

# **MTA 2019 Preliminary Budget**

## **July Financial Plan 2019-2022**



**Volume 2  
July 2018**



**Metropolitan Transportation Authority**

## OVERVIEW

### **MTA 2019 Preliminary Budget July Financial Plan 2019-2022 Volume 2**

The MTA's July 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 Preliminary 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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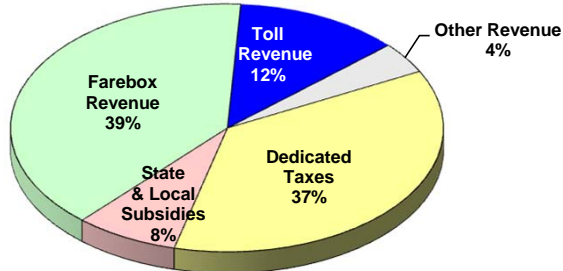
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# **I. MTA Consolidated Financial Plan**

**MTA 2019 Preliminary Budget**  
**Baseline Expenses Before Below-the-Line Adjustments**  
**Non-Reimbursable**

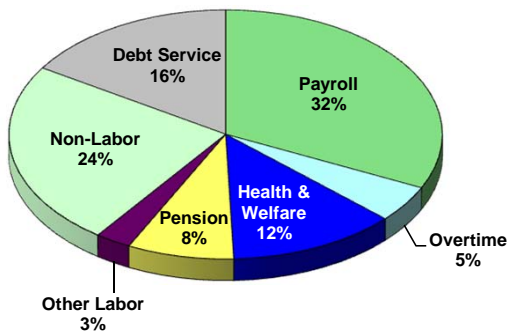
**Where the Dollars Come From ...**



By Revenue Source (\$ in millions)	
Farebox Revenue	\$6,218
Toll Revenue	1,969
Other Revenue	665
Dedicated Taxes	5,961
State & Local Subsidies	1,261
<b>Total <sup>1</sup></b>	<b>\$16,074</b>

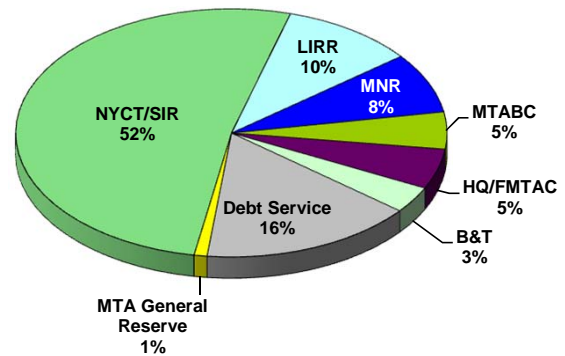
**Where the Dollars Go ...**

**By Expense Category**



By Expense Category <sup>2</sup> (\$ in millions)	
Payroll	\$5,458
Overtime	813
Health & Welfare	2,139
Pension	1,352
Other Labor	455
Non-Labor	4,073
Debt Service	2,731
<b>Total <sup>1</sup></b>	<b>\$17,020</b>

**By MTA Agency**



By MTA Agency <sup>2</sup> (\$ in millions)	
NYCT/SIR	\$8,788
LIRR	1,701
MNR	1,340
MTABC	818
HQ/FMTAC	890
B&T	588
Debt Service	2,731
MTA General Reserve	165
<b>Total <sup>1</sup></b>	<b>\$17,020</b>

<sup>1</sup> Totals may not add due to rounding.

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

Note: The revenues and expenses reflected in these charts are on an accrued basis and exclude cash adjustments, carry-over balances and those "below-the-line" adjustments that are captured in Volume 1. Any comparison of revenues versus expenses will not directly correspond to the cash balances reflected in the Statement of Operations.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2019-2022**  
**MTA Consolidated Statement Of Operations By Category**  
(\$ in millions)

Line No.	Non-Reimbursable	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
10	<b>Operating Revenue</b>						
11	Farebox Revenue	\$6,172	\$6,176	\$6,218	\$6,260	\$6,255	\$6,272
12	Toll Revenue	1,912	1,955	1,969	1,981	1,992	1,994
13	Other Revenue	653	657	665	705	735	724
14	Capital and Other Reimbursements	0	0	0	0	0	0
15	<b>Total Operating Revenue</b>	<b>\$8,737</b>	<b>\$8,788</b>	<b>\$8,852</b>	<b>\$8,945</b>	<b>\$8,982</b>	<b>\$8,990</b>
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$5,021	\$5,266	\$5,458	\$5,599	\$5,715	\$5,844
20	Overtime	934	945	813	822	853	872
21	Health & Welfare	1,209	1,322	1,454	1,537	1,630	1,736
22	OPEB Current Payment	564	623	685	746	813	886
23	Pensions	1,345	1,327	1,352	1,326	1,313	1,263
24	Other-Fringe Benefits	792	911	916	959	1,004	1,028
25	Reimbursable Overhead	(492)	(452)	(461)	(424)	(403)	(395)
26	<b>Total Labor Expenses</b>	<b>\$9,373</b>	<b>\$9,942</b>	<b>\$10,216</b>	<b>\$10,566</b>	<b>\$10,925</b>	<b>\$11,234</b>
28	<b>Non-Labor Expenses:</b>						
29	Electric Power	\$430	\$495	\$483	\$494	\$541	\$566
30	Fuel	150	183	175	170	164	169
31	Insurance	(3)	13	17	24	31	38
32	Claims	526	343	345	356	360	364
33	Paratransit Service Contracts	393	412	409	419	453	488
34	Maintenance and Other Operating Contracts	695	843	900	863	903	893
35	Professional Service Contracts	507	599	516	482	478	488
36	Materials & Supplies	588	722	682	689	678	684
37	Other Business Expenses	217	230	228	227	241	243
38	<b>Total Non-Labor Expenses</b>	<b>\$3,505</b>	<b>\$3,840</b>	<b>\$3,754</b>	<b>\$3,723</b>	<b>\$3,850</b>	<b>\$3,933</b>
40	<b>Other Expense Adjustments:</b>						
41	Other	\$49	\$143	\$154	\$78	\$36	\$23
42	General Reserve	\$0	160	165	170	175	180
43	<b>Total Other Expense Adjustments</b>	<b>\$49</b>	<b>\$303</b>	<b>\$319</b>	<b>\$248</b>	<b>\$211</b>	<b>\$203</b>
45	<b>Total Operating Expense before Non-Cash Liability Adj.</b>	<b>\$12,927</b>	<b>\$14,085</b>	<b>\$14,289</b>	<b>\$14,538</b>	<b>\$14,986</b>	<b>\$15,369</b>
47	Depreciation	\$2,608	\$2,665	\$2,739	\$2,805	\$2,868	\$2,928
48	OPEB Liability Adjustment	1,567	1,808	1,909	2,013	2,124	2,246
49	GASB 68 Pension Expense Adjustment	(168)	(238)	(272)	(286)	(321)	(303)
50	Environmental Remediation	13	6	6	6	6	6
52	<b>Total Operating Expense after Non-Cash Liability Adj.</b>	<b>\$16,948</b>	<b>\$18,327</b>	<b>\$18,671</b>	<b>\$19,076</b>	<b>\$19,663</b>	<b>\$20,246</b>
54	Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$4,021)	(\$4,242)	(\$4,382)	(\$4,538)	(\$4,677)	(\$4,877)
56	Debt Service (excludes Service Contract Bonds)	2,525	2,575	2,731	2,888	3,124	3,270
58	<b>Total Operating Expense with Debt Service</b>	<b>\$15,452</b>	<b>\$16,660</b>	<b>\$17,020</b>	<b>\$17,425</b>	<b>\$18,110</b>	<b>\$18,640</b>
60	Dedicated Taxes and State/Local Subsidies	\$6,416	\$7,147	\$7,221	\$7,394	\$7,631	\$7,879
62	<b>Net Surplus/(Deficit) After Subsidies and Debt Service</b>	<b>(\$300)</b>	<b>(\$725)</b>	<b>(\$946)</b>	<b>(\$1,086)</b>	<b>(\$1,497)</b>	<b>(\$1,771)</b>
64	Conversion to Cash Basis: GASB Account	0	0	0	0	0	0
65	Conversion to Cash Basis: All Other	173	459	337	185	123	132
67	<b>CASH BALANCE BEFORE PRIOR-YEAR CARRYOVER</b>	<b>(\$127)</b>	<b>(\$267)</b>	<b>(\$609)</b>	<b>(\$901)</b>	<b>(\$1,374)</b>	<b>(\$1,639)</b>

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

Line No	Non-Reimbursable	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
9	<b>Total Operating Revenue</b>						
10	New York City Transit	\$4,912	\$4,896	\$4,936	\$4,982	\$4,993	\$5,011
11	Bridges and Tunnels	1,932	1,974	1,988	1,999	2,011	2,013
12	Long Island Rail Road	781	785	788	791	793	794
13	Metro-North Railroad	792	805	818	849	859	841
14	MTA Bus Company	237	238	238	239	239	240
15	MTA Headquarters	56	60	53	53	55	58
16	Staten Island Railway	9	9	10	10	10	10
17	First Mutual Transportation Assurance Company	18	21	21	22	22	23
18	Other	0	0	0	0	0	0
19	<b>Total</b>	<b>\$8,737</b>	<b>\$8,788</b>	<b>\$8,852</b>	<b>\$8,945</b>	<b>\$8,982</b>	<b>\$8,990</b>
21	<b>Total Operating Expenses before Non-Cash Liability Adjs. <sup>1</sup></b>						
22	New York City Transit	\$8,131	\$8,603	\$8,728	\$8,961	\$9,210	\$9,497
23	Bridges and Tunnels	490	574	588	596	613	634
24	Long Island Rail Road	1,431	1,616	1,701	1,784	1,943	1,962
25	Metro-North Railroad	1,301	1,322	1,340	1,357	1,390	1,418
26	MTA Bus Company	771	809	818	799	816	841
27	MTA Headquarters	667	796	736	731	743	758
28	Staten Island Railway	71	63	60	58	59	60
29	First Mutual Transportation Assurance Company	15	(3)	0	4	2	(3)
30	Other	49	303	319	248	211	203
31	<b>Total</b>	<b>\$12,927</b>	<b>\$14,085</b>	<b>\$14,289</b>	<b>\$14,538</b>	<b>\$14,986</b>	<b>\$15,369</b>
33	<b>Depreciation</b>						
34	New York City Transit	\$1,682	\$1,828	\$1,878	\$1,928	\$1,978	\$2,029
35	Bridges and Tunnels	241	139	148	159	170	182
36	Long Island Rail Road	340	351	353	357	360	364
37	Metro-North Railroad	240	244	247	247	247	247
38	MTA Bus Company	59	54	54	54	55	56
39	MTA Headquarters	36	41	50	53	50	43
40	Staten Island Railway	10	8	8	8	8	8
41	First Mutual Transportation Assurance Company	0	0	0	0	0	0
42	<b>Total</b>	<b>\$2,608</b>	<b>\$2,665</b>	<b>\$2,739</b>	<b>\$2,805</b>	<b>\$2,868</b>	<b>\$2,928</b>
44	<b>OPEB Liability Adjustment</b>						
45	New York City Transit	\$1,103	\$1,350	\$1,437	\$1,529	\$1,627	\$1,731
46	Bridges and Tunnels	72	64	68	71	75	78
47	Long Island Rail Road	142	139	143	147	152	156
48	Metro-North Railroad	99	58	58	58	58	58
49	MTA Bus Company	62	100	100	100	100	103
50	MTA Headquarters	83	89	96	100	105	111
51	Staten Island Railway	7	8	8	8	8	8
52	<b>Total</b>	<b>\$1,567</b>	<b>\$1,808</b>	<b>\$1,909</b>	<b>\$2,013</b>	<b>\$2,124</b>	<b>\$2,246</b>
54	<b>GASB 68 Pension Expense Adjustment</b>						
55	New York City Transit	(\$221)	(\$306)	(\$296)	(\$303)	(\$309)	(\$309)
56	Bridges and Tunnels	6	10	13	16	18	19
57	Long Island Rail Road	(4)	0	0	0	0	0
58	Metro-North Railroad	(17)	13	(22)	(27)	(43)	(31)
59	MTA Bus Company	66	46	35	31	21	22
60	MTA Headquarters	1	(2)	(2)	(3)	(7)	(3)
61	Staten Island Railway	0	1	1	(0)	(1)	(1)
62	<b>Total</b>	<b>(\$168)</b>	<b>(\$238)</b>	<b>(\$272)</b>	<b>(\$286)</b>	<b>(\$321)</b>	<b>(\$303)</b>
64	<b>Environmental Remediation</b>						
65	New York City Transit	\$9	\$0	\$0	\$0	\$0	\$0
66	Bridges and Tunnels	0	0	0	0	0	0
67	Long Island Rail Road	3	2	2	2	2	2
68	Metro-North Railroad	1	4	4	4	4	4
69	MTA Bus Company	0	0	0	0	0	0
70	Staten Island Railway	0	0	0	0	0	0
71	<b>Total</b>	<b>\$13</b>	<b>\$6</b>	<b>\$6</b>	<b>\$6</b>	<b>\$6</b>	<b>\$6</b>
73	<b>Net Surplus/(Deficit) <sup>1</sup></b>						
74	New York City Transit	(\$5,792)	(\$6,579)	(\$6,811)	(\$7,133)	(\$7,512)	(\$7,937)
75	Bridges and Tunnels	1,123	1,186	1,171	1,158	1,136	1,101
76	Long Island Rail Road	(1,132)	(1,323)	(1,411)	(1,499)	(1,664)	(1,691)
77	Metro-North Railroad	(833)	(836)	(809)	(789)	(797)	(854)
78	MTA Bus Company	(721)	(773)	(768)	(744)	(753)	(782)
79	MTA Headquarters	(731)	(864)	(827)	(827)	(836)	(852)
80	Staten Island Railway	(79)	(70)	(66)	(64)	(64)	(65)
81	First Mutual Transportation Assurance Company	4	23	21	17	20	26
82	Other	(49)	(303)	(319)	(248)	(211)	(203)
	<b>Total</b>	<b>(\$8,211)</b>	<b>(\$9,539)</b>	<b>(\$9,819)</b>	<b>(\$10,130)</b>	<b>(\$10,681)</b>	<b>(\$11,256)</b>

Notes: <sup>1</sup> Excludes Debt Service



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2019-2022**  
**MTA Consolidated Cash Receipts and Expenditures**  
(\$ in millions)

Line  
No.

<b>Cash Receipts and Expenditures</b>						
	<b>Actual</b>	<b>Mid-Year</b>	<b>Preliminary</b>			
	<b>2017</b>	<b>Forecast</b>	<b>Budget</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Receipts</b>						
Farebox Revenue	\$6,179	\$6,180	\$6,222	\$6,263	\$6,258	\$6,274
Other Operating Revenue	691	654	786	736	747	737
Capital and Other Reimbursements	2,057	2,478	2,257	2,050	1,911	1,887
<b>Total Receipts</b>	<b>\$8,927</b>	<b>\$9,312</b>	<b>\$9,264</b>	<b>\$9,050</b>	<b>\$8,917</b>	<b>\$8,898</b>
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	\$5,491	\$5,877	\$6,072	\$6,150	\$6,204	\$6,337
Overtime	1,166	1,127	959	965	990	1,013
Health and Welfare	1,270	1,357	1,497	1,577	1,669	1,775
OPEB Current Payment	553	611	672	732	798	870
Pensions	1,393	1,389	1,417	1,387	1,372	1,320
Other Fringe Benefits	863	905	912	927	947	968
Contribution to GASB Fund	0	0	0	0	0	0
Reimbursable Overhead	0	0	0	0	(0)	(0)
<b>Total Labor Expenditures</b>	<b>\$10,735</b>	<b>\$11,266</b>	<b>\$11,529</b>	<b>\$11,740</b>	<b>\$11,980</b>	<b>\$12,283</b>
<b>Non-Labor:</b>						
Electric Power	\$440	\$494	\$480	\$491	\$538	\$562
Fuel	142	181	172	167	162	167
Insurance	12	11	19	26	29	35
Claims	286	259	249	259	265	270
Paratransit Service Contracts	390	410	407	417	451	486
Maintenance and Other Operating Contracts	631	825	826	776	762	738
Professional Service Contracts	487	734	586	509	480	480
Materials & Supplies	770	898	818	808	790	794
Materials & Supplies	198	211	204	196	208	209
<b>Total Non-Labor Expenditures</b>	<b>\$3,357</b>	<b>\$4,023</b>	<b>\$3,761</b>	<b>\$3,649</b>	<b>\$3,683</b>	<b>\$3,739</b>
<b>Other Expenditure Adjustments:</b>						
Other	\$71	\$130	\$117	\$103	\$106	\$154
General Reserve	0	160	165	170	175	180
<b>Total Other Expenditure Adjustments</b>	<b>\$71</b>	<b>\$290</b>	<b>\$282</b>	<b>\$273</b>	<b>\$281</b>	<b>\$334</b>
<b>Total Expenditures</b>	<b>\$14,163</b>	<b>\$15,579</b>	<b>\$15,573</b>	<b>\$15,661</b>	<b>\$15,945</b>	<b>\$16,356</b>
<b>Net Cash Deficit Before Subsidies and Debt Service</b>	<b>(\$5,236)</b>	<b>(\$6,266)</b>	<b>(\$6,308)</b>	<b>(6,612)</b>	<b>(7,028)</b>	<b>(7,459)</b>
Dedicated Taxes and State/Local Subsidies	\$6,967	\$7,890	\$7,694	\$7,842	\$7,984	\$8,279
Debt Service (excludes Service Contract Bonds)	(\$1,858)	(\$1,891)	(\$1,995)	(\$2,131)	(\$2,330)	(\$2,459)
<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>	<b>(\$127)</b>	<b>(\$267)</b>	<b>(\$609)</b>	<b>(\$901)</b>	<b>(\$1,374)</b>	<b>(\$1,639)</b>

