baseline surplus increases. Factors attributing to this growth are insurance premiums and related claims expenses.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<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	18.100	18.489	0.389	18.907	0.418	19.317	0.410	19.765	0.448
Investment Income	2.538	2.593	0.055	2.651	0.058	2.709	0.058	2.772	0.063
Total Revenues	\$20.638	\$21.082	\$0.444	\$21.558	\$0.476	\$22.026	\$0.468	\$22.537	\$0.511
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	(116.568)	(117.828)	1.260	(121.209)	3.381	(126.638)	5.429	(134.096)	7.458
Claims	94.908	98.396	(3.488)	105.684	(7.288)	108.077	(2.393)	110.019	(1.942)
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	19.141	19.524	(0.383)	19.914	(0.390)	20.313	(0.399)	20.719	(0.406)
Total Non-Labor Expenses	(\$2.519)	\$0.092	(\$2.611)	\$4.389	(\$4.297)	\$1.752	\$2.637	(\$3.358)	\$5.110
<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.	(\$2.519)	\$0.092	(\$2.611)	\$4.389	(\$4.297)	\$1.752	\$2.637	(\$3.358)	\$5.110
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.	(\$2.519)	\$0.092	(\$2.611)	\$4.389	(\$4.297)	\$1.752	\$2.637	(\$3.358)	\$5.110
Net Surplus/(Deficit)	\$23.157	\$20.990	(\$2.167)	\$17.169	(\$3.821)	\$20.274	\$3.105	\$25.895	\$5.621

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
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	18.100	18.489	0.389	18.907	0.418	19.317	0.410	19.765	0.448
Investment Income	2.538	2.593	0.055	2.651	0.058	2.709	0.058	2.772	0.063
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$20.638	\$21.082	\$0.444	\$21.558	\$0.476	\$22.026	\$0.468	\$22.537	\$0.511
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	(116.568)	(117.828)	1.260	(121.209)	3.381	(126.638)	5.429	(134.096)	7.458
Claims	87.071	89.451	(2.380)	96.076	(6.625)	98.252	(2.176)	100.017	(1.765)
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	19.141	19.524	(0.383)	19.914	(0.390)	20.313	(0.399)	20.719	(0.406)
Total Non-Labor Expenditures	(\$10.356)	(\$8.853)	(\$1.503)	(\$5.219)	(\$3.634)	(\$8.073)	\$2.854	(\$13.360)	\$5.287
<u>Other Expenditure Adjustments:</u>									
Other	30.994	29.935	1.059	26.777	3.158	30.099	(3.322)	35.897	(5.798)
Total Other Expenditure Adjustments	\$30.994	\$29.935	\$1.059	\$26.777	\$3.158	\$30.099	(\$3.322)	\$35.897	(\$5.798)
Total Expenditures	\$20.638	\$21.082	(\$0.444)	\$21.558	(\$0.476)	\$22.026	(\$0.468)	\$22.537	(\$0.511)
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2019 - 2022
Summary of Changes Between Financial Plans by Category

2018 – 2022 November Financial Plan vs July Financial Plan

Revenue

Revenue changes from the July Plan over the 2018 – 2022 periods include:

- For 2019 – 2021, the increased baseline estimate for 2018 is then projected based on the MTA Region All Urban Consumer CPI inflation rates as provided in the Economic and Demographic Forecasts August 8, 2018.

Expenses

Expense changes from the July Plan over the 2018 – 2022 periods include:

- No change to the Insurance (premium revenue) as projected in the 2018 Mid-year Forecast of the MTA Summary & Detailed Agency Insurance Cash Budgets.
- No change to Claim expenses as projected in the 2018 Mid-Year Forecast.
- Other Business Expenses did not change as the Other Business Expenses for both plans were based on prior year actual. The inflation rate for Other Business Expenses is expected to increase 2% per year.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
November Financial Plan 2019 - 2022
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE					
	2018	2019	2020	2021	2022
July Financial Plan - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	0.000	0.087	0.010	(0.069)	(0.089)
Investment Income	0.000	0.012	0.001	(0.010)	(0.012)
Capital and Other Reimbursement	-	-	-	-	-
Total Revenue Changes	\$0.000	\$0.099	\$0.011	(\$0.079)	(\$0.101)
Expenses					
Labor:					
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
Non-Labor:					
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	-	-	-	-	-
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					
Revenue:					
Other Operating Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses:					
Claims	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Restricted Cash Adjustment	\$0.000	(\$0.099)	(\$0.011)	\$0.079	\$0.101
Total Cash Adjustment Changes	\$0.000	(\$0.099)	(\$0.011)	\$0.079	\$0.101
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
2019 Final Proposed Budget
November Financial Plan 2019 – 2022

FINANCIAL OVERVIEW

NYC Transit's (NYCT) November Financial Plan provides funding to sustain current operations, fully support Subway Action Plan (SAP) initiatives, and advance NYCT's Fast Forward and Bus Plans, as well as making targeted reductions to maintain budget balance, that taken together advance the agency's mission to provide safe, reliable, and customer-oriented transit service.

Financial Plan Highlights

- Reforecast of the baseline farebox revenue reflecting current unfavorable ridership trends.
- Reforecast of the baseline cost of paratransit services reflecting rapid growth in advance reservation e-hail ridership.
- Reforecast of the baseline cost of workers compensation claims reflecting sustained high rates of lost time absence days and workers compensation indemnity payment rates.
- Significant new Scheduled Maintenance System costs to maintain the car fleet, including a large-scale refrigerant upgrade project, and R142 car fleet upgrade project.

Baseline Ridership

The recent ridership trend has been unfavorable:

- For subways, the ridership decline that started in 2016 has accelerated to a projected 2.8% decline in 2018. Significant contributing factors are competition from for-hire-vehicles, increasing rates of fare evasion, and increased service disruption due to capital reconstruction projects and SAP track access requirements. For 2019, a decline of 1.0% is projected.
- NYCT Bus ridership has experienced a longer-term trend of ridership declines including a projected 5.2% decline in 2018. Significant contributing factors are competition from for-hire-vehicles and increasing rates of fare evasion. For 2019, a decline of 3.0% is projected.
- Transit systems nationwide have been experiencing similar ridership declines, including Chicago, Boston, San Francisco, and others.
- At the same time, paratransit ridership has surged, due largely to the popularity of advance reservation e-hail service. Ridership is projected to increase by 16% in 2018 and 11% in 2019.

Other Significant Cost Increases

- Workers compensation claim reserves have been increasing by \$250-\$300 million annually for the past several years, reflecting high rates of injury-on-duty lost days and high indemnity payment rates. As a result, cash expenditures are projected to increase by 10% in 2018 and by 7% annually during 2019-2023.
- Two major Scheduled Maintenance System (SMS) car upgrade projects are included in the November Plan. First, the HVAC system on the millennium fleet (R142A, R143, R160, and R188) is being upgraded to use a new refrigerant. This upgrade is required to comply with a Federal EPA mandate to phase-out use of the current refrigerant, which contributes to ozone depletion. Second, the R142 car class is being upgraded in order to improve its below standard reliability performance. The first phase of this process includes upgrades to the door control and propulsion system which is part of this plan; a future phase will include the upgrade of the HVAC system including replacement of the current refrigerant.

NYCT Subway (Subway Action Plan)

The Subway Action Plan was developed as a comprehensive plan for subway system stabilization and improvement, targeting the key factors causing train delays including signal failures, track conditions, and power reliability. It also 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. Full funding of the SAP was reflected in the July Plan and is maintained in the November Plan.

NYCT Bus Plan

This year NYCT developed a comprehensive Bus Plan designed to improve bus service through a series of initiatives. Highlights include creating a modern network through optimization of route design, increasing bus speeds by expanding bus lanes and bus lane enforcement cameras, and improving service communications. The November Plan continues the Bus Plan investments added in the July Plan and includes one significant adjustment, an increase in cost for the Staten Island express bus network redesign, based on real-world experience gained during the rollout and customer feedback.

NYCT Budget Reduction Plan (BRP) and BRP Re-Estimates

As part of the continuing effort to identify savings and efficiencies, the November Plan includes a significant expansion of the Budget Reduction Plan included in the July Plan. These new reductions add-on to a 2018 budget reduction plan that was already the most extensive reduction plan developed since 2010. Total BRP position reductions and savings are projected as follows:

- 2018 >> Position reductions of 19 and savings of \$24.1 million, on top of July Plan savings of 248 positions and \$81.2 million
- 2019 >> Position reductions of 387 and savings of \$88.7 million, on top of July Plan savings of 468 positions and \$123.4 million
- 2020 >> Position reductions of 412 positions and savings of \$78.7 million, on top of July Plan savings of 468 positions and \$123.9 million

Significant new November Plan savings have been identified in Administration, Maintenance and Service, detailed below.

Administrative savings are projected at \$40.8 million in 2019, \$34.1 million in 2020, \$36.5 million in 2021 and \$40.1 million in 2022, due primarily to:

- Administrative and Operating Management Position Reduction savings of \$17.1 million in 2019 and subsequent years, to be realized principally through the elimination of vacant positions.
- Labor and Overtime Efficiency savings of \$15.3 million in 2019 and subsequent years, to be realized by tightened division management.
- OTPS (other than personal service) savings of \$2.5 million in 2019, \$2.1 million in 2020 and \$1.6 million in subsequent years, reflecting a thorough review of the baseline utility and contract budget and reduction of items that are non-essential.
- Traffic checking savings of \$1.4 million in 2019 and \$1.6 million in subsequent years, reflecting primarily a streamlining of information provided at bus stops given the extensive schedule information available via BusTime.

Maintenance savings are projected at \$31.9 million in 2019, \$28.1 million in 2020, \$15.3 million in 2021, and \$17.7 million in 2022, due mainly to:

- Department of Subways material savings of \$11.0 million in 2019 and \$7.0 million in subsequent years, through reduced material ordering and usage.
- Bus Overhaul savings of \$12.0 million in 2019 and \$12.4 million in 2020, achieved by replacing the current four and eight-year overhaul cycles with a single mid-life or six-year cycle for certain fleets.
- Department of Buses labor efficiency savings of \$4.5 million in 2019 and subsequent years, reflecting improved fleet reliability and resulting maintenance savings.
- OTPS (other than personnel services) savings of \$3.5 million in 2019 and subsequent years, reflecting the replacement of the operating contract station painting program with a new capital funded structure painting program, and a reduced forecast of bus tire lease costs.

Service Support-related savings are projected at \$4.4 million in 2019 and \$10.2 million in subsequent years due largely to an improvement in paratransit primary carrier productivity saving \$1.8 million annually, a lower than projected cost for Select Bus Service (SBS) support costs saving \$0.6 million annually, and Stations efficiencies saving \$4.0 million in 2019 and \$8.0 million in subsequent years.

2018 November Forecast

MTA NYC Transit's 2018 November Forecast includes total expenses before Depreciation, OPEB, and GASB 68 Pension Adjustment, of \$10,031.4 million, consisting of \$8,614.5 million of

non-reimbursable expenses and \$1,416.9 million of reimbursable expenses. Total revenues are projected to be \$6,300.8 million, of which \$4,883.9 million are operating revenues and \$1,416.9 million are capital reimbursements. Total baseline full-time and full-time equivalent positions are 50,757 (45,175 non-reimbursable positions and 5,582 reimbursable positions).

The 2018 net operating cash deficit is projected to increase by a net \$155.8 million from the 2018 Mid-Year Forecast.

Major operating cash changes include:

- The unfavorable timing of capital reimbursements of \$100.2 million, mostly offset in 2019.
- Higher paratransit transportation costs net of City reimbursements of \$30.7 million, caused by a significant increase in total trips.

Reimbursable expenses are projected to increase in 2018 by a net \$0.9 million.

Plan-to-Plan, total baseline positions are projected to decrease by 124, including a non-reimbursable decrease of 82 and a reimbursable decrease of 42. The non-reimbursable position decrease includes 60 in direct service due to a delay in implementing Subway running time adjustments from November 2018 to April 2019. The reimbursable position decrease is due mostly to a reduction in reimbursable subway diversion crew requirements.

2019 Final Proposed Budget

MTA New York City Transit's 2019 Final Proposed Budget includes total expenses before depreciation, other post-employment benefits, and GASB 68 Pension Adjustment, of \$10,212.2 million, consisting of \$8,754.7 million of non-reimbursable expenses and \$1,457.5 million of reimbursable expenses. Total revenues are projected to be \$6,328.2 million, of which \$4,870.7 million are operating revenues and \$1,457.5 million are capital reimbursements. Total baseline full-time and full-time equivalent positions are 51,046, including 44,525 non-reimbursable positions and 6,521 reimbursable positions.

The 2019 net operating cash deficit is projected to increase by a net \$23.4 million from the 2019 Preliminary Budget.

Major operating cash variances include:

- A reduction in farebox revenue of \$95.4 million, due to lower ridership.
- Additional programmatic costs of \$86.0 million, including an increase in paratransit transportation costs net of City reimbursement of \$43.1 million, SMS car refrigerant replacement project costs of \$11.6 million, and unfavorable paratransit vehicle purchase timing of \$16.3 million.
- Increased Workers' Compensation claims payments of \$21.8 million.
- Budget Reduction Program savings of \$88.7 million (as detailed at the beginning of this narrative), driven by several categories of projected savings.

Reimbursable expenses are projected to increase in 2019 by \$46.5 million, due primarily to support for the L Tunnel Reconstruction and subway programmatic capital resource requirements.

Plan-to-Plan, total baseline positions are projected to decrease by 200, including a non-reimbursable decrease of 455 and a reimbursable increase of 255. The non-reimbursable decrease includes 387 savings resulting from budget reduction initiatives (see beginning of this narrative for more detailed information and the position assumptions section for a detailed breakout), and a 124 decrease resulting from SMS program cycle changes. The reimbursable increase is due mostly to additional Department of Subways capital program support requirements.

2020-2022 Projections

Net operating cash deficits are projected to increase by \$146.3 million in 2020, 156.1 million in 2021, and \$160.9 million in 2022, relative to the July Financial Plan.

Major operating cash changes include:

- Reductions of farebox revenue of \$113.0 million in 2020, \$116.5 million in 2021 and \$120.1 million in 2022, resulting from lower ridership.
- Programmatic requirements, reflecting a significant increase in paratransit transportation costs net of City reimbursement of \$53.0 million in 2020, \$40.8 million in 2021 and \$36.5 million in 2022, due to sharply increased e-hail paratransit trips, and added SMS costs for the refrigerant and R142 car fleet upgrade projects.
- Budget Reduction Program savings of \$78.7 million in 2020, \$68.9 million in 2021 and \$73.6 million in 2022, mostly from administrative and maintenance-related savings.

Reimbursable expenses are projected to increase by \$68.6 million in 2020, \$47.6 million in 2021, and \$36.3 million in 2022, due primarily to support for the L Tunnel Reconstruction in 2020 and subway programmatic capital staffing requirements.

Plan-to-Plan, total baseline positions are projected to increase by 10 in 2020 and decrease by 38 in 2021 and 135 in 2022, including non-reimbursable net decreases of 416 in 2020, 322 in 2021, and 363 in 2022. Reimbursable increases are 426 in 2020, 284 in 2021, and 228 in 2022. The non-reimbursable decreases are due mostly to the budget reduction programs. The reimbursable increases were due mostly to additional capital program support.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Non-Reimbursable						
Operating Revenue						
<i>Farebox Revenue:</i>						
Subway	\$3,441.124	\$3,413.257	\$3,383.861	\$3,395.653	\$3,387.779	\$3,389.617
Bus	952.363	925.789	905.992	905.864	902.169	902.608
Paratransit	17.526	20.763	23.047	24.199	25.409	26.679
Fare Media Liability	75.743	78.500	78.500	78.500	78.500	78.500
Farebox Revenue	\$4,486.756	\$4,438.309	\$4,391.400	\$4,404.216	\$4,393.857	\$4,397.404
<i>Other Operating Revenue:</i>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	164.340	196.322	214.981	215.570	223.556	232.142
Other	176.522	165.280	180.278	191.426	197.030	196.538
Other Operating Revenue	\$424.879	\$445.618	\$479.275	\$491.012	\$504.602	\$512.696
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$4,911.635	\$4,883.927	\$4,870.675	\$4,895.228	\$4,898.459	\$4,910.100
Operating Expense						
<i>Labor:</i>						
Payroll	\$3,308.713	\$3,427.083	\$3,507.469	\$3,584.087	\$3,636.260	\$3,714.589
Overtime	592.050	683.852	474.311	487.402	491.450	497.580
Total Salaries and Wages	\$3,900.763	\$4,110.935	\$3,981.780	\$4,071.489	\$4,127.710	\$4,212.170
Health and Welfare	860.115	937.370	1,029.070	1,092.611	1,154.598	1,237.585
OPEB Current Payments	413.712	453.997	505.365	558.588	616.745	680.616
Pension	926.786	933.899	947.166	926.068	916.382	896.502
Other Fringe Benefits	409.671	472.247	445.232	472.986	502.210	515.442
Total Fringe Benefits	\$2,610.284	\$2,797.513	\$2,926.834	\$3,050.253	\$3,189.935	\$3,330.145
Reimbursable Overhead	(304.409)	(325.435)	(287.291)	(264.777)	(243.595)	(244.492)
Total Labor Expenses	\$6,206.639	\$6,583.012	\$6,621.323	\$6,856.966	\$7,074.050	\$7,297.823
<i>Non-Labor:</i>						
Electric Power	\$265.304	\$290.682	\$272.038	\$281.194	\$291.321	\$305.408
Fuel	95.440	112.275	113.954	112.772	110.160	109.297
Insurance	72.101	67.988	71.671	78.008	85.880	94.799
Claims	278.671	207.333	208.909	210.484	210.484	210.484
Paratransit Service Contracts	392.849	452.190	482.751	501.230	518.038	547.829
Maintenance and Other Operating Contracts	245.875	261.543	369.131	323.401	318.317	303.441
Professional Services Contracts	172.184	206.429	187.358	174.438	169.825	174.494
Materials and Supplies	319.469	347.363	341.964	367.695	374.151	379.350
Other Business Expenses	82.909	85.717	85.575	87.147	87.561	88.466
Total Non-Labor Expenses	\$1,924.802	\$2,031.520	\$2,133.352	\$2,136.369	\$2,165.737	\$2,213.567
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$8,131.441	\$8,614.532	\$8,754.674	\$8,993.335	\$9,239.787	\$9,511.390
Depreciation	\$1,681.857	\$1,828.062	\$1,878.062	\$1,928.062	\$1,978.062	\$2,029.359
OPEB Liability Adjustment	1,102.586	1,350.191	1,436.666	1,528.680	1,626.587	1,730.764
GASB 68 Pension Expense Adjustment	(221.205)	(305.534)	(296.398)	(303.171)	(308.944)	(308.944)
Environmental Remediation	8.537	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$10,703.217	\$11,487.251	\$11,773.004	\$12,146.906	\$12,535.492	\$12,962.569
Net Surplus/(Deficit)	(\$5,791.582)	(\$6,603.324)	(\$6,902.329)	(\$7,251.678)	(\$7,637.033)	(\$8,052.468)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
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	1,378.752	1,416.911	1,457.544	1,341.242	1,229.854	1,231.159
Total Revenues	\$1,378.752	\$1,416.911	\$1,457.544	\$1,341.242	\$1,229.854	\$1,231.159
Operating Expense						
Labor:						
Payroll	\$481.483	\$499.823	\$601.068	\$559.113	\$502.111	\$500.963
Overtime	184.026	187.569	125.631	119.460	113.999	115.923
Total Salaries and Wages	\$665.510	\$687.392	\$726.699	\$678.573	\$616.109	\$616.886
Health and Welfare	24.126	25.364	27.805	28.938	28.465	29.523
OPEB Current Payments	9.771	10.396	11.305	11.989	12.763	13.586
Pension	36.408	38.814	40.294	38.512	36.212	34.333
Other Fringe Benefits	206.279	211.773	240.869	222.725	199.765	199.793
Total Fringe Benefits	\$276.585	\$286.347	\$320.273	\$302.164	\$277.205	\$277.235
Reimbursable Overhead	304.409	325.435	287.291	264.777	243.595	244.492
Total Labor Expenses	\$1,246.503	\$1,299.175	\$1,334.263	\$1,245.513	\$1,136.909	\$1,138.613
Non-Labor:						
Electric Power	(\$0.113)	\$0.252	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	0.015	0.235	1.475	0.976	(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	38.154	38.557	44.729	33.846	32.642	32.418
Professional Services Contracts	15.060	13.032	9.472	9.472	9.472	9.472
Materials and Supplies	77.317	62.700	67.689	51.605	51.043	50.868
Other Business Expenses	1.815	2.959	(0.336)	(0.423)	(0.442)	(0.442)
Total Non-Labor Expenses	\$132.248	\$117.735	\$123.281	\$95.728	\$92.944	\$92.545
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 Deprecation	\$1,378.752	\$1,416.911	\$1,457.544	\$1,341.242	\$1,229.854	\$1,231.159
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Non-Reimbursable / Reimbursable						
Operating Revenue						
<i>Farebox Revenue:</i>						
Subway	\$3,441.124	\$3,413.257	\$3,383.861	\$3,395.653	\$3,387.779	\$3,389.617
Bus	952.363	925.789	905.992	905.864	902.169	902.608
Paratransit	17.526	20.763	23.047	24.199	25.409	26.679
Fare Media Liability	<u>75.743</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>
Farebox Revenue	\$4,486.756	\$4,438.309	\$4,391.400	\$4,404.216	\$4,393.857	\$4,397.404
<i>Other Operating Revenue:</i>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	164.340	196.322	214.981	215.570	223.556	232.142
Other	<u>176.522</u>	<u>165.280</u>	<u>180.278</u>	<u>191.426</u>	<u>197.030</u>	<u>196.538</u>
Other Operating Revenue	\$424.879	\$445.618	\$479.275	\$491.012	\$504.602	\$512.696
Capital and Other Reimbursements	1,378.752	1,416.911	1,457.544	1,341.242	1,229.854	1,231.159
Total Revenues	\$6,290.387	\$6,300.838	\$6,328.220	\$6,236.470	\$6,128.313	\$6,141.259
Operating Expense						
<i>Labor:</i>						
Payroll	\$3,790.197	\$3,926.906	\$4,108.538	\$4,143.200	\$4,138.371	\$4,215.552
Overtime	<u>776.076</u>	<u>871.421</u>	<u>599.941</u>	<u>606.862</u>	<u>605.449</u>	<u>613.504</u>
Total Salaries and Wages	\$4,566.273	\$4,798.327	\$4,708.479	\$4,750.062	\$4,743.819	\$4,829.056
Health and Welfare	884.241	962.735	1,056.876	1,121.549	1,183.063	1,267.108
OPEB Current Payments	423.483	464.392	516.670	570.576	629.508	694.202
Pension	963.195	972.713	987.460	964.580	952.594	930.835
Other Fringe Benefits	<u>615.950</u>	<u>684.020</u>	<u>686.102</u>	<u>695.711</u>	<u>701.975</u>	<u>715.235</u>
Total Fringe Benefits	\$2,886.869	\$3,083.860	\$3,247.107	\$3,352.417	\$3,467.140	\$3,607.380
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$7,453.142	\$7,882.187	\$7,955.586	\$8,102.479	\$8,210.960	\$8,436.436
<i>Non-Labor:</i>						
Electric Power	\$265.191	\$290.934	\$272.290	\$281.446	\$291.573	\$305.660
Fuel	95.455	112.510	115.429	113.748	110.137	109.274
Insurance	72.101	67.988	71.671	78.008	85.880	94.799
Claims	278.671	207.333	208.909	210.484	210.484	210.484
Paratransit Service Contracts	392.849	452.190	482.751	501.230	518.038	547.829
Maintenance and Other Operating Contracts	284.028	300.100	413.860	357.247	350.959	335.859
Professional Services Contracts	187.245	219.461	196.830	183.910	179.297	183.966
Materials and Supplies	396.786	410.064	409.653	419.300	425.193	430.218
Other Business Expenses	84.724	88.676	85.239	86.724	87.120	88.024
Total Non-Labor Expenses	\$2,057.051	\$2,149.255	\$2,256.633	\$2,232.098	\$2,258.681	\$2,306.113
<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.	\$9,510.193	\$10,031.443	\$10,212.219	\$10,334.577	\$10,469.641	\$10,742.549
Depreciation	\$1,681.857	\$1,828.062	\$1,878.062	\$1,928.062	\$1,978.062	\$2,029.359
OPEB Liability Adjustment	1,102.586	1,350.191	1,436.666	1,528.680	1,626.587	1,730.764
GASB 68 Pension Expense Adjustment	(221.205)	(305.534)	(296.398)	(303.171)	(308.944)	(308.944)
Environmental Remediation	8.537	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$12,081.969	\$12,904.162	\$13,230.549	\$13,488.148	\$13,765.346	\$14,193.727
Net Surplus/(Deficit)	(\$5,791.582)	(\$6,603.324)	(\$6,902.329)	(\$7,251.678)	(\$7,637.033)	(\$8,052.468)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$4,490.430	\$4,438.509	\$4,391.600	\$4,404.416	\$4,394.057	\$4,397.604
<u>Other Operating Revenue:</u>						
Fare Reimbursement	97.852	40.250	84.016	84.016	84.016	84.016
Paratransit Reimbursement	167.124	195.709	215.109	215.570	223.487	232.109
Other Revenue	59.683	60.207	72.953	81.245	84.013	80.779
Other Operating Revenue	324.659	296.166	372.078	380.831	391.516	396.904
Capital and Other Reimbursements	1,369.149	1,453.048	1,578.594	1,364.944	1,252.111	1,230.378
Total Receipts	\$6,184.238	\$6,187.723	\$6,342.272	\$6,150.191	\$6,037.684	\$6,024.886
Expenditures						
<u>Labor:</u>						
Payroll	\$3,739.330	\$3,899.577	\$4,075.265	\$4,109.003	\$4,102.568	\$4,178.578
Overtime	776.076	871.421	599.941	606.862	605.449	613.504
Total Salaries & Wages	\$4,515.406	\$4,770.999	\$4,675.207	\$4,715.865	\$4,708.017	\$4,792.082
Health and Welfare	885.732	943.901	1,046.179	1,110.051	1,170.702	1,253.820
OPEB Current Payments	423.483	464.392	516.670	570.576	629.508	694.202
Pension	963.045	972.713	987.460	964.580	952.594	930.835
Other Fringe Benefits	493.387	515.179	514.926	522.975	533.588	551.870
Total Fringe Benefits	\$2,765.647	\$2,896.185	\$3,065.235	\$3,168.182	\$3,286.393	\$3,430.728
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$7,281.053	\$7,667.184	\$7,740.442	\$7,884.047	\$7,994.410	\$8,222.810
<u>Non-Labor:</u>						
Electric Power	\$272.947	\$290.934	\$272.290	\$281.446	\$291.573	\$305.660
Fuel	89.401	112.510	115.429	113.748	110.137	109.274
Insurance	74.540	67.659	70.578	78.917	84.188	92.988
Claims	103.474	141.193	122.718	125.209	127.750	130.344
Paratransit Service Contracts	390.165	450.190	480.751	499.230	516.038	545.829
Maintenance and Other Operating Contracts	272.643	325.111	421.712	364.038	359.889	344.789
Professional Services Contracts	163.854	212.793	184.830	171.910	167.297	171.966
Materials and Supplies	397.166	408.564	408.153	417.800	423.693	428.718
Other Business Expenses	85.967	88.676	85.239	86.724	87.120	88.024
Total Non-Labor Expenditures	\$1,850.157	\$2,097.629	\$2,161.701	\$2,139.023	\$2,167.685	\$2,217.592
<u>Other Expenditure 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 Expenditures	\$9,131.210	\$9,764.813	\$9,902.142	\$10,023.070	\$10,162.095	\$10,440.401
Net Cash Balance	(\$2,946.972)	(\$3,577.090)	(\$3,559.870)	(\$3,872.879)	(\$4,124.411)	(\$4,415.515)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$3.674	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200
<u>Other Operating Revenue:</u>						
Fare Reimbursement	13.836	(43.766)	0.000	0.000	0.000	0.000
Paratransit Reimbursement	2.784	(0.613)	0.128	0.000	(0.069)	(0.033)
Other Revenue	<u>(116.839)</u>	<u>(105.073)</u>	<u>(107.325)</u>	<u>(110.181)</u>	<u>(113.017)</u>	<u>(115.759)</u>
Other Operating Revenue	(\$100.220)	(\$149.452)	(\$107.197)	(\$110.181)	(\$113.086)	(\$115.792)
Capital and Other Reimbursements	(9.603)	36.137	121.050	23.702	22.257	(0.781)
Total Receipts	(\$106.149)	(\$113.115)	\$14.053	(\$86.279)	(\$90.629)	(\$116.373)
Expenditures						
Labor:						
Payroll	\$50.867	\$27.328	\$33.272	\$34.197	\$35.802	\$36.974
Overtime	<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 Salaries and Wages	\$50.867	\$27.328	\$33.272	\$34.197	\$35.802	\$36.974
Health and Welfare	(1.490)	18.834	10.696	11.498	12.361	13.288
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.150	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	<u>122.563</u>	<u>168.841</u>	<u>171.176</u>	<u>172.736</u>	<u>168.387</u>	<u>163.364</u>
Total Fringe Benefits	\$121.222	\$187.675	\$181.872	\$184.235	\$180.747	\$176.652
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	\$172.089	\$215.004	\$215.144	\$218.432	\$216.550	\$213.626
Non-Labor:						
Electric Power	(\$7.756)	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	6.054	0.000	0.000	0.000	0.000	0.000
Insurance	(2.439)	0.329	1.093	(0.909)	1.692	1.811
Claims	175.197	66.140	86.191	85.275	82.734	80.140
Paratransit Service Contracts	2.684	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	11.385	(25.011)	(7.852)	(6.791)	(8.930)	(8.930)
Professional Services Contracts	23.391	6.668	12.000	12.000	12.000	12.000
Materials and Supplies	(0.380)	1.500	1.500	1.500	1.500	1.500
Other Business Expenses	<u>(1.243)</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
Total Non-Labor Expenditures	\$206.894	\$51.626	\$94.932	\$93.075	\$90.996	\$88.521
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	\$378.983	\$266.630	\$310.076	\$311.507	\$307.546	\$302.147
Total Cash Conversion Adjustments before Depreciation	\$272.834	\$153.515	\$324.129	\$225.228	\$216.917	\$185.774
Depreciation	\$1,681.857	\$1,828.062	\$1,878.062	\$1,928.062	\$1,978.062	\$2,029.359
OPEB Liability Adjustment	1,102.586	1,350.191	1,436.666	1,528.680	1,626.587	1,730.764
GASB 68 Pension Expense Adjustment	(221.205)	(305.534)	(296.398)	(303.171)	(308.944)	(308.944)
Environmental Remediation	8.537	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$2,844.610	\$3,026.234	\$3,342.459	\$3,378.799	\$3,512.622	\$3,636.953

MTA NEW YORK CITY TRANSIT
2018 November Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
Scheduled Service	4,405,836	\$145.477	21.3%
Unscheduled Service	5,846,470	201.022	29.4%
Programmatic/Routine Maintenance	7,270,991	263.402	38.5%
Unscheduled Maintenance	0	0.000	-
Vacancy/Absentee Coverage	981,494	34.254	5.0%
Weather Emergencies	931,407	30.874	4.5%
Safety/Security/Law Enforcement	105,390	3.079	0.5%
Other	187,312	5.743	0.8%
Subtotal	19,728,900	\$683.852	100.0%
REIMBURSABLE OVERTIME	5,169,895	\$187.569	
TOTAL OVERTIME	24,898,795	\$871.421	

No hours for PTEs are included.