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

Line Number	<b>Cash Receipts and Expenditures</b>	<b>Actual</b>	<b>Mid-Year Forecast</b>	<b>Preliminary Budget</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
		<b>2017</b>	<b>2018</b>	<b>2019</b>			
9	<b><u>Total Receipts</u></b>						
10	New York City Transit	\$6,184	\$6,300	\$6,270	\$6,172	\$6,081	\$6,088
11	Long Island Rail Road	1,096	1,232	1,112	1,085	1,077	1,075
12	Metro-North Railroad	1,030	1,136	1,139	1,130	1,122	1,086
13	MTA Bus Company	241	246	250	250	251	252
14	MTA Headquarters	315	323	413	331	304	312
15	Staten Island Railway	12	13	12	12	12	12
16	Capital Construction Company	29	42	47	47	48	50
17	First Mutual Transportation Assurance Company	18	21	21	22	22	23
18	Other	-	-	-	-	-	-
19	<b>Total</b>	<b>\$8,927</b>	<b>\$9,312</b>	<b>\$9,264</b>	<b>\$9,050</b>	<b>\$8,917</b>	<b>\$8,898</b>
21	<b><u>Total Expenditures</u></b>						
22	New York City Transit	\$9,131	\$9,721	\$9,806	\$9,899	\$10,049	\$10,344
23	Long Island Rail Road	1,836	2,036	2,039	2,093	2,250	2,266
24	Metro-North Railroad	1,580	1,703	1,748	1,729	1,671	1,680
25	MTA Bus Company	700	791	772	752	770	794
26	MTA Headquarters	790	1,084	947	918	916	943
27	Staten Island Railway	76	66	61	59	60	61
28	Capital Construction Company	29	42	47	47	48	50
29	First Mutual Transportation Assurance Company	18	21	21	22	22	23
30	Other	3	114	131	143	158	195
31	<b>Total</b>	<b>\$14,163</b>	<b>\$15,579</b>	<b>\$15,573</b>	<b>\$15,661</b>	<b>\$15,945</b>	<b>\$16,356</b>
33	<b><u>Net Cash Surplus/(Deficit)</u></b>						
34	New York City Transit	(\$2,947)	(\$3,421)	(3,536)	(3,727)	(3,968)	(4,257)
35	Long Island Rail Road	(739)	(805)	(927)	(1,008)	(1,173)	(1,191)
36	Metro-North Railroad	(550)	(567)	(609)	(599)	(549)	(593)
37	MTA Bus Company	(459)	(546)	(522)	(502)	(519)	(542)
38	MTA Headquarters	(474)	(761)	(533)	(587)	(611)	(631)
39	Staten Island Railway	(63)	(53)	(49)	(47)	(48)	(48)
40	Capital Construction Company	-	-	-	-	-	-
41	First Mutual Transportation Assurance Company	-	-	-	-	-	-
42	Other	(3)	(114)	(131)	(143)	(158)	(195)
43	<b>Total</b>	<b>(\$5,236)</b>	<b>(\$6,266)</b>	<b>(\$6,308)</b>	<b>(\$6,612)</b>	<b>(\$7,028)</b>	<b>(\$7,459)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2019-2022**  
**MTA Consolidated July Financial Plan Compared with February 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>
<b>FEBRUARY FINANCIAL PLAN 2018-2021</b>				
<b>CASH BALANCE BEFORE PRIOR YEAR CARRYOVER</b>	<b>(\$685)</b>	<b>(\$915)</b>	<b>(\$1,508)</b>	<b>(\$2,024)</b>
<b>Agency Baseline Adjustments</b>	<b>(\$143)</b>	<b>(\$88)</b>	<b>\$34</b>	<b>\$128</b>
<i>Farebox/Toll Revenues</i>	(70)	(58)	(52)	(58)
<i>Rates:</i>				
<i>Pension</i>	13	8	33	61
<i>Power</i>	10	36	53	62
<i>Fuel</i>	(31)	(23)	7	23
<i>Other Baseline Re-estimates</i> <sup>1</sup>	(65)	(51)	(6)	41
<b>Agency Action Plans</b> <sup>2</sup>	<b>(\$285)</b>	<b>(\$255)</b>	<b>(\$201)</b>	<b>(\$206)</b>
<i>NYCT "Subway Action Plan" (full funding)</i> <sup>3</sup>	(251)	(192)	(151)	(150)
<i>NYCT "Bus Plan" (included in Agency baseline)</i>	(3)	(15)	(6)	(6)
<i>LIRR "Forward" (included in Agency baseline)</i>	(25)	(29)	(26)	(24)
<i>MNR "Way Ahead"</i>	(2)	(12)	(16)	(24)
<i>MTA Bus "Bus Plan"</i>	(4)	(6)	(2)	(2)
<b>New Needs/Investments</b>	<b>(\$103)</b>	<b>(\$148)</b>	<b>(\$60)</b>	<b>(\$27)</b>
<i>Maintenance / Operations</i>	(63)	(68)	(38)	(7)
<i>IT New Needs in Support of Operations</i>	(40)	(80)	(22)	(20)
<b>Savings Program</b>	<b>\$189</b>	<b>\$210</b>	<b>\$213</b>	<b>\$212</b>
<i>2018 BRP Savings (New)</i> <sup>4</sup>	189	210	213	212
<b>General Reserve</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5</b>	<b>\$5</b>
<b>Subsidies</b>	<b>\$764</b>	<b>\$532</b>	<b>\$515</b>	<b>\$503</b>
<i>Metropolitan Mass Transportation Operating Assist. (MMTOA)</i>	0	21	26	36
<i>Petroleum Business Tax (PBT) Receipts</i>	-	18	21	18
<i>Real Estate Taxes</i>	61	26	6	(17)
<i>MTA Aid</i>	-	(5)	(7)	(8)
<i>Other Funding Sources</i>	508	365	385	385
<i>Other Subsidy Adjustments</i>	180	137	58	14
<i>Other Funding Agreements</i>	15	15	(8)	(14)
<i>Other Subsidies</i>	1	(47)	34	89
<b>Debt Service</b>	<b>(\$4)</b>	<b>\$55</b>	<b>\$101</b>	<b>\$34</b>
<b>July Financial Plan 2018 JULY FINANCIAL PLAN</b>				
<b>NET CASH SURPLUS/(DEFICIT)</b>	<b>(\$267)</b>	<b>(\$609)</b>	<b>(\$901)</b>	<b>(\$1,374)</b>

\* Totals may not add due to rounding

<sup>1</sup> Changes capture updated reimbursable assumptions, revised inflation forecasts, timing 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."

<sup>2</sup> Includes programs with non-rate-related adjustments to pension, health and welfare, and energy.

<sup>3</sup> This incremental change reflects New York City's match to NY State's funding level of the SAP, enabling NYCT to implement the entire action plan of \$836 million.

<sup>4</sup> 2018 includes \$162 million in new BRP savings and a \$27 million credit for additional 2017 savings.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2019-2022**  
**Baseline Farebox Recovery and Farebox Operating Ratios**

**FAREBOX RECOVERY RATIOS**

	<b>Actual 2017</b>	<b>Mid-Year Forecast 2018</b>	<b>Preliminary Budget 2019</b>	<b>Plan 2020</b>	<b>Plan 2021</b>	<b>Plan 2022</b>
New York City Transit	38.2%	35.4%	34.9%	34.0%	32.8%	31.7%
Staten Island Railway	8.8%	9.6%	10.1%	10.4%	10.4%	10.3%
Long Island Rail Road	32.1%	29.6%	28.7%	27.6%	25.8%	25.4%
Metro-North Railroad	39.5%	39.6%	40.4%	40.4%	39.8%	39.3%
Bus Company	<u>23.1%</u>	<u>22.0%</u>	<u>22.2%</u>	<u>22.9%</u>	<u>22.6%</u>	<u>22.0%</u>
<b>MTA Total Agency Average</b>	<b>36.5%</b>	<b>34.2%</b>	<b>33.7%</b>	<b>33.0%</b>	<b>31.8%</b>	<b>30.9%</b>

**FAREBOX OPERATING RATIOS**

	<b>Actual 2017</b>	<b>Mid-Year Forecast 2018</b>	<b>Preliminary Budget 2019</b>	<b>Plan 2020</b>	<b>Plan 2021</b>	<b>Plan 2022</b>
New York City Transit	56.2%	52.8%	52.4%	51.3%	49.9%	48.5%
Staten Island Railway	12.4%	14.0%	15.0%	15.5%	15.3%	15.2%
Long Island Rail Road	50.6%	44.9%	43.6%	41.7%	38.3%	38.0%
Metro-North Railroad	55.9%	55.6%	54.5%	55.2%	56.2%	55.9%
Bus Company	<u>29.8%</u>	<u>28.6%</u>	<u>28.4%</u>	<u>29.2%</u>	<u>28.5%</u>	<u>27.7%</u>
<b>MTA Total Agency Average</b>	<b>53.5%</b>	<b>50.3%</b>	<b>49.7%</b>	<b>48.9%</b>	<b>47.4%</b>	<b>46.3%</b>

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

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

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

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## **II. Major Assumptions**

# **Agency Baseline Assumptions**

## **Agency Baseline Assumptions**

The July Financial Plan (the “Plan”) consists of the 2018 Mid-Year Forecast, the 2019 Preliminary Budget, and 2020 to 2022 projections. Plan-to-plan changes compare the July Plan with the February Plan (2018 through 2021), capturing programmatic changes and re-estimates of revenues and expenses. Volume II of the July Plan is comprised of the Baseline forecast, which excludes certain Policy and other “below-the-line” adjustments that are highlighted and captured in Volume I of this two-volume Plan submission. This Baseline analysis, therefore, excludes fare and toll increases proposed for 2020 and 2022, new savings targets, and any re-estimates not in place when the Volume II baseline was finalized. This section focuses on Agency forecasts; information on subsidies and debt service are covered in later sections of this Volume.

In developing the Plan, Agencies were instructed to adhere to the spending envelope contained in the February Plan. In addition, each Agency was apportioned a share of a \$214 million recurring savings target that had been unidentified and captured “below-the-line” in February. While a portion of the 2018 target was met with savings generated in the latter part of 2017, and 2018 “one-shots”, including those derived from an MTA-wide directive that restricted hiring and spending, Agencies successfully identified recurring savings that will meet the targets in 2019 and beyond.

The July Plan restores the level of the Subway Action Plan (SAP) to its originally intended \$836 million investment (\$508 million of which is operating-funded), reflecting the impact of legislation that has NYS and NYC splitting these “jump-start” costs equally. Funding is also appropriated to support the recurring annual costs required to maintain this investment, which is described in the Subsidies section. Additional Action Plan investments are made to improve Agency operations in a comprehensive manner for Buses, the LIRR and MNR.

The Plan maintains funding of key initiatives previously identified that directly improve the overall customer experience. Those investments include both the operating budget impacts of “mega” capital projects (e.g., cost of operations, maintenance, and cleaning), and support for various operating initiatives, including, but not limited to: Wi-Fi access in all underground stations and buses; USB charging stations and onboard audio-visual technology; “On-the-Go” kiosks; digital real-time information screens/countdown clocks; station enhancements; zero-emission electric buses; and Open Road Tolling.

The Plan funds the operating impacts of capital projects, as they near completion or are placed into service, including the Fulton Street Transit Center, 7 Line Extension, Second Avenue Subway, and East Side Access. Additional investments are made to augment existing safety and security measures designed to keep pedestrians, customers, and MTA employees safe as well as to safeguard revenues, assets and infrastructure. Those investments include: obstructive sleep apnea testing, drug and alcohol testing of Maintenance of Way employees; upgrading onboard cameras; replacement of railroad bumper blocks to protect commuters and infrastructure; monitoring incidents of bridge strikes; and reducing risks at railroad grade-crossings.

The fully-funded NYCT Subway Action Plan (SAP) will serve to stabilize and improve the system and lay the foundation for modernizing operations. This initiative, which started in 2017, targets the key drivers of 79 percent of the major incidents that have caused service delays. Investments are made to maintain and replace critical components related to infrastructure, track, signals, fleet, power, stations, and customer communications. The February Plan



assumed a “phased-in” approach of the SAP to match available funding from New York State. With additional funding identified in the NYS 2018-2019 Enacted Budget, the SAP was increased from the February Plan.

The Plan now funds both a 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, and includes the launching of an off-peak service frequency pilot. Other investments include increasing the number of bus lanes and the enforcement of those lanes using cameras to speed-up service, and assessing the environmental impact of transitioning to all-electronic buses. The Bus Plans also invest in systems that will improve customer and operator safety and security.

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

Metro-North invested heavily, in recent years, in maintenance and safety, which resulted in measured improvements in operations. In this Plan, MNR is introducing its “Way Ahead” initiative which focuses largely on the customer experience and includes funding to enhance car and station appearance; improve customer communications and security, replace seats and vestibule flooring in center-door coach fleet; and address power issues. This initiative also includes the purchase of six M8 rail cars to be funded by the 2015-2019 Capital Program.

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

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

### **Baseline Changes from February Plan**

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

**AGENCY BASELINE**  
**JULY CHANGES FROM FEBRUARY PLAN**

Favorable/(Unfavorable)  
(\$ in millions)

	2018	2019	2020	2021
<b>Agency Baseline Adjustments</b>	<b>(\$143)</b>	<b>(\$88)</b>	<b>\$34</b>	<b>\$128</b>
Farebox/Toll Revenue	(70)	(58)	(52)	(58)
Rates:				
Pensions	13	8	33	61
Electric Power	10	36	53	62
Fuel	(31)	(23)	7	23
Other Baseline Re-estimates <sup>1</sup>	(66)	(51)	(6)	41
<b>Agency Action Plans <sup>2</sup></b>	<b>(\$285)</b>	<b>(\$255)</b>	<b>(\$201)</b>	<b>(\$206)</b>
NYCT "Subway Action Plan" (full funding) <sup>3</sup>	(251)	(192)	(151)	(150)
NYCT "Bus Plan"	(3)	(16)	(6)	(6)
LIRR "Forward Plan"	(25)	(29)	(26)	(24)
MNR "Way Ahead Plan"	(2)	(12)	(16)	(24)
MTA Bus "Bus Plan"	(4)	(6)	(2)	(2)
<b>New Needs/Investments</b>	<b>(\$103)</b>	<b>(\$148)</b>	<b>(\$60)</b>	<b>(\$27)</b>
Maintenance/Operations	(63)	(68)	(38)	(7)
IT New Needs in Support of Operations	(40)	(80)	(22)	(20)
<b>Savings Programs</b>	<b>\$189</b>	<b>\$210</b>	<b>\$213</b>	<b>\$212</b>
2018 BRP Savings (New) <sup>4</sup>	189	210	213	212
<b>MTA Adjustments</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5</b>	<b>\$5</b>
General Reserve	0	0	5	5
<b>Net Cash Baseline Changes</b>	<b>(\$342)</b>	<b>(\$281)</b>	<b>(\$9)</b>	<b>\$112</b>

<sup>1</sup> Changes capture updated reimbursable assumptions, revised inflation forecasts, timing 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."

<sup>2</sup> Includes programs with non-rate-related adjustments to pensions, health & welfare, and energy.

<sup>3</sup> This incremental change reflects New York City's match to NY State's funding level of the SAP, enabling NYCT to implement the entire action plan of \$836 million (\$508 million of which is operating-funded).

<sup>4</sup> 2018 includes \$162 million in new BRP savings and a \$27 million credit for additional 2017 savings.

The July Plan captures revenue and expense re-estimates that are unfavorable in 2018 and 2019, but favorable in 2020 and out. Overall, they are slightly unfavorable. Operating revenue is projected to decline due to lower farebox revenue, partially offset by favorable toll revenue and favorable expense re-estimates in pensions, power, insurance, paratransit service contracts, and higher overhead credits.

### ***New Needs/Investments:***

The Plan funds initiatives that improve maintenance/operations, and enhance the customer experience. The MTA also continues to take steps to improve the reliability, efficiency and performance of its fleet, facilities and infrastructure, and to utilize technology to improve operations.

Below lists major Plan investments:

### ***Maintenance/Operations, and Customer Experience Enhancements:***

NYCT:

- Implement the full scope of the “Subway Action Plan”, which focuses on:

*Track/Infrastructure:* Launch an emergency water management initiative; clean track between underground stations; eliminate backlog, accelerate repairs and install seamless track; increase production capacity and installation of welded rail; improve incident response; augment the number of Combined Action Teams; and increase work train availability.

*Signals:* Expedite the modernization of 1,300 signals considered to be the most problematic.

*Power:* Support the Power Improvement Plan led by the NYS Public Service Commission, which will ensure reliability and provide a consistent supply of power.

*Car Equipment:* Expand overhaul capacity; sustain 24/7 repair and maintenance shifts; elevate protocol on subway door inspections and repairs; increase number of Emergency Subway Car Response Teams; upgrade subway car interiors; add subway cars and increase ridership capacity.

*Stations:* Repaint, repair tile, service elevators and escalators, and conduct deep cleaning.