MTA NEW YORK CITY TRANSIT
2019 Final Proposed Budget
November Financial Plan 2019 – 2022
Year-to-Year Changes by Category-Baseline

TOTAL REVENUE/RECEIPTS

Farebox Revenue

- Subway/bus farebox revenue annual change is based largely on the underlying projection of ridership growth. The 2019 ridership projection reflects a continuation of the unfavorable trend in 2018. Changes in farebox revenue are also caused by major service disruptions resulting from capital construction, such as the L Tunnel Reconstruction project, and by adverse weather events.
- 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 budgeted at 33% of the yearly net deficit in paratransit operations.
- Other revenues include annual increases mostly from advertising, real estate, Urban Tax, and MetroCard surcharge revenues.

Capital and Other Reimbursements

- Annual reimbursement levels fluctuate year-to-year based upon reimbursable expense levels driven mostly by capital project requirements.
- Annual cash adjustments are included to recognize changes in the timing of receipts.

TOTAL EXPENSES/EXPENDITURES

Payroll

- Represented employee wage increase assumptions are contracts in place followed by 2.00% annually.
- Wage increases for non-represented employees are projected at 2.00% annually.
- The increase in 2019 payroll over 2018 includes the 2.00% wage increase assumption, a net increase in headcount of 289, as well as the effect of 2018 vacancies being reduced in 2019. Subsequent year-over-year increases are primarily due to wage inflation impacts.

Overtime

- 2018-2022 payroll wage rate increase assumptions apply.
- 2019 expenses are significantly lower than 2018, due primarily to the completion of most SAP initiatives, and projected lower adverse weather and vacancy coverage requirements. Subsequent year-over-year increases are due mostly to planned wage increases.

Health & Welfare

- Inflation assumptions for 2019-2022: Premiums for annual employees increase by 7.5% in 2019, 5.3% in subsequent years; premiums for hourly employees increase by 7.5% per year. Projected changes also reflect the impact of headcount changes.

Pension

- Projections are consistent with current actuarial information.

Other Fringe Benefits

- Projected changes year-to-year reflect payroll amounts, Workers' Compensation reserve projections, and reimbursable headcount assumptions.

Electric Power

- The financial plan reflects projected New York Power Authority (NYPA) 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 based on existing contracts and projected regional spot market prices.

Insurance

- Expenses reflect premium rates provided by MTA, most of which are projected to increase at 10% annually.

Paratransit Service Contracts

- The primary driver of expense increases is projected annual ridership growth of 16% in 2018, 11% in 2019, and 5% annually in subsequent years.
- Cost-per-trip inflation projections reflect carrier contracts, which provide for annual inflationary increases of 2.0% annually.

Maintenance and Other Operating Contracts

- Inflation assumptions are as follows: 2019=2.09%, 2020=2.30%, 2021=2.20% and 2022=2.33%.
- The significant increase in 2019 expense over 2018 is mostly due to SAP requirements. In 2020, the decrease in costs compared to 2019 represents a scale-down of SAP requirements.

Professional Service Contracts

- Inflation assumptions are as follows: 2019=2.09%, 2020=2.30%, 2021=2.20% and 2022=2.54%.
- 2019 expenses decrease compared to 2018, due mostly to the expected completion of SAP and priority initiative projects.

Materials and Supplies

- Inflation assumptions are as follows: 2019=1.00%, 2020=1.00%, 2021=1.04% and 2022=1.97%.
- Non-reimbursable expense levels fluctuate year-to-year, primarily due to the timing of subway and bus fleet maintenance program requirements.

Other Business Expenses

- Inflation assumptions are as follows: 2019=2.09%, 2020=2.30%, 2021=2.20% and 2022=2.33%.

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 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

Non-Reimbursable

Operating Revenues

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
Subway	3,413.257	3,383.861	(29.396)	3,395.653	11.792	3,387.779	(7.874)	3,389.617	1.838
Bus	925.789	905.992	(19.797)	905.864	(0.128)	902.169	(3.695)	902.608	0.439
Paratransit	20.763	23.047	2.284	24.199	1.152	25.409	1.210	26.679	1.270
Fare Media Liability	78.500	78.500	0.000	78.500	0.000	78.500	0.000	78.500	0.000
Total Farebox Revenue	\$4,438.309	\$4,391.400	(\$46.909)	\$4,404.216	\$12.816	\$4,393.857	(\$10.359)	\$4,397.404	\$3.547
Fare Reimbursement	84.016	84.016	0.000	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	196.322	214.981	18.659	215.570	0.589	223.556	7.986	232.142	8.586
Other	165.280	180.278	14.998	191.426	11.148	197.030	5.604	196.538	(0.492)
Total Other Operating Revenue	445.618	479.275	33.657	491.012	11.737	504.602	13.590	512.696	8.094
Total Revenues	\$4,883.927	\$4,870.675	(\$13.252)	\$4,895.228	\$24.553	\$4,898.459	\$3.231	\$4,910.100	\$11.641

Operating Expenses

Labor:

Payroll	\$3,427.083	\$3,507.469	(\$80.387)	\$3,584.087	(\$76.618)	\$3,636.260	(\$52.173)	\$3,714.589	(\$78.329)
Overtime	683.852	474.311	209.542	487.402	(13.092)	491.450	(4.048)	497.580	(6.130)
Health and Welfare	937.370	1,029.070	(91.700)	1,092.611	(63.541)	1,154.598	(61.987)	1,237.585	(82.987)
OPEB Current Payments	453.997	505.365	(51.368)	558.588	(53.223)	616.745	(58.157)	680.616	(63.871)
Pension	933.899	947.166	(13.267)	926.068	21.098	916.382	9.686	896.502	19.880
Other Fringe Benefits	472.247	445.232	27.014	472.986	(27.754)	502.210	(29.224)	515.442	(13.232)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(325.435)	(287.291)	(38.145)	(264.777)	(22.514)	(243.595)	(21.182)	(244.492)	0.897
Total Labor Expenses	\$6,583.012	\$6,621.323	(\$38.311)	\$6,856.966	(\$235.643)	\$7,074.050	(\$217.085)	\$7,297.823	(\$223.772)

Non-Labor:

Electric Power	\$290.682	\$272.038	\$18.643	\$281.194	(\$9.156)	\$291.321	(\$10.127)	\$305.408	(\$14.087)
Fuel	112.275	113.954	(1.679)	112.772	1.182	110.160	2.612	109.297	0.863
Insurance	67.988	71.671	(3.683)	78.008	(6.337)	85.880	(7.872)	94.799	(8.919)
Claims	207.333	208.909	(1.576)	210.484	(1.575)	210.484	0.000	210.484	0.000
Paratransit Service Contracts	452.190	482.751	(30.561)	501.230	(18.479)	518.038	(16.808)	547.829	(29.791)
Maintenance and Other Operating Contracts	261.543	369.131	(107.588)	323.401	45.731	318.317	5.083	303.441	14.877
Professional Services Contracts	206.429	187.358	19.070	174.438	12.920	169.825	4.614	174.494	(4.669)
Materials and Supplies	347.363	341.964	5.399	367.695	(25.731)	374.151	(6.455)	379.350	(5.199)
Other Business Expenses	85.717	85.575	0.143	87.147	(1.572)	87.561	(0.414)	88.466	(0.904)
Total Non-Labor Expenses	\$2,031.520	\$2,133.352	(\$101.831)	\$2,136.369	(\$3.018)	\$2,165.737	(\$29.368)	\$2,213.567	(\$47.830)

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 Adj.

	\$8,614.532	\$8,754.674	(\$140.142)	\$8,993.335	(\$238.661)	\$9,239.787	(\$246.452)	\$9,511.390	(\$271.603)
Depreciation	\$1,828.062	\$1,878.062	(\$50.000)	\$1,928.062	(\$50.000)	\$1,978.062	(\$50.000)	\$2,029.359	(\$51.297)
OPEB Liability Adjustment	1,350.191	1,436.666	(86.475)	1,528.680	(92.014)	1,626.587	(97.907)	1,730.764	(104.177)
GASB 68 Pension Expense Adjustment	(305.534)	(296.398)	(9.136)	(303.171)	6.773	(308.944)	5.773	(308.944)	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Total Expenses After Depreciation and GASB Adj.

	\$11,487.251	\$11,773.004	(\$285.753)	\$12,146.906	(\$373.902)	\$12,535.492	(\$388.586)	\$12,962.569	(\$427.076)
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Net Surplus/(Deficit)

	(\$6,603.324)	(\$6,902.329)	(\$299.005)	(\$7,251.678)	(\$349.349)	(\$7,637.033)	(\$385.355)	(\$8,052.468)	(\$415.435)
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MTA NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

Reimbursable

Operating Revenues

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
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	1,416.911	1,457.544	40.634	1,341.242	(116.303)	1,229.854	(111.388)	1,231.159	1.305
Total Revenues	\$1,416.911	\$1,457.544	\$40.634	\$1,341.242	(\$116.303)	\$1,229.854	(\$111.388)	\$1,231.159	\$1.305

Operating Expenses

Labor:

Payroll	\$499.823	\$601.068	(\$101.245)	\$559.113	\$41.955	\$502.111	\$57.002	\$500.963	\$1.147
Overtime	187.569	125.631	61.938	119.460	6.171	113.999	5.462	115.923	(1.925)
Health and Welfare	25.364	27.805	(2.441)	28.938	(1.132)	28.465	0.472	29.523	(1.058)
OPEB Current Payments	10.396	11.305	(0.909)	11.989	(0.684)	12.763	(0.775)	13.586	(0.823)
Pension	38.814	40.294	(1.480)	38.512	1.782	36.212	2.300	34.333	1.879
Other Fringe Benefits	211.773	240.869	(29.096)	222.725	18.144	199.765	22.960	199.793	(0.028)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	325.435	287.291	38.145	264.777	22.514	243.595	21.182	244.492	(0.897)
Total Labor Expenses	\$1,299.175	\$1,334.263	(\$35.088)	\$1,245.513	\$88.750	\$1,136.909	\$108.604	\$1,138.613	(\$1.704)

Non-Labor:

Electric Power	\$0.252	\$0.252	\$0.000	\$0.252	\$0.000	\$0.252	\$0.000	\$0.252	\$0.000
Fuel	0.235	1.475	(1.240)	0.976	0.499	(0.023)	0.999	(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	38.557	44.729	(6.172)	33.846	10.883	32.642	1.204	32.418	0.224
Professional Services Contracts	13.032	9.472	3.560	9.472	0.000	9.472	0.000	9.472	0.000
Materials and Supplies	62.700	67.689	(4.988)	51.605	16.084	51.043	0.562	50.868	0.175
Other Business Expenses	2.959	(0.336)	3.294	(0.423)	0.087	(0.442)	0.019	(0.442)	0.000
Total Non-Labor Expenses	\$117.735	\$123.281	(\$5.546)	\$95.728	\$27.553	\$92.944	\$2.784	\$92.545	\$0.399

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 **\$1,416.911** **\$1,457.544** **(\$40.634)** **\$1,341.242** **\$116.303** **\$1,229.854** **\$111.388** **\$1,231.159** **(\$1.305)**

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. **\$1,416.911** **\$1,457.544** **(\$40.634)** **\$1,341.242** **\$116.303** **\$1,229.854** **\$111.388** **\$1,231.159** **(\$1.305)**

Net Surplus/(Deficit) **\$0.000** **\$0.000** **\$0.000** **\$0.000** **\$0.000** **\$0.000** **\$0.000** **\$0.000** **\$0.000**

MTA NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<u>Non-Reimbursable and Reimbursable</u>									
Operating Revenues									
Subway	3,413.257	3,383.861	(29.396)	3,395.653	11.792	3,387.779	(7.874)	3,389.617	1.838
Bus	925.789	905.992	(19.797)	905.864	(0.128)	902.169	(3.695)	902.608	0.439
Paratransit	20.763	23.047	2.284	24.199	1.152	25.409	1.210	26.679	1.270
Fare Media Liability	78.500	78.500	0.000	78.500	0.000	78.500	0.000	78.500	0.000
Total Farebox Revenue	\$4,438.309	\$4,391.400	(\$46.909)	\$4,404.216	\$12.816	\$4,393.857	(\$10.359)	\$4,397.404	\$3.547
Fare Reimbursement	84.016	84.016	0.000	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	196.322	214.981	18.659	215.570	0.589	223.556	7.986	232.142	8.586
Other	165.280	180.278	14.998	191.426	11.148	197.030	5.604	196.538	(0.492)
Total Other Operating Revenue	445.618	479.275	33.657	491.012	11.737	504.602	13.590	512.696	8.094
Capital and Other Reimbursements	1,416.911	1,457.544	40.634	1,341.242	(116.303)	1,229.854	(111.388)	1,231.159	1.305
Total Revenues	\$6,300.838	\$6,328.220	\$27.382	\$6,236.470	(\$91.750)	\$6,128.313	(\$108.157)	\$6,141.259	\$12.946
Operating Expenses									
<u>Labor:</u>									
Payroll	\$3,926.906	\$4,108.538	(\$181.632)	\$4,143.200	(\$34.662)	\$4,138.371	\$4.829	\$4,215.552	(\$77.182)
Overtime	871.421	599.941	271.480	606.862	(6.921)	605.449	1.414	613.504	(8.055)
Health and Welfare	962.735	1,056.876	(94.141)	1,121.549	(64.673)	1,183.063	(61.514)	1,267.108	(84.045)
OPEB Current Payments	464.392	516.670	(52.277)	570.576	(53.907)	629.508	(58.932)	694.202	(64.694)
Pension	972.713	987.460	(14.746)	964.580	22.880	952.594	11.986	930.835	21.759
Other Fringe Benefits	684.020	686.102	(2.082)	695.711	(9.610)	701.975	(6.264)	715.235	(13.260)
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	\$7,882.187	\$7,955.586	(\$73.398)	\$8,102.479	(\$146.893)	\$8,210.960	(\$108.480)	\$8,436.436	(\$225.476)
<u>Non-Labor:</u>									
Electric Power	\$290.934	\$272.290	\$18.643	\$281.446	(\$9.156)	\$291.573	(\$10.127)	\$305.660	(\$14.087)
Fuel	112.510	115.429	(2.919)	113.748	1.681	110.137	3.611	109.274	0.863
Insurance	67.988	71.671	(3.683)	78.008	(6.337)	85.880	(7.872)	94.799	(8.919)
Claims	207.333	208.909	(1.576)	210.484	(1.575)	210.484	0.000	210.484	0.000
Paratransit Service Contracts	452.190	482.751	(30.561)	501.230	(18.479)	518.038	(16.808)	547.829	(29.791)
Maintenance and Other Operating Contracts	300.100	413.860	(113.760)	357.247	56.614	350.959	6.287	335.859	15.101
Professional Services Contracts	219.461	196.830	22.631	183.910	12.920	179.297	4.614	183.966	(4.669)
Materials and Supplies	410.064	409.653	0.411	419.300	(9.647)	425.193	(5.893)	430.218	(5.024)
Other Business Expenses	88.676	85.239	3.437	86.724	(1.485)	87.120	(0.395)	88.024	(0.904)
Total Non-Labor Expenses	\$2,149.255	\$2,256.633	(\$107.377)	\$2,232.098	\$24.535	\$2,258.681	(\$26.584)	\$2,306.113	(\$47.431)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$10,031.443	\$10,212.219	(\$180.776)	\$10,334.577	(\$122.358)	\$10,469.641	(\$135.064)	\$10,742.549	(\$272.908)
Depreciation	\$1,828.062	\$1,878.062	(\$50.000)	\$1,928.062	(\$50.000)	\$1,978.062	(\$50.000)	\$2,029.359	(\$51.297)
OPEB Liability Adjustment	1,350.191	1,436.666	(86.475)	1,528.680	(92.014)	1,626.587	(97.907)	1,730.764	(104.177)
GASB 68 Pension Expense Adjustment	(305.534)	(296.398)	(9.136)	(303.171)	6.773	(308.944)	5.773	(308.944)	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$12,904.162	\$13,230.549	(\$326.387)	\$13,488.148	(\$257.599)	\$13,765.346	(\$277.198)	\$14,193.727	(\$428.381)
Net Surplus/(Deficit)	(\$6,603.324)	(\$6,902.329)	(\$299.005)	(\$7,251.678)	(\$349.349)	(\$7,637.033)	(\$385.355)	(\$8,052.468)	(\$415.435)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
Cash Receipts and Expenditures									
Receipts									
Farebox Receipts	\$4,438.509	\$4,391.600	(\$46.909)	\$4,404.416	\$12.816	\$4,394.057	(\$10.359)	\$4,397.604	\$3.547
Fare Reimbursement	40.250	84.016	43.766	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	195.709	215.109	19.400	215.570	0.461	223.487	7.917	232.109	8.622
Other	60.207	72.953	12.746	81.245	8.292	84.013	2.768	80.779	(3.234)
Total Other Operating Revenue	296.166	372.078	75.912	380.831	8.753	391.516	10.685	396.904	5.388
Capital and Other Reimbursements	1,453.048	1,578.594	125.546	1,364.944	(213.651)	1,252.111	(112.833)	1,230.378	(21.733)
Total Receipts	\$6,187.723	\$6,342.272	\$154.550	\$6,150.191	(\$192.082)	\$6,037.684	(\$112.507)	\$6,024.886	(\$12.798)
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$3,899.577	\$4,075.265	(\$175.688)	\$4,109.003	(\$33.737)	\$4,102.568	\$6.434	\$4,178.578	(\$76.010)
Overtime	871.421	599.941	271.480	606.862	(6.921)	605.449	1.414	613.504	(8.055)
Health and Welfare	943.901	1,046.179	(102.279)	1,110.051	(63.871)	1,170.702	(60.652)	1,253.820	(83.118)
OPEB Current Payments	464.392	516.670	(52.277)	570.576	(53.907)	629.508	(58.932)	694.202	(64.694)
Pension	972.713	987.460	(14.746)	964.580	22.880	952.594	11.986	930.835	21.759
Other Fringe Benefits	515.179	514.926	0.253	522.975	(8.049)	533.588	(10.613)	551.870	(18.282)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$7,667.184	\$7,740.442	(\$73.258)	\$7,884.047	(\$143.605)	\$7,994.410	(\$110.363)	\$8,222.810	(\$228.400)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$290.934	\$272.290	\$18.643	\$281.446	(\$9.156)	\$291.573	(\$10.127)	\$305.660	(\$14.087)
Fuel	112.510	115.429	(2.919)	113.748	1.681	110.137	3.611	109.274	0.863
Insurance	67.659	70.578	(2.919)	78.917	(8.339)	84.188	(5.271)	92.988	(8.800)
Claims	141.193	122.718	18.475	125.209	(2.491)	127.750	(2.541)	130.344	(2.594)
Paratransit Service Contracts	450.190	480.751	(30.561)	499.230	(18.479)	516.038	(16.808)	545.829	(29.791)
Maintenance and Other Operating Contracts	325.111	421.712	(96.601)	364.038	57.675	359.889	4.148	344.789	15.101
Professional Services Contracts	212.793	184.830	27.963	171.910	12.920	167.297	4.614	171.966	(4.669)
Materials and Supplies	408.564	408.153	0.411	417.800	(9.647)	423.693	(5.893)	428.718	(5.024)
Other Business Expenses	88.676	85.239	3.437	86.724	(1.485)	87.120	(0.395)	88.024	(0.904)
Total Non-Labor Expenditures	\$2,097.629	\$2,161.701	(\$64.071)	\$2,139.023	\$22.678	\$2,167.685	(\$28.663)	\$2,217.592	(\$49.906)
<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	\$9,764.813	\$9,902.142	(\$137.329)	\$10,023.070	(\$120.927)	\$10,162.095	(\$139.025)	\$10,440.401	(\$278.306)
Net Cash Surplus/(Deficit)	(\$3,577.090)	(\$3,559.870)	\$17.220	(\$3,872.879)	(\$313.009)	(\$4,124.411)	(\$251.532)	(\$4,415.515)	(\$291.104)

MTA NEW YORK CITY TRANSIT
2019 Final Proposed Budget
November Financial Plan 2019 – 2022
Summary of Major Plan-to-Plan Changes by Generic Categories

2018: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Operating revenues are projected to decrease from the July Financial Plan by a net \$12.4 million.

Major generic category changes include:

- Farebox revenue is projected to decrease by \$20.5 million, caused by lower than projected ridership, mostly from a lower ridership trend.
- Other operating revenue was higher by \$8.1 million, due to an increase in City reimbursement of higher paratransit costs.

Operating Expense Changes

Operating expenses are projected to increase by \$11.6 million from the July Financial Plan.

Major generic category changes include:

- Overtime expenses are projected to increase by \$99.0 million, due primarily to higher direct service and service supervision costs, as well as increased vacancy coverage requirements.
- Maintenance contract expenses are projected to decrease by \$47.7 million, due mostly to one-time budget reduction savings, and the timing of paratransit vehicle purchases.
- Claims expenses are projected to increase by \$36.0 million, due to higher projected public liability reserve requirements.
- Paratransit expenses are projected to increase by \$39.9 million, due to higher total trips.

2019-2022: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Operating revenues are projected to decrease from the July Financial Plan by \$64.9 million in 2019, \$86.4 million in 2020 and by \$95.0 million in 2021 and \$101.4 million in 2022.

Major generic category changes include:

- Farebox revenue is projected to decrease by \$95.4 million in 2019, \$113.0 million in 2020, \$116.5 million in 2021, and \$120.1 million in 2022, caused largely by lower than projected ridership, mostly from a lower ridership trend.
- Other operating revenue is projected to be higher by \$30.6 million in 2019, \$26.7 million in 2020, \$21.5 million in 2021, and 18.7 million in 2022, due mostly to higher City reimbursements of paratransit expenses.

Operating Expense Changes

Operating expenses are projected to increase versus the July Financial Plan by \$26.7 million in 2019, \$32.0 million in 2020, \$29.9 million in 2021 and \$14.4 million in 2022.

Major generic category changes include:

- Payroll expenses are projected to underrun the November Forecast by \$36.2 million in 2019, \$40.6 million in 2020, \$36.3 million in 2021 and \$40.2 million in 2022, due mainly to budget reduction initiatives.
- Other fringe benefit expenses are projected to decrease by \$53.3 million in 2019, 57.4 million in 2020, \$55.6 million in 2021 and \$55.8 million in 2022, largely due to lower projected Workers Compensation reserve adjustments and higher overhead credits.
- Electric power expenses are projected to decrease by \$22.9 million in 2019 and comparable inflated amounts in subsequent years due to a new contract with the New York Power Authority.
- Paratransit service contract expenses are projected to increase by \$74.3 million in 2019, \$82.3 million in 2020, \$65.1 million in 2021, and \$59.6 million in 2022, resulting from a significant increase in total trips, primarily e-hail trips.