*Safety/Communications/Other:* Reduce illegal activity in stations; launch public awareness campaign; enhance the Homeless Outreach Program; increase number of dedicated Emergency Medical Technician teams (pilot program); overhaul communication systems and launch a new integrated MTA app.

NYCT/MTA Bus:

- Additional Action Plan - “Bus Plan” focuses on:

*Network Redesign:* Improve the connectivity and speed of bus service, provide more direct service, and complement and extend routes to other service types for outer borough populations and new areas with potential new ridership growth.

*Bus Stop Balancing:* Rationalize the location of bus stops through consultation with local communities and the NYC Dept. of Transportation.

*Off-Peak Frequency Pilot:* Assess whether or not increased frequency on well-traveled off-peak bus routes will make buses a more competitive travel option.

*Bus Lanes and Queue Jumps, Bus Lane Enforcement Cameras, and New Maps:* Collaborate with the NYC Dept. of Transportation on a variety of initiatives to speed-up bus travel. Augment the use of cameras to record violations and issue citations to address non-transit vehicle encroachment; the initial pilot will outfit approximately 100 M14 and M15 buses with cameras. Simplify the bus route network, including neighborhood and interactive maps, and maps depicting high-frequency-routes-only information.

*Learning Center and Bus Plan Project Management:* Develop new training material focused on customer interaction and disability awareness, and improve coordination of project leads and oversee advancement of Bus Program initiatives.

*Zero Emissions Fleet:* Assess the results of a pilot on reducing the environmental impact of bus operations by transitioning to all-electronic buses.

*Safety & Security Technology:* Install additional pedestrian bus-turn warning devices, bus back-up cameras, and operator compartment facing cameras, and test additional safety/security measures.

- Modify weather-related operations and Platform Service Adjustments: Improve preparation for and recovery of services associated with weather, and platform service adjustments, which improve service reliability and frequency of service in response to ridership trends, operating conditions and maintenance requirements.
- Provide funding for underground tank testing to meet new Environmental Protection Agency and Department of Environmental Conservation testing guidelines.

LIRR:

- Additional Action Plan - The "Forward" Initiative focuses on:

*Improve System Reliability:* Repair 10 switches linked to causing 40% of switch failures; upgrade 307 track circuits tied to 36% of circuit failures; outfit 296 grade crossings with flexible delineators; replace 79 Public Service Enterprise Group (PSEG) power poles; weld 4,000 joints; and clear 180 miles of vegetation along the right of way.

*Seasonal Preparedness:* Fortify the LIRR system against hurricanes, and fall and winter weather conditions, including the acceleration of measures to protect infrastructure, e.g., seal/insulate manhole covers within the Atlantic Tunnel; protect signals against lightening, install switch snow covers and third rail heaters; and replace M7 threshold plates.

*Communications/Cleanliness:* Provide customers with real time and countdown clock information; and enhance fleet and station cleaning.

- Minimize disruption of LIRR Service due to additional Amtrak work, which involve train diversions and calls for extra train crew, yardmasters, engineering, etc.

MNR:

- Additional Action Plan - “Way Ahead” Plan focuses on:

*Service Reliability:* Replace the upper Harlem Line transmission pole system to reduce susceptibility to power outages; and install a 4-megawatt wayside energy system between Chappaqua and Mount Kisco to address decreases in third rail voltage during peak service.

*Security & Safety:* Install camera pods and Help Point kiosks at 10 high priority stations; and replace seats and vestibule flooring in center-door coach fleet.

*Communications & Fleet:* Enhance station platform signage for real-time train status information and implement a comprehensive signage improvement to ensure regulatory and safety compliance. Exercise remaining option in 2015-2019 Capital Program to purchase six M8 rail cars.

- Increase Procurement & Material Management (P&MM) Enterprise Asset Management (EAM) positions by five to support emerging technologies, which will improve supply chain management, integrate systems, and centralize related functions.
- Augment the vegetation management program based on the extensive work involved with removing trees damaged by 2018 Nor’easter storms, and make repairs at the Brewster Maintenance Yard.

MTA Bus:

- Increase overtime to maintain bus fleet remaining in service beyond their useful life of 12 years. Approximately 33 articulated new buses are scheduled to begin being delivered in the 4th Quarter of 2019, followed by an additional 20 and 174 new express buses are expected in 2020.
- Replace in-ground with portable lifts, which are critical to performing bus maintenance work, at the College Point depot, and similarly replace lifts that are over 12 years old at other bus depots.
- Provide funding for underground tank testing to meet new Environmental Protection Agency and Department of Environmental Conservation testing guidelines.

**Safety & Security:**

- Install *Help Point* kiosks at key LIRR stations wirelessly to improve customer safety; full roll-out will be part of the 2020 - 2024 Capital Program. Enhance the employee Safety Protective Footwear Program at Metro-North; and expand homeless outreach efforts and other initiatives by MTA Police at Headquarters.

### ***Information Technology:***

MTAHQ:

- Implement, maintain and replace critical IT systems that includes equipment for LIRR and MNR staff to securely access IT systems and files remotely; establish an MTA-wide application to support efficient administration of Workers Compensation claims processing; funding to support WiFi service in Subways; replacement and additional iPads for NYCT and MTA bus dispatchers using the BusTrek mobile application to manage bus service; provide resiliency for New Fare Payment System Data Centers (all Agencies); and support MTA-wide cyber-security and threat intelligence operations.

### ***Savings Programs:***

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

The 2018 MTA Budget Reduction Program (BRPs) identifies \$1 billion dollars in greater savings over the course of the July Plan. Several new efficiencies have been developed and have produced savings in a variety of areas, including: limiting hiring to only essential positions and tighter controls and prioritization of spending (an MTA-wide directive), a reduction-in-force in administrative and operational areas, and additional savings in paratransit, maintenance and Information Technology (IT).

These savings programs will eliminate 602 positions by end of the Plan period and reduce the deficit by \$162 million in 2018, and on average \$209 million per year thereafter. All Agency-specific BRPs have been incorporated into Agency baselines, within the category construct of the MTA's traditional financial statements.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2019 - 2022**

(\$ in millions)

Favorable/(Unfavorable)

2018 Budget Reduction Program by Agency and Category										
	2018 <sup>1</sup>		2019		2020		2021		2022	
	Pos	\$	Pos	\$	Pos	\$	Pos	\$	Pos	\$
<b>Agency:</b>										
New York City Transit/SIR	249	81.3	469	123.5	469	124.0	467	122.4	469	111.9
Long Island Rail Road	5	26.7	15	26.8	15	26.8	15	26.8	15	26.8
Metro-North Railroad	-	10.6	-	19.8	-	19.6	-	19.6	-	19.4
Bridges & Tunnels	92	19.3	92	18.7	92	20.5	92	21.3	92	20.9
MTA Headquarters	-	15.7	-	17.7	-	17.8	-	17.8	-	17.9
<b>Total (Excluding MTA Bus)</b>	<b>346</b>	<b>\$153.7</b>	<b>576</b>	<b>\$206.5</b>	<b>576</b>	<b>\$208.8</b>	<b>574</b>	<b>\$207.9</b>	<b>576</b>	<b>\$197.1</b>
MTA Bus	13	8.4	26	3.6	26	3.7	26	3.9	26	4.0
<b>Total</b>	<b>359</b>	<b>\$162.1</b>	<b>602</b>	<b>\$210.2</b>	<b>602</b>	<b>\$212.5</b>	<b>600</b>	<b>\$211.8</b>	<b>602</b>	<b>\$201.1</b>
<b>Category:</b>										
Administration	64	74.4	75	62.8	75	46.1	75	46.6	75	47.2
Customer Convenience/Amenities	101	20.7	101	20.9	101	22.8	101	23.5	101	23.2
Maintenance/Inventory	143	42.2	281	70.4	281	70.8	279	70.6	281	70.2
Revenue Enhancement	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
Safety/Security	22	1.6	22	2.5	22	2.5	22	2.5	22	2.5
Service	(3)	9.8	-	34.9	-	51.7	-	49.8	-	39.0
Service Support	19	5.1	97	15.0	97	15.0	97	15.0	97	15.0
<b>Total (Excluding MTA Bus)</b>	<b>346</b>	<b>\$153.7</b>	<b>576</b>	<b>\$206.5</b>	<b>576</b>	<b>\$208.8</b>	<b>574</b>	<b>\$207.9</b>	<b>576</b>	<b>\$197.1</b>
MTA Bus - Other/Maintenance	13	8.4	26	3.6	26	3.7	26	3.9	26	4.0
<b>Total</b>	<b>359</b>	<b>\$162.1</b>	<b>602</b>	<b>\$210.2</b>	<b>602</b>	<b>\$212.5</b>	<b>600</b>	<b>\$211.8</b>	<b>602</b>	<b>\$201.1</b>

<sup>1</sup> Total 2018 savings are projected at \$189 million; \$27 million was met with savings generated in 2017 and \$162 million with new BRPs identified in 2018.

Major budget reduction initiatives, comprising the total 2018 BRPs are summarized below by Agency. Specific details can be found in the BRP worksheets located in Agency sections.

**NYCT BRP Savings:**

- 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.

**LIRR BRP Savings:**

- Reduce reliability-centered maintenance expenses due to the elimination of M3 fleet and new M9 fleet being 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.

**MNR BRP Savings:**

- 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 supplier of power 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.

**B&T BRP Savings:**

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

**MTAHQ BRP Savings:**

- 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.

**MTA Bus BRP Savings:**

- 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.

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

		2018 Mid-Year Forecast		2019 Plan		2020 Plan		2021 Plan		2022 Plan	
		Pos	(\$000)	Pos	(\$000)	Pos	(\$000)	Pos	(\$000)	Pos	(\$000)
<b>East Side Access</b>											
<i>Revenue Service Date: Year 2022</i>											
	LIRR	98	4.464	335	51.302	563	97.261	1,031	236.125	1,148	236.138
	MTAHQ	-	-	20	0.891	74	7.291	90	9.078	90	9.602
	<b>TOTAL</b>	<b>98</b>	<b>\$ 4.464</b>	<b>355</b>	<b>\$ 52.194</b>	<b>637</b>	<b>\$ 104.552</b>	<b>1,121</b>	<b>\$ 245.203</b>	<b>1,238</b>	<b>\$ 245.740</b>

## **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, MTA carries 8.4 million passengers on its subways, buses and commuter railroads, and there are 886 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 most of this period, but began leveling off at the start of 2015 and has declined by about 4 percent since the third quarter of 2016. The utilization estimates in the July Financial Plan incorporate updated forecasts of regional employment, which are higher than those used in the February Plan; by 2022, the number of jobs in New York City is expected to reach 4.6 million, surpassing the February Plan employment projection by 52.7 thousand, a 1.2% increase. However, while employment projections remain favorable, ridership is not similarly increasing, unlike the years immediately following the recession when ridership surged. Winter weather was also a determinant of utilization during the first part of 2018. While overall weather conditions were fairly typical, Winter Storm Grayson in early January affected utilization levels, as did a series of nor'easter storms in March, particular for MNR.

Farebox and toll revenues 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 or from Connecticut stations that went into effect on January 1, 2018.

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 in 2017.

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.

Overall, 2018 MTA consolidated ridership is projected to be lower than 2017 levels, with ridership at NYCT and MTA Bus lower, while LIRR, MNR and SIR are slightly improved. The 2018 Mid-Year Forecast for MTA consolidated ridership is projected to total 2,575 million passengers, while crossings are expected to reach 319 million at B&T facilities. Consolidated ridership is projected to decrease by 66 million trips (2.5%) from 2017 ridership, and B&T traffic is forecast to increase by 9 million crossings (2.8%). NYCT ridership is projected to total 2,274

million, accounting for 88% of MTA consolidated ridership. LIRR and MNR each account for 3% of MTA consolidated ridership, with 2018 ridership projected to be 90 million for LIRR and 87 million for MNR. Ridership for MTA Bus is projected to be 119 million, which accounts for 5% of MTA consolidated ridership, while SIR ridership is projected to be 5 million (0.2% of MTA ridership). Despite a continued expansion of the regional economy, subway and bus ridership, for both NYCT and MTA Bus, are significantly lower in 2018 – by 36 million (2.1%) for NYCT subway operations, by 29 million (4.7%) for NYCT bus operations and by 3 million (2.5%) for MTA Bus – the result of a general weakening of ridership. Compared with 2017, LIRR, MNR and SIR ridership – along with B&T traffic – are expected to increase. About half of the LIRR ridership increase (0.4 million trips) reflects 2017 ridership levels that were adversely affected by the Amtrak Penn Station emergency repair and construction work.

The consolidated ridership projection for the Mid-Year Forecast is expected to fall short of the Adopted Budget by 108 million trips (4.0%), while B&T traffic is expected to surpass the Adopted Budget by 10 million crossings, a 3.4% improvement. The plan-to-plan ridership shortfall is concentrated at NYCT, where ridership is projected to be lower by 101 million trips, or 4.3%. Ridership projections are also lower, compared with the Adopted Budget, for MTA Bus, down 5 million trips or 4.2%, for LIRR, down 0.4 million trips or 0.5%, and for MNR, down 0.4 million, or 0.5%. SIR ridership is expected to increase by 0.1 million, or 1.6%. At NYCT, the lower ridership projection is comprised of 65 million (3.7%) fewer subway trips, 36 million (5.9%) fewer bus trips and 0.9 million (9.0%) fewer paratransit trips.

MTA consolidated farebox revenue for the 2018 Mid-Year Forecast is expected to be \$6,176 million, and toll revenue is expected to be \$1,955 million. Compared with 2017 results, consolidated farebox revenue is projected to increase by \$4 million (0.1%), while B&T toll revenue is expected to grow by \$43 million (2.2%). 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 \$4,459 million, accounting for 72% of MTA consolidated farebox revenue. LIRR and MNR each account for 12% of consolidated farebox revenue, with LIRR projected at \$742 million and MNR projected at \$751 million. MTA Bus farebox revenue, comprising 4% of consolidated farebox revenue, is forecast to be \$217 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 \$28 million (2.8%), and MTA Bus farebox revenue is expected to be unchanged. Farebox revenue for the other Agencies – along with B&T toll revenue – is expected to increase, by \$14 million (2.0%) at LIRR, \$18 million (2.4%) at MNR, \$0.1 million (1.6%) at SIR and \$43 million (2.2%) at B&T. Along with the annualized impact of the March 2017 fare and toll increases, these changes reflect weaker subway and bus ridership. Of the \$14 million favorable increase at LIRR, about \$8 million is attributable to revenue loss in 2017 due to the Amtrak Penn Station work; if adjusted for this impact, farebox revenue growth would have been 0.9% for LIRR. 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 Adopted Budget, the consolidated farebox revenue projection in the Mid-Year Forecast is expected to be lower by \$90 million (1.4%), while B&T toll revenue is projected to surpass the Adopted Budget by \$32 million (1.7%). Plan-to-plan reductions in farebox revenue are predominantly at NYCT, which is projected to be lower by \$85 million (1.8%). LIRR farebox revenue is also expected to fall short by \$4 million (0.6%), as is MTA Bus farebox

revenue, which is expected to be \$2 million (1.1%) lower. MNR farebox revenue is expected to increase by \$1 million (0.2%), while SIR farebox revenue is forecast to increase by \$0.1 million (1.6%).

The 2019 Preliminary Budget anticipates modest growth in utilization over 2018 levels as the regional economy and the associated employment picture continue to expand. 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 increase by 13 million trips (0.5%) compared with 2018, and B&T vehicular crossings are expected to grow by 2 million crossings (0.8%). Farebox revenue is projected to increase \$42 million (0.7%) over 2018, while toll revenue is forecast to increase by \$14 million (0.7%).

Compared with the February Plan, MTA consolidated ridership for the 2019 Preliminary Budget is expected to be lower by 106 million trips (3.9%), 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 10 million crossings (3.3%) compared with the February Plan. MTA consolidated farebox revenue for 2019 is expected to fall short of the projections in the February Plan by \$90 million (1.4%), primarily reflecting lower NYCT farebox revenue, along with lower LIRR and MTA Bus farebox revenue projections. B&T toll revenue for 2019 is favorable by \$32 million (1.7%) compared with the February Plan forecast.

MTA consolidated ridership and farebox revenue are both expected to increase in 2020, by 0.6% for ridership and by 0.7% for farebox revenue, reflecting a continued modest increase in employment growth coupled with one additional day for 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 0.1% in 2021. For 2022, consolidated ridership is expected to increase by 0.2%, reaching 2,606 million passengers, while farebox revenue is projected to increase 0.3%, reaching \$6,272 million. B&T crossings are projected to increase each year through 2022 when crossings reach 326 million, and toll revenue is forecast to reach \$1,994 million. Compared with the February Plan, MTA consolidated ridership is unfavorable by 3.9% in 2020 and 4.0% in 2021, and this decline primarily reflects the reduced 2018 ridership estimates that form the basis for the projections throughout the Plan period. Traffic forecasts for B&T facilities are higher than in the February Plan, by 3.2% in 2020 and 3.3% in 2021. MTA consolidated farebox revenue is expected to be lower by 1.4% in 2020 and 1.5% in 2021 relative to the February Plan, while B&T toll revenue is projected to be higher by 1.8% in 2020 and 2.0% in 2021.

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

	<b>July Financial Plan</b>				
	<b>Mid-Year Forecast</b>	<b>Preliminary Budget</b>			
	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>
<b>Traffic</b>					
Bridges & Tunnels	318.785	321.189	323.106	325.099	325.528
<b>Ridership</b>					
Long Island Rail Road	89.999	90.513	91.025	90.921	90.990
Metro-North Railroad <sup>1</sup>	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 <sup>2</sup>	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>

	<b>February Financial Plan</b>				
	<b>Adopted Budget</b>				
	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>
<b>Traffic</b>					
Bridges & Tunnels	308.413	311.027	313.060	314.830	
<b>Ridership</b>					
Long Island Rail Road	90.418	90.785	91.318	91.426	
Metro-North Railroad <sup>1</sup>	87.331	87.877	88.459	89.014	
MTA Bus Company	124.393	124.896	125.462	125.211	
New York City Transit <sup>2</sup>	2,376.305	2,386.658	2,401.377	2,399.896	
Staten Island Railway	4.585	4.606	4.636	4.636	
	<u>2,683.032</u>	<u>2,694.822</u>	<u>2,711.252</u>	<u>2,710.183</u>	

	<b>Plan-to-Plan Changes: Favorable / (Unfavorable)</b>				
	<b><u>2018</u></b>	<b><u>2019</u></b>	<b><u>2020</u></b>	<b><u>2021</u></b>	<b><u>2022</u></b>
<b>Traffic</b>					
Bridges & Tunnels	10.372	10.162	10.047	10.269	
<b>Ridership</b>					
Long Island Rail Road	(0.419)	(0.272)	(0.293)	(0.505)	
Metro-North Railroad <sup>1</sup>	(0.407)	0.130	0.395	0.010	
MTA Bus Company	(5.177)	(5.349)	(5.498)	(5.627)	
New York City Transit <sup>2</sup>	(101.865)	(100.991)	(100.948)	(102.928)	
Staten Island Railway	0.041	0.073	0.076	0.069	
	<u>(107.827)</u>	<u>(106.408)</u>	<u>(106.268)</u>	<u>(108.981)</u>	

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

<sup>2</sup> 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)**

	<b>July Financial Plan</b>				
	<b>Mid-Year Forecast</b>	<b>Preliminary Budget</b>			
	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Toll Revenue</b>					
Bridges & Tunnels	\$1,954.806	\$1,969.219	\$1,980.541	\$1,992.236	\$1,994.407
<b>Fare Revenue</b>					
Long Island Rail Road	741.932	745.955	748.496	749.191	749.763
Metro-North Railroad <sup>1</sup>	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 <sup>2</sup>	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>
<b>Total Toll/Fare Revenue</b>	<b>\$8,130.745</b>	<b>\$8,187.287</b>	<b>\$8,240.756</b>	<b>\$8,247.448</b>	<b>\$8,266.095</b>

	<b>February Financial Plan</b>				
	<b>Adopted Budget</b>				
	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Toll Revenue</b>					
Bridges & Tunnels	\$1,923.208	\$1,936.945	\$1,945.889	\$1,953.136	
<b>Fare Revenue</b>					
Long Island Rail Road	747.341	750.387	753.056	755.514	
Metro-North Railroad <sup>1</sup>	753.806	759.144	765.070	770.954	
MTA Bus Company	219.031	220.098	221.195	220.704	
New York City Transit <sup>2</sup>	4,550.361	4,571.375	4,600.979	4,598.410	
Staten Island Railway	6.933	6.970	7.022	7.022	
	<u>\$6,277.472</u>	<u>\$6,307.974</u>	<u>\$6,347.322</u>	<u>\$6,352.604</u>	
<b>Total Toll/Fare Revenue</b>	<b>\$8,200.680</b>	<b>\$8,244.920</b>	<b>\$8,293.212</b>	<b>\$8,305.741</b>	

	<b>Plan-to-Plan Changes: Favorable / (Unfavorable)</b>				
	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Toll Revenue</b>					
Bridges & Tunnels	\$31.598	\$32.274	\$34.652	\$39.100	
<b>Fare Revenue</b>					
Long Island Rail Road	(5.409)	(4.432)	(4.560)	(6.323)	
Metro-North Railroad <sup>1</sup>	(2.793)	1.444	3.828	(0.115)	
MTA Bus Company	(1.872)	(2.484)	(2.746)	(3.015)	
New York City Transit <sup>2</sup>	(91.527)	(84.547)	(83.748)	(88.046)	
Staten Island Railway	0.068	0.112	0.118	0.106	
	<u>(\$101.533)</u>	<u>(\$89.907)</u>	<u>(\$87.108)</u>	<u>(\$97.393)</u>	
<b>Total Toll/Fare Revenue</b>	<b>(\$69.935)</b>	<b>(\$57.633)</b>	<b>(\$52.456)</b>	<b>(\$58.293)</b>	

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

<sup>2</sup> 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.

<b>Other Operating Revenue</b>					
<b>July Financial Plan 2019-2022</b>					
(\$ in millions)					
	<b>2018</b>	<b>2019</b>			
	<b>Mid-Year</b>	<b>Preliminary</b>			
	<b>Forecast</b>	<b>Budget</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<i>Rental Income</i>	\$110	\$124	\$133	\$138	\$138
<i>Advertising</i>	134	137	141	144	148
<i>Paratransit Reimbursement (NYC and Urban Tax)</i>	188	184	189	202	213
<i>Fare Reimbursement (students/seniors)</i>	101	101	101	101	101
<i>Fees (including E-Z pass, AFC and TAB)<sup>1</sup></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>	5	6	6	6	6
<i>All Other (Paratransit Reduced Fare Program, Recoveries, etc.)</i>	36	30	51	58	32
<b>Total Other Operating Revenue</b>	<b>\$657</b>	<b>\$665</b>	<b>\$705</b>	<b>\$735</b>	<b>\$724</b>

Note: <sup>1</sup> Automated Fare Collection (AFC); Transit Adjudication Bureau (TAB)

Over the course of the Plan, year-to-year changes reflect increases of \$8 million in 2019, \$40 million in 2020, \$30 million in 2021, and a decrease of \$11 million in 2022. Growth in 2019 is mainly driven by NYCT and MNR. At NYCT, the increase of \$11 million is mainly attributable to higher rental and advertising revenue. At MNR, the increase of \$4 million is mainly attributable to the timing of reimbursements from New York State for the Maybrook Trailway construction (formerly the Beacon Rail Trail), and the New York State Grade Crossing project, as well as higher Grand Central Terminal (GCT) rental income. These favorable projections are partially offset by decreases of \$6 million at MTAHQ due to a one-time grant in 2018 for grade crossing safety work being performed by the LIRR and MNR; and \$1 million at the LIRR mostly due to the loss of bar cart services revenue.

Year-to-year revenue growth from 2020 through 2022 averages \$15 million annually at NYCT and is attributable to increases in NYC paratransit reimbursements and higher advertising revenue. At MNR, revenues increase by \$23 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 rental income. At MTAHQ, combined rental and advertising revenues increase on average by \$2 million a year in 2021 and 2022.

Compared with the February Plan, Other Operating Revenue decreases by \$16 million in 2018, \$20 million in 2019, \$13 million in 2020, then increases by \$15 million in 2021. Decreases in 2018 are mainly due to the timing of reimbursements for the New York State Grade Crossing project, the Maybrook Trailway, and lower advertising and net GCT revenue at MNR; and lower rental revenue at NYCT. Partly offsetting these results are favorable revenue projections at the LIRR due to higher advertising, freight, and special services, and at FMTAC due to normal inflationary growth.

In 2019, decreases are mostly due to lower paratransit reimbursements at NYCT and the same drivers as 2018 at MNR, partly offset by higher revenue at FMTAC due to the same drivers as 2018.

In 2020, decreases again reflect lower paratransit reimbursements at NYCT and lower rental revenue at MTAHQ, partly offset by higher revenue at FMTAC due to the same drivers as 2018.

In 2021, increases are primarily due to the timing of the above noted reimbursements at MNR, as well as the same drivers as above at FMTAC. Partly offsetting these results are unfavorable revenue projections at NYCT and MTAHQ, also for the same reasons listed above.

## **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 continues to apply the terms of the 28-month agreement, reached in February 2017, with the Transit Workers Union (TWU), MTA's largest bargaining unit, along with the settlement with NYCT's other unions, including MaBSTOA and MTA Bus, which traditionally follow the TWU pattern. The settlements included a 2.5% wage increase for 13 months, followed by another 2.5% wage increase for the remaining 15 months of the contract. At MTA Bus, the recent impasse award reached with the Amalgamated Transit Union (ATU) follows the TWU pattern.

Among the Commuter Railroads, the LIRR continues to apply the terms of agreements reached in April 2017 with several of its largest unions, including the Sheet Metal, Air, Rail, and Transportation Union (SMART) and the Transportation Communications Union (TCU). These contracts are patterned after the TWU agreement and are assumed for the remaining LIRR unions. At MNR, approximately one-third of represented employees are covered by contracts based on the LIRR pattern settled in November 2017 and May 2018.

MTAHQ currently has agreements with its police union, the Patrolmen's Benevolent Association (PBA), through October of 2018. B&T is currently in negotiations with two of its largest unions - Bridge and Tunnel Officer's Benevolent Association (BTOBA) and Superior Officer's Benevolent Association (SOBA); contracts with those unions expired on May 17, 2012, and March 14, 2012, respectively. Other unsettled union agreements are assumed to be consistent with the TWU pattern.

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

The July Plan incorporates additional resources needed to support the wide-ranging initiatives critical to advancing the full funding and remaining phases of the NYCT Subway Action Plan (SAP). Funding supports 1,480 SAP positions (including 117 reimbursable) in 2018. For the years 2019 and beyond, positions will decrease to approximately 1,200. The Plan includes additional Action Plans, which significantly increase funding to improve Agency operations, i.e., "Bus Plan" for both NYCT and MTA Bus, the LIRR "Forward", and the MNR "Way Ahead" initiatives. Due to timing issues, the Action Plans for MNR and MTA Bus are captured "below-the-line" as Volume I Plan adjustments.



July Plan payroll expenses are projected at \$5,266 million in 2018, \$5,458 million in 2019, \$5,599 million in 2020, \$5,715 million in 2021, and \$5,844 million in 2022. On a year-over-year basis, expenses increase by \$191 million in 2019, \$141 million in 2020, \$116 million in 2021, and \$129 million in 2022.

The 2019 increase largely reflects a full year of payroll expenses that include those new employees being hired during 2018 to support the SAP. Other Agency increases in 2019 total \$103 million, reflecting the filling of 2018 vacancies, contractual and non-represented wage increases referenced above and resources required to support the various Agency-specific initiatives described above. Other significant undertakings driving this growth include new hires supporting East Side Access (ESA) at the LIRR, and the patrol force necessary to support the ESA Project at MTAHQ. At MNR, increases include additional staffing for the Drug and Alcohol Regulatory Compliance Specialist, Chief Rail Traffic Controller (RTC) for Positive Train Control (PTC) coverage, and a Senior Automotive Rental Specialist. B&T's costs grow primarily due to the filling of 2018 vacancies, contractual step-up increases and inflationary adjustments.

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

Compared with the February Plan, payroll expenses are projected to decrease by \$19 million in 2018, then increase by \$2 million in 2019, \$7 million in 2020, and \$3 million in 2021. The plan-to-plan decrease in 2018 is primarily due to B&T (\$13 million) reflecting savings achieved through an assessment of workforce needs within a Cashless Tolling operating environment. Other reductions include the LIRR (\$5 million) reflecting lower East Side Access startup positions, six months of restricted hiring, and the elimination of several non-represented administrative positions as part of the 2018 budget reduction initiatives, and MNR (\$3 million) reflecting the retiming of hiring projections. NYCT was \$0.5 million favorable due mainly to projected BRP savings, e.g., hiring restrictions, administrative staffing reductions, and maintenance and service support efficiencies, partially offset by increases attributable to the SAP and Bus Action Plans.

Plan-to-plan increases in 2019 and beyond largely reflect the impact of those major initiatives named above which include increases for enhanced station and onboard cleaning, additional signal/track personnel, and additional mobile support units at the LIRR; and the addition of New Fare Payment System employees, changes in the salary mix for MTA IT and MTAPD, and an adjustment in vacancy rates at MTAHQ. These increases were partially offset mainly by the continuation of savings previously noted for NYCT, B&T and MNR.

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.

July Plan expenses are projected at \$945 million in 2018, \$813 million in 2019, \$822 million in 2020, \$853 million in 2021, and \$872 million in 2022, reflecting a year-to-year decrease of \$132

million in 2019 followed by increases of \$9 million in 2020, \$31 million in 2021, and \$19 million in 2022.

The 2019 decrease is mostly due to 2018 expenses that do not recur in 2019. The bulk of the reduction, \$110 million, reflects mainly lower costs at NYCT for the SAP compared with the work that was required to “jumpstart” the program in 2017 and 2018. Other contributors of the 2019 change include \$15 million at the LIRR, reflecting lower coverage requirements for vacant positions, right-of-way maintenance activity, and the completion of certain initiatives that were accelerated within the Forward Action Plan; and \$8 million at MTAHQ, reflecting adjustments to MTAPD, MTA IT, and BSC operations. Partially offsetting these reductions are increases totaling \$2 million at MNR, reflecting the impact of a recent wage settlement agreement; and \$1 million at B&T mainly due to higher wage inflation.

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 at the LIRR; and the impact of maintaining fleet beyond their useful life due to delays in the delivery of new buses at MTA Bus. Changes across all other Agencies are consistent with wage growth assumptions and operational requirements.

When compared with the February Plan, overtime expenses increase by \$151 million in 2018, \$18 million in 2019, \$12 million in 2020, and \$13 million in 2021. The bulk of the plan-to-plan growth is at NYCT: \$119 million in 2018, and approximately \$11 million in each year from 2019 to 2021 mainly in support of the SAP. The July Plan captures the full SAP, whereas the February Plan assumed only a “phased-in” SAP consistent with the funding available at the time. Other changes over the plan period reflect 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 vacancy/absentee coverage. Annual reductions from 2018 to 2021 at MNR primarily reflect reductions in programmatic/routine maintenance and lower other coverage requirements.

## **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 Mid-Year Forecast. Health & Welfare expenses for the 2019 Preliminary Budget are projected to be \$1,454 million, \$132 million (10.0%) greater than 2018 expenses, primarily due to increases in premiums. MTA Consolidated Health & Welfare expenses are forecast to increase annually by 5.8%, 6.0% and 6.5%, for 2020 through 2022, respectively, when expenses are projected to reach \$1,736 million.

In comparison with the February Plan, the changes in the July Plan are modest, favorable by \$23 million in 2018, and unfavorable by \$12 million in 2019, \$7 million in 2020 and \$4 million in 2021. The favorable plan-to-plan change in 2018 reflects slightly lower premiums than forecasted in the 2018 Adopted Budget.

## **OTHER POST-EMPLOYMENT BENEFITS (OPEB)**

The July 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 July Plan are \$623 million in 2018, \$685 million in 2019, \$746 million in 2020, \$813 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 February Plan, OPEB Current Payment expenses are favorable by \$15 million in 2018, \$7 million in 2019, \$5 million in 2020 and \$3 million in 2021. The favorable variance in 2018 is primarily driven by lower retiree activity than assumed in the February Plan at the LIRR and lower-than-forecasted rates at 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 \$1,327 million in 2018, \$1,352 million in 2019, \$1,326 million in 2020, \$1,313 million in 2021 and \$1,263 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 February Plan, projected pension expenses are slightly favorable, by \$13 million in 2018, \$8 million in 2019, \$33 million in 2020 and \$61 million in 2021, and include the impacts of favorable returns on investment portfolios.

## **OTHER FRINGE BENEFITS**

The Other Fringe Benefits category captures costs for Workers’ Compensation and Federal Insurance Contributions Act (FICA) expenses at all Agencies, except the Commuter Railroads. Expenses at the LIRR and MNR for Federal Employees Liability Act (FELA) and Railroad

Retirement Tax (RRT) payments, which are similar in nature to Workers' Compensation and FICA, are also included in this category, as are miscellaneous employee expenses.

July Plan benefit expenses are projected at \$911 million in 2018, \$916 million in 2019, \$959 million in 2020, \$1,004 million in 2021, and \$1,028 million in 2022, reflecting a year-over-year increase of \$4 million in 2019, followed by average annual increases of \$38 million from 2020 through 2022.

The 2019 increase reflects higher expenses ranging between \$2 million and \$3 million each at MTAHQ, the LIRR, MNR, B&T and MTA Bus, partially offset by an \$8 million reduction at NYCT. 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, 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 \$24 million at NYCT, \$8 million at the LIRR, \$3 million at MNR, and approximately \$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 higher employee levels to mainly support the Subway Action Plan at NYCT.

Compared with the February Plan, expenses are projected to increase by \$16 million in 2018, then decrease by \$15 million in 2019 and \$7 million in 2020, then increase by \$8 million in 2021. Fluctuations from the February Plan are mainly driven by NYCT, reflecting now the impact of funding a complete Subway Action Plan (SAP); they also include increases at the LIRR for the Forward Plan and revised rates for other Agency employees working in MTA centralized services at MTAHQ. Plan-to-plan changes at other Agencies were modest and consistent with payroll assumptions.

## **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 Long-Term Agreement (LTA) that expired at the end of 2017; overall, NYPA provides approximately 80 percent of total MTA electric power requirements. In the absence of a new LTA, NYPA continues to provide electricity requirements to the MTA under the terms of the expired contract, as stipulated in a bridge agreement, while a renewal of the expired agreement is negotiated. The terms of the LTA require that certain NYPA assets, including a share of low-cost upstate hydroelectric power and dedicated low-cost transmission line capacity from upstate New York, be allocated to serve the MTA and NYPA's other governmental customers located in New York City. Along with NYPA and the other NYC-area governmental customers, MTA also has a long-term operational share in the 550 megawatt Astoria II combined cycle power plant located in Queens.