MTA New York City Transit
November Financial Plan 2019-2022
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE					
	2018	2019	2020	2021	2022
July Financial Plan - Cash Surplus/(Deficit)	(\$3,421.320)	(\$3,536.449)	(\$3,726.609)	(\$3,968.342)	(\$4,256.955)
Baseline Changes					
Revenue					
Farebox Revenue	(\$20.525)	(\$95.428)	(\$113.015)	(\$116.507)	(\$120.083)
Other Operating Revenue	8.104	30.559	26.650	21.469	18.707
Capital and Other Reimbursement	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	(\$12.421)	(\$64.869)	(\$86.365)	(\$95.038)	(\$101.376)
Expenses					
Labor:					
Payroll	\$28.655	\$36.169	\$40.641	\$36.288	\$40.235
Overtime	(98.979)	0.131	(4.883)	0.269	4.167
Health and Welfare	1.800	(2.245)	(4.632)	(4.518)	(5.502)
OPEB Current Payment	6.755	4.287	3.436	2.344	1.009
Pensions	(0.244)	1.228	0.592	2.267	3.870
Other Fringe Benefits	34.350	53.348	57.376	55.620	55.759
Reimbursable Overhead	31.986	(9.881)	(1.474)	(2.187)	(3.884)
Total Labor Expense Changes	\$4.323	\$83.037	\$91.056	\$90.083	\$95.654
Non-Labor:					
Electric Power	\$19.724	\$22.942	\$25.496	\$27.852	\$30.360
Fuel	(1.800)	(10.474)	(13.333)	(14.641)	(10.799)
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	(36.000)	(31.240)	(31.240)	(31.240)	(31.240)
Paratransit Service Contracts	(39.946)	(74.251)	(82.267)	(65.142)	(59.613)
Maintenance and Other Operating Contracts	47.700	(2.197)	8.594	8.351	9.796
Professional Service Contracts	(13.539)	(10.687)	(6.667)	(2.409)	(3.563)
Materials & Supplies	11.213	(1.981)	(21.801)	(40.972)	(43.193)
Other Business Expenses	(3.237)	(1.861)	(1.830)	(1.797)	(1.780)
Total Non-Labor Expense Changes	(\$15.885)	(\$109.749)	(\$123.048)	(\$119.998)	(\$110.032)
Depreciation					
Total Expense Changes	(\$11.562)	(\$26.712)	(\$31.992)	(\$29.915)	(\$14.378)
Cash Adjustment Changes					
Revenue	(0.494)	0.222	0.082	0.048	0.085
Expense	(31.082)	(22.603)	(23.395)	(35.541)	(45.242)
Depreciation	0.000	0.000	0.000	0.000	0.000
Total Cash Adjustment Changes	(\$31.576)	(\$22.381)	(\$23.313)	(\$35.493)	(\$45.157)
Total Baseline Changes	(\$55.559)	(\$113.962)	(\$141.670)	(\$160.446)	(\$160.911)
November Financial Plan - Cash Surplus/(Deficit)	(\$3,476.879)	(\$3,650.411)	(\$3,868.279)	(\$4,128.788)	(\$4,417.866)

MTA New York City Transit
November Financial Plan 2019-2022
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE					
	2018	2019	2020	2021	2022
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	1.012	46.526	68.604	47.595	36.316
Total Revenue Changes	\$1.012	\$46.526	\$68.604	\$47.595	\$36.316
Expenses					
Labor:					
Payroll	\$35.105	(\$26.383)	(\$47.091)	(\$35.016)	(\$28.652)
Overtime	(53.838)	(2.840)	(2.181)	(0.642)	(0.425)
Health and Welfare	(0.210)	(0.927)	(2.069)	(1.592)	(1.120)
OPEB Current Payment	(0.472)	(0.519)	(0.508)	(0.565)	(0.626)
Pensions	(2.428)	(0.643)	(1.382)	(1.096)	(0.837)
Other Fringe Benefits	4.457	(10.015)	(15.423)	(10.252)	(8.320)
Reimbursable Overhead	(31.986)	9.881	1.474	2.187	3.884
Total Labor Expense Changes	(\$49.372)	(\$31.446)	(\$67.180)	(\$46.976)	(\$36.096)
Non-Labor:					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.208)	(0.095)	(0.064)	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	32.906	(10.024)	(1.071)	(0.444)	(0.220)
Professional Service Contracts	10.600	0.000	0.000	0.000	0.000
Materials & Supplies	8.546	(4.900)	(0.300)	(0.176)	0.000
Other Business Expenses	(3.400)	(0.062)	0.010	0.000	0.000
Total Non-Labor Expense Changes	\$48.444	(\$15.081)	(\$1.425)	(\$0.620)	(\$0.220)
Total Expense Changes	(\$0.928)	(\$46.527)	(\$68.605)	(\$47.596)	(\$36.316)
Cash Adjustment Changes					
Capital Reimbursement Timing	(100.194)	90.526	(4.599)	4.378	2.350
Total Cash Adjustment Changes	(\$100.194)	\$90.526	(\$4.599)	\$4.378	\$2.350
Total Baseline Changes	(\$100.110)	\$90.525	(\$4.600)	\$4.377	\$2.350
November Financial Plan - Cash Surplus/(Deficit)	(\$100.110)	\$90.525	(\$4.600)	\$4.377	\$2.350

MTA New York City Transit
November Financial Plan 2019-2022
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE					
	2018	2019	2020	2021	2022
July Financial Plan - Cash Surplus/(Deficit)	(\$3,421.320)	(\$3,536.449)	(\$3,726.609)	(\$3,968.342)	(\$4,256.955)
Baseline Changes					
Revenue					
Farebox Revenue	(\$20.525)	(\$95.428)	(\$113.015)	(\$116.507)	(\$120.083)
Other Operating Revenue	8.104	30.559	26.650	21.469	18.707
Capital and Other Reimbursement	0.928	46.526	68.604	47.595	36.316
Total Revenue Changes	(\$11.493)	(\$18.343)	(\$17.761)	(\$47.443)	(\$65.060)
Expenses					
Labor:					
Payroll	\$63.760	\$9.786	(\$6.450)	\$1.272	\$11.583
Overtime	(152.817)	(2.709)	(7.064)	(0.373)	3.742
Health and Welfare	1.590	(3.172)	(6.701)	(6.110)	(6.622)
OPEB Current Payment	6.283	3.768	2.928	1.779	0.383
Pensions	(2.672)	0.585	(0.790)	1.171	3.033
Other Fringe Benefits	38.807	43.333	41.953	45.368	47.439
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expense Changes	(\$45.049)	\$51.591	\$23.876	\$43.107	\$59.558
Non-Labor:					
Electric Power	\$19.724	\$22.942	\$25.496	\$27.852	\$30.360
Fuel	(2.008)	(10.569)	(13.397)	(14.641)	(10.799)
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	(36.000)	(31.240)	(31.240)	(31.240)	(31.240)
Paratransit Service Contracts	(39.946)	(74.251)	(82.267)	(65.142)	(59.613)
Maintenance and Other Operating Contracts	80.606	(12.221)	7.523	7.907	9.576
Professional Service Contracts	(2.939)	(10.687)	(6.667)	(2.409)	(3.563)
Materials & Supplies	19.759	(6.881)	(22.101)	(41.148)	(43.193)
Other Business Expenses	(6.637)	(1.923)	(1.820)	(1.797)	(1.780)
Total Non-Labor Expense Changes	\$32.559	(\$124.830)	(\$124.473)	(\$120.618)	(\$110.252)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expense Changes	(\$12.490)	(\$73.239)	(\$100.597)	(\$77.511)	(\$50.694)
Cash Adjustment Changes					
Revenue	(0.494)	0.222	0.082	0.048	0.085
Expense	(31.082)	(22.603)	(23.395)	(35.541)	(45.242)
Capital Reimbursement Timing	(100.194)	90.526	(4.599)	4.378	2.350
Depreciation	0.000	0.000	0.000	0.000	0.000
Total Cash Adjustment Changes	(\$131.770)	\$68.145	(\$27.912)	(\$31.115)	(\$42.807)
Total Baseline Changes	(\$155.753)	(\$23.437)	(\$146.270)	(\$156.069)	(\$158.561)
November Financial Plan - Cash Surplus/(Deficit)	(\$3,577.073)	(\$3,559.886)	(\$3,872.879)	(\$4,124.411)	(\$4,415.516)

MTA NEW YORK CITY TRANSIT
2019 Final Proposed Budget
November Financial Plan 2019 – 2022
Summary of Major Plan-to-Plan Changes

2018: November Financial Plan vs. July Financial Plan

Revenue Changes

Total revenue changes from the July Financial Plan decreased by \$11.5 million.

Major changes include:

- Farebox revenue decreased by \$20.5 million, caused by lower than projected ridership, mostly from a lower ridership trend and adverse weather.
- Other operating revenue was higher by \$8.1 million, due mostly to higher City reimbursements for increased paratransit expenses.
- Capital reimbursements increase by \$0.9 million.

Expense Changes

Total expenses increase from the July Financial Plan by \$12.5 million.

Major changes include:

- Paratransit service contract expenses increase by \$39.9 million, driven by an increase in total trips.
- Claims reserve expenses increase by \$36.0 million.
- Electric power expenses decrease by \$19.7 million, due to a new contract with NYPA.

2019-2022: November Financial Plan vs. July Financial Plan

Revenue Changes

Total revenue changes from the July Financial Plan represent net decreases of \$18.3 million in 2019, \$17.8 million in 2020, \$47.4 million in 2021 and \$65.1 million in 2022.

Major changes include:

- Farebox revenue is projected to decrease by \$95.4 million in 2019, \$113.0 million in 2020, \$116.5 million in 2021, and \$120.1 million in 2022, caused largely by lower than projected ridership, mostly from a lower ridership trend.

- Other operating revenue is projected to be higher by \$30.6 million in 2019, \$26.7 million in 2020, \$21.5 million in 2021 and \$18.7 million in 2022 due mostly to higher paratransit reimbursements, resulting from increased paratransit expenses.
- Capital reimbursements increase by \$46.5 million in 2019, \$68.6 million in 2020, \$47.6 million in 2021 and \$36.3 million in 2022 to provide for reimbursement of reimbursable expense increases.

Expense Changes

Total expenses increase by \$73.2 million in 2019, \$100.6 million in 2020, \$77.5 million in 2020 and \$50.7 million in 2021

Major changes include:

- Paratransit service contract expenses increase by \$74.3 million in 2019, \$82.3 million in 2020, \$65.1 million in 2021 and \$59.6 million in 2022 due to higher projected total trips.
- Claims reserve expenses increase by \$31.2 million for each plan year.
- Electric power savings of \$22.9 million in 2019, \$25.5 million in 2020, \$27.9 million in 2021, and \$30.4 million in 2022, based on a new contract with NYPA.
- Reimbursable expenses are projected to increase by \$46.5 million in 2019, \$68.6 million in 2020, \$47.6 million in 2021, and \$36.3 million in 2022, reflecting higher L Tunnel and other Sandy reconstruction project costs, and other Department of Subways capital support requirements.

MTA New York City Transit
November Financial Plan 2019-2022
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

TOTAL NON-REIMBURSABLE and REIMBURSABLE

	2018	2019	2020	2021	2022
July Financial Plan - Cash Surplus/(Deficit)	(\$3,421.320)	(\$3,536.449)	(\$3,726.609)	(\$3,968.342)	(\$4,256.955)
Non-Reimbursable Major Changes					
Revenue					
Farebox Revenue	(\$20.525)	(\$95.428)	(\$113.015)	(\$116.507)	(\$120.083)
Other Operating Revenue	8.104	30.559	26.650	21.469	18.707
Sub-Total Non-Reimbursable Revenue Changes	(\$12.421)	(\$64.869)	(\$86.365)	(\$95.038)	(\$101.376)
Expenses					
Inflation-Related:					
Energy-Electric Power	\$19.724	\$23.915	\$26.095	\$27.676	\$30.184
Energy-Fuel	(2.937)	(6.100)	(9.081)	(10.424)	(6.582)
Pension	(0.244)	0.818	1.705	2.033	2.306
Health & Welfare/OPEB	(0.040)	(1.876)	(4.207)	(5.754)	(10.820)
Public Liability	(36.000)	(36.000)	(36.000)	(36.000)	(36.000)
Changes in Inflation-Other	0.001	1.052	5.953	6.481	4.212
Sub-total Inflation-Related	(19.496)	(18.191)	(15.535)	(15.988)	(16.700)
Programmatic Initiatives:					
Paratransit Transportation Costs	(\$39.842)	(\$76.285)	(\$83.381)	(\$66.674)	(\$61.059)
Paratransit Vehicle Purchase Timing	\$16.286	(\$16.286)	\$0.000	\$0.000	\$0.000
SMS-HVAC Refrigerant Upgrade	\$0.000	(\$11.608)	(\$29.954)	(\$22.833)	(\$19.235)
Subways Action Plan (SAP) Net Changes	\$23.737	(\$11.558)	\$0.000	\$0.000	\$0.000
Bus Plan Adjustments	(0.493)	(3.439)	(3.939)	(4.439)	(3.939)
SMS R142 Upgrade	0.000	0.000	0.000	(26.803)	(32.301)
Sub-total Programmatic Initiatives	(\$3.12)	(\$119.176)	(\$117.274)	(\$120.749)	(\$116.534)
Budget Reduction Program:					
Administration-Related	(\$2.885)	\$40.762	\$34.146	\$36.451	\$40.057
Maintenance-Related	0.000	31.887	28.069	15.341	17.665
Service-Related	(0.546)	2.224	2.254	2.254	2.254
Service-Support Related	(2.000)	2.210	7.944	7.944	7.944
Security-Related	0.000	2.182	2.382	2.382	2.382
Customer Convenience	0.000	3.250	3.250	3.750	1.750
All Other-Net-One-Time Savings/PE Inflation	29.520	6.180	0.624	0.784	1.544
Sub-total Budget Reduction Program	\$24.089	\$88.695	\$78.669	\$68.906	\$73.596
Technical Adjustments/Re-estimates:					
Workers' Compensation Claims	42.983	41.007	42.209	43.371	44.555
Paratransit Urban Tax	2.049	2.119	1.088	1.088	0.285
Availability Adjustments	(8.421)	(1.673)	(1.673)	(1.673)	(1.673)
Departmental Results	(70.538)	0.000	0.000	0.000	0.000
Miscellaneous Base Pay	(6.614)	(8.894)	(6.647)	(6.647)	(6.647)
Pay Rate Adjustments	13.080	8.821	12.602	15.569	15.948
Reimbursable Adjustments	23.832	(8.348)	(0.042)	(2.108)	13.498
SMS Cycle - Other Adjustments	0.000	6.736	(18.865)	(12.993)	(6.871)
Other	(12.214)	(17.808)	(6.522)	1.309	(16.184)
Sub-total Technical Adjustments/Re-estimates	(15.843)	21.960	22.150	37.916	42.911
Sub-Total Non-Reimbursable Expense Changes	(\$11.562)	(\$26.712)	(\$31.990)	(\$29.915)	(\$16.727)
Total Non-Reimbursable Major Changes	(\$23.983)	(\$91.581)	(\$118.355)	(\$124.953)	(\$118.103)
Reimbursable Major Changes					
Revenue					
Sub-Total Reimbursable Revenue Changes	\$0.928	\$46.526	\$68.604	\$47.595	\$36.316
Expenses					
Sub-Total Reimbursable Expense Changes	(\$0.928)	(\$46.526)	(\$68.604)	(\$47.595)	(\$36.316)
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	(\$23.983)	(\$91.581)	(\$118.355)	(\$124.953)	(\$118.103)
Cash Adjustment Changes					
Capital Reimbursements	(100.194)	90.526	(4.599)	4.378	2.350
Payroll Expense	5.089	0.700	1.721	0.793	0.821
Other Fringe Benefits	(57.809)	(62.759)	(65.821)	(75.084)	(85.010)
Maintenance Contracts	(5.431)	1.078	2.139	0.000	0.000
Health & Welfare	2.146	2.307	2.480	2.666	2.866
Public Liability Claims	24.924	36.071	36.086	36.084	36.081
Other	(0.495)	0.221	0.079	0.047	0.085
Total Cash Adjustment Changes/Timing	(\$131.770)	\$68.144	(\$27.915)	(\$31.116)	(\$42.807)
Total Baseline Changes	(\$155.753)	(\$23.437)	(\$146.270)	(\$156.069)	(\$160.910)
November Financial Plan - Cash Surplus/(Deficit)	(\$3,421.320)	(\$3,536.449)	(\$3,726.609)	(\$3,968.342)	(\$4,256.955)

MTA NEW YORK CITY TRANSIT
2019 Final Proposed Budget
November Financial Plan 2019 – 2022
RIDERSHIP/ (UTILIZATION)

The November 2018 Financial Plan reflects the continuation of the negative ridership trend on both subway and bus from earlier in the year. Actual ridership through September 2018 was 3.2% less on subway and 5.5% less on bus compared to the previous year. A major driver for the negative ridership trend for both subway and bus is a significant shift in riders to for-hire vehicles. Increasing rates of fare evasion on both subway and bus have contributed to the negative trend. Subway ridership has also been particularly impacted by service disruptions resulting from capital reconstruction projects, including extended station closures and work on SAP initiatives, including regular partial line closures at night starting at 10pm.

The revised 2018 forecast projects that 2018 ridership will be below the July 2018 Plan by 0.6 percent on subway and 0.3 percent on bus, largely due to the fact that the unfavorable ridership trend on subway from earlier in the year has continued rather than decreased in recent months, as was assumed in the July Plan. As a result of lower subway and bus baseline ridership, projected 2018 subway and bus ridership is 15.4 million lower than the July 2018 Plan.

In developing the 2019 ridership forecast, subway ridership is projected to decrease by approximately 1.1 percent from 2018, due to the assumption that the recent negative ridership trend continues but at a reduced rate, and a temporary ridership loss resulting from the L Tunnel Reconstruction project. 2019 bus ridership is projected to decrease by 2.2 percent also due to the assumption that the recent negative ridership trend continues but at a reduced rate, partially offset by a projected increase in ridership resulting from increased fare evasion enforcement.

Working off the revised 2019 baseline projection, 2020-2022 subway and bus ridership forecasts assume no net ridership increase from employment growth, which results in zero growth in 2020 – 2022 compared to the forecast for slight growth that was used in the July Plan. The resulting ridership is expected to be 65.9 million lower than the July Plan in 2020, 67.9 million lower in 2021, and 69.9 million lower in 2022.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
Ridership (Utilization)
(in millions)

	Actual	November	Final			
	2017	Forecast	Proposed	2020	2021	2022
		2018	Budget			
			2019			

RIDERSHIP

Subway	1,727.367	1,679.059	1,661.190	1,666.869	1,663.285	1,664.157
Bus	602.620	571.305	558.503	558.403	556.296	556.546
Paratransit	8.921	9.915	11.005	11.555	12.133	12.740
Total Ridership	2,338.908	2,260.279	2,230.699	2,236.827	2,231.714	2,233.443

FAREBOX REVENUE (Excluding fare media liability)

Subway	\$3,441.124	\$3,413.257	\$3,383.861	\$3,395.653	\$3,387.779	\$3,389.617
Bus	952.363	925.789	905.992	905.864	902.169	902.608
Paratransit	17.526	20.763	23.047	24.199	25.409	26.679
Total Revenue	\$4,411.013	\$4,359.809	\$4,312.900	\$4,325.716	\$4,315.357	\$4,318.904

NEW YORK CITY TRANSIT
November Financial Plan 2019-2022
2018 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022
<u>Administration</u>										
Administrative Staff Reductions (Nov. Plan)		(0.360)	121	17.102	122	17.105	122	17.105	122	17.105
Labor Efficiencies (Nov. Plan)		0.000	60	14.720	60	14.720	60	14.720	60	14.720
Mandated Training Frequency (Nov. Plan)		0.000		4.469		(1.942)		0.863		4.469
OTPS Reductions (Nov. Plan)		(2.525)		2.492		2.087		1.587		1.587
Overtime Savings (Nov. Plan)		0.000		0.600		0.600		0.600		0.600
Traffic Checking (Nov. Plan)	-	0.000	16	1.379	16	1.576	16	1.576	16	1.576
Administrative Staffing Reductions (July Plan)	54	9.265	65	9.221	65	9.221	65	9.221	65	9.221
Hiring Restriction Savings (July Plan)		28.198		17.663						
OTPS Reductions (July Plan)		3.542		5.546		5.546		5.546		5.546
Traffic Checking Efficiencies (July Plan)	4	0.533	4	0.705	4	0.705	4	0.705	4	0.705
Reduce Wellness Program (July Plan)		2.095		2.139		2.139		2.139		2.139
Mandated Training Reduction (July Plan)	-	4.848	-	4.854	-	4.854	-	4.854	-	4.854
Subtotal Administration	58	45.596	266	80.890	267	56.611	267	58.916	267	62.522
<u>Customer Convenience/Amenities</u>										
Rereforecast of Bus Contract Costs (Nov. Plan)		0.000		3.250		3.250		3.750		1.750
Priority Initiative Efficiency (July Plan)	9	0.821	9	1.739	9	1.739	9	1.739	9	1.739
Subtotal Customer Convenience/Amenities	9	0.821	9	4.989	9	4.989	9	5.489	9	3.489
<u>Maintenance</u>										
Department of Subways Material Savings (Nov. Plan)				11.000		7.000		7.000		7.000
Transition to Mid-Life Overhaul from Cycle Mtce. (Nov. Plan)			59	12.039	85	12.408	1	(0.320)	35	2.004
Tires Contract Reforecast (Nov. Plan)				1.300		1.300		1.300		1.300
Kitting Efficiency (Nov. Plan)			4	0.403	2	0.216	2	0.216	2	0.216
Labor Efficiencies - Buses (Nov. Plan)			40	4.500	40	4.500	40	4.500	40	4.500
Station Painting Contract Savings (Nov. Plan)				2.179		2.179		2.179		2.179
Turnstile Maintenance Efficiencies (Nov. Plan)			4	0.466	4	0.466	4	0.466	4	0.466
DEP Water Payment Savings (July Plan)		5.000		2.254		2.254		2.254		2.254
EAM Reductions (July Plan)	16	2.805	36	5.372	36	5.879	36	5.879	36	5.879
Depot Maintenance and Cleaning Efficiencies (July Plan)	10	1.846	38	3.788	38	3.788	38	3.788	38	3.788
Shop Plan Maintenance Efficiency (July Plan)			27	5.896	27	5.833	27	5.810	27	5.827
Terminal Car Cleaning Reduction (July Plan)	91	3.746	91	8.358	91	8.358	91	8.358	91	8.358
Track Inspection Savings (July Plan)	-	0.000	53	5.721	53	5.721	53	5.721	53	5.721
Subtotal Maintenance	117	13.397	352	63.276	376	59.902	292	47.151	326	49.492
<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>										
Security Post Savings (Nov. Plan)	-	0.000	9	0.640	9	0.840	9	0.840	9	0.840
SBS Eagle Team Efficiency (Nov. Plan)	-	0.000	14	1.542	14	1.542	14	1.542	14	1.542
Security-SBS Eagle Team Efficiency (July Plan)	22	1.626	22	2.471	22	2.471	22	2.471	22	2.471
Subtotal Security	22	1.626	45	4.653	45	4.853	45	4.853	45	4.853
<u>Service</u>										
Paratransit Improved Productivity (Nov. Plan)				1.766		1.766		1.766		1.766
SBS Adjustments (Nov. Plan)			(5)	0.602	(5)	0.632	(5)	0.632	(5)	0.632
Paratransit Savings (July Plan)	(2)	10.868	(2)	27.125	(2)	38.860	(2)	37.254	(2)	32.767
SI Ferry Service Reduction (July Plan)	6	0.546	9	1.144	9	1.144	9	1.144	9	1.144
SBS Defer New Routes (July Plan)	(7)	1.018	(7)	3.751	(7)	9.751	(7)	9.751	(7)	3.751
Subtotal Service	(3)	12.432	(5)	34.388	(5)	52.153	(5)	50.547	(5)	40.060
<u>Service Support</u>										
Stations Efficiencies (Nov. Plan)	-	0.000	68	3.974	68	7.948	68	7.948	68	7.948
Stations Signage Efficiency (Nov. Plan)	-	0.000	3	0.324	3	0.324	3	0.324	3	0.324
Revenue Collection Efficiencies (July Plan)	14	1.166	11	1.047	11	1.047	11	1.047	11	1.047

NEW YORK CITY TRANSIT
November Financial Plan 2019-2022
2018 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	<u>Pos.</u>	<u>2018</u>	<u>Pos.</u>	<u>2019</u>	<u>Pos.</u>	<u>2020</u>	<u>Pos.</u>	<u>2021</u>	<u>Pos.</u>	<u>2022</u>
Reduce Mobile Sales Program (July Plan)			3	0.328	3	0.328	3	0.328	3	0.328
Eliminate Police Fare Evasion Overtime (July Plan)		2.000		4.000		4.000		4.000		4.000
Tower Operator/TSS Economy (July Plan)	<u>5</u>	<u>0.269</u>	<u>8</u>	<u>0.911</u>	<u>8</u>	<u>0.911</u>	<u>8</u>	<u>0.911</u>	<u>8</u>	<u>0.911</u>
<i>Subtotal Service Support</i>	19	3.435	93	10.584	93	14.558	93	14.558	93	14.558
<u>Other</u>										
One-Time Savings (Nov. Plan)	25	29.520		6.180		0.000		0.000		0.000
Other *	26	1.000	101	9.323	101	9.323	101	9.323	101	9.323
PE Inflation (Nov. Plan)	<u>-</u>	<u>0.000</u>	<u>-</u>	<u>0.000</u>		<u>0.624</u>		<u>0.784</u>		<u>1.544</u>
<i>Subtotal Other</i>	51	30.520	101	15.503	101	9.947	101	10.107	101	10.867
Agency Submission	273	\$107.827	861	\$214.283	886	\$203.013	802	\$191.621	836	\$185.841

* Select BRP's are removed, reflecting revised assumptions which are captured in Volume I within MTA re-estimates.

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Administration

Program: Administrative Staffing Reductions

Background Details:	Working with all departments NYCT has identified positions thorough attrition that can be reduced.
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Program Description/ Implementation Plan:	Reduce the budget for administrative positions to account for vacancies. Savings begin in January of 2019.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	(\$0.360)	\$17.102	\$17.105	\$17.105	\$17.105
<i>Total Positions Required:</i>		121	122	122	122

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Administration

Program: Labor Efficiencies

Background Details:	The Department of Subways will achieve labor and staffing efficiencies and use less overtime.
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Program Description/ Implementation Plan:	Beginning in January 2019, additional efforts will be made in the Department of Subways to identify and achieve labor efficiencies and a reduction in overtime.
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Program Implementation Date:	When will savings begin?:	1/1/2019
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	Are these savings recurring?:	Yes
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Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$14.721	\$14.721	\$14.721	\$14.721
<i>Total Positions Required:</i>		60	60	60	60

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Administration

Program: Mandated Training Frequency

Background Details: MTA mandated training and policy certification was extensive. The program was extensive with almost 400,000 individual course enrollments for NYCT and was budgeted on overtime for Supervisory and Hourly employees accordingly. Savings will be achieved by changing the frequency of training from every two years reflected in the July Financial Plan to a triennial cycle as of the November Plan update.

Program Description/Implementation Plan: A reduction in overtime expense based on the revised MTA Mandated Annual Training & Policy Certification requirements for Supervisory and Hourly employees. Savings assume incumbents will now receive training every three years as opposed to a biennial cycle.

Program Implementation Date: 1/1/2019 **When will savings begin?:** 1/1/2019

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$4.469	(\$1.942)	\$0.863	\$4.469
<i>Total Positions Required:</i>					

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Administration
Program: OTPS Reduction

Background Details: Re-projection of OTPS needs assuming tighter controls in specific categories/divisions.

Program Description/Implementation Plan: Reduce OTPS budgets within various Departments at NYCT.

Program Implementation Date: 1/1/2019 **When will savings begin?:** 1/1/2019
Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	(\$2.525)	\$2.492	\$2.087	\$1.587	\$1.587

Total Positions Required:

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Administration
Program: Overtime Savings

Background Details:	Reduce overtime in the Department of Security.
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Program Description/ Implementation Plan:	Revise deployment of staff without impacting security and service.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.600	\$0.600	\$0.600	\$0.600
<i>Total Positions Required:</i>					

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Administration

Program: Traffic Checking

Background Details:	Reduce Traffic Checking Operations through staffing and overtime reductions.
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Program Description/ Implementation Plan:	Reduce Passenger Environment Survey data collection and eliminate bus schedule information that is periodically replaced in bus stop signage stands. Alternatively bus schedules are available on Bus Time. These savings can be achieved by updating survey metrics and redeploying remaining staff.
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Program Implementation Date:	When will savings begin?:	1/1/2019
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	Are these savings recurring?:	Yes
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Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.379	\$1.576	\$1.576	\$1.576
<i>Total Positions Required:</i>		16	16	16	16

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Administrative
Program: Administrative Staffing Reductions

Background Details:	NYCT has identified a percentage of administrative staffing that is vacant and can be unbudgeted as savings. This initiative covers all agency departments including subways, buses, and other administrative areas.
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Program Description/Implementation Plan:	Reduce the budget for administrative positions to account for vacancies. Savings began in January of 2018.		
Program Implementation Date:	1/1/2018	When will savings begin?:	1/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$9.265	\$9.221	\$9.221	\$9.221	\$9.221
<i>Total Positions Required:</i>	54	65	65	65	65

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Administration
Program: Hiring Restriction Savings

Background Details:	A hiring restriction process was enacted by MTA-HQ at the beginning of 2018 to help mitigate costs and remain within budget. The restriction guidelines exempted those hires related to safety and security as well as essential operating positions. Committee review and approval was required for all other hiring requests.
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Program Description/ Implementation Plan:	The initiative scrutinizes the number of new hires regardless of budget vacancies and promotions in an effort to maximize productivity and control additions to staff.		
Program Implementation Date:	1/1/2018	When will savings begin?:	1/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$28.198	\$17.663	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>					

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Administration

Program: OTPS Reductions

Background Details:	OTPS reductions include savings in Buses' material budget, as well as budget reductions for stationery, training, dues, cash discount and test fees within various NYCT divisions.
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Program Description/Implementation Plan:	Improving fleet age has resulted in less material usage in the Dept. of Buses. In addition, this initiative limits discretionary expenditures for training and dues and subscriptions without oversight approval and promotes the timely payment of vendor invoices in order to increase cash discounts related to speedy payments. It also increases budgeted revenues for test application fees and Transit Adjudication fine payments based on recent activity.		
Program Implementation Date:	1/1/2018	When will savings begin?:	1/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$3.542	\$5.546	\$5.546	\$5.546	\$5.546
<i>Total Positions Required:</i>					

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Administration
Program: Traffic Checking Efficiencies

Background Details: Reduce Traffic Checking Operations through staffing efficiencies.

Program Description/Implementation Plan: Eliminate four full time and five part time positions.

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

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.533	\$0.705	\$0.705	\$0.705	\$0.705
<i>Total Positions Required: - FT</i>	4	4	4	4	4

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Administration
Program: Reduce Wellness Program

Background Details:	The wellness program was designed to help employees become more aware and mitigate health issues, using a phased approach emphasizing health awareness, behavior change and medical management, and therefore reduce costs to the agency. This initiative included a wellness portal to act as a digital hub for employee access to programs, education and integration with third party vendors; health fairs/screenings; and educational seminars.
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Program Description/ Implementation Plan:	Eliminate the wellness portal and risk assessment, coaching and communications campaign.		
Program Implementation Date:	1/1/2018	When will savings begin?:	1/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$2.095	\$2.139	\$2.139	\$2.139	\$2.139
<i>Total Positions Required:</i>					

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Administration
Program: Mandated Training Reduction

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 on the updated 2017 MTA Mandated Annual Training & Policy Certification requirements for Supervisory and Hourly employees. Savings assume training incumbents over a two year period rather than annually.		
Program Implementation Date:	1/1/2018	When will savings begin?:	1/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$4.848	\$4.854	\$4.854	\$4.854	\$4.854
<i>Total Positions Required:</i>					

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Customer Convenience/Amenities

Program: Reforecast of Bus Contract Cost

Background Details:	Re-projection of costs with Wi-Fi on buses and the All Electric Bus project.
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Program Description/Implementation Plan:	Reforecasting Wi-Fi data budget due to lower than anticipated monthly expense. All Electric Bus contract was negotiated to include an upfront full lease payment, resulting in cost savings. Also reforecasting the budget due to more refined project cost estimates.
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Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
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		Are these savings recurring?:	Yes
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Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$3.250	\$3.250	\$3.750	\$1.750

Total Positions Required:

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Customer Convenience/Amenities

Program: Priority Initiative Efficiency

Background Details:	The priority initiative program implemented numerous technology upgrades to the subway fleet. Items includes display screens and USB ports for device charging on board.
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Program Description/Implementation Plan:	This proposal would eliminate the added maintenance resources since maintenance per screen is less than 1.5 hours per car, and repairs will be handled during the car's regular inspection.		
Program Implementation Date:	7/1/2018	When will savings begin?:	7/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.821	\$1.739	\$1.739	\$1.739	\$1.739
<i>Total Positions Required:</i>	9	9	9	9	9

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Maintenance

Program: Department of Subways Material Savings

Background Details: The Department of Subways will achieve savings through material ordering and usage.

Program Description/ Implementation Plan: Beginning in January 2019, additional efforts will be made in the Department of Subways to identify and achieve material savings.

Program Implementation Date: 1/1/2019 **When will savings begin?:** 1/1/2019

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$11.000	\$7.000	\$7.000	\$7.000
<i>Total Positions Required:</i>					

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Maintenance

Program: Transition to Mid-Life Overhaul from Cycle Maintenance

Background Details:	This program will transition the shop bus overhaul cycles from 4-year and 8-year to a single 6-year mid-life overhaul cycle for certain fleets.
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Program Description/Implementation Plan:	Doing one mid-life overhaul instead of two maintenance overhauls, results in maintenance and material savings.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes, vary annually
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$12.039	\$12.408	(\$0.320)	\$2.004
<i>Total Positions Required:</i>	0	59	85	1	35

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Maintenance

Program: Tires Contract Reforecast

Background Details:	NYCT contracts to manage and maintain its tire maintenance requirements. The cost of this service is based on the useful life of various models of tires which depends on the wear rate of rubber compounds and road conditions. The final negotiated contract cost was lower than budget resulting in cost savings.
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Program Description/ Implementation Plan:	Adjust budget to align with actual expenditures.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.300	\$1.300	\$1.300	\$1.300
<i>Total Positions Required:</i>					

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Maintenance

Program: Kitting Efficiency

Background Details:	Reduce staff requirements within the Division of Supply Logistics (DSL) Kitting Unit through productivity improvements.
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Program Description/ Implementation Plan:	DSL's Kitting Unit packages materials needed for repair of subway cars and buses. The operation has been reorganized to facilitate the gathering of parts from storage as well as limiting the number of times parts will be moved before packaging them for shipment to Subway's car barns / overhaul shops or Buses' depots and central maintenance facilities. DSL anticipates a temporary savings of four positions in 2019, and a permanent savings of two positions annually thereafter.
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Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
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Are these savings recurring?:	Yes
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Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.403	\$0.216	\$0.216	\$0.216
<i>Total Positions Required:</i>	-	4	2	2	2

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Maintenance

Program: Labor Efficiencies - Buses

Background Details: With the timely retirement of aging buses and planned delivery of new buses, NYCT will benefit from improved fleet reliability and maintenance savings.

Program Description/Implementation Plan: Reduce equivalent of \$4.5M annually that will include maintenance positions, overtime and material associated with the improved reliability of the new fleets each year as buses are delivered.

Program Implementation Date: 1/1/2019 **When will savings begin?:** 1/1/2019

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$4.500	\$4.500	\$4.500	\$4.500
<i>Total Positions Required:</i>		40	40	40	40

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Maintenance

Program: Station Painting Contract Savings

Background Details: Eliminate remaining station painting contract budget.

Program Description/Implementation Plan: Station painting is primarily performed by in-house resources, under-utilized outside vendor contract is not needed.

Program Implementation Date: 1/1/2019 **When will savings begin?:** 1/1/2019

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$2.179	\$2.179	\$2.179	\$2.179

Total Positions Required:

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Maintenance

Program: Turnstile Maintenance Efficiency

Background Details: Streamline maintenance of the turnstile MetroCard Readers.

Program Description/Implementation Plan: Streamline maintenance of the turnstile MetroCard Readers.

Program Implementation Date: 1/1/2019 **When will savings begin?:** 1/1/2019

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)		\$0.466	\$0.466	\$0.466	\$0.466
<i>Total Positions Required:</i>		4	4	4	4

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Maintenance

Program: DEP Water Payment Savings

Background Details: The May 28, 2002 MOU, signed by NYCT and DEP, estimated water and sewer usage by doubling usage at NYCT's 468 subway stations and assuming usage for 936 subway stations to account for multi-use stations (e.g. Times Square, West 4th St, Grand Central, 59th St). Bills have been based on this premise from 2002 until present. The Dept of Subways analyzed sample stations with actual readings; results were then reviewed and validated by MTA Audit, and it was determined that NYCT was overpaying.

Program Description/Implementation Plan: MTA Audit review determined that NYCT was overpaying for water and sewer usage and it is expected that this will result in a credit for overpayments and a reduction going forward. Small savings for Dept of Buses as well.

Program Implementation Date: 8/1/2018 **When will savings begin?:** 8/1/2018

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$5.000	\$2.254	\$2.254	\$2.254	\$2.254

Total Positions Required:

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Administration
Program: EAM Reductions

Background Details: The budget includes growth for EAM annually. As there are fewer incumbents than currently budgeted, savings results from slowing the program's growth. The budget retains room for filling current vacancies and future growth of 22% by 2020.

Program Description/Implementation Plan: This proposal reflects a reduction of 16 positions in 2018 and an additional 20 positions thereafter, as well as a \$1M reduction in contract/consulting funding annually.

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

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$2.805	\$5.372	\$5.879	\$5.879	\$5.879
<i>Total Positions Required:</i>	16	36	36	36	36

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Maintenance

Program: Depot Maintenance and Cleaning Efficiencies

Background Details:	With the retirement of aging buses and delivery of new buses, NYCT is benefiting from improved fleet reliabilities and efficiencies.
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Program Description/Implementation Plan:	Reduce one Bus Maintainer-B and one Cleaner per depot due to fleet reliability efficiency.		
Program Implementation Date:	1/1/2018	When will savings begin?:	1/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$1.846	\$3.788	\$3.788	\$3.788	\$3.788
<i>Total Positions Required:</i>	10	38	38	38	38

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Maintenance

Program: Shop Plan Maintenance Efficiency

Background Details: This program will extend the shop program cycle from 4-year and 8-year maintenance cycles to mid-life maintenance (6-year cycle) for certain fleets.

Program Description/Implementation Plan: Shop program cycle extension results in maintenance and material savings.

Program Implementation Date: 1/1/2018 **When will savings begin?:** 1/1/2018

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$5.896	\$5.833	\$5.810	\$5.827
<i>Total Positions Required:</i>	-	27	27	27	27

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Maintenance

Program: Terminal Car Cleaning Reduction

Background Details:	Terminal car cleaning is the cleaning, trash removal, and mopping of revenue subway cars at the end of a subway line/terminal. Cleaning can occur at either one or both terminals on a given subway line.
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Program Description/Implementation Plan:	This proposal is to reduce second terminal car cleaning staff and trim night staffing at the first terminal at certain locations.		
Program Implementation Date:	7/1/2018	When will savings begin?:	7/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$3.746	\$8.358	\$8.358	\$8.358	\$8.358
<i>Total Positions Required:</i>	91	91	91	91	91

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Maintenance
Program: Track Inspections Savings

Background Details:	A pilot program on approximately 1/3 of the system will reduce manual Track Inspections from 2x to 1x weekly, and add a camera equipped TGC run performing video track inspection. Further, with the installation of Continuous Welded Rail (CWR) in critical corridors, special inspections are no longer needed.
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Program Description/ Implementation Plan:	Starting in January 2019, 1 of 2 manual track inspections weekly will be replaced with camera equipped TGC runs doing video track inspections on approximately 1/3 of the system. In addition, in January 2019 special inspection in critical corridors with type 2 track will be eliminated with completion of CWR work.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$5.721	\$5.721	\$5.721	\$5.721
<i>Total Positions Required:</i>	-	53	53	53	53

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Security

Program: Security Post Savings

Background Details:	Staff efficiencies resulting from reductions in the number of security posts at various transit locations made possible by increased investments in CCTV cameras, intrusion detection and access control devices at certain unstaffed locations.
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Program Description/Implementation Plan:	Reduce nine positions at three locations.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.640	\$0.840	\$0.840	\$0.840
<i>Total Positions Required:</i>		9	9	9	9

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Security

Program: SBS Eagle Team Deployment

Background Details: Department of Security is streamlining SBS fare evasion staffing by changing its eagle team staffing assignment from dedicated teams for each SBS route to a borough based geographic coverage deployment plan. Each team consists of 7 positions - 6 Special Inspectors + 1 Supervisor.

Program Description/Implementation Plan: Eliminate two SBS eagle teams in the November Plan.

Program Implementation Date: 1/1/2019 **When will savings begin?:** 1/1/2019

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.542	\$1.542	\$1.542	\$1.542
<i>Total Positions Required:</i>		14	14	14	14

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Security

Program: Security - SBS Eagle Team Efficiency

Background Details: Historically, SBS eagle team staffing was added by route. In an effort to streamline fare enforcement, Security has moved to a borough based plan. Security will reduce three teams without a significant increase in expected fare evasion. Each team consists of 7 positions - 6 Special Inspectors + 1 Supervisor.

Program Description/Implementation Plan: Eliminate 3 eagle teams.

Program Implementation Date: 1/1/2018 **When will savings begin?:** 1/1/2018

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$1.626	\$2.471	\$2.471	\$2.471	\$2.471
<i>Total Positions Required:</i>	22	22	22	22	22

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Service

Program: Paratransit Improved Productivity

Background Details:	Paratransit will reduce primary carrier average vehicle hours per trip through more efficient scheduling.
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Program Description/ Implementation Plan:	Paratransit management will begin adjusting routes towards the end of 2018 and monitor vendor on-time performance, meeting registrant appointment times and adhering to maximum ride time guidelines.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.766	\$1.766	\$1.766	\$1.766
<i>Total Positions Required:</i>					

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Service

Program: SBS Adjustments

Background Details: The actual support costs for the SBS B82 implementation were less than budgeted. This initiative right-sizes budget with projected costs.

Program Description/Implementation Plan: Reduce support costs to align budget with revised cost estimates.

Program Implementation Date: 1/1/2019 **When will savings begin?:** 1/1/2019

Are these savings recurring?:

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.602	\$0.632	\$0.632	\$0.632
<i>Total Positions Required:</i>		(5)	(5)	(5)	(5)

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Service

Program: Paratransit Savings

Background Details: Projected savings is comprised of both administrative and service related initiatives. These include reductions to liability insurance (administrative) as well as NYCT's cost to provide Access A-Ride (AAR) trips. NYCT procures liability insurance coverage for its AAR fleet of just under 1,900 vans and sedans. Historically the bulk of registrant trips were provided through subcontracts with Primary vendors. These vendors essentially function as mini-transportation companies and carry a significant amount of fixed cost overhead stemming from administrative functions that support transportation operations. For several years NYCT has sought to reduce costs by using a multi-modal platform to provide registrant rides through lower cost providers. As such, a significant number of registrant rides are currently performed by voucher/brokered trips using car service companies and accessible taxis and E-Hail service providers. The successful shift of registrant trips from Primary providers to lower cost providers (brokered, taxi and E-Hail companies) creates an opportunity to limit or eliminate some of the higher cost Primary service providers.

Program Description/ Implementation Plan: Savings estimates reflect the annual impact of more favorable liability insurance premiums, reduced trip costs resulting from a reduction of planned annual trip growth from 4.5% to 3% coupled with a greater number of AAR trips being performed by lower cost service providers. A reduced dedicated fleet also contributes to insurance savings. Additional savings are also estimated assuming use of a competitive RFP process as Primary vendor service contracts begin to expire at the end of this year, potentially resulting in a reduced number of carriers and / or carrier rates. Procurement division staffing has been increased in line with the anticipated contract actions.

Program Implementation Date: 7/1/2018 **When will savings begin?:** 7/1/2018

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$10.868	\$27.125	\$38.860	\$37.254	\$32.767
<i>Total Positions Required:</i>	(2)	(2)	(2)	(2)	(2)

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Service

Program: SI Ferry Service Reduction

Background Details:	When NYC DOT increased Staten Island Ferry service from 1 trip to 2 trips per hour during overnight hours, NYCT increased bus service to meet the ferry schedule; however ridership has been very low on that service. This proposal reverts bus service back to one per hour.
----------------------------	--

Program Description/Implementation Plan:	Modifying frequency of service to meet every other SI Ferry will reduce Bus Operator requirements.		
Program Implementation Date:	7/1/2018	When will savings begin?:	7/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.546	\$1.144	\$1.144	\$1.144	\$1.144
<i>Total Positions Required:</i>	6	9	9	9	9

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Service

Program: SBS Defer New Routes

Background Details:	The SBS budget assumes 2 new routes per year. Following implementation of the B82, defer new routes to 2021.
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Program Description/ Implementation Plan:	Defer new SBS routes until 2021.		
Program Implementation Date:	1/1/2018	When will savings begin?:	1/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$1.018	\$3.751	\$9.751	\$9.751	\$3.751
<i>Total Positions Required:</i>	(7)	(7)	(7)	(7)	(7)

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Service Support
Program: Stations Efficiencies

Background Details:	Stations is streamlining both customer service and maintenance.
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Program Description/ Implementation Plan:	Continued review of workload associated with customer service and maintenance yields projected efficiencies.		
Program Implementation Date:	7/1/2019	When will savings begin?:	7/1/2019
		Are these savings recurring?:	yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$3.974	\$7.948	\$7.948	\$7.948
<i>Total Positions Required:</i>		68	68	68	68

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Service Support

Program: Stations Signage Efficiency

Background Details:	Stations is streamlining the organization of its signage division, which results in the savings of 3 positions.		
Program Description/ Implementation Plan:	This initiative results in a savings of 3 positions as of January 2019.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.324	\$0.324	\$0.324	\$0.324
<i>Total Positions Required:</i>		3	3	3	3

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Service Support

Program: Revenue Collection Efficiencies

Background Details: Savings in revenue collections reflects position vacancies and a reduction in the number of collecting agents based on review of current operations. In addition, due to decreased usage of encoded MetroCards, four cashiers can be reduced in HPEM operations.

Program Description/Implementation Plan: Reduce 14 positions in 2018 and 11 positions in 2019 and out.

Program Implementation Date: 1/1/2018 **When will savings begin?:** 1/1/2018

Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$1.166	\$1.047	\$1.047	\$1.047	\$1.047
<i>Total Positions Required:</i>	14	11	11	11	11

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Service Support

Program: Reduce Mobile Sales Program

Background Details:	On average, the mobile sales unit conducts approximately 190 site visits per month, with limited additional revenue generated. Total site visits will be reduced to approximately 95 per month.
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Program Description/Implementation Plan:	Reduce mobile sales van visits by 50%.		
Program Implementation Date:	7/1/2018	When will savings begin?:	7/1/2018
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.328	\$0.328	\$0.328	\$0.328
<i>Total Positions Required:</i>	-	3	3	3	3

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Service Support
Program: Eliminate Police Fare Evasion Overtime

Background Details:	Since 1995 NYCT has reimbursed the NYPD \$4.0M annually for extra fare abuse patrols in the subway. Funding was reduced to \$3.6M due to budget constraints after the 2008 recession, though restored to \$4.0M in 2010.		
Program Description/Implementation Plan:	The relatively small number of patrols funded by the \$4.0M and a decline in TOS (<i>theft-of-service</i>) arrests and summons (due in part to recent public concerns on the equity of the program) suggests that the program may not be as effective in reducing TOS.		
Program Implementation Date:	7/1/2018	When will savings begin?:	7/1/2018
Other Issues:		Are these savings recurring?:	Yes

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$2.000	\$4.000	\$4.000	\$4.000	\$4.000
<i>Total Positions Required:</i>					

NEW YORK CITY TRANSIT
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Service Support
Program: Tower Operator/TSS Economy

Background Details: 2 Train Service Supervisor (TSS) positions to monitor an increased population of probationary conductors are no longer required, and efficiencies identified in the Tower Operator pick will result in a reduction of Tower Operators in 2018 and 2019.

Program Description/ Implementation Plan: Eliminate 2 TSS positions for probationary conductors, because this one-year period has completed. Tower Operator pick efficiency will save 3 positions starting July, 2018 and an additional 3 positions starting January, 2019.

Program Implementation Date: 7/1/2018 **When will savings begin?:** 7/1/2018
Are these savings recurring?: yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.269	\$0.911	\$0.911	\$0.911	\$0.911
<i>Total Positions Required:</i>	5	8	8	8	8

NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet
(\$ in millions)

Category by Function: Other

Program: One-Time Savings

Background Details:	One-time savings associated with the timing of OTPS and overtime reductions.
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Program Description/ Implementation Plan:	OTPS reductions include deferred auto purchases and savings in maintenance contracts, material and supplies, professional service, data communications and other miscellaneous expense.		
Program Implementation Date:	1/1/2018	When will savings begin?:	1/1/2018
	Are these savings recurring?:		
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$29.520	\$6.180	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	25				

MTA NEW YORK CITY TRANSIT
2019 Final Proposed Budget
November Financial Plan 2019 – 2022
Positions

POSITION ASSUMPTIONS

2018: November Financial Plan vs. July Financial Plan

Total baseline positions are projected to decrease by 124, including a non-reimbursable decrease of 82 and a reimbursable decrease of 42. Specifically:

BRPs (total decrease of 19 positions) includes:

- -25 positions for Project Delays
- 6 positions for revised SI Ferry Service

New Needs (total increase of 11 positions) includes:

- 11 positions for Bus Plan Adjustments

Reimbursable (total decrease of 42 positions) includes:

- -33 positions for TA Labor Adjustments
- -5 positions for Subways Capital Support
- -4 positions for Miscellaneous Other

Re-estimates (decrease of 74 positions) include:

- -60 positions for Platform Budget - Normal Business
- -13 positions for Off-Peak Frequency Pilot
- -1 position for Miscellaneous Other

The breakdown of the 124 position decrease by function is as follows:

Administration (total decrease of 10 positions) includes:

- -9 positions for Project Delays
- -1 position for Miscellaneous Other

Operations (total decrease of 86 positions) include:

- -60 positions for Platform Budget – Normal Business
- -33 positions for TA Labor Adjustment
- -13 positions for Off-Peak Frequency Pilot
- 11 positions for Bus Plan Adjustments
- 6 positions for revised SI Ferry Service

- 3 positions for Miscellaneous Other

Maintenance (total decrease of 28 positions) includes:

- -16 positions for Project Delays

- -5 positions for Subways Capital Support
- -7 positions for Miscellaneous Other

Position decreases by occupational group are: Managers/Supervisors -14, Professional/Technical/Clerical -13, and Operational Hourlies -97.

For further details, please see position tables.

2019: November Financial Plan vs. July Financial Plan

BRPs (total decrease of 387 positions) includes:

- -121 positions for Administrative Staffing Reductions
- -68 positions for Stations Efficiencies
- -60 positions for Labor Efficiencies
- -59 positions for Transition to Mid-Life Overhaul from Cycle Maintenance
- -40 positions for Labor Efficiencies - Buses
- -16 positions for Traffic Checking
- -14 positions for SBS Eagle Team Deployment
- -9 positions for Security Post Savings

New Needs (total increase of 3 positions) includes:

- 22 positions for Bus Plan Adjustments
- 1 position for Paratransit Costs
- -20 positions for Subways Action Plan

Reimbursable (total increase of 255 positions) includes:

- 148 positions for Subways Capital Support
- 70 positions for CPM Support
- 16 positions for L Tunnel Reconstruction Support
- 21 positions for Miscellaneous Other

Re-estimates (decrease of 71 positions) include:

- -124 positions for SMS Reforecast - Other
- -40 positions for Overtime Adjustment
- -8 positions for Off-Peak Frequency Pilot
- 30 positions for L-Tunnel Reconstruction
- 21 positions for RBS Fare Enforcement
- 20 positions for Platform Budget - Normal Business
- 15 positions for Availability Adjustments
- 10 positions for MTA Consolidated Services - Procurement
- 5 positions for Miscellaneous Other

The breakdown of the 200 position decrease by function is as follows:

- Administration - (total increase of 44 positions) is mainly due to Materiel Headcount Adjustments offset by Administrative Savings
- Operations - (total increase of 29 positions) is mainly due to Platform Budget - Normal Business, and Bus Plan Adjustments

- Maintenance - (total decrease of 312 positions) is mainly due to Subways-Car Equipment SMS Reforecast
- Engineering - (total increase of 40 positions) is mainly due to CPM Support
- Public Safety - (total decrease of 1 position)

Position decreases by occupational group are: Managers/Supervisors -80, Professional/Technical/Clerical +15, and Operational Hourlies -135.

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

BRPs (total decrease of 412 positions in 2020, 328 positions in 2021, and 362 positions in 2022) includes:

- -122 positions for Administrative Staffing Reductions
- -85 positions for Transition to Mid-Life Overhaul from Cycle Maintenance (-1 position in 2021 & -35 positions 2022)
- -68 positions for Stations Efficiencies
- -60 positions for Labor Efficiencies
- -40 positions for Labor Efficiencies - Buses
- -16 positions for Traffic Checking
- -14 positions for SBS Eagle Team Deployment
- -9 positions for Security Post Savings
- 2 positions for Miscellaneous Other

New Needs (total decrease 17 positions) includes:

- -40 positions for Subways Action Plan
- 22 positions for Bus Plan Adjustments
- 1 position for Paratransit Costs

Reimbursable (total increase of 426 positions in 2020, 284 positions in 2021, and 228 positions in 2022) includes:

- 217 positions for Sandy Capital Support Adjustment (147 positions in 2021 & 91 positions 2022)
- 129 positions for Subways Capital Support (73 positions in 2021/22)
- 70 positions for CPM Support (54 positions in 2021/22)
- 33 positions for Reimbursable Vacancies
- -19 positions for TA Labor Adjustments
- -4 positions for Other Re-estimates

Re-estimates (total increase of 13 positions in 2020, 23 positions in 2021, and 16 positions in 2022) include:

- 31 positions for SMS Reforecast – Other (41 positions in 2021 & 34 positions in 2022)
- 20 positions for Platform Budget – Normal Business
- 15 positions for Availability Adjustments
- 10 positions for MTA Consolidated Services
- -36 positions for Other Re-estimates
- -28 positions for Off-Peak Frequency Pilot
- 1 position for Miscellaneous Other

The breakdown of the 10 position increase in 2020, 38 position decrease in 2021, and 135 position decrease in 2022 is as follows:

- Administration - (total increase of 68 positions in 2020, 59 positions in 2021, and 52 positions in 2022) is mainly due to adjustments in Procurement staffing and Reimbursable staff adjustments offset by Administrative Savings
- Operations - (total increase of 62 positions in 2020, 29 positions 2021, and 7 positions in 2022) is mainly due to Platform Budget - Normal Business, Bus Plan Adjustments, and TA Labor Adjustment
- Maintenance - (total decrease of 207 positions in 2020, 178 positions in 2021, and 227 positions in 2022) is mainly due to Subways and Buses BRPs
- Engineering - (total increase of 97 positions in 2020, 78 positions in 2021 and 59 positions in 2022) is due to Quick Start and Sandy Capital Support adjustment
- Public Safety - (total decrease of 10 positions in 2020, 26 positions in 2021 and 2022) is mainly due to SBS Eagle Team Deployment and Security Post Savings

Position changes by occupational group in 2020 are: Managers/Supervisors -12, Professional, Technical, Clerical +39, and Operational Hourlies -17. In 2021, position changes among Managers/Supervisors -41, and Professional, Technical, Clerical 0, and Operational Hourlies +3. In 2022, position changes among Managers/Supervisors -64, and Professional, Technical, Clerical -13, and Operational Hourlies -58.