For 2018, NYPA expenses are based on NYPA's actual 2017 cost of service, amended to reflect inflationary impacts and the projected commodity price change for natural gas, which is used in the generation of electricity. For 2019 through the end of the financial plan period, the NYPA cost of service is reflects out-year changes for inflation and commodity prices. 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.

In previous financial plans, projections for electricity supplied by entities other than NYPA were based on forecasts of the Producer Price Index for Electric Power, along with other energy market trends. Beginning with this Plan, electricity cost estimates outside the NYPA service territory are based on forward electricity prices.

<b>FINANCIAL PLAN ASSUMPTIONS FOR ELECTRIC POWER</b>					
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<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	12.1%	20.1%	0.2%	4.6%	4.2%
NYPA - Non-Traction Uses	18.0%	20.1%	0.2%	4.6%	4.2%
Con Edison Delivery	4.7%	3.8%	4.9%	9.0%	8.0%
PSE&GLI	5.1%	2.9%	1.9%	2.2%	2.9%
Eversource / United Illuminating	5.1%	2.9%	1.9%	2.2%	2.9%

MTA Consolidated Electric Power expenses of \$495 million for the 2018 Mid-Year Forecast are \$65 million (15.1%) 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 Mid-Year Forecast is \$10 million (1.9%) favorable compared with the Adopted Budget. While electric power unit costs are expected to increase faster, in percentage terms, from 2017 to 2018 than was expected in the February Plan, overall rates are lower, reflective of 2017 electric power rates that were significantly lower than the projections used for the February Plan. The lower rates reflect the impact of lower-than-projected fuel prices on electric generation expense.

Expenses for the 2019 Preliminary Budget are expected to be \$483 million, a decrease of \$12 million (2.5%) from the 2018 Mid-Year Forecast, reflecting decreases in the cost of natural gas. The 2019 Preliminary Budget is \$36 million (6.9%) favorable compared with the February Plan.

MTA Consolidated Electric Power expenses, projected to annually increase by 2.2% in 2020, 9.6% in 2021 and 4.5% in 2022, are forecast to total \$566 million in 2022. Compared with the February Plan, forecasts are favorable by \$53 million (9.6%) in 2020, and favorable by \$62 million (10.3%) 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 2018 July Financial Plan include actual prices through April 23, 2018 and reflect commodity futures prices as of April 30, 2018. Where commodity futures prices are unavailable, price changes are projected using IHS Global, Inc. forecasts (February 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 26.4% from 2017 to 2018, remain unchanged from 2018 to 2019, decrease by 2.4% and 3.8% for 2020 and 2021, respectively, and then increase 2.2% from 2021 to 2022. For Compressed Natural Gas (CNG), year-to-year prices are forecasted to increase by 19.6% from 2017 to 2018, decrease 14.5% from 2018 to 2019, then increase by 0.1%, 1.2% and 3.3% over the 2019 through 2022 period, respectively.

Since 2008, the MTA has used financial instruments to hedge a portion of its projected fuel expense to reduce budgetary risk from price volatility.<sup>1</sup> 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 \$183 million for the 2018 Mid-Year Forecast are \$31 million unfavorable in comparison with the 2018 Adopted Budget. The 2018 Mid-Year Forecast price for ULSD is estimated to be \$0.39 per gallon higher than forecasted in the 2018 Adopted Budget, while CNG prices are estimated to be \$0.01 per MMBTU lower than the price assumptions in the 2018 Adopted Budget.

Fuel expenses of \$175 million for the 2019 Preliminary Budget are \$23 million unfavorable in comparison with the February Plan. The 2019 Preliminary Budget price for ULSD is estimated to be \$0.40 per gallon higher, while CNG prices are estimated to be \$2.35 per MMBTU lower, from the price assumptions in the February Plan.

For 2020, July Plan Fuel expenses are estimated to be \$170 million, \$7 million lower than projected in the February Plan. The price for ULSD is estimated to be \$0.05 per gallon lower, and CNG prices are projected to be \$2.20 per MMBTU lower, than assumed in the February Plan.

For 2021, July Plan Fuel expenses are estimated to be \$164 million, \$23 million lower than projected in the February Plan. The price for ULSD is estimated to be \$0.27 per gallon lower, and CNG prices are estimated to be \$2.21 per MMBTU lower, than projected in the February Plan.

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

## 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)<sup>2</sup>
- All-Agency Protective Liability (Primary)
- All-Agency Protective Liability (Excess)
- All-Agency Protective Liability (LORAM)
- All-Agency Property Policy<sup>3</sup>
- All-Agency Sabotage & Terrorism<sup>3</sup>
- Comprehensive Automobile Liability<sup>4</sup>
- Paratransit (Access-A-Ride)<sup>4</sup>
- Station Liability – LIRR & MNR
- Force Account – LIRR & MNR
- Premises Liability

The following table measures MTA Consolidated Insurance expenses:

<b>MTA CONSOLIDATED INSURANCE EXPENSES</b>						
<b>Non-Reimbursable</b>						
(\$ in millions)						
<u>Insurance Expenses</u>	2017 <u>Actual</u>	2018 Mid-Year <u>Forecast</u>	2019 Preliminary <u>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	17	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	5	2	2	2	2
Total Gross Insurance Expenses	\$131	\$129	\$135	\$145	\$158	\$172
<u>Insurance Credits</u>						
FMTAC	(\$134)	(\$117)	(\$118)	(\$121)	(\$127)	(\$134)
Net Insurance Expenses	(\$3)	\$13	\$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.

<sup>2</sup> A portion is insured through FMTAC and the remainder is insured in the global market.

<sup>3</sup> These policies are insured through FMTAC and then reinsured in the global market.

<sup>4</sup> Only the deductible portion of these policies is captured within FMTAC.

Insurance forecasts in the 2018 July 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 February Plan, MTA Consolidated Insurance expenses are favorable by \$18 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 July Financial Plan are projected to be \$343 million in 2018, \$345 million in 2019, \$356 million in 2020, \$360 million in 2021 and \$364 million in 2022, and reflect the latest actuarial valuation of projected claims. Claims expenses are unfavorable by \$23 million, \$17 million, \$27 million, and \$31 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 is able to maintain an expected level of service while also reducing costs.

July Plan expenses are projected at \$412 million in 2018, \$409 million in 2019, \$419 million in 2020, \$453 million in 2021, and \$488 million in 2022, reflecting a year-to-year decrease in \$4 million in 2019, and increases of \$10 million in 2020, \$34 million in 2021, and \$35 million in 2022. These increases mainly reflect the impact of projected annual trip growth and inflationary adjustments to paratransit carrier contracts.

Compared with the February Plan, Paratransit Service Contract expenses are projected to decrease by \$4 million in 2018, \$31 million in 2019, \$49 million in 2020 and \$39 million in 2021, reflecting reduced growth and the impact of the efficiencies 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).

July Plan expenses are projected at \$843 million in 2018, \$900 million in 2019, \$863 million in 2020, \$903 million in 2021 and \$893 million in 2022, reflecting a year-over-year increase of \$57 million in 2019, followed by a decrease of \$37 million in 2020, an increase of \$40 million in 2021, and then a decrease of \$10 million in 2022.

The projected 2019 increase is mainly driven by NYCT (\$58 million), attributable to the Subway and Bus Action Plans which target key areas of track, signal, and infrastructure as well as station, fleet, bus service and customer communications. Other unfavorable variances include B&T (\$4 million), mostly due to inflationary and contractual increases, and MTAHQ (\$4 million), mainly due to ongoing costs related to the Madison Avenue properties, inflation, and contractual increases. These unfavorable projections are partially offset by decreases of \$3 million at MNR, due mostly to the timing of repairs for equipment damaged in the Bridgeport derailment, the BL-20 Locomotive Overhaul Program, and Environmental Protection Agency (EPA) mandated repairs. Other decreases include SIR (\$3 million) due to the completion of R44 maintenance work, and MTA Bus (\$2 million) due to Shop Program and inflationary changes.

The projected 2020 decrease is mainly driven by the following: NYCT (\$35 million), reflecting lower Subway and Bus Action Plans requirements; MTA Bus (\$10 million), mostly due to the end of the Articulated Bus program, facility Wi-Fi, Bus Camera, and Shop Program changes; and MNR (\$2 million), due to the timing of repairs required for equipment damaged in the Bridgeport derailment, Ticket Vending Machine (TVM) chip upgrades, and a reduction in real estate rental expenses. Costs are projected to increase at the LIRR (\$6 million), reflective of Moynihan Station maintenance and other operating costs, East Side Access (ESA) readiness efforts, and also for the above-mentioned reasons at B&T (\$4 million).

The projected 2021 increase is mainly attributable to ESA readiness efforts at the LIRR (\$25 million); additional provisions for major maintenance needs and the replacement/upgrade of the License Plate Recognition (LPR) system at B&T (\$9 million); revisions to the Shop Program and bus technology initiatives at MTA Bus (\$5 million); the timing of the BL-20 Locomotive Overhaul Program, inflation, and contractual increases at MNR (\$3 million); and inflation and contractual increases at MTAHQ (\$2 million).

The projected 2022 decrease is mainly attributable to non-recurring expenses at NYCT (\$13 million); lower ESA readiness efforts at the LIRR (\$11 million); and revisions to the Shop Program at MTA Bus (\$4 million). These favorable projections are partially offset by increases for the above-mentioned initiatives at B&T (\$9 million), MNR (\$6 million), and MTAHQ (\$2 million).

Compared with the February Plan, Maintenance and Other Operating Contract expenses increase by \$66 million in 2018, \$137 million in 2019, \$100 million in 2020 and \$102 million in 2021.

The plan-to-plan increase in 2018 is mainly driven by the full implementation of the Subway Action Plan and the new Bus Plan initiative at NYCT. Other increases include higher support costs for the Gowanus Expressway high-occupancy vehicle (HOV) lane at MTAHQ; the timing of repairs required for equipment damaged in the Bridgeport derailment, and EPA mandated repairs at MNR; network firewall, lift replacement, traffic engineering and inflationary changes at MTA Bus; and higher maintenance costs resulting from the delayed purchase of both non-revenue vehicles and shop repairs at SIR. These projections are partly offset by lower expenses at B&T due to reduced back-office expenses for administering the Tolls by Mail program, and budget reduction program initiatives at the LIRR.

The 2019 through 2021 increases are driven by the aforementioned reasons at NYCT; continued ownership through 2019 of Madison Avenue properties, higher support costs for the Gowanus Expressway HOV lane and higher facilities costs at MTAHQ; and inflationary changes at MTA Bus, partially offset by decreases at MNR due to identified budget savings related to lower spending trends, cost containment efforts, and lower inflation rates; and for the previously mentioned reasons at B&T and the LIRR.

## **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.

July Plan annual expenses are projected to be \$599 million in 2018, \$516 million in 2019, \$482 million in 2020, \$478 million in 2021, and \$488 million in 2022, reflecting year-to-year decreases of \$83 million in 2019, \$34 million in 2020, \$4 million in 2021, and an increase of \$10 million in 2022.

The 2019 decrease mostly reflects the impact of timing. The bulk of the reduction, \$57 million at MTAHQ, primarily reflects the impact of timing and lower IT-related investments relative to 2018 (which included carryover costs originally projected for 2017). Reductions at other Agencies include: \$16 million at NYCT for expense rollovers associated with the Enhanced Station Initiative, bus safety-related priority investments, and other projects; \$10 million at the LIRR, reflecting revised assumptions for Enterprise Asset Management (EAM), M7 fleet propulsion consulting work, and the Far Rockaway Station demolition and shelter shed buildout; and \$5 million at B&T, reflecting the timing of Cashless Tolling customer outreach expenses incurred in 2018. These changes are partially offset by increases of \$4 million at MTA Bus mainly for the Bus Technology Program, and \$2 million at MNR for timing of EAM consulting expenses, the new Enhanced Safety Protective Footwear Program, and engineering consulting work.

Year-to-year changes from 2020 to 2022 mainly reflect fluctuations in IT-related needs and the West Side Yard project at MTAHQ; related work on the Subway and Bus Action Plans at NYCT; lower EAM costs and completion of the decommissioning of obsolete equipment at the LIRR; and changes to SBS service, bus diagnostic initiatives, and software licensing at MTA Bus.

Compared with the February Plan, expenses increase by \$36 million in 2018, \$47 million in 2019, \$20 million in 2020, and \$19 million in 2021. The major contributors to these changes are:

- MTAHQ: expenses increase by \$54 million in 2018, \$39 million in 2019, and \$19 million in both 2020 and 2021. These increases mainly capture the impact of revised 2017 timing assumptions, and a combination of new and re-estimated IT initiatives in support of Agency operations.
- B&T: expenses increase by \$8 million in 2018, \$3 million in 2019, and by approximately \$2 million per year in 2020 and 2021, mainly for marketing and customer outreach efforts aimed at increasing E-ZPass usage and educating both Tolls by Mail and E-ZPass customers on billing procedures and account management responsibilities.
- LIRR: expenses increase by \$2 million in 2018, and less than \$1 million per year thereafter mainly due to the Forward Plan and higher MTA Chargebacks.
- MTA Bus: expenses increase on average by \$1 million annually from 2018 to 2021. These changes mostly reflect costs associated with the articulated bus loan program with NYCT used to service SBS routes, and inflationary adjustments.
- NYCT: expenses decrease by \$22 million in 2018, increase by \$7 million in 2019, and then decrease by approximately \$1 million annually for 2020 and 2021, reflecting primarily the investment needs of the Subway and Bus Action Plans.
- MNR: expenses decrease by \$6 million in 2018, and \$2 million per year on average from 2019-2021, primarily reflecting revised needs for EAM and engineering consulting work.

## **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.

July Plan expenses are projected at \$722 million in 2018, \$682 million in 2019, \$689 million in 2020, \$678 million in 2021, and \$684 million in 2022, reflecting a year-over-year decrease of \$40 million in 2019, an increase of \$7 million in 2020, a decrease of \$11 million in 2021, and an increase of \$5 million in 2022.

The 2019 decrease is mostly attributable to the lower costs at NYCT of the Subway Action Plan, compared with the work required to “jump start” the program in 2017 and 2018 (\$19 million). Other contributing factors include lower requirements for capital project activity, Reliability Centered Maintenance (RCM), M7 and C3 material, and East Side Access (ESA) at the LIRR (\$14 million); lower New Fare System and Shop Program requirements at MTA Bus (\$5 million); and lower locomotive RCM requirements at MNR (\$1 million).

The 2020 increase is mostly attributable to the LIRR (\$13 million), reflecting requirements for the Moynihan Station and the rolling stock Lifecycle Asset Management Program (LAMP); the Subway and Bus Action Plans at NYCT (\$6 million); and RCM requirements and inflationary increases at MNR (\$1 million). These higher projections are partly offset by a decrease in expenses at MTA Bus (\$12 million) mainly due to prior year purchases and the installation of

fare payment machines that support Select Bus Service (SBS), bus technology, and Shop Program changes.

The \$11 million decrease in 2021 is mainly driven by lower requirements for the Subway and Bus Action Plans at NYCT (\$13 million); and lower capital project activity at the LIRR (\$2 million). These favorable projections are partially offset by greater requirements for the Shop Program at MTA Bus (\$3 million) and RCM initiatives at MNR (\$1 million).

The 2022 increase reflects subway and bus requirements at NYCT (\$3 million); new bus material and revisions to the Shop Program at MTA Bus (\$3 million); and higher expenses due to the above-mentioned initiatives at MNR (\$2 million). These projections are partly offset by lower expenses at the LIRR (\$3 million) related to changes in rolling stock maintenance modifications.

Compared with the February Plan, expenses increase by \$48 million in 2018 and \$15 million in 2019; they decrease by \$18 million in 2020 and \$27 million in 2021. The 2018 increase is mostly due to requirements for the Subway and Bus Action Plans at NYCT (\$40 million). The \$10 million increase at the LIRR reflects accelerated LIRR Forward Plan initiatives, including replacement of threshold plates on M7 cars and Communication Control Units (CCU) on the C3 fleet, Help Point kiosk installations, the timing of RCM activity and higher capital project activity. These adjustments are partially offset by a decrease of \$3 million at MNR due to identified budget savings related to lower spending trends and cost containment efforts primarily for Communications & Signal equipment, as well as lower inflation. For 2019, the increase is mainly due to the above-mentioned initiatives at the LIRR and NYCT, and revisions to the Shop Program at MTA Bus, partially offset by lower expenses at MNR due to the above-mentioned initiatives. The 2020 and 2021 decreases are mostly due to the impact of budget reduction initiatives, lower Lifecycle Asset Management Program (LAMP) costs, and the timing of various RCM and Forward initiatives at the LIRR. Initiatives at MNR and MTA Bus continue as previously noted.

## **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.

July Plan expenses are projected at \$230 million in 2018, \$228 million in 2019, \$227 million in 2020, \$241 million 2021, and \$243 million in 2022, reflecting year-to-year decreases of \$2 million in 2019 and \$1 million in 2020, and increases of \$14 million in 2020 and \$2 million 2021.

The decrease in 2019 is mostly attributable to MTAHQ (\$5 million), reflecting the timing of support requirements for the Rockaway Resident Discount Program and the Verrazano-Narrows Bridge toll rebate program. This variance is partly offset by slightly higher expenses averaging \$1 million each at NYCT, B&T, and the LIRR.