Year over Year

2019 over 2018

Total positions increased by 289 positions, mainly due to changes in various capital support projects

2020 over 2019

Total positions decreased by 1,275 positions, mainly due to L-Tunnel Reconstruction project completion

2021 over 2020

Total positions decrease by 402 positions, mainly due to changes to Sandy capital support and various capital support projects

2022 over 2021

Total positions decrease by 113 positions, mainly due to changes to Sandy Capital support and various adjustments to Capital Support projects

MTA NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
Favorable/(Unfavorable)

Total Position Changes at a Glance

	2018	2019	2020	2021	2022
2018 July Plan - Total Baseline Positions	50,881	51,246	49,761	49,407	49,391
Total Plan-to-Plan Changes	124	200	(10)	38	135
2018 November Plan - Total Baseline Positions	50,757	51,046	49,771	49,369	49,256
Total Year-to-Year Changes, November Plan		(289)	1,275	402	113

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	82	455	416	322	363
<i>Reimbursable</i>	42	(255)	(426)	(284)	(228)
Total	124	200	(10)	38	135
<i>Full-Time</i>	123	201	(9)	39	136
<i>Full-Time Equivalents</i>	1	(1)	(1)	(1)	(1)
Total	124	200	(10)	38	135
<i>By Function Category</i>					
- Administration	10	(44)	(68)	(59)	(52)
- Operations	86	(29)	(62)	(29)	(7)
- Maintenance	28	312	207	178	227
- Engineering/Capital	0	(40)	(97)	(78)	(59)
- Public Safety	0	1	10	26	26
Total	124	200	(10)	38	135
<i>By Occupational Group</i>					
- Managers/Supervisors	14	80	12	41	64
- Professional, Technical, Clerical	13	(15)	(39)	0	13
- Operational Hourlies	97	135	17	(3)	58
Total	124	200	(10)	38	135

Total Plan-to-Plan Changes by Major Category:

<i>2018 BRPs</i>	19	387	412	328	362
<i>New Needs</i>	(11)	(3)	17	17	17
<i>Change in Reimbursable Positions</i>	42	(255)	(426)	(284)	(228)
<i>Re-estimates & All Other</i> ¹	74	71	(13)	(23)	(16)
Total	124	200	(10)	38	135

¹ Includes NR Full-time Equivalents

MTA New York City Transit
November Financial Plan 2019 - 2022
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2017 Actual*	2018 November Forecast	2019 Final Proposed Budget	2020	2021	2022
Administration						
Office of the President	31	30	32	32	32	32
Law	290	320	315	315	315	315
Office of the EVP	44	18	18	18	17	17
Human Resources	253	252	248	248	248	248
Office of Management and Budget	39	43	43	43	43	43
Capital Planning & Budget	31	36	37	37	36	36
Strategy & Customer Experience**	264	215	215	215	214	213
Non-Departmental	(1)	(33)	8	10	10	10
Labor Relations	87	100	100	100	100	100
Materiel	256	261	269	257	244	238
Controller	119	125	122	119	118	117
Office of People & Business Transformation	-	24	25	25	25	25
Total Administration	1,413	1,391	1,432	1,419	1,402	1,394
Operations						
Subways Rapid Transit Operations	8,724	8,607	8,902	8,558	8,523	8,482
Subways Operation Support /Admin	473	411	411	411	411	411
Subways Stations	2,551	2,741	2,684	2,616	2,616	2,616
Subtotal - Subways	11,748	11,759	11,997	11,585	11,550	11,509
Buses	11,050	11,049	11,412	10,958	10,958	10,958
Paratransit	204	213	214	214	214	214
Operations Planning	394	407	429	421	419	418
Revenue Control	544	643	653	646	646	646
Non-Departmental	-	-	-	-	-	-
Total Operations	23,940	24,071	24,705	23,824	23,787	23,745
Maintenance						
Subways Operation Support /Admin	179	188	81	79	77	76
Subways Engineering	365	398	386	350	327	324
Subways Car Equipment	5,274	5,165	4,981	5,171	5,054	5,024
Subways Infrastructure	1,759	1,842	1,963	1,867	1,790	1,787
Subways Elevator & Escalators	397	482	464	461	486	486
Subways Stations	3,423	3,454	3,389	3,397	3,401	3,401
Subways Track	3,001	3,348	3,155	3,039	3,021	3,021
Subways Power	633	723	711	679	650	650
Subways Signals	1,586	1,652	1,650	1,591	1,578	1,578
Subways Electronics Maintenance	1,590	1,715	1,754	1,638	1,611	1,610
Subtotal - Subways	18,207	18,967	18,534	18,272	17,995	17,957
Buses	3,660	3,656	3,649	3,575	3,610	3,605
Supply Logistics	571	597	567	569	569	569
System Safety	95	97	95	95	94	93
Non-Departmental	(1)	(104)	(91)	(67)	(67)	(67)
Total Maintenance	22,532	23,213	22,754	22,444	22,201	22,157
Engineering/Capital						
Capital Program Management	1,420	1,438	1,468	1,450	1,361	1,342
Total Engineering/Capital	1,420	1,438	1,468	1,450	1,361	1,342
Public Safety						
Security	646	644	687	634	618	618
Total Public Safety	646	644	687	634	618	618
Total Baseline Positions	49,951	50,757	51,046	49,771	49,369	49,256
Non-Reimbursable	45,141	45,175	44,525	44,570	44,524	44,513
Reimbursable	4,810	5,582	6,521	5,201	4,845	4,743
Total Full-Time	49,715	50,561	50,814	49,539	49,137	49,024
Total Full-Time Equivalents	236	196	232	232	232	232

*2017 Actuals are not restated to reflect reorganization changes.

**Formerly Corporate Communications.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2019 - 2022
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
FUNCTION / OCCUPATIONAL GROUP						
Administration						
Managers/Supervisors	439	521	542	536	526	523
Professional/Technical/Clerical	950	834	854	847	840	835
Operational Hourlies	24	36	36	36	36	36
Total Administration Headcount	1,413	1,391	1,432	1,419	1,402	1,394
Operations						
Managers/Supervisors	2,804	2,850	2,890	2,796	2,788	2,784
Professional/Technical/Clerical	499	588	591	586	584	584
Operational Hourlies	20,637	20,633	21,224	20,442	20,415	20,377
Total Operations Headcount	23,940	24,071	24,705	23,824	23,787	23,745
Maintenance						
Managers/Supervisors	4,052	4,168	4,037	3,943	3,900	3,892
Professional/Technical/Clerical	1,077	1,150	1,099	1,015	964	959
Operational Hourlies	17,403	17,895	17,618	17,486	17,337	17,306
Total Maintenance Headcount	22,532	23,213	22,754	22,444	22,201	22,157
Engineering / Capital						
Managers/Supervisors	346	360	379	365	331	317
Professional/Technical/Clerical	1,072	1,076	1,087	1,083	1,028	1,023
Operational Hourlies	2	2	2	2	2	2
Total Engineering Headcount	1,420	1,438	1,468	1,450	1,361	1,342
Public Safety						
Managers/Supervisors	271	264	292	249	248	248
Professional/Technical/Clerical	38	44	41	41	41	41
Operational Hourlies	337	336	354	344	329	329
Total Public Safety Headcount	646	644	687	634	618	618
Total Positions						
Managers/Supervisors	7,912	8,163	8,140	7,889	7,793	7,764
Professional/Technical/ Clerical	3,636	3,692	3,672	3,572	3,457	3,442
Operational Hourlies	38,403	38,902	39,234	38,310	38,119	38,050
Total Positions	49,951	50,757	51,046	49,771	49,369	49,256

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MTA Bus Company

MTA BUS COMPANY
2019 Final Proposed Budget
November Financial Plan 2019 – 2022

FINANCIAL OVERVIEW

MTA Bus Company (**MTABC**) remains committed to providing safe, secure, reliable and cost-efficient transportation service that fosters the continued vibrancy and prosperity of the New York region. To that end, the November Financial Plan presents the means to meet 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:

Bus Action Plan (BAP) - Specific elements of the BAP include a completely redesigned bus route network, working with traffic engineering consultants to develop and support new priority infrastructure, increased collaboration with the NYC Department of Transportation (NYCDOT), the NYC Police Department (NYPD), and local communities to balance bus stops, improve off-peak service to meet changing ridership needs, improve bus boarding times by using all doors, improving customer service and the customer experience, and improve service delivery through proactive management.

The BAP will deliver world-class service with immediate and long-term improvements by building upon numerous existing and ongoing initiatives, such as the growing Select Bus Service (SBS) network, "traffic signal priority" technology that allows traffic lights to prioritize oncoming buses and digital information screens to provide helpful bus route, next stop and real-time service advisories.

The Plan includes preliminary costs of \$3.6 million in 2018, \$5.7 million in 2019, \$2.5 million in 2020, \$2.2 million in 2021 and \$1.7 million in 2022 for a comprehensive, clean-slate approach to reimagining the entire MTABC bus system.

Shop MCI Structure – These changes are in contract pricing for bus structural repairs to an overaged MCI fleet. This is estimated to cost \$2.1 million in 2018, \$2.7 million in 2019, and \$0.2 million in 2020.

Shuttles - Additional costs related to Shuttle service are being incurred. This is estimated to cost \$0.4 million from 2018 – 2022.

Storeroom Superintendents - The three superintendents will provide the required management coverage across all shifts, and provide weekend coverage and vacation/sick relief across seven operating depot storerooms, overhaul and salvage storerooms. This is due to an increased inventory as a result of additional fleet models and the need to maintain an aging

fleet. This is estimated to cost \$0.5 million in 2019 and 2020, and \$0.6 million in 2021 and 2022.

Yonkers Building Maintenance - Modification of Yonkers bus depot maintenance yard due to an easement from the City of Yonkers. This will cost \$2.0 million in 2019.

Platform Budget – The annual Platform Budget service adjustment has no change due to service guidelines; however, it includes adjustments necessary to comply with the recently signed ATU Collective Bargaining Agreement. Estimated additional cost of \$1.0 million in 2018, \$1.8 million in 2019, \$4.6 million in 2020, \$4.8 million in 2021 and \$4.9 million in 2022.

The 2019 BUDGET REDUCTION PROGRAM (BRP) - includes the following primary reductions:

- **Shop Overhaul Program** – Transition to a six-year overhaul schedule resulting in savings of \$5.6 million in 2019, \$4.1 in 2020, and \$8.6 million in 2021, and a cost of \$5.8 million in 2022.
- **Express Bus Service** – Ridership based weekday and weekend service adjustment resulting in savings of \$10.0 million in 2019, \$21.0 million in 2020 and 2021 and \$21.1 million in 2022.
- **OTPS** – Savings are based on a continued review of controllable non-labor expenses resulting in \$6.3 million savings in 2018.
- **Other Fringe Benefits** – Lower forecasted Other Fringe Benefits saving \$2.0 million in 2018.

2018 November Forecast

MTA Bus Company's 2018 November Forecast includes total expenses before depreciation and other post-employment benefits of \$818.8 million, consisting of \$812.9 million of non-reimbursable expenses and \$6.0 million of reimbursable expenses. Total revenues are projected to be \$245.8 million, of which \$219.3 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 \$1.3 million from the Mid-Year Forecast to \$547.0 million.

Major operating cash changes include:

- **Farebox Revenue** increase of \$2.2 million due to an increase in ridership.
- **Programmatic Investment** increases of \$4.4 million as a result of several initiatives discussed in the Financial Overview.
- **Re-estimate** decreases of \$1.0 million due to service adjustments mentioned previously.

Reimbursable expenses are projected to remain the same.

Total baseline full-time and full-time equivalent positions are 3,981 (3,941 non-reimbursable and 40 reimbursable).

2019 Final Proposed Budget

MTA Bus Company's 2019 Final Proposed Budget includes total expenses before depreciation and other post-employment benefits of \$824.1 million, consisting of \$818.2 million of non-reimbursable expenses and \$5.9 million of reimbursable expenses. Total revenue is projected to be \$248.0 million, of which \$221.4 million is Farebox Revenue, \$20.7 million is Other Operating Revenue, and \$5.9 million is Capital and Other Reimbursements.

The 2019 net operating cash deficit is projected to decrease by \$3.4 million from the July Financial Plan to \$519.1 million.

Major Operating Cash changes include:

- **Farebox Revenue** increase of \$3.8 million.
- **Programmatic Investment** increase of \$8.9 million mainly due to several initiatives discussed in the Financial Overview.
- **Payroll** expense decrease of \$3.7 million due to programmatic initiatives.
- **Pension** increase of \$2.9 million due to the latest actuarial report.
- **Fuel** expense increase of \$1.6 million due to revised forecast assumptions.
- **Maintenance and Other Operating Contract** increase of \$6.5 million primarily due to programmatic initiatives.
- **Professional Service Contracts** increase of \$2.1 million primarily due to the BAP.

Reimbursable expenses remain the same.

Total baseline positions are projected to decrease by 57.

Total baseline full-time and full-time equivalent positions are 3,915 (3,875 non-reimbursable and 40 reimbursable).

2020 – 2022 Projections

Net operating cash deficits are projected to improve by \$21.1 million in 2020, \$17.9 million in 2021 and \$9.2 million in 2022, relative to the July Financial Plan.

Major operating cash changes include:

- **Operating Revenue** increases of \$3.5 million in 2020, \$3.4 million in 2021, and \$3.3 million in 2022 due to higher projected ridership.

- **Programmatic investment** increases of \$3.4 million in 2020, \$3.2 million in 2021, and \$2.6 million in 2022, due to new and/or ongoing initiatives.
- **Payroll** decreases of \$5.9 million in 2020, \$7.2 million in 2021, and of \$2.2 million in 2022, primarily due to BAP referenced in the overview.
- **Health & Welfare** (including OPEB current payment) expense decreases of \$1.6 million in 2020, \$2.0 million in 2021, and \$0.6 million 2022, mainly due to a reduction in headcount.
- **Pension** increases of \$2.3 million in 2020, \$2.4 million in 2021, and \$2.3 million in 2022, due to revised actuarial assumptions.
- **Fuel** expense increases of \$0.8 million in 2020, \$1.0 million in 2021, and remaining flat in 2022, as a result of revised forecast assumptions.
- **Maintenance and Other Operating Contract** increases of \$0.8 million in 2020, \$0.6 million in 2021, and \$0.5 million 2022, primarily due to shop program changes.
- **Professional Service Contract** increases of \$1.9 million in 2020, \$1.6 million in 2021, and \$0.9 million in 2022 primarily due to the BAP.
- **Materials & Supplies** decreases of \$8.5 million in 2020, \$4.5 million in 2021, and \$1.5 million in 2022, mostly due to Shop Program changes, and the Express Bus Service adjustment

Reimbursable expenses remain the same.

Total Baseline positions are projected to decrease by 87 in 2020, 102 in 2021, and 36 in 2022.

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$217.164	\$219.317	\$221.404	\$221.981	\$221.085	\$221.195
Other Operating Revenue	19.834	20.536	20.657	20.797	21.511	22.366
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$236.998	\$239.853	\$242.061	\$242.778	\$242.596	\$243.561
Operating Expense						
Labor:						
Payroll	\$284.677	\$286.747	\$285.086	\$283.706	\$284.218	\$302.771
Overtime	66.202	66.394	62.301	57.357	60.070	62.681
Health and Welfare	68.946	73.056	76.752	79.288	83.043	90.717
OPEB Current Payments	21.186	23.446	25.227	26.287	27.733	29.258
Pension	50.544	56.714	55.703	53.068	50.829	45.771
Other Fringe Benefits	63.833	68.825	71.667	70.458	71.018	73.852
Reimbursable Overhead	(1.462)	(1.002)	(1.003)	(1.004)	(1.015)	(1.046)
Total Labor Expenses	\$553.926	\$574.178	\$575.734	\$569.160	\$575.895	\$604.004
Non-Labor:						
Electric Power	\$1.772	\$2.150	\$1.961	\$2.062	\$2.156	\$2.274
Fuel	19.537	27.144	27.536	26.217	25.504	25.179
Insurance	5.633	5.941	6.700	6.865	7.415	8.401
Claims	88.297	60.139	61.336	63.035	64.711	66.356
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	26.521	44.193	49.569	34.102	39.085	35.268
Professional Services Contracts	23.750	31.562	36.603	36.902	37.231	37.952
Materials and Supplies	47.968	62.825	53.402	37.260	44.270	50.065
Other Business Expenses	3.994	4.741	5.323	5.381	5.515	5.907
Total Non-Labor Expenses	\$217.471	\$238.693	\$242.431	\$211.823	\$225.888	\$231.401
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.	\$771.397	\$812.871	\$818.165	\$780.983	\$801.783	\$835.405
Depreciation	\$58.588	\$54.341	\$54.341	\$54.341	\$54.778	\$56.163
OPEB Liability Adjustment	61.676	100.150	100.150	100.150	100.150	103.295
GASB 68 Pension Expense Adjustment	66.046	46.300	85.900	28.200	18.700	19.200
Environmental Remediation	0.222	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$957.929	\$1,013.662	\$1,058.556	\$963.674	\$975.411	\$1,014.063
Net Surplus/(Deficit)	(\$720.931)	(\$773.809)	(\$816.495)	(\$720.896)	(\$732.815)	(\$770.501)

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
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	4.383	5.960	5.925	5.871	5.966	6.151
Total Revenues	\$4.383	\$5.960	\$5.925	\$5.871	\$5.966	\$6.151
Operating Expense						
Labor:						
Payroll	\$2.652	\$2.731	\$2.586	\$2.430	\$2.395	\$2.469
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.149	1.121	1.214	1.314	1.422	1.467
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	1.462	1.002	1.003	1.004	1.015	1.046
Total Labor Expenses	\$4.263	\$4.855	\$4.803	\$4.748	\$4.832	\$4.981
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	0.238	0.242	0.242	0.244	0.252
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.121	0.867	0.881	0.881	0.890	0.918
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.121	\$1.105	\$1.122	\$1.123	\$1.134	\$1.170
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$4.383	\$5.960	\$5.925	\$5.871	\$5.966	\$6.151
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$217.164	\$219.317	\$221.404	\$221.981	\$221.085	\$221.195
Other Operating Revenue	19.834	20.536	20.657	20.797	21.511	22.366
Capital and Other Reimbursements	4.383	5.960	5.925	5.871	5.966	6.151
Total Revenues	\$241.381	\$245.813	\$247.986	\$248.649	\$248.562	\$249.712
Operating Expense						
<u>Labor:</u>						
Payroll	\$287.328	\$289.478	\$287.672	\$286.136	\$286.613	\$305.240
Overtime	66.202	66.394	62.301	57.357	60.070	62.681
Health and Welfare	69.095	74.177	77.966	80.602	84.466	92.184
OPEB Current Payments	21.186	23.446	25.227	26.287	27.733	29.258
Pension	50.544	56.714	55.703	53.068	50.829	45.771
Other Fringe Benefits	63.833	68.825	71.667	70.458	71.018	73.852
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$558.188	\$579.032	\$580.537	\$573.908	\$580.727	\$608.986
<u>Non-Labor:</u>						
Electric Power	\$1.772	\$2.150	\$1.961	\$2.062	\$2.156	\$2.274
Fuel	19.537	27.144	27.536	26.217	25.504	25.179
Insurance	5.633	5.941	6.700	6.865	7.415	8.401
Claims	88.297	60.139	61.336	63.035	64.711	66.356
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	26.521	44.431	49.810	34.344	39.329	35.520
Professional Services Contracts	23.750	31.562	36.603	36.902	37.231	37.952
Materials and Supplies	48.088	63.692	54.282	38.141	45.160	50.983
Other Business Expenses	3.994	4.741	5.323	5.381	5.515	5.907
Total Non-Labor Expenses	\$217.591	\$239.798	\$243.553	\$212.946	\$227.022	\$232.571
<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.	\$775.780	\$818.831	\$824.090	\$786.854	\$807.749	\$841.557
Depreciation	\$58.588	\$54.341	\$54.341	\$54.341	\$54.778	\$56.163
OPEB Liability Adjustment	61.676	100.150	100.150	100.150	100.150	103.295
GASB 68 Pension Expense Adjustment	66.046	46.300	85.900	28.200	18.700	19.200
Environmental Remediation	0.222	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$962.313	\$1,019.622	\$1,064.481	\$969.545	\$981.377	\$1,020.214
Net Surplus/(Deficit)	(\$720.931)	(\$773.809)	(\$816.495)	(\$720.896)	(\$732.815)	(\$770.502)

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$215.980	\$219.317	\$221.404	\$221.981	\$221.085	\$221.195
Other Operating Revenue	20.362	20.536	20.657	20.797	21.511	22.366
Capital and Other Reimbursements	4.576	8.042	11.308	11.247	11.328	11.721
Total Receipts	\$240.918	\$247.895	\$253.369	\$254.025	\$253.924	\$255.282
Expenditures						
<u>Labor:</u>						
Payroll	\$272.085	\$292.316	\$289.051	\$287.674	\$286.207	\$304.820
Overtime	66.214	66.394	62.301	57.357	60.070	62.681
Health and Welfare	72.848	73.749	77.966	80.603	84.466	92.184
OPEB Current Payments	22.256	23.446	25.227	26.287	27.733	29.258
Pension	51.022	56.540	55.529	52.894	50.653	45.590
Other Fringe Benefits	51.657	53.648	56.490	55.281	55.839	58.668
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	\$536.082	\$566.091	\$566.566	\$560.096	\$564.966	\$593.201
<u>Non-Labor:</u>						
Electric Power	\$1.771	\$2.150	\$1.961	\$2.062	\$2.156	\$2.274
Fuel	19.246	27.144	26.113	24.794	25.505	25.179
Insurance	5.468	5.941	6.700	6.865	7.415	8.401
Claims	36.766	26.004	26.604	27.455	28.255	28.947
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	27.102	56.931	48.322	32.855	39.330	35.520
Professional Services Contracts	21.847	41.562	36.603	36.902	37.231	37.952
Materials and Supplies	48.047	64.292	54.283	38.141	45.160	50.983
Other Business Expenses	3.357	4.740	5.323	5.381	5.515	5.907
Total Non-Labor Expenditures	\$163.604	\$228.762	\$205.910	\$174.455	\$190.567	\$195.163
<u>Other Expenditure 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 Expenditures	\$699.686	\$794.853	\$772.476	\$734.551	\$755.533	\$788.365
Net Cash Balance	(\$458.768)	(\$546.958)	(\$519.106)	(\$480.526)	(\$501.608)	(\$533.083)

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Flow Adjustments						
Receipts						
Farebox Revenue	(\$1.184)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.528	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.193	2.082	5.383	5.376	5.362	5.570
Total Receipts	(\$0.463)	\$2.082	\$5.383	\$5.376	\$5.362	\$5.570
Expenditures						
<u>Labor:</u>						
Payroll	\$15.243	(\$2.838)	(\$1.379)	(\$1.538)	\$0.406	\$0.419
Overtime	(0.012)	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(3.753)	0.428	0.000	(0.001)	0.000	(0.001)
OPEB Current Payments	(1.070)	0.000	0.000	0.000	0.000	0.000
Pension	(0.478)	0.174	0.174	0.174	0.176	0.181
Other Fringe Benefits	12.176	15.177	15.177	15.177	15.179	15.184
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$22.106	\$12.941	\$13.972	\$13.812	\$15.761	\$15.784
<u>Non-Labor:</u>						
Electric Power	\$0.001	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.291	0.000	1.423	1.423	(0.001)	0.000
Insurance	0.165	0.000	0.000	0.000	0.000	0.000
Claims	51.531	34.135	34.732	35.580	36.457	37.408
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.581)	(12.500)	1.489	1.489	(0.001)	0.000
Professional Services Contracts	1.903	(10.000)	0.000	0.000	0.000	0.000
Materials and Supplies	0.041	(0.600)	(0.001)	0.000	0.000	0.001
Other Business Expenses	0.637	0.001	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$53.987	\$11.036	\$37.643	\$38.492	\$36.455	\$37.408
<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	\$76.094	\$23.977	\$51.615	\$52.304	\$52.216	\$53.192
Total Cash Conversion Adjustments before Depreciation	\$75.630	\$26.059	\$56.998	\$57.680	\$57.578	\$58.762
Depreciation	\$58.588	\$54.341	\$54.341	\$54.341	\$54.778	\$56.163
OPEB Liability Adjustment	61.676	100.150	100.150	100.150	100.150	103.295
GASB 68 Pension Expense Adjustment	66.046	46.300	85.900	28.200	18.700	19.200
Environmental Remediation	0.222	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$262.163	\$226.850	\$297.389	\$240.371	\$231.206	\$237.419

MTA BUS COMPANY
2018 November Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
Scheduled Service	677,237	\$27.577	41.5%
Unscheduled Service	147,256	6.469	9.7%
Programmatic/Routine Maintenance	307,685	13.715	20.7%
Unscheduled Maintenance	0	0.000	0.0%
Vacancy/Absentee Coverage	307,560	16.471	24.8%
Weather Emergencies	45,129	1.718	2.6%
Safety/Security/Law Enforcement	3,127	0.166	0.2%
Other	3,316	0.279	0.4%
Subtotal	1,491,310	\$66.394	100.0%
REIMBURSABLE OVERTIME	0	\$0.000	
TOTAL OVERTIME	1,491,310	\$66.394	

MTA BUS COMPANY
2019 Final Proposed Budget
November Financial Plan 2018 – 2022
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 \$2.1 million in 2019, \$0.6 million in 2020; a decrease of \$0.9 million in 2021; and an increase of \$0.1 million in 2022.

Other Operating Revenue

- Other Operating Revenue increases, increases by \$0.1 million in 2019 and 2020, \$0.7 million in 2021, and, \$0.9 million in 2022, due primarily to changes in 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 decrease by \$1.7 million in 2019, \$1.4 million in 2020, increase by \$0.5 million in 2021, and \$18.6 million in 2022, mainly due to changes in the platform budget and other programmatic initiatives.

Overtime

- Non-Reimbursable overtime expenses are projected to decrease by \$4.1 million in 2019 and \$4.9 million in 2020, followed by increases of \$2.7 million in 2021, and \$2.6 million in 2022. The increases are due to the impact of platform budget/normal service and TWU contract adjustments, as well as traffic and absence coverage.

Health & Welfare and OPEB Current

- Health & Welfare/OPEB increases of \$5.5 million in 2019, \$3.6 million in 2020, \$5.2 million in 2021 and \$9.2 million in 2022 are based on the latest guidance.

Pension

- Pension decreases of \$1.0 million in 2019, \$2.6 million in 2020, \$2.2 million in 2021, and \$5.1 million in 2022 are 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 projected NYPA, PSE&G, and Con Ed delivery energy forecast guidelines.

Fuel

- The Financial Plan reflects diesel, CNG, and heating fuel price assumptions. Diesel fuel inflation assumptions are as follows: 6.1% in 2018, 3.1% in 2019; -0.7% in 2020, -2.7% in 2021, and -1.4% in 2022.

Insurance

- Insurance premium rates reflect forecast guidelines.

Claims

- Projections are consistent with the current actuarial information.

Maintenance and Other Operating Contracts

- The increase of \$5.4 million in 2019, decrease of \$15.5 million in 2020, increase of \$5.0 million in 2021, and a decrease of \$3.8 million in 2021 are mainly due to changes in SBS Routes and the Shop Program.

Professional Service Contracts

- The increase of \$5.0 million in 2019, \$0.3 million in 2020 and 2021, and \$0.7 million in 2022 are mainly due to the 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. Expense decrease of \$9.4 million in 2019, \$16.1 million in 2020, an increase of \$7.0 million in 2021, and \$5.8 million in 2022.

Other Business Expenses

- Expense increase by \$0.6 million in 2019, \$0.1 million in 2020 and 2021, and \$0.4 million in 2022, 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 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

Non-Reimbursable

Operating Revenues

Farebox Revenue	\$219.317	\$221.404	\$2.087	\$221.981	\$0.577	\$221.085	(\$0.896)	\$221.195	\$0.110
Other Operating Revenue	20.536	20.657	0.121	20.797	0.140	21.511	0.714	22.366	0.855
Total Revenues	\$239.853	\$242.061	\$2.208	\$242.778	\$0.717	\$242.596	(\$0.182)	\$243.561	\$0.965

Operating Expenses

Labor:

Payroll	\$286.747	\$285.086	\$1.661	\$283.706	\$1.380	\$284.218	(\$0.512)	\$302.771	(\$18.553)
Overtime	66.394	62.301	4.092	57.357	4.944	60.070	(2.712)	62.681	(2.611)
Health and Welfare	73.056	76.752	(3.696)	79.288	(2.536)	83.043	(3.755)	90.717	(7.674)
OPEB Current Payments	23.446	25.227	(1.782)	26.287	(1.060)	27.733	(1.446)	29.258	(1.526)
Pension	56.714	55.703	1.011	53.068	2.635	50.829	2.239	45.771	5.057
Other Fringe Benefits	68.825	71.667	(2.843)	70.458	1.209	71.018	(0.560)	73.852	(2.834)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(1.002)	(1.003)	0.001	(1.004)	0.001	(1.015)	0.011	(1.046)	0.031
Total Labor Expenses	\$574.178	\$575.734	(\$1.556)	\$569.160	\$6.574	\$575.895	(\$6.735)	\$604.004	(\$28.110)

Non-Labor:

Electric Power	\$2.150	\$1.961	\$0.189	\$2.062	(\$0.100)	\$2.156	(\$0.094)	\$2.274	(\$0.118)
Fuel	27.144	27.536	(0.393)	26.217	1.320	25.504	0.713	25.179	0.325
Insurance	5.941	6.700	(0.759)	6.865	(0.165)	7.415	(0.550)	8.401	(0.986)
Claims	60.139	61.336	(1.197)	63.035	(1.699)	64.711	(1.677)	66.356	(1.644)
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	44.193	49.569	(5.376)	34.102	15.466	39.085	(4.983)	35.268	3.817
Professional Services Contracts	31.562	36.603	(5.042)	36.902	(0.298)	37.231	(0.329)	37.952	(0.721)
Materials and Supplies	62.825	53.402	9.423	37.260	16.142	44.270	(7.010)	50.065	(5.795)
Other Business Expenses	4.741	5.323	(0.583)	5.381	(0.057)	5.515	(0.134)	5.907	(0.392)
Total Non-Labor Expenses	\$238.693	\$242.431	(\$3.738)	\$211.823	\$30.608	\$225.888	(\$14.065)	\$231.401	(\$5.513)

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.

Depreciation	\$54.341	\$54.341	\$0.000	\$54.341	\$0.000	\$54.778	(\$0.437)	\$56.163	(\$1.385)
OPEB Liability Adjustment	100.150	100.150	0.000	100.150	0.000	100.150	0.000	103.295	(3.145)
GASB 68 Pension Expense Adjustment	46.300	85.900	(39.600)	28.200	57.700	18.700	9.500	19.200	(0.500)
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.

Net Surplus/(Deficit)	(\$773.809)	(\$816.495)	(\$42.686)	(\$720.896)	\$95.599	(\$732.815)	(\$11.918)	(\$770.501)	(\$37.687)
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MTA BUS COMPANY
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

Reimbursable

Operating Revenues

November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
Farebox Revenue	\$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
Capital and Other Reimbursements	5.960	5.925	(0.034)	5.871	(0.054)	5.966	0.096	6.151
Total Revenues	\$5.960	\$5.925	(\$0.034)	\$5.871	(\$0.054)	\$5.966	\$0.096	\$6.151

Operating Expenses

Labor:

Payroll	\$2.731	\$2.586	\$0.145	\$2.430	\$0.156	\$2.395	\$0.035	\$2.469	(\$0.074)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	1.121	1.214	(0.093)	1.314	(0.100)	1.422	(0.109)	1.467	(0.044)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	1.002	1.003	(0.001)	1.004	(0.001)	1.015	(0.011)	1.046	(0.031)
Total Labor Expenses	\$4.855	\$4.803	\$0.051	\$4.748	\$0.055	\$4.832	(\$0.085)	\$4.981	(\$0.149)

Non-Labor:

Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.238	0.242	(0.004)	0.242	(0.001)	0.244	(0.002)	0.252	(0.008)
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.867	0.881	(0.014)	0.881	(0.001)	0.890	(0.009)	0.918	(0.028)
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	\$1.105	\$1.122	(\$0.017)	\$1.123	(\$0.001)	\$1.134	(\$0.011)	\$1.170	(\$0.036)

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	\$5.960	\$5.925	\$0.034	\$5.871	\$0.054	\$5.966	(\$0.096)	\$6.151	(\$0.185)
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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.	\$5.960	\$5.925	\$0.034	\$5.871	\$0.054	\$5.966	(\$0.096)	\$6.151	(\$0.185)
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Net 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 BUS COMPANY
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<u>Non-Reimbursable and Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$219.317	\$221.404	\$2.087	\$221.981	\$0.577	\$221.085	(\$0.896)	\$221.195	\$0.110
Other Operating Revenue	20.536	20.657	0.121	20.797	0.140	21.511	0.714	22.366	0.855
Capital and Other Reimbursements	5.960	5.925	(0.034)	5.871	(0.054)	5.966	0.096	6.151	0.185
Total Revenues	\$245.813	\$247.986	\$2.173	\$248.649	\$0.663	\$248.562	(\$0.086)	\$249.712	\$1.150
Operating Expenses									
<u>Labor:</u>									
Payroll	\$289.478	\$287.672	\$1.806	\$286.136	\$1.536	\$286.613	(\$0.477)	\$305.240	(\$18.627)
Overtime	66.394	62.301	4.092	57.357	4.944	60.070	(2.712)	62.681	(2.611)
Health and Welfare	74.177	77.966	(3.789)	80.602	(2.635)	84.466	(3.864)	92.184	(7.718)
OPEB Current Payments	23.446	25.227	(1.782)	26.287	(1.060)	27.733	(1.446)	29.258	(1.526)
Pension	56.714	55.703	1.011	53.068	2.635	50.829	2.239	45.771	5.057
Other Fringe Benefits	68.825	71.667	(2.843)	70.458	1.209	71.018	(0.560)	73.852	(2.834)
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	\$579.032	\$580.537	(\$1.505)	\$573.908	\$6.629	\$580.727	(\$6.819)	\$608.986	(\$28.259)
<u>Non-Labor:</u>									
Electric Power	\$2.150	\$1.961	\$0.189	\$2.062	(\$0.100)	\$2.156	(\$0.094)	\$2.274	(\$0.118)
Fuel	27.144	27.536	(0.393)	26.217	1.320	25.504	0.713	25.179	0.325
Insurance	5.941	6.700	(0.759)	6.865	(0.165)	7.415	(0.550)	8.401	(0.986)
Claims	60.139	61.336	(1.197)	63.035	(1.699)	64.711	(1.677)	66.356	(1.644)
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	44.431	49.810	(5.380)	34.344	15.466	39.329	(4.985)	35.520	3.809
Professional Services Contracts	31.562	36.603	(5.042)	36.902	(0.298)	37.231	(0.329)	37.952	(0.721)
Materials and Supplies	63.692	54.282	9.409	38.141	16.141	45.160	(7.019)	50.983	(5.823)
Other Business Expenses	4.741	5.323	(0.583)	5.381	(0.057)	5.515	(0.134)	5.907	(0.392)
Total Non-Labor Expenses	\$239.798	\$243.553	(\$3.755)	\$212.946	\$30.607	\$227.022	(\$14.076)	\$232.571	(\$5.549)
<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.	\$818.831	\$824.090	(\$5.260)	\$786.854	\$37.236	\$807.749	(\$20.895)	\$841.557	(\$33.808)
Depreciation	\$54.341	\$54.341	\$0.000	\$54.341	\$0.000	\$54.778	(\$0.437)	\$56.163	(\$1.385)
OPEB Liability Adjustment	100.150	100.150	0.000	100.150	0.000	100.150	0.000	103.295	(3.145)
GASB 68 Pension Expense Adjustment	46.300	85.900	(39.600)	28.200	57.700	18.700	9.500	19.200	(0.500)
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.	\$1,019.622	\$1,064.481	(\$44.860)	\$969.545	\$94.936	\$981.377	(\$11.832)	\$1,020.214	(\$38.837)
Net Surplus/(Deficit)	(\$773.809)	(\$816.495)	(\$42.686)	(\$720.896)	\$95.599	(\$732.815)	(\$11.918)	(\$770.502)	(\$37.687)

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
Cash Receipts and Expenditures									
Receipts									
Farebox Revenue	\$219.317	\$221.404	\$2.087	\$221.981	\$0.577	\$221.085	(\$0.896)	\$221.195	\$0.110
Other Operating Revenue	20.536	20.657	0.121	20.797	0.140	21.511	0.714	22.366	0.855
Capital and Other Reimbursements	8.042	11.308	3.267	11.247	(0.061)	11.328	0.082	11.721	0.393
Total Receipts	\$247.895	\$253.369	\$5.474	\$254.025	\$0.656	\$253.924	(\$0.100)	\$255.282	\$1.358
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$292.316	\$289.051	\$3.265	\$287.674	\$1.377	\$286.207	\$1.467	\$304.820	(\$18.614)
Overtime	66.394	62.301	4.092	57.357	4.944	60.070	(2.712)	62.681	(2.611)
Health and Welfare	73.749	77.966	(4.217)	80.603	(2.636)	84.466	(3.863)	92.184	(7.719)
OPEB Current Payments	23.446	25.227	(1.782)	26.287	(1.060)	27.733	(1.446)	29.258	(1.525)
Pension	56.540	55.529	1.011	52.894	2.635	50.653	2.241	45.590	5.063
Other Fringe Benefits	53.648	56.490	(2.843)	55.281	1.209	55.839	(0.558)	58.668	(2.829)
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	\$566.091	\$566.566	(\$0.474)	\$560.096	\$6.470	\$564.966	(\$4.870)	\$593.201	(\$28.236)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$2.150	\$1.961	\$0.189	\$2.062	(\$0.100)	\$2.156	(\$0.094)	\$2.274	(\$0.118)
Fuel	27.144	26.113	1.030	24.794	1.320	25.505	(0.711)	25.179	0.326
Insurance	5.941	6.700	(0.759)	6.865	(0.165)	7.415	(0.550)	8.401	(0.986)
Claims	26.004	26.604	(0.600)	27.455	(0.851)	28.255	(0.799)	28.947	(0.693)
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	56.931	48.322	8.609	32.855	15.466	39.330	(6.475)	35.520	3.810
Professional Services Contracts	41.562	36.603	4.958	36.902	(0.298)	37.231	(0.329)	37.952	(0.721)
Materials and Supplies	64.292	54.283	10.009	38.141	16.142	45.160	(7.019)	50.983	(5.823)
Other Business Expenses	4.740	5.323	(0.584)	5.381	(0.057)	5.515	(0.134)	5.907	(0.392)
Total Non-Labor Expenditures	\$228.762	\$205.910	\$22.852	\$174.455	\$31.455	\$190.567	(\$16.112)	\$195.163	(\$4.596)
<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	\$794.853	\$772.476	\$22.378	\$734.551	\$37.925	\$755.533	(\$20.982)	\$788.365	(\$32.832)
Net Cash Surplus/(Deficit)	(\$546.958)	(\$519.106)	\$27.852	(\$480.526)	\$38.581	(\$501.608)	(\$21.083)	(\$533.083)	(\$31.474)

MTA BUS COMPANY
2019 Final Proposed Budget
November Financial Plan 2019 – 2022
Summary of Major Plan-to-Plan Changes by Generic Category

2018: November Forecast vs. Mid-Year Forecast

Operating Revenue Changes

Operating revenues are projected to increase from the July Financial Plan by \$2.2 million.

Major generic category changes include:

- An increase in Farebox Revenue of \$2.2 million due to higher projected ridership.

Operating Expense Changes

Operating expenses increased from the July Financial Plan by \$3.5 million.

Major generic category changes include:

- **Overtime** is projected to increase by \$1.3 million primarily due to the BAP, Platform Budget/normal service adjustments, and Shop Overhaul.
- **Pension** expenses are projected to increase by \$3.6 million based on the increase in headcount.
- **Fuel** expenses are projected to increase by \$0.7 million as a result of higher forecasted fuel prices partially offset by the CNG fuel rebate.
- **Maintenance & Other Operating Contracts** expenses are projected to decrease by \$0.9 million primarily due to OTPS BRP offset by Shop MCI Structural needs.

2019-2022: November Financial Plan vs. July Financial Plan

Operating Revenue Changes

Operating Revenues are projected to increase from the July Financial Plan by \$3.8 million in 2019, \$3.5 million in 2020, \$3.4 million in 2021, and \$3.3 million 2022.

Major changes include:

An increase in Farebox Revenue of \$3.8 million in 2019, \$3.5 million in 2020, \$3.4 million in 2021, and \$3.3 million in 2022, based on the updated Ridership and Revenue forecast.

Operating Expense Changes

Operating Expenses increased from the July Plan by \$51.8 million in 2019, and decreased \$19.8 million in 2020, \$17.0 million in 2021, and \$8.4 million in 2022.

Major changes include:

- **Payroll** is projected to decrease by \$3.7 million in 2019, \$5.9 million in 2020, \$7.2 million in 2021, and \$2.2 million in 2022, primarily due to programmatic initiatives discussed earlier.
- **Overtime** is projected to decrease by \$2.9 million in 2019, \$6.2 million in 2020, \$5.1 million in 2021 and \$4.5 million in 2022 primarily due to express bus service adjustments in accordance with ridership guidelines.
- **Health & Welfare/OPEB current payment** expenses are projected to decrease by \$1.0 million in 2019, \$1.6 million in 2020, \$2.0 million in 2021, and \$0.6 million in 2022, due to a decrease in headcount.
- **Pension** expenses are projected to increase by \$2.9 million in 2019, \$2.3 million in 2020, \$2.4 million in 2021, and \$2.3 million in 2022, based on the current actuarial re-estimate.
- **Fuel** expenses are projected to increase by \$1.6 million in 2019, \$0.8 million in 2020, \$1.0 million in 2021, and remain relatively flat in 2022, due to revised forecast assumptions.
- **Maintenance and Other Operating Contract** expenses are projected to increase by \$6.5 million in 2019, \$0.8 million in 2020, \$0.6 million in 2021, and \$0.5 million in 2022, primarily due to changes in Shop MCI Structure, platform budget, and Yonkers depot maintenance, offset by Express Bus Service adjustments.
- **Materials and Supplies** expenses are projected to decrease \$4.5 million in 2019, \$8.5 million in 2020, \$4.5 million in 2021, and \$1.5 million in 2022 mainly due to changes in the Shop Program, CPI adjustment, and Express Bus service adjustment.

MTA BUS COMPANY
2019 Final Proposed Budget
November Financial Plan 2019 – 2022
Summary of Major Plan-to-Plan Changes by Generic Category

2018 - 2021 November Financial Plan vs. February Financial Plan

Operating Revenue Changes

Operating Revenues are projected to increase from the February Financial Plan by \$0.3 million in 2018, \$1.3 million in 2019, \$0.8 million in 2020, and \$0.4 million in 2021, due to lower ridership and advertising revenue.

Operating Expense Changes

Operating Expenses increased from the February Plan by \$0.4 million in 2018, \$28.7 million in 2019, \$5.0 million in 2020 and \$10.1 million in 2021.

Major generic category changes include:

- **Payroll** is projected to remain flat in 2018, and decrease by \$6.7 million in 2019, \$9.3 million in 2020, and \$11.9 million in 2021, primarily due to programmatic initiatives (discussed earlier) and shop programs.
- **Overtime** is projected to increase \$1.8 million in 2018, decrease \$2.5 million in 2019, \$6.9 million in 2020, and \$4.9 million in 2021, primarily due to programmatic initiatives (discussed earlier) and shop programs
- **Health & Welfare/OPEB Current Payment** expenses are projected to increase by \$0.1 million in 2018, decreased \$7.7 million in 2019, \$2.5 million in 2020, and \$2.8 million in 2021, based on the latest projected rates and change in headcount.
- **Pension** expenses are projected to increase by \$3.4 million in 2018, \$1.5 million in 2019, decrease by \$0.3 million in 2020, and \$1.0 million in 2021, based on the most current actuarial re-estimates.
- **Other Fringe Benefits** expenses are projected to decrease by \$1.3 million in 2018, \$0.4 million in 2019, \$1.1 million in 2020, and \$1.2 million in 2021 due to changes in staffing levels and programmatic changes.
- **Fuel** expenses are projected to increase by \$5.2 million in 2018, \$5.7 million in 2019, \$0.4 million in 2020, and decrease by \$1.7 million in 2021 and are due to revised forecast assumptions.
- **Claims** expenses are projected to increase by \$30.2 million in 2018, \$30.8 million in 2019, \$32.5 million in 2020, and \$33.9 million in 2021 due to revised actuarial assumptions.

- **Maintenance and Other Operating Contract** expenses are projected to increase by \$0.8 million in 2018, \$8.5 million in 2019, \$2.9 million in 2020 and \$3.8 million in 2021. This is mostly due to changes in the shop program and SBS routes.
- **Materials and Supplies** expenses are projected to increase by \$0.1 million in 2018, decrease by \$1.2 million in 2019, \$11.1 million in 2020, and \$4.1 million in 2021, mostly due to changes in the shop program and the BRP.

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2018	2019	2020	2021	2022
July Financial Plan - Net Cash Surplus/(Deficit)	(\$545.665)	(\$522.496)	(\$501.577)	(\$519.468)	(\$542.269)
Baseline Changes					
Revenue					
Farebox Revenue	\$2.158	\$3.790	\$3.532	\$3.396	\$3.269
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-
Total Revenue Changes	\$2.158	\$3.790	\$3.532	\$3.396	\$3.269
Expenses					
Labor:					
Payroll	(\$0.130)	\$3.716	\$5.896	\$7.199	\$2.236
Overtime	(1.277)	2.857	6.177	5.134	4.543
Health and Welfare	(0.036)	1.021	1.621	1.979	0.615
OPEB Current Payment	-	-	-	-	-
Pensions	(3.564)	(2.927)	(2.314)	(2.435)	(2.301)
Other Fringe Benefits	1.861	0.648	1.190	1.216	0.668
Reimbursable Overhead	-	-	-	-	-
Total Labor Expense Changes	(\$3.146)	\$5.315	\$12.571	\$13.094	\$5.761
Non-Labor:					
Electric Power	(\$0.054)	\$0.023	\$0.007	\$0.005	\$0.003
Fuel	(0.748)	(1.587)	(0.772)	(0.958)	(0.016)
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.867	(6.518)	(0.845)	(0.623)	(0.511)
Professional Service Contracts	(1.049)	(2.113)	(1.906)	(1.556)	(0.891)
Materials & Supplies	0.396	4.502	8.461	4.474	1.530
Other Business Expenses	0.283	(0.022)	0.003	0.028	0.040
Total Non-Labor Expense Changes	(\$0.305)	(\$5.715)	\$4.948	\$1.369	\$1.156
Total Expenses before Depreciation and GASB Adjs.	(\$3.451)	(\$4.00)	\$17.519	\$14.463	\$5.917
Depreciation	-	-	-	-	-
OPEB Liability Adjustment	-	-	-	-	-
GASB 68 Pension Adjustment	-	(51.400)	2.300	2.500	2.500
Environmental Remediation	-	-	-	-	-
Total Expense Changes	(\$3.451)	(\$51.800)	\$19.819	\$16.963	\$8.417
Cash Adjustment Changes					
Revenue	-	-	-	-	-
Expense	-	-	-	-	-
Depreciation	-	-	-	-	-
GASB 68 Pension Adjustment	-	51.400	(2.300)	(2.500)	(2.500)
Total Cash Adjustment Changes	\$0.000	\$51.400	(\$2.300)	(\$2.500)	(\$2.500)
Total Baseline Changes	(\$1.293)	\$3.390	\$21.051	\$17.859	\$9.186
November Financial Plan - Net Cash Surplus/(Deficit)	(\$546.958)	(\$519.106)	(\$480.526)	(\$501.609)	(\$533.083)

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2018	2019	2020	2021	2022
July Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	(\$0.000)	(\$0.000)	\$0.000	\$0.000
Baseline Changes					
Revenue					
Farebox Revenue	-	-	-	-	-
Vehicle Toll Revenue	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-
Total Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenses					
Labor:					
Payroll	\$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	-	-	-	-	-
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 2018 - 2021
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2018	2019	2020	2021	2022
July Financial Plan - Net Cash Surplus/(Deficit)	(\$545.665)	(\$522.496)	(\$501.577)	(\$519.468)	(\$542.269)
Baseline Changes					
Revenue					
Farebox Revenue	\$2.158	\$3.790	\$3.532	\$3.396	\$3.269
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-
Total Revenue Changes	\$2.158	\$3.790	\$3.532	\$3.396	\$3.269
Expenses					
Labor:					
Payroll	(\$0.130)	\$3.716	\$5.896	\$7.199	\$2.236
Overtime	(1.277)	2.857	6.177	5.134	4.543
Health and Welfare	(0.036)	1.021	1.621	1.979	0.615
OPEB Current Payment	-	-	-	-	-
Pensions	(3.564)	(2.927)	(2.314)	(2.435)	(2.301)
Other Fringe Benefits	1.861	0.648	1.190	1.216	0.668
Reimbursable Overhead	-	-	-	-	-
Total Labor Expense Changes	(\$3.146)	\$5.315	\$12.571	\$13.094	\$5.761
Non-Labor:					
Electric Power	(\$0.054)	\$0.023	\$0.007	\$0.005	\$0.003
Fuel	(0.748)	(1.587)	(0.772)	(0.958)	(0.016)
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.867	(6.518)	(0.845)	(0.623)	(0.511)
Professional Service Contracts	(1.049)	(2.113)	(1.906)	(1.556)	(0.891)
Materials & Supplies	0.396	4.502	8.461	4.474	1.530
Other Business Expenses	0.283	(0.022)	0.003	0.028	0.040
Total Non-Labor Expense Changes	(\$3.305)	(\$5.715)	\$4.948	\$1.369	\$1.156
Total Expenses before Depreciation and GASB Adjs.	(\$3.451)	(\$4.00)	\$17.519	\$14.463	\$5.917
Depreciation	-	-	-	-	-
OPEB Liability Adjustment	-	-	-	-	-
GASB 68 Pension Adjustment	-	(51.400)	2.300	2.500	2.500
Environmental Remediation	-	-	-	-	-
Total Expense Changes	(\$3.451)	(\$51.800)	\$19.819	\$16.963	\$8.417
Cash Adjustment Changes					
Revenue	-	-	-	-	-
Expense	-	-	-	-	-
Depreciation	-	-	-	-	-
GASB 68 Pension Adjustment	0.000	51.400	(2.300)	(2.500)	(2.500)
Total Cash Adjustment Changes	\$0.000	\$51.400	(\$2.300)	(\$2.500)	(\$2.500)
Total Baseline Changes	(\$1.293)	\$3.390	\$21.051	\$17.859	\$9.186
November Financial Plan - Net Cash Surplus/(Deficit)	(\$546.958)	(\$519.106)	(\$480.526)	(\$501.609)	(\$533.083)

MTA BUS COMPANY
2019 Final Proposed Budget
November Financial Plan 2019 – 2022
Summary of Major Plan-to-Plan Changes

2018: November Forecast vs. Mid-Year Forecast

Revenue Changes

Total Revenue increased from the July Financial Plan by \$2.2 million.

Major changes include:

- An increase in Farebox Revenue of \$2.2 million annually due to higher forecasted ridership.

Expense Changes

Operating expenses increased from the July Financial Plan by \$1.3 million.

Major changes include:

- Programmatic investments of \$4.4 million, mainly due to the BAP.
- Shop MCI Structure increase of \$2.1 million due to contract price changes.
- Fuel increase of \$1.6 million due to revised forecast guidelines.
- Pension increase of \$3.4 million, mostly due to changes in headcount.
- Re-estimate savings of \$6.3 million mainly attributed to the OTPS BRP
- Other Fringe Benefits decreased by \$2.0 million due to lower forecast adjustment.

2019 - 2022: November Financial Plan vs. July Financial Plan

Revenue Changes

Total Revenue changes from the July Financial Plan resulted in an increase of \$3.8 million in 2019, \$3.5 million in 2020, \$3.4 million in 2021 and \$3.3 million 2022.

Major changes include:

- Increases in Farebox Revenue of 3.8 million in 2019, \$3.5 million in 2020, \$3.4 million in 2021 and \$3.3 million in 2022, due to higher ridership projections.

Expense Changes

Total expenses increase by \$51.8 million in 2019, then decrease by \$19.8 million in 2020, \$17.0 million in 2021, and \$8.4 million in 2022. The changes are due to revised inflation, forecast assumptions, and programmatic investments.

Major changes include:

- Programmatic investments costing \$8.9 million in 2019, \$3.4 million in 2020, \$3.2 million in 2021, and \$2.6 million in 2022, mainly to meet BAP goals.
- Fuel expense is projected to increase by \$3.2 million in 2019, \$3.4 million in 2020, an increase of \$3.6 million in 2021, and \$2.6 million in 2022 based on the revised forecast guidelines.
- Platform budget assumptions are projected to increase by \$1.8 million in 2019, \$4.6 million in 2020, \$4.8 million in 2021, and \$4.9 million in 2022 based on the latest service and ridership forecast.
- Shop program costs are projected to decrease by \$3.6 million in 2019, \$6.6 million in 2020, increase \$1.0 million in 2021, and decrease \$2.8 million in 2022. These expenses are partially offset by Shop MCI Structure expense increase of \$2.7 million in 2019, and \$0.2 million in 2020.
- Shop overhaul costs are projected to decrease by \$5.6 million in 2019, \$4.1 million in 2020, and \$8.6 million in 2021, and increase by \$5.8 million in 2022.
- Pension expenses are projected to increase by \$3.9 million in 2019, \$4.1 million in 2020, \$4.3 million in 2021, and \$3.3 million in 2022, due to the most recent actuarial projection.
- Express bus service expenses are projected to decrease by \$10.0 million in 2019, and \$21.0 million in 2020 – 2022.

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

TOTAL NON-REIMBURSABLE and REIMBURSABLE

	2018	2019	2020	2021	2022
July Financial Plan - Net Cash Surplus/(Deficit)	(\$545.665)	(\$522.496)	(\$501.577)	(\$519.468)	(\$542.269)
Non-Reimbursable Major Changes					
Revenue					
Farebox Revenue	\$2.158	\$3.790	\$3.532	\$3.396	\$3.269
Other Operating Revenue	-	-	-	-	-
Sub-Total Non-Reimbursable Revenue Changes	\$2.158	\$3.790	\$3.532	\$3.396	\$3.269
Expenses					
Programs:					
Storeroom Superintendents	\$0.000	(\$0.534)	(\$0.544)	(\$0.555)	(\$0.566)
Express Bus Automatic Chaining	(0.476)	0.000	0.000	0.000	0.000
Receiver Vault Overhaul	0.000	(0.346)	0.000	0.000	0.000
Shuttles	(0.363)	(0.370)	(0.378)	(0.386)	(0.394)
Yonkers Building Maintenance	0.000	(2.000)	0.000	0.000	0.000
Bus Action Plan (BAP)	(3.587)	(5.688)	(2.479)	(2.240)	(1.665)
Sub-Total Programs	(\$4.426)	(\$8.938)	(\$3.401)	(\$3.181)	(\$2.625)
Major Re-estimates/Technical Adjustments/Other:					
Overage Fleet	(\$0.202)	(\$0.203)	\$0.000	\$0.000	\$0.000
Shop - MCI Structure	(2.057)	(2.658)	(0.181)	0.000	0.000
Shop Program	0.040	3.602	6.643	(1.029)	2.810
Platform Budget	(1.038)	(1.826)	(4.648)	(4.755)	(4.865)
Pension	(3.351)	(3.924)	(4.145)	(4.306)	(3.329)
Fuel	(1.566)	(3.155)	(3.383)	(3.569)	(2.627)
OTPS Adjustment	(0.088)	0.590	1.015	1.057	0.707
OTPS - BRP	6.263	0.000	0.000	0.000	0.000
Clerical Reduction	0.000	0.538	0.549	0.561	0.572
Shop Overhaul	(0.001)	5.574	4.062	8.641	(5.803)
CNG Rebate	0.975	0.000	0.000	0.000	0.000
Other Fringe Benefits	2.000	0.000	0.000	0.000	0.000
Express Bus Service Adjustment	0.000	10.001	21.008	21.044	21.078
GASB 68 Pension Adjustment	0.000	(51.400)	2.300	2.500	2.500
Sub-Total Non-Reimbursable Expense Changes	\$0.974	(\$42.863)	\$23.220	\$20.144	\$11.043
Total Non-Reimbursable Major Changes	(\$1.293)	(\$48.010)	\$23.351	\$20.359	\$11.686
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					
	-	-	-	-	-
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	(\$1.293)	(\$48.010)	\$23.351	\$20.359	\$11.686
Cash Adjustment Changes					
GASB 68 Pension Adjustment	\$0.000	\$51.400	(\$2.300)	(\$2.500)	(\$2.500)
Total Cash Adjustment Changes	\$0.000	\$51.400	(\$2.300)	(\$2.500)	(\$2.500)
Total Baseline Changes	(\$1.293)	\$3.390	\$21.051	\$17.859	\$9.186
November Financial Plan - Net Cash Surplus/(Deficit)	(\$546.958)	(\$519.106)	(\$480.526)	(\$501.609)	(\$533.083)

MTA BUS COMPANY
2019 Final Proposed Budget
November Financial Plan 2019 – 2022

RIDERSHIP / (UTILIZATION)

Ridership

The November 2018 Financial Plan ridership forecast assumes that the April - August 2018 weather-adjusted, non-student local bus ridership variance from budget, and the April - August express bus variance will continue through the remainder of the year. The April - August variances from the budget were favorable compared to the January - April variances used in the July 2018 Plan forecast. As a result of the improved ridership results, the November 2018 Plan ridership forecast is 1.7 million higher than the July Plan projection.