The 2020 decrease is mainly due to MNR (\$6 million), reflecting the projected reimbursement for the 2016 Park Avenue Viaduct fire and higher than expected recoveries from 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 (\$10 million), reflecting the non-recurrence of the reimbursement for the 2016 Park Avenue Viaduct fire in the 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 normal inflationary growth at NYCT and B&T.

Compared with the February Plan, expenses increase by \$17 million in 2018 and \$4 million in 2019, decrease by \$6 million in 2020, and increase by \$3 million in 2021. The changes from 2018 through 2021 are mainly due to: additional Owner-Controlled Insurance Program (OCIP) safety expenses at FMTAC; the revised timing (from 2018 to 2021) of the projected reimbursement for the 2016 Park Avenue Viaduct fire at MNR; higher estimates for credit/debit card fees and other revenue collection processing fees at B&T; and the timing of reimbursement for the Verrazano-Narrows Bridge Truck Toll program from 2017 at MTAHQ. These expenses are partially offset by lower expenses at MNR due to the revised timing (from 2018 to 2021) of a reimbursement for the 2016 Park Avenue Viaduct fire at MNR; and slightly favorable revised estimates at NYCT.

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

The July Financial Plan includes 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 the costs incurred in 2017 and 2018. The legislation provides total funding of \$838 million in 2018, of which \$508 million is for the operating budget; this is comprised of equal contributions of \$254 million from the State and the City of New York. Subsequently, beginning in 2019 and continuing thereafter, the new State legislation provides a stable and long-term revenue stream from a for-vehicle transportation surcharge earmarked to maintain the level of effort started with the SAP and to provide additional resources for outer borough transit improvements; any remaining funds will be diverted directly to the MTA. The for-hire transportation surcharge is estimated to provide \$415 million in 2019 and \$435 million each year thereafter; however, \$50 million of this is designated for outer borough transportation assumed capital or member projects, resulting in net receipts to the MTA of \$365 million in 2019, and \$385 million each year thereafter. Details are provided in the New Funding Sources section of this report.

On an *accrual basis*, Dedicated Taxes and State and Local Subsidies, which excludes Other Funding Agreements<sup>1</sup>, are projected to increase by \$648 million, or 11.2 percent, in 2018 and by \$79 million, or 1.2 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 2.1 percent. With the exception of Urban Tax revenues, which declined slightly, and State and Local subsidies, which were unchanged, other dedicated taxes and subsidies increased 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) and Urban Tax 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 and Urban tax revenue projections reflect improvements in mortgage activity in the MCTD and higher levels of commercial real estate transactions in New York City. MTA Aid revenues are also projected to increase each year, while PBT revenues modestly grow in 2018, followed by slight declines in 2019 and

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

remain flat thereafter, based on revised estimates by the State. The July Plan forecast of Dedicated Taxes and State and Local Subsidies is projected to grow to \$7,117 million by 2022.

Compared with the February Plan estimates, the 2018 Mid-Year Subsidy forecast is \$510 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 \$256 million, reflecting mostly additional SAP revenues that were included in the State Enacted Budget released in April 2018. Accrued subsidy projections are favorable by \$401 million in 2019, \$426 million in 2020 and \$435 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 February and are now incorporated into the baseline. After these baseline adjustments, the actual plan-to-plan variances are \$251 million in 2019, \$276 million in 2020 and \$284 million in 2021, primarily due to additional revenues from the new for-hire transportation surcharge and favorable MMTOA and PBT revenues, both due to improved economic activity in the MCTD, and partially offset by slightly unfavorable MTA Aid revenues.

On a cash basis, The July Plan forecast of MTA Dedicated Taxes and State and Local Subsidies, excluding Other Funding Agreements, is projected to be \$6,558 million in 2018, growing to \$6,931 million in 2022. Overall growth is due primarily to the additional funds from the new revenue stream, and higher forecasts in future years for MMTOA, PMT, Urban Tax and PBT. Compared with the Adopted Budget forecast, the 2018 Mid-Year Forecast is \$749 million higher, and the forecasts in the out years are higher by \$564 million in 2019, \$490 million in 2020 and \$428 million in 2021. After adjustments for the items that were below-the-line in the February Plan that are now incorporated into the baseline, and excluding the transactional cash adjustments, that are discussed in the Other Subsidy Adjustment section of this report, actual cash variances were higher by \$315 in 2018, \$276 million in 2019, \$281 million in 2020 and \$265 million in 2021, primarily reflecting the new revenue stream, higher Urban Tax, MMTOA and PBT, partially offset by lower MRT revenues. Details of changes for specific taxes and subsidies are described in the sections that follow.



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2019-2022**  
**Consolidated Subsidiaries**  
**Accrual Basis**  
(\$ in millions)

<b>Subsidies</b>	<b>Actual 2017</b>	<b>Mid-Year Forecast 2018</b>	<b>Preliminary Budget 2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Dedicated Taxes</b>						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$1,668.0	\$1,686.6	\$1,777.6	\$1,840.4	\$1,918.3	\$1,999.4
Petroleum Business Tax (PBT) Receipts	606.0	625.2	633.5	633.1	633.1	633.1
Mortgage Recording Tax (MRT)	452.7	472.5	491.5	508.5	526.9	544.3
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	529.2	547.9	564.7	586.5	611.6
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>
	<b>\$3,257.5</b>	<b>\$3,304.5</b>	<b>\$3,441.0</b>	<b>\$3,536.9</b>	<b>\$3,654.6</b>	<b>\$3,777.8</b>
<b>PMT and MTA Aid</b>						
Payroll Mobility Tax	\$1,450.9	\$1,526.4	\$1,602.1	\$1,673.9	\$1,751.2	\$1,833.8
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>
	<b>\$1,987.0</b>	<b>\$2,073.7</b>	<b>\$2,154.5</b>	<b>\$2,226.3</b>	<b>\$2,304.7</b>	<b>\$2,388.3</b>
<b>New Funding Sources</b>						
NYS Operating Support for SAP <sup>1</sup>	\$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 <sup>2</sup>	<u>0.0</u>	<u>0.0</u>	<u>365.0</u>	<u>385.0</u>	<u>385.0</u>	<u>385.0</u>
	<b>\$0.0</b>	<b>\$508.0</b>	<b>\$365.0</b>	<b>\$385.0</b>	<b>\$385.0</b>	<b>\$385.0</b>
<b>State and Local Subsidies</b>						
State Operating Assistance (18-b)	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance (18-b)	187.9	187.9	187.9	187.9	187.9	187.9
Station Maintenance	<u>165.2</u>	<u>171.5</u>	<u>176.0</u>	<u>180.7</u>	<u>185.5</u>	<u>190.4</u>
	<b>\$541.0</b>	<b>\$547.3</b>	<b>\$551.8</b>	<b>\$556.6</b>	<b>\$561.4</b>	<b>\$566.2</b>
<b>Subtotal Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$5,785.5</b>	<b>\$6,433.4</b>	<b>\$6,512.4</b>	<b>\$6,704.8</b>	<b>\$6,905.6</b>	<b>\$7,117.4</b>
<b>Other Funding Agreements</b>						
City Subsidy for MTA Bus Company	\$461.7	\$548.4	\$533.0	\$514.7	\$537.4	\$563.0
City Subsidy for Staten Island Railway	58.5	48.8	46.6	49.8	56.4	60.7
CDOT Subsidy for Metro-North Railroad	<u>110.1</u>	<u>116.8</u>	<u>129.4</u>	<u>124.6</u>	<u>131.6</u>	<u>138.1</u>
	<b>\$630.3</b>	<b>\$714.1</b>	<b>\$709.0</b>	<b>\$689.1</b>	<b>\$725.4</b>	<b>\$761.9</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$6,415.9</b>	<b>\$7,147.5</b>	<b>\$7,221.5</b>	<b>\$7,393.9</b>	<b>\$7,631.0</b>	<b>\$7,879.2</b>
<b>Inter-agency Subsidy Transactions</b>						
B&T Operating Surplus Transfer	<u>\$740.1</u>	<u>\$591.8</u>	<u>\$540.5</u>	<u>\$608.5</u>	<u>\$617.8</u>	<u>\$601.7</u>
	<b>\$740.1</b>	<b>\$591.8</b>	<b>\$540.5</b>	<b>\$608.5</b>	<b>\$617.8</b>	<b>\$601.7</b>
<b>GROSS SUBSIDIES</b>	<b>\$7,156.0</b>	<b>\$7,739.3</b>	<b>\$7,761.9</b>	<b>\$8,002.4</b>	<b>\$8,248.8</b>	<b>\$8,480.9</b>

<sup>1</sup> This subsidy was captured below-the-line in the February Plan.

<sup>2</sup> This includes funding for the Subway Action Plan and other operating and capital costs of the MTA, net of the \$50 million earmarked for the outer borough transportation assumed capital or member projects.

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

<b>Subsidies</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>Dedicated Taxes</b>				
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$0.0	\$21.5	\$25.8	\$35.7
Petroleum Business Tax (PBT) Receipts	1.5	18.5	20.8	20.8
Mortgage Recording Tax (MRT)	0.0	0.0	0.0	0.0
MRT Transfer to Suburban Counties	0.0	0.0	0.0	0.0
Reimburse Agency Security Costs	0.0	0.0	0.0	0.0
Interest	0.0	0.0	0.0	0.0
Urban Tax	0.0	0.0	0.0	0.0
Investment Income	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>\$1.5</b>	<b>\$40.0</b>	<b>\$46.6</b>	<b>\$56.5</b>
<b>PMT and MTA Aid</b>				
Payroll Mobility Tax	\$0.0	\$0.0	\$0.0	\$0.0
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0
MTA Aid	<u>0.0</u>	<u>(4.7)</u>	<u>(6.7)</u>	<u>(7.7)</u>
	<b>\$0.0</b>	<b>(\$4.7)</b>	<b>(\$6.7)</b>	<b>(\$7.7)</b>
<b>New Funding Sources</b>				
NYS Operating Support for SAP <sup>1</sup>	\$254.0	\$0.0	\$0.0	\$0.0
NYC Operating Support for SAP	254.0	0.0	0.0	0.0
NYC Transportation Assistance Fund <sup>2</sup>	<u>0.0</u>	<u>365.0</u>	<u>385.0</u>	<u>385.0</u>
	<b>\$508.0</b>	<b>\$365.0</b>	<b>\$385.0</b>	<b>\$385.0</b>
<b>State and Local Subsidies</b>				
State Operating Assistance (18-b)	\$0.0	\$0.0	\$0.0	\$0.0
Local Operating Assistance (18-b)	0.0	0.0	0.0	0.0
Station Maintenance	<u>0.7</u>	<u>0.7</u>	<u>0.7</u>	<u>0.7</u>
	<b>\$0.7</b>	<b>\$0.7</b>	<b>\$0.7</b>	<b>\$0.7</b>
<b>Subtotal Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$510.2</b>	<b>\$401.0</b>	<b>\$425.6</b>	<b>\$434.5</b>
<b>Other Funding Agreements</b>				
City Subsidy for MTA Bus Company	\$34.5	\$8.3	(\$2.6)	\$0.7
City Subsidy for Staten Island Railway	3.4	(2.0)	(2.5)	(0.4)
CDOT Subsidy for Metro-North Railroad	<u>(1.6)</u>	<u>(2.4)</u>	<u>(9.2)</u>	<u>(10.3)</u>
	<b>\$36.3</b>	<b>\$3.9</b>	<b>(\$14.3)</b>	<b>(\$10.0)</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$546.5</b>	<b>\$404.9</b>	<b>\$411.3</b>	<b>\$424.6</b>
<b>Inter-agency Subsidy Transactions</b>				
B&T Operating Surplus Transfer	<u>(\$40.9)</u>	<u>(\$48.1)</u>	<u>\$42.6</u>	<u>\$93.3</u>
	<b>(\$40.9)</b>	<b>(\$48.1)</b>	<b>\$42.6</b>	<b>\$93.3</b>
<b>GROSS SUBSIDIES</b>	<b>\$505.6</b>	<b>\$356.8</b>	<b>\$453.9</b>	<b>\$517.9</b>

<sup>1</sup> This subsidy was captured below-the-line in the February Plan.

<sup>2</sup> This includes funding for the Subway Action Plan and other operating and capital costs of the MTA, net of the \$50 million earmarked for the outer borough transportation assumed capital or member projects.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2019-2022**  
**Consolidated Subsidies**

**Cash Basis**  
(\$ in millions)

<u>Subsidies</u>	<u>Actual</u> <u>2017</u>	<u>Mid-Year</u> <u>Forecast</u> <u>2018</u>	<u>Preliminary</u> <u>Budget</u> <u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<b>Dedicated Taxes</b>						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$1,668.0	\$1,686.6	\$1,777.6	\$1,840.4	\$1,918.3	\$1,999.4
Petroleum Business Tax (PBT) Receipts	617.1	624.5	633.5	633.4	630.0	629.1
Mortgage Recording Tax (MRT)	461.4	451.7	467.7	488.4	505.5	523.7
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)
Use of MRT Balances	0.0	0.0	0.0	0.0	0.0	0.0
Carryover Balances	0.0	0.0	0.0	0.0	0.0	0.0
Enhanced Security Training	0.0	0.0	0.0	0.0	0.0	0.0
Service Marketing Campaign	0.0	0.0	0.0	0.0	0.0	0.0
Cash Defeasance Loan for TBTA	0.0	0.0	0.0	0.0	0.0	0.0
Interest	5.4	5.3	5.3	5.3	5.3	5.3
Urban Tax	585.5	607.4	594.6	587.0	587.0	611.5
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>
	<b>\$3,299.5</b>	<b>\$3,338.0</b>	<b>\$3,440.5</b>	<b>\$3,516.0</b>	<b>\$3,607.0</b>	<b>\$3,729.6</b>
<b>PMT and MTA Aid</b>						
Payroll Mobility Tax	\$1,435.6	\$1,526.4	\$1,602.1	\$1,673.9	\$1,751.2	\$1,833.8
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>
	<b>\$1,986.1</b>	<b>\$2,073.7</b>	<b>\$2,154.5</b>	<b>\$2,226.3</b>	<b>\$2,304.7</b>	<b>\$2,388.3</b>
<b>New Funding Sources</b>						
NYS Operating Support for SAP <sup>1</sup>	\$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 <sup>2</sup>	<u>0.0</u>	<u>0.0</u>	<u>365.0</u>	<u>385.0</u>	<u>385.0</u>	<u>385.0</u>
	<b>\$0.0</b>	<b>\$508.0</b>	<b>\$365.0</b>	<b>\$385.0</b>	<b>\$385.0</b>	<b>\$385.0</b>
<b>State and Local Subsidies</b>						
State Operating Assistance (18-b)	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance (18-b)	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>
	<b>\$542.4</b>	<b>\$544.5</b>	<b>\$548.2</b>	<b>\$553.0</b>	<b>\$557.8</b>	<b>\$562.6</b>
<b>Other Subsidy Adjustments</b>						
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	14.0	6.3	1.4	0.0	0.0
MNR Repayment for 525 North Broadway	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)
Committed to Capital Contributions	(300.9)	(38.8)	(63.9)	(122.8)	(180.6)	(120.2)
Drawdown 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>
	<b>(\$295.6)</b>	<b>\$94.1</b>	<b>(\$71.6)</b>	<b>(\$135.4)</b>	<b>(\$194.5)</b>	<b>(\$134.1)</b>
<b>Subtotal Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$5,532.3</b>	<b>\$6,558.2</b>	<b>\$6,436.7</b>	<b>\$6,545.0</b>	<b>\$6,660.0</b>	<b>\$6,931.3</b>
<b>Other Funding Agreements</b>						
City Subsidy for MTA Bus Company	\$519.9	\$520.7	\$533.5	\$524.2	\$525.6	\$549.7
City Subsidy for Staten Island Railway	53.0	58.5	48.8	46.6	49.8	56.4
CDOT Subsidy for Metro-North Railroad	<u>130.6</u>	<u>116.8</u>	<u>129.4</u>	<u>124.6</u>	<u>131.6</u>	<u>138.1</u>
	<b>\$703.5</b>	<b>\$696.0</b>	<b>\$711.8</b>	<b>\$695.4</b>	<b>\$707.0</b>	<b>\$744.2</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$6,235.9</b>	<b>\$7,254.2</b>	<b>\$7,148.4</b>	<b>\$7,240.4</b>	<b>\$7,367.0</b>	<b>\$7,675.6</b>
<b>Inter-agency Subsidy Transactions</b>						
B&T Operating Surplus Transfer	<u>\$731.0</u>	<u>\$636.2</u>	<u>\$545.6</u>	<u>\$601.7</u>	<u>\$616.9</u>	<u>\$603.3</u>
	<b>\$731.0</b>	<b>\$636.2</b>	<b>\$545.6</b>	<b>\$601.7</b>	<b>\$616.9</b>	<b>\$603.3</b>
<b>GROSS SUBSIDIES</b>	<b>\$6,966.9</b>	<b>\$7,890.4</b>	<b>\$7,694.0</b>	<b>\$7,842.1</b>	<b>\$7,983.9</b>	<b>\$8,278.8</b>

<sup>1</sup> This subsidy was captured below-the-line in the February Plan.

<sup>2</sup> This includes funding for the Subway Action Plan and other operating and capital costs of the MTA, net of the \$50 million earmarked for the outer borough transportation assumed capital or member projects.