Ridership for 2019 is projected to increase by 1.0 percent over 2018, reflecting a positive baseline ridership adjustment to account for the January, February, and March 2018 snowstorms and employment growth. Employment growth is projected to be slightly lower than assumed in the July Plan. The resulting 2019 ridership is 1.2 million higher than the July Plan forecast.

Ridership forecasts for 2020 through 2022 are based on the revised 2019 ridership forecast and the August 2018 employment forecast, which projects slightly lower employment increases than projected in the July Plan in 2020, and higher increases in 2021 and 2022. The resulting ridership is expected to be 1.1 million higher than the July Plan in 2020, 1.0 million higher in 2021, and 0.9 million higher in 2022.

Revenue

Projected Farebox Revenue is \$2.2 million higher than the July Plan in 2018, \$3.8 million in 2019, \$3.5 million higher in 2020, \$3.4 million higher in 2021, and \$3.3 million higher in 2022. These changes reflect higher ridership levels.

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Ridership (Utilization)
(in millions)

	Actual	November	Final			
	2017	Forecast	Proposed	2020	2021	2022
		2018	Budget			
			2019			

RIDERSHIP

Fixed Route	122.214	120.917	120.739	121.014	120.564	120.618
Total Ridership	122.214	120.917	120.739	121.014	120.564	120.618

FAREBOX REVENUE

Fixed Route Farebox Revenue	\$217.164	\$219.317	\$221.404	\$221.981	\$221.085	\$221.195
Farebox Revenue	\$217.164	\$219.317	\$221.404	\$221.981	\$221.085	\$221.195

MTA BUS COMPANY
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022
Administration										
Clerical Reduction (November Plan)	-	0.000	7	0.538	7	0.549	7	0.561	7	0.572
Subtotal Administration	-	0.000	7	0.538	7	\$0.549	7	\$0.561	7	\$0.572
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										
CNG Rebate (November Plan)	-	0.975	-	0.000	-	0.000	-	0.000	-	0.000
Shop Overhaul Program (November Plan)	1	(0.001)	34	5.574	25	4.062	52	8.641	(25)	(5.803)
Maintainer Reduction (July Plan)	-	0.000	11	1.145	11	1.168	11	1.193	11	1.216
Facility OT Reduction (July Plan)	-	0.081	-	0.082	-	0.084	-	0.086	-	0.088
Fuel Efficiencies (July Plan)	-	0.226	-	0.226	-	0.221	-	0.212	-	0.218
Subtotal Maintenance	1	1.281	45	7.027	36	5.535	63	10.132	(14)	(4.281)
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										
Express Bus Service Adjustment (November Plan)	-	0.000	41	10.001	81	21.008	81	21.044	81	21.078
Bus Operator Relief Reduction (July Plan)	13	0.453	13	1.380	13	1.408	13	1.436	13	1.464
FMLA Outsourcing (July Plan)	-	0.000	-	0.035	-	0.070	-	0.180	-	0.256
Subtotal Service	13	0.453	54	11.416	94	22.486	94	22.660	94	22.798
Service Support										
Superintendent Safety Environmental (GSSEM) (July Plan)	-	0.000	2	0.355	2	0.363	2	0.370	2	0.378
Subtotal Service Support	-	0.000	2	0.355	2	0.363	2	0.370	2	0.378
Other										
OTPS Savings (November Plan)	-	6.263	-	0.000	-	0.000	-	0.000	-	0.000
Other Fringe Benefits (November Plan)	-	2.000	-	0.000	-	0.000	-	0.000	-	0.000
OTPS Savings (July Plan)	-	7.600	-	0.400	-	0.400	-	0.400	-	0.400
Subtotal Other	-	15.863	-	0.400	-	0.400	-	0.400	-	0.400
Agency Submission	14	\$17.597	108	\$19.736	139	\$29.333	166	\$34.123	89	\$19.866

MTA BUS COMPANY
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Administration
Program: Clerical Reduction

Background Details: Reduction of one Clerical in each depot (7).

Program Description/Implementation Plan:

Program Implementation Date: When will savings begin?: Jan-19
Are these savings recurring?: Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.538	\$0.549	\$0.561	\$0.572
<i>Total Positions Required:</i>		7	7	7	7
<i>(List Title of Positions)</i>					

MTA BUS COMPANY
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Fuel

Program: CNG rebate

Background Details: 2017 CNG Rebate

**Program Description/
Implementation Plan:**

Program Implementation Date: When will savings begin?: Oct-18

Are these savings recurring?: NO

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.975	\$0.000	\$0.000	\$0.000	\$0.000

*Total Positions Required:
(List Title of Positions)*

MTA BUS COMPANY
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: Shop Overhaul

Background Details:	Preliminary Shop Program is still being finalized. Transition to a 6 year overhaul replacing the prior overhaul schedule where possible.
----------------------------	--

Program Description/ Implementation Plan:	
Program Implementation Date:	When will savings begin?: Oct-18 Are these savings recurring?: Yes
Other Issues:	

	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	(\$0.001)	\$5.574	\$4.062	\$8.641	(\$5.803)
<i>Total Positions Required: (List Title of Positions)</i>		34	25	52	(25)

MTA BUS COMPANY
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Maintenance
Program: Maintainer Reduction

Background Details:	Hourly reduction: 7 Maintainers, 2 Helpers, 2 Cleaners		
Program Description/ Implementation Plan:			
Program Implementation Date:	When will savings begin?:	9/1/2018	
	Are these savings recurring?:	Yes	
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.145	\$1.168	\$1.193	\$1.216
<i>Total Positions Required: (List Title of Positions)</i>		11	11	11	11

MTA BUS COMPANY
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: Facilities OT Reduction

Background Details:	Hourly overtime savings due to improved monitoring.		
Program Description/ Implementation Plan:			
Program Implementation Date:	When will savings begin?:	7/1/2018	
	Are these savings recurring?:	Yes	
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.081	\$0.083	\$0.084	\$0.085	\$0.088



Total Positions Required:
(List Title of Positions)

MTA BUS COMPANY
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Fuel

Program: Fuel Efficiencies

Background Details:	Diesel Fuel usage savings due to improved MPG.		
Program Description/Implementation Plan:			
Program Implementation Date:	When will savings begin?:	1/1/2018	
	Are these savings recurring?:		
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.226	\$0.226	\$0.221	\$0.212	\$0.218



Total Positions Required:
(List Title of Positions)

MTA BUS COMPANY
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Operations

Program: Express Bus Service Adjustment

Background Details:	Ridership-based weekday and weekend service adjustments .		
Program Description/ Implementation Plan:			
Program Implementation Date:	When will savings begin?:	Oct-18	
	Are these savings recurring?:	YES	
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$10.001	\$21.008	\$21.044	\$21.078
<i>Total Positions Required:</i>		41	81	81	81
<i>(List Title of Positions)</i>					

MTA BUS COMPANY
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Service

Program: Bus Operator Relief Reduction

Background Details:	TWU depots Bus Operator relief reduction		
Program Description/ Implementation Plan:			
Program Implementation Date:	When will savings begin?:	9/1/2018	
	Are these savings recurring?:	Yes	
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.453	\$1.380	\$1.408	\$1.435	\$1.464
<i>Total Positions Required:</i>	13	13	13	13	13
<i>(List Title of Positions)</i>					

MTA BUS COMPANY
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Service

Program: FMLA Outsourcing

Background Details:	Board approval of FMLA outsourcing to third party June 2018, assume start of program January 2019. Assumes 1 % reduction in FMLA usage for hourlies and supervisors.		
Program Description/ Implementation Plan:			
Program Implementation Date:	When will savings begin?:	1/1/2019	
	Are these savings recurring?:	Yes	
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.035	\$0.070	\$0.180	\$0.256



Total Positions Required:
(List Title of Positions)

MTA BUS COMPANY
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Service Support

Program: Superintendent Safety Environmental (GSSEM)

Background Details:	One General Superintendent Safety Environmental Management (GSSEM) for two locations.		
Program Description/ Implementation Plan:			
Program Implementation Date:	When will savings begin?:	1/1/2019	
	Are these savings recurring?:	Yes	
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.355	\$0.363	\$0.371	\$0.378
<i>Total Positions Required:</i>		2	2	2	2
<i>(List Title of Positions)</i>					

MTA BUS COMPANY
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Other

Program: Other Than Personal Services (OTPS)

Background Details:	A one-time adjustment of \$6.2 million is to be made in 2018 and allocated among the four major categories Materials & Supplies, Professional Services, Maintenance & Other Operating Contracts, and Other Business Expenses.
----------------------------	---

Program Description/ Implementation Plan:	
Program Implementation Date:	When will savings begin?: Oct-18 Are these savings recurring?: No
Other Issues:	

	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$6.263	\$0.000	\$0.000	\$0.000	\$0.000

Total Positions Required:
(List Title of Positions)

MTA BUS COMPANY
November Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Other

Program: Other Fringe Benefits

Background Details: One time savings due to lower than anticipated Other Fringe Benefits.

**Program Description/
Implementation Plan:**

Program Implementation Date: When will savings begin?: Oct-18
Are these savings recurring?: NO

Other Issues:

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$2.000	\$0.000	\$0.000	\$0.000	\$0.000

Total Positions Required:
(List Title of Positions)

MTA BUS COMPANY
July Financial Plan 2019 - 2022
2018 Budget Reduction Plan Worksheet

Category by Function: Other

Program: OTPS

Background Details:	Rightsizing of accounts based on a 4 year review of account activity.		
Program Description/ Implementation Plan:			
Program Implementation Date:	When will savings begin?:	1/1/2018	
	Are these savings recurring?:	Yes	
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$7.600	\$0.400	\$0.400	\$0.400	\$0.400



Total Positions Required:
(List Title of Positions)

MTA BUS COMPANY
2019 Final Proposed Budget
November Financial Plan 2018 – 2022
Positions

POSITION ASSUMPTIONS

2018: November Forecast vs. Mid-Year Forecast

Total positions are projected to increase by 7, (all non-reimbursable). The changes are as follows:

New Needs (total increase of 8 FTE positions) include:

- 8 positions - Bus Action Plan

(These initiatives are summarized at the beginning of the introductory narrative.)

BRPs (total decrease of 1 position) include:

- -1 position - Shop Overhaul

Position changes by Occupational group are: Managers/Supervisor 1, Professional Technical 1, and Operational Hourlies 5

2019: November Financial Plan vs. July Financial Plan

Total positions are projected to decrease by 57, (all non-reimbursable). The changes are as follows:

New Needs (total increase of 20 FTE positions) include:

- 3 positions - Storeroom Superintendent
- 17 positions - Bus Action Plan

(These initiatives are summarized at the beginning of the introductory narrative.)

BRPs (total decrease of 82 positions) include:

- -34 positions - Shop Overhaul
- -41 positions - Express Bus Service
- -7 positions - Depot Clerical

Re-Estimate (total increase of 5 positions) include:

- 20 positions - Platform Budget
- 1 position – MCI Structures
- -16 positions – Shop Program

Position changes by Occupational group are: Managers/Supervisor 6, Professional Technical 1, Clerical -7, and Operational Hourlies -57

2020: November Financial Plan vs. July Financial Plan

Total positions are projected to decrease by 87, (all non-reimbursable). The changes are as follows:

New Needs (total increase of 6 FTE positions) include:

- 3 positions - Storeroom Superintendent
- 3 positions - Bus Action Plan

(These initiatives are summarized at the beginning of the introductory narrative.)

BRPs (total decrease of 113 positions) include:

- -25 positions - Shop Overhaul
- -81 positions - Express Bus Service
- -7 positions - Depot Clerical

Re-Estimate (total increase of 20 positions) include:

- 25 positions - Platform Budget
- 1 position – MCI Structures
- -6 positions – Shop Program

Reimbursable positions remain the same

Position changes by Occupational group are: Managers/Supervisor 6, Professional Technical 1, Clerical -7, and Operational Hourlies -87

2021: November Financial Plan vs. July Financial Plan

Total positions are projected to decrease by 102 (all non-reimbursable). The changes are as follows:

New Needs (total increase of 6 FTE positions) include:

- 3 positions - Storeroom Superintendent
- 3 positions - Bus Action Plan

(These initiatives are summarized at the beginning of the introductory narrative.)

BRPs (total decrease of 140 positions) include:

- -52 positions - Shop Overhaul
- -81 positions - Express Bus Service
- -7 positions - Depot Clerical

Re-Estimate (total increase of 32 positions) include:

- 25 positions - Platform Budget
- 7 positions – Shop Program

Position changes by Occupational group are: Managers/Supervisor 5, Professional Technical 1, Clerical -7, and Operational Hourlies -101

2022: November Financial Plan vs. July Financial Plan

Total positions are projected to decrease by 36 (all non-reimbursable). The changes are as follows:

New Needs (total increase of 6 positions) include:

- 3 positions - Storeroom Superintendent
- 3 positions - Bus Action Plan

(These initiatives are summarized at the beginning of the introductory narrative.)

BRPs (total decrease of 63 positions) include:

- 25 positions - Shop Overhaul
- -81 positions - Express Bus Service
- -7 positions - Depot Clerical

Re-Estimate (total increase of 21 positions) include:

- 25 positions - Platform Budget
- -4 positions – Shop Program

Position changes by Occupational group are: Managers/Supervisor 5, Professional Technical 1, Clerical -7, and Operational Hourlies -35

Year-to-Year Changes

2019 over 2018:

Total positions decrease by 66. The changes are as follows:

- Increase of 20 positions for Platform Budget
- Increase of 9 positions for Bus Action Plan
- Increase of 3 positions for Storeroom Superintendent
- Increase of 3 positions in Facilities
- Increase of 2 positions for Asset Management
- Increase of 1 position for MCI Structures
- Decrease of 33 positions for Shop Overhaul
- Decrease of 41 positions for Express Bus Service
- Decrease of 16 positions for Shop Program
- Decrease of 7 positions for Depot Clerical
- Decrease of 4 positions for Shop Program
- Decrease of 2 positions in Administrative staff
- Decrease of 1 position for Bus Technology

2020 over 2019:

Total positions decrease by 42. The changes are as follows:

- Increase of 10 positions for Shop Program
- Increase of 9 positions for Shop Overhaul
- Increase of 5 positions for Platform Budget
- Increase of 3 positions in Facilities
- Decrease of 40 positions for Express Bus Service
- Decrease of 15 positions for Shop Program
- Decrease of 14 positions for Bus Action Plan

2021 over 2020:

Total positions decrease by 27. The changes are as follows:

- Increase of 3 positions for Shop Program
- Decrease of 27 positions for Shop Overhaul
- Decrease of 2 positions in Facilities
- Decrease of 1 position for MCI Structures

2022 over 2021:

Total positions increase by 130. The changes are as follows:

- Increase of 53 positions for Shop Program
- Increase of 77 positions for Shop Overhaul

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Favorable/(Unfavorable)

Total Position Changes at a Glance

	2018	2019	2020	2021	2022
2018 July Plan - Total Baseline Positions	3,974	3,972	3,960	3,948	4,012
Total Plan-to-Plan Changes	(7)	57	87	102	36
2018 November Plan - Total Baseline Positions	3,981	3,915	3,873	3,846	3,976
Total Year-to-Year Changes, November Plan		66	42	27	(130)

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	(7)	57	87	102	36
<i>Reimbursable</i>	0	0	0	0	0
Total	(7)	57	87	102	36
<i>Full-Time</i>	(7)	57	87	102	36
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	(7)	57	87	102	36
<i>By Function Category</i>					
- Administration	0	28	30	(1)	(1)
- Operations	(10)	6	43	43	43
- Maintenance	0	20	11	57	(9)
- Engineering/Capital	0	0	0	0	0
- Public Safety	3	3	3	3	3
Total	(7)	57	87	102	36
<i>By Occupational Group</i>					
- Managers/Supervisors	(1)	(6)	(6)	(5)	(5)
- Professional, Technical, Clerical	(1)	6	6	6	6
- Operational Hourlies	(5)	57	87	101	35
Total	(7)	57	87	102	36

Total Plan-to-Plan Changes by Major Category:

<i>2018 BRPs</i>	1	82	113	140	63
<i>New Needs</i>	(8)	(20)	(6)	(6)	(6)
<i>Change in Reimbursable Positions</i>	0	0	0	0	0
<i>Re-estimates & All Other¹</i>	0	(5)	(20)	(32)	(21)
Total	(7)	57	87	102	36

¹ Includes Full-time Equivalents

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2017 Actual	2018 November Forecast	2019 Final Proposed Budget	2020	2021	2022
Administration						
Office of the EVP	3	3	3	3	3	3
Human Resources	15	21	21	21	21	21
Office of Management and Budget	9	16	16	16	16	16
Materiel	15	17	17	17	17	17
Controller	20	19	19	19	19	19
Office of the President	5	5	5	5	5	5
System Safety Administration	1	5	5	5	5	5
Law	22	25	25	25	25	25
Corporate Communications	-	-	-	-	-	-
Strategic Office	17	30	31	31	31	31
Labor Relations	3	-	-	-	-	-
Non Departmental	-	11	4	7	6	11
Total Administration	110	152	146	149	148	153
Operations						
Buses	2,372	2,320	2,301	2,264	2,264	2,264
Office of the Executive Vice President, Regional	4	4	4	4	4	4
Safety & Training	40	57	57	57	57	57
Road Operations	125	123	123	123	123	123
Transportation Support	25	22	22	22	22	22
Operations Planning	33	33	34	34	34	34
Revenue Control	28	7	7	7	7	7
Total Operations	2,627	2,566	2,548	2,511	2,511	2,511
Maintenance						
Buses	760	764	750	738	738	738
Maintenance Support/CMF	238	270	236	237	213	338
Facilities	71	77	80	83	81	81
Supply Logistics	99	100	103	103	103	103
Total Maintenance	1,168	1,211	1,169	1,161	1,135	1,260
Engineering/Capital						
Capital Program Management	27	37	37	37	37	37
Public Safety						
Office of the Senior Vice President	20	15	15	15	15	15
Total Positions	3,952	3,981	3,915	3,873	3,846	3,976
Non-Reimbursable	3,914	3,941	3,875	3,833	3,806	3,936
Reimbursable	38	40	40	40	40	40
Total Full-Time	3,941	3,963	3,897	3,855	3,828	3,958
Total Full-Time Equivalents	11	18	18	18	18	18

MTA BUS COMPANY
November Financial Plan 2019 - 2022
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
FUNCTION / OCCUPATIONAL GROUP						
Administration						
Managers/Supervisors	47	66	66	66	66	66
Professional/Technical/Clerical	63	77	78	78	78	78
Operational Hourlies	0	9	2	5	4	9
Total Administration Headcount	110	152	146	149	148	153
Operations						
Managers/Supervisors	309	307	306	306	306	306
Professional/Technical/Clerical	53	51	44	44	44	44
Operational Hourlies	2,265	2,208	2,198	2,161	2,161	2,161
Total Operations Headcount	2,627	2,566	2,548	2,511	2,511	2,511
Maintenance						
Managers/Supervisors	231	245	249	249	248	248
Professional/Technical/Clerical	35	33	33	33	31	31
Operational Hourlies	902	933	887	879	856	981
Total Maintenance Headcount	1,168	1,211	1,169	1,161	1,135	1,260
Engineering / Capital						
Managers/Supervisors	14	21	21	21	21	21
Professional/Technical/Clerical	13	16	16	16	16	16
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	27	37	37	37	37	37
Public Safety						
Managers/Supervisors	18	9	9	9	9	9
Professional/Technical/Clerical	2	6	6	6	6	6
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	20	15	15	15	15	15
Total Positions						
Managers/Supervisors	619	648	651	651	650	650
Professional/Technical/ Clerical	166	183	177	177	175	175
Operational Hourlies	3,167	3,150	3,087	3,045	3,021	3,151
Total Positions	3,952	3,981	3,915	3,873	3,846	3,976

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Staten Island Railway

MTA STATEN ISLAND RAILWAY
2019 Final Proposed Budget
November Financial Plan 2019 - 2022

FINANCIAL OVERVIEW

The 2018 November Forecast, 2019 Final Proposed Budget and projections for the years 2020-2022 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 to meet requirements in support of the following eighteen important operational new needs, to be implemented on an overtime basis:

- Re-Certification of the Automatic Train Control (ATC) system on all 4 locomotives.
- To establish a four year annual bridge inspection contract to be compliant with state/federal mandates.
- To resolve identified bridge defects.
- To repair a staircase, walkway and retaining wall.
- To upgrade a network configuration and avoid a crippling effect on the security network.
- To take steps to avoid safety/security controls being compromised.
- To fix damaged bathrooms
- Required Sonic/Fiber Optic upgrade to stabilize security/safety controls
- High Voltage Transformer spill containment
- Upgrade station lighting LED's
- HVAC Units (10 locations) for the proper operation of signal relays
- Roof Replacement
- Upgrade concrete walkways and paths
- Reconstruction of Portico at New Dorp and Oakwood Stations
- Upgrade public address systems at stations
- Professional review of rules/books/video
- Retrofit all four diesel locomotives with auxiliary power unit
- Scrubbing Machine

Additionally, this plan increases reimbursable positions from 14 to 28. The additional 14 positions includes 12 positions to support additional reimbursable work requirements that is projected to come on stream shortly as well as 2 positions to support the new R211 fleet of cars scheduled to replace the current fleet in about 3 years.

2018 November Forecast

MTA Staten Island Railway's 2018 November Forecast reflects total expenses, before depreciation, other post-employment benefits (OPEB) and GASB 68 Pension Adjustment, of \$63.452 million, including \$61,334 million of non-reimbursable expenses

and \$2.118 million of reimbursable expenses. Total revenues are projected to be \$11.529 million, of which \$9.411 million are operating revenues and \$2.118 million represent capital reimbursements. Total full-time positions are 356, including 328 non-reimbursable positions and 28 reimbursable positions.

The 2018 November Forecast cash deficit is projected to increase by \$2.236 million in comparison with the 2018 Mid-Year Forecast. Major variances include:

- The unfavorable timing of payments regarding fringe benefits of \$1.491 million and insurance of \$0.677 million from year-end 2017 to 2018.

Total end-of-year positions of 356 increased from the November Forecast by 14, in with 12 positions in support of additional reimbursable projects coming on stream and 2 positions to support the upcoming car fleet replacement with an R211 fleet.

2019 Final Proposed Budget

MTA Staten Island Railway's 2019 Final Proposed Budget reflects total expenses, before depreciation, OPEB and GASB #68 Pension Adjustment, of \$69.753 million, including \$65.198 million of non-reimbursable expenses and \$4.555 million of reimbursable expenses. Total revenues are projected to be \$14.064 million, of which \$9.509 million are operating revenues and \$4.555 million represent capital reimbursements. Total full-time positions are 336, including 308 non-reimbursable positions and 28 reimbursable positions.

The 2019 Final Proposed Budget cash deficit is projected to increase by \$6.998 million. Major changes include:

- \$2.577 million of additional maintenance contract expenses, including \$1.100 million of rollovers from 2018 and additional costs resulting from new needs, including bridge inspections, Automatic Train Control, repairing a staircase, walkway and retaining wall, bridge defects, HVAC units, roof replacement, upgrade of concrete walkways and paths, Portico reconstruction and meeting Federal NTSB mandates.
- Increased other business expense costs of \$1.225 million, including the upgrade and replacement of servers/workstations and deployment of back-up systems for servers, workstations and CCTVs, along with a Sonic Fiber optic upgrade.
- An increase in materials & supplies costs of \$1.043 million, including a rollover from 2018 regarding residual scheduled maintenance costs pertaining to the car fleet.
- Additional fringe benefit payment requirements of \$1.600 million.

Total end-of-year positions of 336 increased from the Mid-Year Forecast by 14, with 12 positions in support of additional reimbursable projects coming on stream and 2 positions to support the upcoming car fleet replacement with an R211 fleet.

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Financial Plan 2020-2022 Projections

Operating cash deficits are projected by \$3.046 million in 2020, \$1.700 million in 2021 and \$1.722 million in 2021. Major changes include:

- Increased other business expense costs of \$0.700 million in 2020, including the upgrade and replacement of servers/workstations and deployment of back-up systems for servers, workstations and CCTVs, along with a Sonic Fiber optic upgrade.
- Projected other fringe benefit cost increases of \$1.6 million each year.

Total end-of-year positions of 336 increased from the July Financial Plan by 14, with 12 positions in support of additional reimbursable projects coming on stream and 2 positions to support the upcoming car fleet replacement with an R211 fleet.

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MTA STATEN ISLAND RAILWAY
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$6.893	\$6.964	\$7.041	\$7.083	\$7.060	\$7.059
Other Operating Revenue	2.540	2.447	2.468	2.468	2.469	2.469
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$9.433	\$9.411	\$9.509	\$9.551	\$9.529	\$9.528
Operating Expense						
Labor:						
Payroll	\$22.396	\$24.850	\$25.221	\$24.082	\$24.553	\$25.032
Overtime	3.881	2.121	2.709	2.087	1.956	1.962
Health and Welfare	4.267	6.550	6.869	6.761	7.099	7.456
OPEB Current Payments	2.582	2.589	2.585	2.692	2.824	2.964
Pension	6.132	7.215	7.316	6.812	6.413	5.715
Other Fringe Benefits	7.707	5.673	5.363	5.295	5.383	5.474
Reimbursable Overhead	(1.376)	(0.540)	(0.861)	(0.379)	(0.386)	(0.394)
Total Labor Expenses	\$45.588	\$48.458	\$49.202	\$47.350	\$47.842	\$48.209
Non-Labor:						
Electric Power	\$3.809	\$5.012	\$4.404	\$4.512	\$4.646	\$4.824
Fuel	0.182	0.236	0.220	0.207	0.207	0.229
Insurance	1.156	1.194	1.232	1.201	1.271	1.269
Claims	0.695	0.087	0.088	0.090	0.093	0.095
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	14.853	3.374	4.582	2.382	2.210	2.234
Professional Services Contracts	1.001	1.039	1.041	1.061	1.084	1.104
Materials and Supplies	2.917	1.904	3.174	2.134	1.704	1.713
Other Business Expenses	0.317	0.030	1.255	0.730	0.029	0.028
Total Non-Labor Expenses	\$24.930	\$12.876	\$15.996	\$12.317	\$11.244	\$11.496
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.	\$70.519	\$61.334	\$65.198	\$59.667	\$59.086	\$59.705
Depreciation	\$10.472	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000
OPEB Liability Adjustment	7.082	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	0.463	0.600	0.500	(0.100)	(1.100)	(1.100)
Environmental Remediation	0.081	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$88.616	\$81.434	\$85.198	\$79.067	\$77.486	\$78.105
Net Surplus/(Deficit)	(\$79.183)	(\$72.023)	(\$75.689)	(\$69.516)	(\$67.957)	(\$68.577)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	3.066	2.118	4.555	4.576	4.664	4.754
Total Revenues	\$3.066	\$2.118	\$4.555	\$4.576	\$4.664	\$4.754
Operating Expense						
<u>Labor:</u>						
Payroll	\$1.018	\$0.520	\$1.732	\$2.300	\$2.345	\$2.391
Overtime	0.632	1.000	1.000	0.900	0.900	0.900
Health and Welfare	0.000	0.000	0.279	0.300	0.322	0.345
OPEB Current Payments	0.007	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.122	0.124	0.127	0.129
Other Fringe Benefits	0.000	0.058	0.561	0.573	0.584	0.595
Reimbursable Overhead	1.376	0.540	0.861	0.379	0.386	0.394
Total Labor Expenses	\$3.033	\$2.118	\$4.555	\$4.576	\$4.664	\$4.754
<u>Non-Labor:</u>						
Electric Power	\$0.004	\$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	0.010	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.018	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	\$0.033	\$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	\$3.066	\$2.118	\$4.555	\$4.576	\$4.664	\$4.754
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
November Financial Plan 2019 - 2022
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$6.893	\$6.964	\$7.041	\$7.083	\$7.060	\$7.059
Other Operating Revenue	2.540	2.447	2.468	2.468	2.469	2.469
Capital and Other Reimbursements	3.066	2.118	4.555	4.576	4.664	4.754
Total Revenues	\$12.499	\$11.529	\$14.064	\$14.127	\$14.193	\$14.282
Operating Expense						
<u>Labor:</u>						
Payroll	\$23.413	\$25.370	\$26.953	\$26.382	\$26.898	\$27.423
Overtime	4.513	3.121	3.709	2.987	2.856	2.862
Health and Welfare	4.267	6.550	7.148	7.061	7.421	7.801
OPEB Current Payments	2.589	2.589	2.585	2.692	2.824	2.964
Pension	6.132	7.215	7.438	6.936	6.540	5.844
Other Fringe Benefits	7.707	5.731	5.924	5.868	5.967	6.069
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$48.621	\$50.576	\$53.757	\$51.926	\$52.506	\$52.963
<u>Non-Labor:</u>						
Electric Power	\$3.814	\$5.012	\$4.404	\$4.512	\$4.646	\$4.824
Fuel	0.182	0.236	0.220	0.207	0.207	0.229
Insurance	1.156	1.194	1.232	1.201	1.271	1.269
Claims	0.695	0.087	0.088	0.090	0.093	0.095
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	14.853	3.374	4.582	2.382	2.210	2.234
Professional Services Contracts	1.012	1.039	1.041	1.061	1.084	1.104
Materials and Supplies	2.935	1.904	3.174	2.134	1.704	1.713
Other Business Expenses	0.317	0.030	1.255	0.730	0.029	0.028
Total Non-Labor Expenses	\$24.963	\$12.876	\$15.996	\$12.317	\$11.244	\$11.496
<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.	\$73.585	\$63.452	\$69.753	\$64.243	\$63.750	\$64.459
Depreciation	\$10.472	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000
OPEB Liability Adjustment	7.082	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	0.463	0.600	0.500	(0.100)	(1.100)	(1.100)
Environmental Remediation	0.081	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$91.682	\$83.552	\$89.753	\$83.643	\$82.150	\$82.859
Net Surplus/(Deficit)	(\$79.183)	(\$72.023)	(\$75.689)	(\$69.516)	(\$67.957)	(\$68.577)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2019 - 2022
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$6.861	\$6.964	\$7.041	\$7.083	\$7.060	\$7.059
Other Operating Revenue	3.254	2.447	2.468	2.468	2.469	2.469
Capital and Other Reimbursements	2.290	2.118	4.556	4.575	4.664	4.755
Total Receipts	\$12.405	\$11.529	\$14.065	\$14.126	\$14.193	\$14.283
Expenditures						
<u>Labor:</u>						
Payroll	\$25.839	\$25.370	\$26.953	\$26.382	\$26.898	\$27.423
Overtime	4.116	3.121	3.709	2.987	2.856	2.862
Health and Welfare	7.075	6.550	7.148	7.061	7.421	7.801
OPEB Current Payments	1.170	2.589	2.585	2.692	2.824	2.964
Pension	7.154	7.215	7.438	6.936	6.540	5.844
Other Fringe Benefits	4.583	5.731	5.924	5.868	5.967	6.069
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	\$49.937	\$50.576	\$53.757	\$51.926	\$52.506	\$52.963
<u>Non-Labor:</u>						
Electric Power	\$3.762	\$5.012	\$4.404	\$4.512	\$4.646	\$4.824
Fuel	0.071	0.236	0.220	0.207	0.208	0.228
Insurance	1.595	1.194	1.232	1.201	1.271	1.269
Claims	0.280	0.087	0.088	0.090	0.093	0.095
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	14.398	3.374	4.582	2.382	2.210	2.234
Professional Services Contracts	0.994	1.039	1.041	1.061	1.084	1.104
Materials and Supplies	4.390	4.929	3.174	2.134	1.704	1.713
Other Business Expenses	0.104	0.030	1.255	0.730	0.030	0.029
Total Non-Labor Expenditures	\$25.594	\$15.901	\$15.996	\$12.317	\$11.246	\$11.496
<u>Other Expenditure 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 Expenditures	\$75.531	\$66.477	\$69.753	\$64.243	\$63.752	\$64.459
Net Cash Balance	(\$63.126)	(\$54.948)	(\$55.688)	(\$50.117)	(\$49.559)	(\$50.176)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2019 - 2022
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Cash Flow Adjustments						
Receipts						
Farebox Revenue	(\$0.032)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.714	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(0.776)	0.000	0.001	(0.001)	0.000	0.001
Total Receipts	(\$0.094)	\$0.000	\$0.001	(\$0.001)	\$0.000	\$0.001
Expenditures						
<u>Labor:</u>						
Payroll	(\$2.426)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.397	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(2.808)	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	1.419	0.000	0.000	0.000	0.000	0.000
Pension	(1.022)	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	3.124	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	(\$1.316)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.052	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.111	0.000	0.000	0.000	(0.001)	0.001
Insurance	(0.439)	0.000	0.000	0.000	0.000	0.000
Claims	0.415	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	0.455	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	(1.455)	(3.025)	0.000	0.000	0.000	0.000
Other Business Expenses	0.213	0.000	0.000	0.000	(0.001)	(0.001)
Total Non-Labor Expenditures	(\$0.631)	(\$3.025)	\$0.000	\$0.000	(\$0.002)	\$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	(\$1.946)	(\$3.025)	\$0.000	\$0.000	(\$0.002)	\$0.000
Total Cash Conversion Adjustments before Depreciation	(\$2.040)	(\$3.025)	\$0.001	(\$0.001)	(\$0.002)	\$0.001
Depreciation	\$10.472	\$12.000	\$12.000	\$12.000	\$12.000	\$12.000
OPEB Liability Adjustment	7.082	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	0.463	0.600	0.500	(0.100)	(1.100)	(1.100)
Environmental Remediation	0.081	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$16.057	\$17.075	\$20.001	\$19.399	\$18.398	\$18.401

MTA STATEN ISLAND RAILWAY
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
Non-Reimbursable									
Operating Revenues									
Farebox Revenue	\$6.964	\$7.041	\$0.077	\$7.083	\$0.042	\$7.060	(\$0.023)	\$7.059	(\$0.001)
Other Operating Revenue	2.447	2.468	0.021	2.468	0.000	2.469	0.001	2.469	0.000
Total Revenues	\$9.411	\$9.509	\$0.098	\$9.551	\$0.042	\$9.529	(\$0.022)	\$9.528	(\$0.001)
Operating Expenses									
Labor:									
Payroll	\$24.850	\$25.221	(\$0.371)	\$24.082	\$1.139	\$24.553	(\$0.471)	\$25.032	(\$0.479)
Overtime	2.121	2.709	(0.588)	2.087	0.622	1.956	0.131	1.962	(0.006)
Health and Welfare	6.550	6.869	(0.319)	6.761	0.108	7.099	(0.338)	7.456	(0.357)
OPEB Current Payments	2.589	2.585	0.004	2.692	(0.107)	2.824	(0.132)	2.964	(0.140)
Pension	7.215	7.316	(0.101)	6.812	0.504	6.413	0.399	5.715	0.698
Other Fringe Benefits	5.673	5.363	0.310	5.295	0.068	5.383	(0.088)	5.474	(0.091)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(0.540)	(0.861)	0.321	(0.379)	(0.482)	(0.386)	0.007	(0.394)	0.008
Total Labor Expenses	\$48.458	\$49.202	(\$0.744)	\$47.350	\$1.852	\$47.842	(\$0.492)	\$48.209	(\$0.367)
Non-Labor:									
Electric Power	\$5.012	\$4.404	\$0.608	\$4.512	(\$0.108)	\$4.646	(\$0.134)	\$4.824	(\$0.178)
Fuel	0.236	0.220	0.016	0.207	0.013	0.207	0.000	0.229	(0.022)
Insurance	1.194	1.232	(0.038)	1.201	0.031	1.271	(0.070)	1.269	0.002
Claims	0.087	0.088	(0.001)	0.090	(0.002)	0.093	(0.003)	0.095	(0.002)
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	3.374	4.582	(1.208)	2.382	2.200	2.210	0.172	2.234	(0.024)
Professional Services Contracts	1.039	1.041	(0.002)	1.061	(0.020)	1.084	(0.023)	1.104	(0.020)
Materials and Supplies	1.904	3.174	(1.270)	2.134	1.040	1.704	0.430	1.713	(0.009)
Other Business Expenses	0.030	1.255	(1.225)	0.730	0.525	0.029	0.701	0.028	0.001
Total Non-Labor Expenses	\$12.876	\$15.996	(\$3.120)	\$12.317	\$3.679	\$11.244	\$1.073	\$11.496	(\$0.252)
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.	\$61.334	\$65.198	(\$3.864)	\$59.667	\$5.531	\$59.086	\$0.581	\$59.705	(\$0.619)
Depreciation	\$12.000	\$12.000	\$0.000	\$12.000	\$0.000	\$12.000	\$0.000	\$12.000	\$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	0.600	0.500	0.100	(0.100)	0.600	(1.100)	1.000	(1.100)	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.	\$81.434	\$85.198	(\$3.764)	\$79.067	\$6.131	\$77.486	\$1.581	\$78.105	(\$0.619)
Net Surplus/(Deficit)	(\$72.023)	(\$75.689)	(\$3.666)	(\$69.516)	\$6.173	(\$67.957)	\$1.559	(\$68.577)	(\$0.620)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

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	2.118	4.555	2.437	4.576	0.021	4.664	0.088	4.754	0.090
Total Revenues	\$2.118	\$4.555	\$2.437	\$4.576	\$0.021	\$4.664	\$0.088	\$4.754	\$0.090

Operating Expenses

Labor:

Payroll	\$0.520	\$1.732	(\$1.212)	\$2.300	(\$0.568)	\$2.345	(\$0.045)	\$2.391	(\$0.046)
Overtime	1.000	1.000	0.000	0.900	0.100	0.900	0.000	0.900	0.000
Health and Welfare	0.000	0.279	(0.279)	0.300	(0.021)	0.322	(0.022)	0.345	(0.023)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.122	(0.122)	0.124	(0.002)	0.127	(0.003)	0.129	(0.002)
Other Fringe Benefits	0.058	0.561	(0.503)	0.573	(0.012)	0.584	(0.011)	0.595	(0.011)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.540	0.861	(0.321)	0.379	0.482	0.386	(0.007)	0.394	(0.008)
Total Labor Expenses	\$2.118	\$4.555	(\$2.437)	\$4.576	(\$0.021)	\$4.664	(\$0.088)	\$4.754	(\$0.090)

Non-Labor:

Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional 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

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	\$2.118	\$4.555	(\$2.437)	\$4.576	(\$0.021)	\$4.664	(\$0.088)	\$4.754	(\$0.090)
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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 Adj.	\$2.118	\$4.555	(\$2.437)	\$4.576	(\$0.021)	\$4.664	(\$0.088)	\$4.754	(\$0.090)
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Net 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 STATEN ISLAND RAILWAY
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

Non-Reimbursable and Reimbursable

Operating Revenues

Farebox Revenue	\$6.964	\$7.041	\$0.077	\$7.083	\$0.042	\$7.060	(\$0.023)	\$7.059	(\$0.001)
Other Operating Revenue	2.447	2.468	0.021	2.468	0.000	2.469	0.001	2.469	0.000
Capital and Other Reimbursements	2.118	4.555	2.437	4.576	0.021	4.664	0.088	4.754	0.090
Total Revenues	\$11.529	\$14.064	\$2.535	\$14.127	\$0.063	\$14.193	\$0.066	\$14.282	\$0.089

Operating Expenses

Labor:

Payroll	\$25.370	\$26.953	(\$1.583)	\$26.382	\$0.571	\$26.898	(\$0.516)	\$27.423	(\$0.525)
Overtime	3.121	3.709	(0.588)	2.987	0.722	2.856	0.131	2.862	(0.006)
Health and Welfare	6.550	7.148	(0.598)	7.061	0.087	7.421	(0.360)	7.801	(0.380)
OPEB Current Payments	2.589	2.585	0.004	2.692	(0.107)	2.824	(0.132)	2.964	(0.140)
Pension	7.215	7.438	(0.223)	6.936	0.502	6.540	0.396	5.844	0.696
Other Fringe Benefits	5.731	5.924	(0.193)	5.868	0.056	5.967	(0.099)	6.069	(0.102)
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	\$50.576	\$53.757	(\$3.181)	\$51.926	\$1.831	\$52.506	(\$0.580)	\$52.963	(\$0.457)

Non-Labor:

Electric Power	\$5.012	\$4.404	\$0.608	\$4.512	(\$0.108)	\$4.646	(\$0.134)	\$4.824	(\$0.178)
Fuel	0.236	0.220	0.016	0.207	0.013	0.207	0.000	0.229	(0.022)
Insurance	1.194	1.232	(0.038)	1.201	0.031	1.271	(0.070)	1.269	0.002
Claims	0.087	0.088	(0.001)	0.090	(0.002)	0.093	(0.003)	0.095	(0.002)
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	3.374	4.582	(1.208)	2.382	2.200	2.210	0.172	2.234	(0.024)
Professional Services Contracts	1.039	1.041	(0.002)	1.061	(0.020)	1.084	(0.023)	1.104	(0.020)
Materials and Supplies	1.904	3.174	(1.270)	2.134	1.040	1.704	0.430	1.713	(0.009)
Other Business Expenses	0.030	1.255	(1.225)	0.730	0.525	0.029	0.701	0.028	0.001
Total Non-Labor Expenses	\$12.876	\$15.996	(\$3.120)	\$12.317	\$3.679	\$11.244	\$1.073	\$11.496	(\$0.252)

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.

Depreciation	\$12.000	\$12.000	\$0.000	\$12.000	\$0.000	\$12.000	\$0.000	\$12.000	\$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	0.600	0.500	0.100	(0.100)	0.600	(1.100)	1.000	(1.100)	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.

Net Surplus/(Deficit)	(\$72.023)	(\$75.689)	(\$3.666)	(\$69.516)	\$6.173	(\$67.957)	\$1.559	(\$68.577)	(\$0.620)
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MTA STATEN ISLAND RAILWAY
November Financial Plan 2019 - 2022
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	November Forecast 2018	Final Proposed Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
Cash Receipts and Expenditures									
Receipts									
Farebox Revenue	\$6.964	\$7.041	\$0.077	\$7.083	\$0.042	\$7.060	(\$0.023)	\$7.059	(\$0.001)
Other Operating Revenue	2.447	2.468	0.021	2.468	0.000	2.469	0.001	2.469	0.000
Capital and Other Reimbursements	2.118	4.556	2.438	4.575	0.019	4.664	0.089	4.755	0.091
Total Receipts	\$11.529	\$14.065	\$2.536	\$14.126	\$0.061	\$14.193	\$0.067	\$14.283	\$0.090
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$25.370	\$26.953	(\$1.583)	\$26.382	\$0.571	\$26.898	(\$0.516)	\$27.423	(\$0.525)
Overtime	3.121	3.709	(0.588)	2.987	0.722	2.856	0.131	2.862	(0.006)
Health and Welfare	6.550	7.148	(0.598)	7.061	0.087	7.421	(0.360)	7.801	(0.380)
OPEB Current Payments	2.589	2.585	0.004	2.692	(0.107)	2.824	(0.132)	2.964	(0.140)
Pension	7.215	7.438	(0.223)	6.936	0.502	6.540	0.396	5.844	0.696
Other Fringe Benefits	5.731	5.924	(0.193)	5.868	0.056	5.967	(0.099)	6.069	(0.102)
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	\$50.576	\$53.757	(\$3.181)	\$51.926	\$1.831	\$52.506	(\$0.580)	\$52.963	(\$0.457)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$5.012	\$4.404	\$0.608	\$4.512	(\$0.108)	\$4.646	(\$0.134)	\$4.824	(\$0.178)
Fuel	0.236	0.220	0.016	0.207	0.013	0.208	(0.001)	0.228	(0.020)
Insurance	1.194	1.232	(0.038)	1.201	0.031	1.271	(0.070)	1.269	0.002
Claims	0.087	0.088	(0.001)	0.090	(0.002)	0.093	(0.003)	0.095	(0.002)
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	3.374	4.582	(1.208)	2.382	2.200	2.210	0.172	2.234	(0.024)
Professional Services Contracts	1.039	1.041	(0.002)	1.061	(0.020)	1.084	(0.023)	1.104	(0.020)
Materials and Supplies	4.929	3.174	1.755	2.134	1.040	1.704	0.430	1.713	(0.009)
Other Business Expenses	0.030	1.255	(1.225)	0.730	0.525	0.030	0.700	0.029	0.001
Total Non-Labor Expenditures	\$15.901	\$15.996	(\$0.095)	\$12.317	\$3.679	\$11.246	\$1.071	\$11.496	(\$0.250)
<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	\$66.477	\$69.753	(\$3.276)	\$64.243	\$5.510	\$63.752	\$0.491	\$64.459	(\$0.707)
Net Cash Surplus/(Deficit)	(\$54.948)	(\$55.688)	(\$0.740)	(\$50.117)	\$5.571	(\$49.559)	\$0.558	(\$50.176)	(\$0.617)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2019-2022
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE					
	2018	2019	2020	2021	2022
July Financial Plan - Net Cash Surplus/(Deficit)	(\$52.712)	(\$48.690)	(\$47.071)	(\$47.859)	(\$48.454)
Baseline Changes					
Revenue					
Farebox Revenue	(\$0.037)	(\$0.041)	(\$0.057)	(\$0.068)	(\$0.086)
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	0.000	0.000	0.000	0.000	0.000
Total Revenue Changes	(\$0.037)	(\$0.041)	(\$0.057)	(\$0.068)	(\$0.086)
Expenses					
Labor:					
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.250	(0.510)	(0.089)	(0.033)	(0.018)
Health and Welfare	(0.032)	(0.283)	(0.300)	(0.316)	(0.334)
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	(0.115)	(0.314)	(0.216)	(0.119)	(0.223)
Other Fringe Benefits	0.067	0.369	0.397	0.404	0.412
Reimbursable Overhead	0.051	0.372	0.379	0.386	0.394
Total Labor Expense Changes	\$0.221	(\$0.366)	\$0.171	\$0.322	\$0.231
Non-Labor:					
Electric Power	\$0.000	(\$0.248)	(\$0.215)	(\$0.192)	(\$0.155)
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	1.100	(2.577)	(0.505)	(0.262)	(0.212)
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.528	(1.043)	(0.240)	0.000	0.000
Other Business Expenses	0.000	(1.225)	(0.700)	0.000	0.000
Total Non-Labor Expense Changes	\$1.628	(\$5.093)	(\$1.660)	(\$0.454)	(\$0.367)
Total Expense Changes before Depreciation & GASB Adjs.	\$1.849	(\$5.459)	(\$1.489)	(\$0.132)	(\$0.136)
Depreciation	(3.700)	(3.700)	(3.700)	(3.700)	(3.700)
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	(\$3.700)	(\$3.700)	(\$3.700)	(\$3.700)	(\$3.700)
Cash Adjustment Changes					
Depreciation Offset	\$3.700	\$3.700	\$3.700	\$3.700	\$3.700
Other	(\$4.048)	(\$1.498)	(\$1.500)	(\$1.500)	(\$1.500)
Total Cash Adjustment Changes	(\$0.348)	\$2.202	\$2.200	\$2.200	\$2.200
Total Baseline Changes	(\$2.236)	(\$6.998)	(\$3.046)	(\$1.700)	(\$1.722)
Nov Financial Plan - Net Cash Surplus/(Deficit)	(\$54.948)	(\$55.688)	(\$50.117)	(\$49.559)	(\$50.176)

MTA STATEN ISLAND RAILWAY
2019 Final Proposed Budget
November Financial Plan 2019-2022
Ridership/(Utilization)

- A re-estimate of non-student ridership is projected to decrease ridership below the July Financial Plan by 0.044 million in 2018, based on January–August weather and calendar adjusted ridership compared to the same period in 2017.
- Working off the revised 2018 base, the 2019-2022 ridership forecast uses the August 2018 IHS Global employment forecast with a 50 percent factor applied in 2019-2022. The July Plan used the 50 percent factor in 2019, a 60 percent factor in 2020-2021 and the 80 percent factor in 2022. The resulting year-to-year economic growth in the November Plan is lower than the July Plan in each year.
- Annual ridership is projected to be below the July Financial Plan by 0.054 million in 2019, 0.063 million in 2020, 0.069 million in 2021 and 0.080 million in 2022.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2019 - 2022
Ridership (Utilization)
(in millions)

	Actual	November	Final			
	2017	Forecast	Proposed	2020	2021	2022
		2018	Budget			
			2019			

RIDERSHIP

Fixed Route	4.604	4.582	4.625	4.649	4.636	4.635
Total Ridership	4.604	4.582	4.625	4.649	4.636	4.635

FAREBOX REVENUE

Fixed Route Farebox Revenue	\$6.893	\$6.964	\$7.041	\$7.083	\$7.060	\$7.059
Farebox Revenue	\$6.893	\$6.964	\$7.041	\$7.083	\$7.060	\$7.059

MTA Staten Island Railway
November Financial Plan 2019 - 2022
2018 Budget Reduction Proposals - Accrual Basis
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022
<u>Administration</u>										
Elimination of EAM Manager (July Plan)	<u>1</u>	<u>0.153</u>	<u>1</u>	<u>0.156</u>	<u>1</u>	<u>0.160</u>	<u>1</u>	<u>0.164</u>	<u>1</u>	<u>0.168</u>
Subtotal Administration	1	0.153	1	0.156	1	\$0.160	1	\$0.164	1	\$0.168
<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	1	\$0.153	1	\$0.156	1	\$0.160	1	\$0.164	1	\$0.168

MTA Staten Island Railroad November Financial Plan 2019-2022 Favorable/(Unfavorable)					
Total Position Changes at a Glance					
	2018	2019	2020	2021	2022
2018 July Plan - Total Baseline Positions	342	322	322	322	322
Total Plan-to-Plan Changes	(14)	(14)	(14)	(14)	(14)
2018 November Plan - Total Baseline Positions	356	336	336	336	336
Total Year-to-Year Changes, November Plan		20	0	0	0

Total Plan-to-Plan Changes by Reporting Category:					
<i>Non-Reimbursable</i>	0	0	0	0	0
<i>Reimbursable</i>	(14)	(14)	(14)	(14)	(14)
Total	(14)	(14)	(14)	(14)	(14)
<i>Full-Time</i>	(14)	(14)	(14)	(14)	(14)
<i>Full-Time Equivalents</i>	0	0	0	0	0
Total	(14)	(14)	(14)	(14)	(14)
<i>By Function Category</i>					
- Administration	0	0	0	0	0
- Operations	(8)	(8)	(8)	(8)	(8)
- Maintenance	(4)	(4)	(4)	(4)	(4)
- Engineering/Capital	(2)	(2)	(2)	(2)	(2)
- Public Safety	0	0	0	0	0
Total	(14)	(14)	(14)	(14)	(14)
<i>By Occupational Group</i>					
- Managers/Supervisors	(2)	(2)	(2)	(2)	(2)
- Professional, Technical, Clerical	(2)	(2)	(2)	(2)	(2)
- Operational Hourlies	(10)	(10)	(10)	(10)	(10)
Total	(14)	(14)	(14)	(14)	(14)

Total Plan-to-Plan Changes by Major Category:					
<i>2018 BRPs</i>	0	0	0	0	0
<i>New Needs</i>					
<i>Change in Reimbursable Positions</i>	(14)	(14)	(14)	(14)	(14)
<i>Re-estimates & All Other¹</i>					
Total	(14)	(14)	(14)	(14)	(14)

¹Includes Full Time Equivalents

MTA STATEN ISLAND RAILWAY
November Financial Plan 2019-2022
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2017 Actual	2018 November Forecast	2019 Final Proposed Budget	2020	2021	2022
Administration						
Executive	10	13	13	13	13	13
General Office	15	9	9	9	9	9
Purchasing/Stores	4	6	6	6	6	6
Total Administration	29	28	28	28	28	28
Operations						
Transportation	109	119	119	119	119	119
Maintenance						
Mechanical	53	53	53	53	53	53
Electronic/Electrical	14	15	15	15	15	15
Power/Signals	25	29	29	29	29	29
Maintenance of Way	62	70	50	50	50	50
Infrastructure	30	26	26	26	26	26
Total Maintenance	184	193	173	173	173	173
Engineering/Capital						
Capital Project Support	9	16	16	16	16	16
Public Safety						
Police	-					
Baseline Total Positions	331	356	336	336	336	336
Non-Reimbursable	331	328	308	308	308	308
Reimbursable		28	28	28	28	28
Total Full-Time	331	356	336	336	336	336
Total Full-Time Equivalents						

MTA STATEN ISLAND RAILWAY
November Financial Plan 2019 - 2022
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2017	November Forecast 2018	Final Proposed Budget 2019	2020	2021	2022
Administration						
Managers/Supervisors	16	16	16	16	16	16
Professional/Technical/Clerical	13	12	12	12	12	12
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	29	28	28	28	28	28
Operations						
Managers/Supervisors	5	11	11	11	11	11
Professional/Technical/Clerical	4	3	3	3	3	3
Operational Hourlies	100	105	105	105	105	105
Total Operations Headcount	109	119	119	119	119	119
Maintenance						
Managers/Supervisors	20	16	13	13	13	13
Professional/Technical/Clerical	5	6	6	6	6	6
Operational Hourlies	159	171	154	154	154	154
Total Maintenance Headcount	184	193	173	173	173	173
Engineering / Capital						
Managers/Supervisors	3	3	3	3	3	3
Professional/Technical/Clerical	0	4	4	4	4	4
Operational Hourlies	6	9	9	9	9	9
Total Engineering Headcount	9	16	16	16	16	16
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	44	46	43	43	43	43
Professional/Technical/ Clerical	22	25	25	25	25	25
Operational Hourlies	265	285	268	268	268	268
Total Positions	331	356	336	336	336	336