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

<u>Subsidies</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<b>Dedicated Taxes</b>				
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$0.0	\$21.5	\$25.8	\$35.7
Petroleum Business Tax (PBT) Receipts	0.0	18.3	21.0	18.3
Mortgage Recording Tax (MRT)	(19.1)	(22.5)	(18.5)	(20.0)
MRT Transfer to Suburban Counties	0.2	0.0	0.0	0.0
Reimburse Agency Security Costs	0.0	0.0	0.0	0.0
MTA Bus Debt Service	0.0	0.0	0.0	0.0
Interest	0.0	0.0	0.0	0.0
Urban Tax	79.8	48.1	24.1	2.6
Investment Income	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>\$60.8</b>	<b>\$65.4</b>	<b>\$52.5</b>	<b>\$36.5</b>
<b>PMT and MTA Aid</b>				
Payroll Mobility Tax	\$0.0	\$0.0	\$0.0	\$0.0
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0
MTA Aid	<u>0.0</u>	<u>(4.7)</u>	<u>(6.7)</u>	<u>(7.7)</u>
	<b>\$0.0</b>	<b>(\$4.7)</b>	<b>(\$6.7)</b>	<b>(\$7.7)</b>
<b>New Funding Sources</b>				
NYS Operating Support for SAP <sup>1</sup>	\$254.0	\$0.0	\$0.0	\$0.0
NYC Operating Support for SAP	254.0	0.0	0.0	0.0
NYC Transportation Assistance Fund <sup>2</sup>	<u>0.0</u>	<u>365.0</u>	<u>385.0</u>	<u>385.0</u>
	<b>\$508.0</b>	<b>\$365.0</b>	<b>\$385.0</b>	<b>\$385.0</b>
<b>State and Local Subsidies</b>				
State Operating Assistance (18-b)	\$0.0	\$0.0	\$0.0	\$0.0
Local Operating Assistance (18-b)	0.0	0.0	0.0	0.0
Station Maintenance	<u>0.7</u>	<u>0.7</u>	<u>0.7</u>	<u>0.7</u>
	<b>\$0.7</b>	<b>\$0.7</b>	<b>\$0.7</b>	<b>\$0.7</b>
<b>Other Subsidy Adjustments</b>				
NYCT Charge Back of MTA Bus Debt Service	\$0.0	\$0.0	\$0.0	\$0.0
Forward Energy Contracts Program - Gain/(Loss)	\$11.6	\$4.4	\$1.4	\$0.0
MNR Repayment for 525 North Broadway	0.0	0.0	0.0	0.0
Committed to Capital Contributions	184.7	133.0	56.6	13.9
Drawdown GASB 45 OPEB Reserves	<u>(16.7)</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>\$179.5</b>	<b>\$137.3</b>	<b>\$58.0</b>	<b>\$13.9</b>
<b>Subtotal Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$749.0</b>	<b>\$563.7</b>	<b>\$489.5</b>	<b>\$428.4</b>
<b>Other Funding Agreements</b>				
City Subsidy for MTA Bus Company	\$22.3	\$14.4	\$3.0	(\$1.0)
City Subsidy for Staten Island Railway	(5.7)	3.4	(2.0)	(2.5)
CDOT Subsidy for Metro-North Railroad	<u>(1.6)</u>	<u>(2.4)</u>	<u>(9.2)</u>	<u>(10.3)</u>
	<b>\$15.1</b>	<b>\$15.4</b>	<b>(\$8.2)</b>	<b>(\$13.8)</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$764.1</b>	<b>\$579.1</b>	<b>\$481.3</b>	<b>\$414.6</b>
<b>Inter-agency Subsidy Transactions</b>				
B&T Operating Surplus Transfer	<u>\$0.3</u>	<u>(\$47.4)</u>	<u>\$33.5</u>	<u>\$88.3</u>
	<b>\$0.3</b>	<b>(\$47.4)</b>	<b>\$33.5</b>	<b>\$88.3</b>
<b>GROSS SUBSIDIES</b>	<b>\$764.3</b>	<b>\$531.8</b>	<b>\$514.8</b>	<b>\$502.9</b>

<sup>1</sup> This subsidy was captured below-the-line in the February Plan.

<sup>2</sup> This includes funding for the Subway Action Plan and other operating and capital costs of the MTA, net of the \$50 million earmarked for the outer borough transportation assumed capital or member projects.

## **METROPOLITAN MASS TRANSPORTATION OPERATING ASSISTANCE (MMTOA)**

Metropolitan Mass Transportation Operating Assistance (MMTOA) provides general operating subsidies for the MTA and other downstate transportation systems and funds are derived from the Mass Transportation Operating Assistance (MTOA) Fund<sup>1</sup>. 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 metropolitan tax (MTA) 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 MTA Surcharge to reflect a dollar amount equal to the financial projections in the State's Enacted Budget; for 2018-19, the MTA Surcharge was increased from 28.3% to 28.6%.

### **2018 Mid-Year 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-b<sup>2</sup> 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; these levels are unchanged from 2017 and the 2018 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 and State 18-b funds are also allotted to MTA Bus and other downstate

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<sup>1</sup> 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).

<sup>2</sup> 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.

transportation properties. The 2018 MTA MMTOA receipts are unchanged from the Adopted Budget and are \$19 million higher than the 2017 level, reflecting the NYS Enacted Budget 2018-19 appropriation.

### **2019 Preliminary Budget**

The 2019 Preliminary Budget estimates MTA MMTOA revenue at \$1,778 million, which is \$91 million (5.4%) more than the 2018 Mid-Year Forecast, 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 Preliminary 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 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 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**  
**July Financial Plan 2019-2022**  
(\$ in millions)

	ACTUAL	FORECAST				
	2017	2018	2019	2020	2021	2022
<b>Forecast of MMTOA Gross Receipts (SFY):</b>						
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
<b>Total Gross Receipts Available for Allocation</b>	<b>\$2,235.0</b>	<b>\$2,346.0</b>	<b>\$2,458.3</b>	<b>\$2,534.5</b>	<b>\$2,628.7</b>	<b>\$2,726.9</b>

**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
<b>Upstate Percent Share of Investment Income</b>	<b>2.58%</b>	<b>2.54%</b>	<b>2.49%</b>	<b>2.40%</b>	<b>2.29%</b>	<b>2.19%</b>
Less: Upstate Share of Investment Income	(0.5)	(0.4)	(0.4)	(0.4)	(0.4)	(0.4)
<b>Total Net Downstate Share Available for Allocation</b>	<b>\$2,157.5</b>	<b>\$2,266.5</b>	<b>\$2,377.3</b>	<b>\$2,453.9</b>	<b>\$2,548.6</b>	<b>\$2,647.4</b>
Less: 18-B Adjustment	(189.5)	(189.5)	(189.5)	(189.5)	(189.5)	(189.5)
<b>Adjusted Total Net Downstate Share for Allocation</b>	<b>\$1,967.9</b>	<b>\$2,077.0</b>	<b>\$2,187.8</b>	<b>\$2,264.4</b>	<b>\$2,359.1</b>	<b>\$2,457.8</b>
Add: NYS Reimbursement	0.0	0.0	0.0	0.0	0.0	0.0
<b>Adjusted Total Net Downstate Share + Other</b>	<b>\$1,967.9</b>	<b>\$2,077.0</b>	<b>\$2,187.8</b>	<b>\$2,264.4</b>	<b>\$2,359.1</b>	<b>\$2,457.8</b>

**Allocation of Total Net Downstate Share to NYCT/SIR:**

NYCT/SIR Share	59.35%	57.09%	57.09%	57.09%	57.09%	57.09%
From Total Net Downstate Share	\$1,280.5	\$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)
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
<b>Total NYCT/SIR Share of Net Downstate Share</b>	<b>\$1,124.3</b>	<b>\$1,140.0</b>	<b>\$1,203.3</b>	<b>\$1,247.0</b>	<b>\$1,301.1</b>	<b>\$1,357.5</b>
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
<b>Total NYCT Share of Net Downstate Share</b>	<b>\$1,120.3</b>	<b>\$1,136.0</b>	<b>\$1,199.0</b>	<b>\$1,242.6</b>	<b>\$1,296.5</b>	<b>\$1,352.6</b>

**Allocation of Total Net Downstate Share to MTA:**

MTA Share	26.23%	25.05%	25.05%	25.05%	25.05%	25.05%
From Total Net Downstate Share	\$566.0	\$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)
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
<b>Total MTA Share of Net Downstate Share</b>	<b>\$543.7</b>	<b>\$546.5</b>	<b>\$574.3</b>	<b>\$593.5</b>	<b>\$617.2</b>	<b>\$641.9</b>

## **PETROLEUM BUSINESS TAXES (PBT)**

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

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

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

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

### **2018 Mid-Year Forecast**

PBT receipts are projected to be \$624 million for 2018, a \$7 million (1.2%) increase from 2017 due to higher estimates for petroleum and motor fuel tax receipts. Projected revenues are unchanged from the Adopted Budget, reflecting actual collections through June 2018. Of the total PBT allocation, \$531 million is earmarked for New York City Transit and \$94 million for the commuter railroads.

### **2019 Preliminary Budget**

The 2019 Preliminary Budget for PBT is \$634 million, a \$9 million (1.5%) increase from the 2018 Mid-year forecast due to higher petroleum tax and motor fuel tax estimates. The forecast is \$18 million (3.0%) above the February Plan forecast and reflects both a higher 2018 base and recently revised PBT projections provided by the New York State Division of the Budget.

### **2020 - 2022**

For the remainder of the Plan period, PBT forecasts are \$633 million in 2020, \$630 million in 2021 and \$629 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.



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

	ACTUAL	FORECAST				
	2017	2018	2019	2020	2021	2022
<b>Total Net PBT Collections Available for Distribution</b>	<b>\$1,814.9</b>	<b>\$1,836.7</b>	<b>\$1,863.4</b>	<b>\$1,863.0</b>	<b>\$1,853.1</b>	<b>\$1,850.4</b>

***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%
<b>Share Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

***Amount of Total Net Collections Available for the MTA:***

<b>MTA Total</b>	<b>\$617.1</b>	<b>\$624.5</b>	<b>\$633.5</b>	<b>\$633.4</b>	<b>\$630.0</b>	<b>\$629.1</b>
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**Accrual Basis**

NYCT/SIR Share of MTA Total	\$515.1	\$531.4	\$538.5	\$538.2	\$538.2	\$538.2
Commuter Railroad Share of MTA Total	90.9	93.8	95.0	95.0	95.0	95.0
<b>MTA Total of Net Collections</b>	<b>\$606.0</b>	<b>\$625.2</b>	<b>\$633.5</b>	<b>\$633.1</b>	<b>\$633.1</b>	<b>\$633.1</b>

**Cash Basis**

NYCT/SIR Share of MTA Total	\$524.5	\$530.8	\$538.5	\$538.4	\$535.5	\$534.8
Commuter Railroad Share of MTA Total	92.6	93.7	95.0	95.0	94.5	94.4
<b>MTA Total of Net Collections</b>	<b>\$617.1</b>	<b>\$624.5</b>	<b>\$633.5</b>	<b>\$633.4</b>	<b>\$630.0</b>	<b>\$629.1</b>

## **MORTGAGE RECORDING TAXES (MRT)**

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

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

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

### **Forecast Methodology**

MRT forecasts consist of receipts through June 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 transactions<sup>1</sup> are excluded from the base that is used to project receipts over the forecast period.

### **2018 Mid-Year Forecast**

MRT receipts are forecast to be \$452 million in 2018, a \$10 million (2.1%) decrease from 2017 receipts; this projection is 41 percent lower than when MRT receipts peaked in 2006. Compared with 2017, MRT-1, which is collected on all mortgages, is projected to decrease \$6 million (1.7%) while MRT-2, which is only paid on residential properties with fewer than seven units in the structure, is forecast to decrease \$4 million (2.9%). The 2018 Mid-Year Forecast is \$19 million (4.1%) less than the Adopted Budget; MRT-1 is estimated to be \$6 million (1.7%) lower, while MRT-2 is projected to be \$14 million (9.1%) lower, indicating reduced mortgage activity in both the residential and commercial mortgage markets compared with the expectations in the Adopted Budget.

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<sup>1</sup> 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 Preliminary Budget**

MRT receipts are projected to be \$468 million in 2019, \$16 million (3.5%) more than estimated for the 2018 Mid-Year Forecast; MRT-1 receipts are projected to increase \$6 million (2.0%), while MRT-2 receipts are forecast to increase \$10 million (7.1%). The forecast assumes New York City commercial mortgage activity will decline for a third consecutive year, while year-over-year residential mortgage activity throughout the region will improve. The 2019 Preliminary Budget is \$22 million (4.6%) less than the February Plan forecast, reflecting weaker activity in both the commercial and residential mortgage markets than was previously assumed. MRT-1 is estimated to be \$12 million (3.6%) lower and MRT-2 is projected to be \$10 million (6.6%) lower than the February Plan forecast.

## **2020 - 2022**

MRT receipts are expected to grow annually, increasing \$21 million in 2020, \$17 million in 2021 and \$18 million in 2022. The projected growth in MRT receipts reflects 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 – in the MTA region. Despite these increases, 2022 MRT receipts, which are projected to reach \$524 million, will still be 31 percent below receipts from sixteen years earlier, when MRT receipts peaked in 2006. Compared with the February Plan, MRT receipts are \$18 million (3.6%) lower in 2020, \$20 million (3.8%) lower in 2021 and \$19 million (3.5%) lower in 2022, reflecting a lower 2018 base which is partially offset by stronger annual growth.

## **Other MRT-2 Adjustments (Cash)**

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

In addition, the Plan assumes that funds from subsidies will be used to cover debt service cash flow requirements and loan repayment on behalf of MTA Bus. In negotiations with the City leading to the formation of MTA Bus, a package that consisted of bond proceeds (\$209 million) and inter-agency loans (\$114 million) was used to finance MTA Bus's capital investment. Pursuant to the agreement with the City, the MTA pays the capital costs of the MTA Bus 2005-2009 Capital Program to the extent that it is otherwise not paid from Federal grants, matching City funds, or other funding sources specifically dedicated to MTA Bus capital projects. 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 February Plan.

MRT-2 receipts are also earmarked for the MTA General Reserve, which is set at approximately one percent of total expenses. The General Reserve is \$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 July Financial Plan.

**MORTGAGE RECORDING TAX PROJECTIONS**  
**July Financial Plan 2019-2022**  
(\$ in millions)

**Cash Basis**

	FORECAST					
	2017	2018	2019	2020	2021	2022
<b>MORTGAGE RECORDING TAX #261-1</b>						

**Receipts Available for Transfer to NYCT and CRs:**

Total Gross Receipts	\$321.9	\$316.4	\$322.7	\$335.8	\$346.5	\$358.8
Less: MTAHQ Operating Expenses Net of Reimbursements	(647.2)	(777.2)	(732.7)	(730.4)	(738.0)	(743.5)
<b>Receipts Available for Transfer</b>	<b>(\$325.3)</b>	<b>(\$460.8)</b>	<b>(\$410.0)</b>	<b>(\$394.6)</b>	<b>(\$391.5)</b>	<b>(\$384.7)</b>
MRT-2 Required to Balance	325.3	460.8	410.0	394.6	391.5	384.7
<b>Adjusted Receipts Available for Transfer</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>

**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
<b>Total NYCT/SIR Net Cash Share</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
Total SIR Net Cash Share	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total NYCT Net Cash Share</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>

**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
<b>Total Commuter Railroad Net Cash Share</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>

**MORTGAGE RECORDING TAX #261-2**

**Receipts Available**

Total Receipts to Corporate Account	\$139.5	\$135.4	\$144.9	\$152.6	\$158.9	\$164.9
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
<b>Total Receipts Available for Transfer</b>	<b>\$109.9</b>	<b>(\$53.1)</b>	<b>(\$48.6)</b>	<b>(\$45.9)</b>	<b>(\$44.6)</b>	<b>(\$43.7)</b>

**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)	(460.8)	(410.0)	(394.6)	(391.5)	(384.7)
<b>Net Receipts Available</b>	<b>(\$219.5)</b>	<b>(\$518.9)</b>	<b>(\$464.1)</b>	<b>(\$446.5)</b>	<b>(\$442.4)</b>	<b>(\$435.1)</b>

## **URBAN TAXES**

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

### **Forecast Methodology**

Forecasts of Urban Tax receipts consist of actual receipts through June 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 transactions<sup>1</sup> are excluded from the base that is used to estimate Urban Tax receipts over the forecast period.

### **2018 Mid-Year Forecast**

Urban Tax receipts are forecast to be \$607 million in 2018, \$22 million (3.7%) more than 2017 receipts. This follows a \$225 million (27.8%) decline in 2017 compared with 2016 collections; about 40 percent of this decline was attributable to the level of receipts generated by large property transactions, which were significantly lower in 2017 than in 2016. The 2018 increase results from higher RPTT receipts, which are projected to increase \$46 million (13.2%), while MRT receipts are forecast to decrease \$24 million (10.0%). The 2018 forecast is \$458 million (306%) 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 \$276 million (31%). Compared with the Adopted Budget, the Mid-Year Forecast is favorable by \$80 million, a 15.1% increase, with RPTT receipts favorable by \$74 million (23.3%) while MRT receipts are favorable by \$6 million (2.7%).

### **2019 Preliminary Budget**

Urban Tax receipts are forecast to be \$595 million in 2019, a \$13 million (2.1%) decline from the 2018 Mid-Year Forecast. RPTT receipts are forecast to increase by \$2 million (0.4%) while MRT receipts are expected to decrease by \$15 million (6.8%). The declines, particularly with regard to the RPTT, are impacted by several large transactions in 2018 that for forecasting purposes are assumed to not recur in 2019. When the receipts from these large transactions are factored out, the remaining Urban Tax is projected to increase by 3.9 percent. The 2019 Preliminary Budget is greater than the February Plan forecast by \$48 million (8.8%), with RPTT favorable by \$65 million (19.7%) while MRT is unfavorable by \$17 million (7.8%).

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<sup>1</sup> 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.

## **2020 - 2022**

Urban Tax receipts are expected to decrease \$8 million (1.3%) in 2020, remain unchanged in 2021, and increase \$25 million (4.2%) in 2022, with receipts in 2022 projected to be \$612 million, still short of the 2007 pre-recession peak by \$272 million (31%). Urban Tax projections are forecast to exceed the February Plan by \$24 million (4.3%) for 2020, and remain essentially unchanged for 2021 and 2022 (greater by 0.4% in 2021 and greater by 0.3% in 2022).

## 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 Tax Law) to provide a stable, long-term source of funding for the New York City Subway Action Plan, outer borough transit improvements, and other MTA needs.

For 2018, the State budget established the **New York City Subway Assistance Fund** to cover the operating and capital costs associated with MTA Subway Action Plan, which includes costs that were incurred in 2017 and 2018 both the State and the City of New York are required to contribute equally to this fund for 2018 only.

Beginning on January 1, 2019 and continuing, the State budget established a surcharge on for-hire vehicle trips entirely within New York State that start or terminate in, or traverse, Manhattan below 96th Street; revenues from this surcharge will be deposited into a fund for the benefit of the MTA. This new revenue fund, called the **New York City Transit Assistance 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.

## NEW YORK CITY SUBWAY ASSISTANCE FUND

For 2018, the New York City Subway Assistance Fund was established by the State to cover the operating and capital costs of the Subway Action Plan. The total estimated costs of \$836 million was 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.

The MTA Mid-Year Forecast of the operating costs for the Subway Action Plan is \$508 million and will come from the total contribution of \$836 million by the State and City of New York, with the balance used for capital costs. 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 surcharge that begins in January 2019. Compared with the February Plan, the Mid-Year Subsidy forecast for SAP was higher by \$254 million, reflecting additional revenues enacted in the State Budget; the other \$254 million represents SAP subsidies that were captured below-the-line in February and are now incorporated into the baseline.

## **NEW YORK CITY TRANSPORTATION ASSISTANCE FUND**

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, deposits from the implementation of the following surcharges will commence:

- 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 96<sup>th</sup> 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.

Estimates of revenues from the for-hire transportation surcharge are \$415 million in 2019 and \$435 million each year thereafter, of which \$50 million annually is for outer borough transportation assumed capital or member projects. The remaining \$365 million in 2019 and \$385 million per year starting with 2020 represents funding for the Subway Action Plan Account of \$342 million in 2019, \$301 million in 2020 and \$300 million in both 2021 and 2022, and the General Transportation Account of \$23 million in 2019, \$84 million in 2020 and \$85 million in both 2021 and 2022. These estimates are based on the NYS revenue projections that are included in the new legislation.

The Mid-Year Subsidy forecasts for SAP, in 2019 through 2021, include \$150 million annually that were captured below-the-line in the February Plan and are now incorporated into the baseline.

The new State legislation stipulates that the distribution of the revenues from the new surcharge will be as follows:

- The first \$342 million in 2019, the first \$301 million in 2020 and the first \$300 million in 2021 and future years are for deposit into the Subway Action Plan Account of the New York City Transportation Assistance Fund;
- The next \$50 million collected in each year beginning in 2019 is to be deposited annually in the Outer Borough Transportation Account of the New York City Transportation Assistance Fund;
- Revenues in excess of those deposited into the Subway Action Plan Account and the Outer Borough Transportation Account are to be deposited in the General Transportation Account of the New York City Transportation Assistance Fund. The State estimates these excess revenues to be \$23 million in 2019, \$84 million in 2020, and \$85 million in 2021 and future years.



The legislation requires that the MTA report to officials at the State, on an annual basis, on the receipt and uses of all funds deposited into the New York City Transportation Assistance Fund, and in each of its accounts.

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

	<b>FORECAST</b>				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<b>Accrual Basis</b>					
<b>NYS Operating Support for SAP <sup>1</sup></b>	<b>\$254.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>NYC Operating Support for SAP</b>	<b>254.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>NYC Transportation Assistance Fund</b>	<b>0.000</b>	<b>365.000</b>	<b>385.000</b>	<b>385.000</b>	<b>385.000</b>
<i>Subway Action Plan Account</i>	0.000	342.000	301.000	300.000	300.000
<i>Outerborough Transportation Account</i>	0.000	50.000	50.000	50.000	50.000
<i>Less: Assumed Capital or Member Project</i>	0.000	(50.000)	(50.000)	(50.000)	(50.000)
<i>General Transportation Account</i>	0.000	23.000	84.000	85.000	85.000
<b>Cash Basis</b>					
<b>NYS Operating Support for SAP <sup>1</sup></b>	<b>\$254.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>NYC Operating Support for SAP</b>	<b>254.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>NYC Transportation Assistance Fund</b>	<b>0.000</b>	<b>365.000</b>	<b>385.000</b>	<b>385.000</b>	<b>385.000</b>
<i>Subway Action Plan Account</i>	0.000	342.000	301.000	300.000	300.000
<i>Outerborough Transportation Account</i>	0.000	50.000	50.000	50.000	50.000
<i>Less: Assumed Capital or Member Project</i>	0.000	(50.000)	(50.000)	(50.000)	(50.000)
<i>General Transportation Account</i>	0.000	23.000	84.000	85.000	85.000
<b>Cash Flow Adjustments</b>					
<b>NYS Operating Support for SAP <sup>1</sup></b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>NYC Operating Support for SAP</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>NYC Transportation Assistance Fund</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<i>Subway Action Plan Account</i>	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
<i>Less: Assumed Capital or Member Project</i>	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

<sup>1</sup> This subsidy was captured below-the-line in the February Plan.

## **PAYROLL MOBILITY TAX (PMT)**

The Payroll Mobility Tax (PMT), also known as the Metropolitan Commuter Transportation Mobility Tax (MCTMT), was enacted in 2009<sup>1</sup> 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.

### **2018 Mid-Year Forecast**

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

### **2019 Preliminary Budget**

The 2019 Preliminary Budget forecast for PMT, is \$1,602 million, \$76 million (5.0%) higher than the 2018 Mid-Year forecast reflecting the impact of regional wage and salary forecasts. The forecast is unchanged from the February Plan. The forecast for PMT replacement funds of \$244 million is unchanged from both the 2017 level and the February Plan projection. Including the replacement funds, PMT revenues are projected to total \$1,846 million in 2019.

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

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

## **2020 - 2022**

Excluding replacement funds, PMT is forecast to be \$1,674 million in 2020 and \$1,751 in 2021 and \$1,834 in 2022, reflecting revised wage and salary forecasts. These forecasts are unchanged from the February Plan. PMT replacement funds of \$244 million annually are unchanged from the February Plan projections. Including the replacement funds, PMT revenues are projected to total \$1,918 million in 2020 and \$1,995 million in 2021 and \$2,078 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 Mid-Year forecast are projected to be \$303 million, a \$3 million (1.0%) decline from 2017 receipts. The Mid-Year Forecast is unchanged from the Adopted Budget, reflecting year-to-date revenues that are on target with the forecast.

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 that impacted Taxicab Tax receipts; this change 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. While the major impact from these diverted taxi trips has been incorporated into MTA Aid forecasts since the 2016 February Plan, 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 Preliminary Budget, MTA Aid is forecast to be \$308 million, a \$5 million (1.7%) increase from the 2018 Mid-Year forecast due to higher projected revenues from motor vehicle registration and auto rental fees. The forecast is \$5 million (1.5%) below the February Plan forecast and reflects recently revised 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 below the February Plan by \$7 million (2.1%) in 2020 and \$8 million (2.4%) in 2021, reflecting changes in the State’s recently revised annual growth rate projections.

## **STATE AND LOCAL DIRECT SUBSIDIES**

State and Local Direct Subsidies consist of the following:

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

### **2018 Mid-Year Forecast**

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

### **2019 Preliminary Budget**

The 2019 Preliminary Budget for State and Local Direct Subsidies, on a cash basis, is \$548 million or \$4 million (0.7%) above the 2018 Mid-Year Forecast, while the estimate is \$1 million (0.1%) above the February Plan forecast. Re-estimated Station Maintenance subsidies are the driver of the increased revenue.

### **2020 - 2022**

State and Local Direct Subsidies are forecast to annually increase by \$5 million in each year from 2020 to 2022. The estimates are above the July Plan by \$1 million each year from 2020 to 2022. As with the prior years, the forecasts reflect re-estimates of station maintenance subsidies.

## OTHER SUBSIDY ADJUSTMENTS

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

*NYCT Charge Back of MTA Bus Debt Service* – Consistent with prior Plans, the July Plan reflects the MTA’s agreement with the City of New York to fund a portion of MTA Bus debt service from New York City Transit subsidies each year, amounting to \$11.5 million annually for the duration of the Plan. These amounts reflect reimbursement to MTA Bus under a swap agreement with NYCT in which Federal capital grant money earmarked for MTA Bus is paid directly to NYCT; NYCT applies these funds to cover its own capital projects and in turn reimburses MTA Bus. This is in addition to the MTA’s funding of all capital costs associated with the MTA Bus 2005-2009 Capital Program, currently \$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. Compared with the February Plan, the July Plan projects that hedges will be favorable by \$11.6 million in 2018, \$4.4 million in 2019 and \$1.4 million in 2020.

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

Compared with the February Plan, committed to capital contributions are being reduced by \$185 million in 2018, \$133 million in 2019, \$57 million in 2020 and \$14 million in 2021, mainly the result of MTA Bridges and Tunnels (B&T) self-funding its capital program in place of the February Plan assumption that it would be funded with MTA committed to capital contributions. This change is “budget-neutral” on an MTA-wide basis, since it results in corresponding reductions of B&T’s operating surplus transfer. The 2018 variance of \$185 million was comprised of the above-mentioned (\$120 million) change to B&T self-funding and a \$65 million reduction in MTA contributions to capital. The 2018-2019 NYS Enacted Budget included an additional \$65 million in Capital funding, allowing the MTA to reprogram that amount for operating needs.

*Drawdown GASB 45 OPEB Reserves* – A small portion of this fund was used to help provide budget balance in 2017, including the pre-funding of the SAP Plan. The remaining \$133 million balance of this fund is needed to offset 2018 expenses.



## **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 Mid-Year Forecast**

The 2018 Mid-Year Forecast cash projection for total Other Funding Agreements is \$696 million; this is \$8 million (1.1 %) below 2017 and \$15 million (2.2 %) above the Adopted Budget.

The CDOT Subsidy for Metro-North Railroad of \$117 million is \$14 million (10.6%) below 2017, and \$2 million (1.4%) unfavorable 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 both the 2017 actuals and the Adopted Budget. The cash forecast for City Subsidy for MTA Bus of \$521 million is \$1 million (0.1%) above 2017 and \$22 million (4.5%) more than the Adopted Budget; these variances are due to cash timing adjustments and changes in 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%) lower than 2017 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 Preliminary Budget**

The 2019 Preliminary Budget cash forecast for total Other Funding Agreements is \$712 million, or \$16 million (2.3%) above the 2018 Mid-Year Forecast and \$15 million (2.2%) 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 reduction.

The 2019 cash forecast for CDOT Subsidy for Metro-North Railroad is higher compared with the 2018 Mid-Year Forecast by \$13 million (10.8%), and less than the February Plan by \$2 million (1.8%). The 2019 forecast for City Subsidy for MTA Bus is favorable compared with the 2018 Mid-Year Forecast by \$13 million (2.5%), while the plan-to-plan variance reflects favorable changes from the February Plan of \$14 million (2.8%). City Subsidy for Staten Island Railway is \$10 million

(16.6%) unfavorable compared with the 2018 Mid-Year Forecast, and \$3 million (7.4%) favorable relative to the February Plan.

### **2020 – 2022**

Other Funding Agreements, on a cash basis, total \$695 million for 2020, \$707 million for 2021 and \$744 million for 2022, reflecting a year-over-year decrease of \$16 million (2.3%) in 2020, and year-over-year increases of \$12 million (1.7%) in 2021 and \$37 million (5.3%) in 2022. These estimates are below the February Plan by \$8 million (1.2%) in 2020 and \$14 million (1.9%) in 2021; variances reflect revised expense assumptions to meet operational requirements.

The cash forecasts for CDOT Subsidy for Metro-North Railroad are \$125 million for 2020, \$132 million for 2021, and \$138 million for 2022, reflecting a year-over-year decrease of \$5 million (3.7%) in 2020 and increases of \$7 million (5.7%) in 2021 and \$6 million (4.9%) in 2022. These estimates, compared with the February Plan, are unfavorable by \$9 million (6.9%) in 2020 and \$10 million (7.3%) in 2021. The cash forecasts for City Subsidy for MTA Bus are \$524 million for 2020, \$526 million for 2021 and \$550 million for 2022, reflecting a decrease of \$9 million (1.7%) in 2020 and year-over-year increases of \$1 million (0.3%) in 2021, \$24 million (4.6%) in 2022. These estimates are higher than the February Plan by \$3 million (0.6%) in 2020 and below the February Plan by \$1 million (0.2%) in 2021.

The cash forecasts for City Subsidy for Staten Island Railway are \$47 million in 2020, \$50 million in 2021 and \$56 million in 2022, reflecting a decline of \$2 million (4.5%) in 2020, and year-over-year increases of \$3 million (6.8%) in 2021 and \$7 million (13.2%) in 2022; these estimates are unfavorable to the February Plan by \$2 million (4.1%) in 2020 and \$2 million (4.8%) in 2021.

**MTA NEW YORK CITY TRANSIT SUBSIDY ALLOCATION**  
**July Financial Plan 2019-2022**

**Cash Basis**

(\$ in millions)

	<b>Actual 2017</b>	<b>Mid-Year Forecast 2018</b>	<b>Preliminary Budget 2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Subsidies</b>						
<b>Dedicated Taxes</b>						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$1,120.3	\$1,136.0	\$1,199.0	\$1,242.6	\$1,296.5	\$1,352.6
Petroleum Business Tax (PBT) Receipts	524.5	530.8	538.5	538.4	535.5	534.8
Mortgage Recording Tax (MRT)	0.0	0.0	0.0	0.0	0.0	0.0
Urban Tax	<u>585.5</u>	<u>607.4</u>	<u>594.6</u>	<u>587.0</u>	<u>587.0</u>	<u>611.5</u>
	<b>\$2,230.3</b>	<b>\$2,274.2</b>	<b>\$2,332.1</b>	<b>\$2,367.9</b>	<b>\$2,419.0</b>	<b>\$2,498.9</b>
<b>New State Taxes and Fees</b>						
Payroll Mobility Tax	\$1,021.5	\$728.0	\$909.3	\$892.9	\$908.3	\$958.1
Payroll Mobility Tax Replacement Funds	205.2	176.5	195.2	177.7	169.5	167.3
MTA Aid	<u>257.2</u>	<u>218.9</u>	<u>246.2</u>	<u>224.2</u>	<u>214.6</u>	<u>212.5</u>
	<b>\$1,483.9</b>	<b>\$1,123.5</b>	<b>\$1,350.7</b>	<b>\$1,294.8</b>	<b>\$1,292.4</b>	<b>\$1,337.9</b>
<b>New Funding Sources</b>						
NYS Operating Support for SAP <sup>1</sup>	\$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	0.0	0.0	358.1	359.8	359.5	359.5
<i>Subway Action Plan Account</i>	0.0	0.0	342.0	301.0	300.0	300.0
<i>Outerborough Transportation Account</i>	0.0	0.0	50.0	50.0	50.0	50.0
<i>Less: Assumed Capital or Member Project</i>	0.0	0.0	(50.0)	(50.0)	(50.0)	(50.0)
<i>General Transportation Account</i>	<u>0.0</u>	<u>0.0</u>	<u>16.1</u>	<u>58.8</u>	<u>59.5</u>	<u>59.5</u>
	<b>\$0.0</b>	<b>\$508.0</b>	<b>\$358.1</b>	<b>\$359.8</b>	<b>\$359.5</b>	<b>\$359.5</b>
<b>State and Local Subsidies</b>						
State Operating Assistance (18-b)	\$158.1	\$158.1	\$158.1	\$158.1	\$158.1	\$158.1
Local Operating Assistance (18-b)	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>
	<b>\$316.2</b>	<b>\$316.2</b>	<b>\$316.2</b>	<b>\$316.2</b>	<b>\$316.2</b>	<b>\$316.2</b>
<b>Other Subsidy Adjustments</b>						
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	9.8	4.4	1.0	0.0	0.0
Committed to Capital Program	(263.4)	(139.5)	(160.3)	(205.4)	(248.7)	(203.4)
Drawdown 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>
	<b>(\$256.4)</b>	<b>(\$82.0)</b>	<b>(\$167.4)</b>	<b>(\$215.9)</b>	<b>(\$260.2)</b>	<b>(\$214.9)</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$3,774.1</b>	<b>\$4,139.9</b>	<b>\$4,189.7</b>	<b>\$4,122.8</b>	<b>\$4,126.8</b>	<b>\$4,297.6</b>
<b>Inter-agency Subsidy Transactions</b>						
B&T Operating Surplus Transfer	<u>\$307.6</u>	<u>\$253.9</u>	<u>\$211.1</u>	<u>\$239.7</u>	<u>\$247.5</u>	<u>\$242.4</u>
	<b>\$307.6</b>	<b>\$253.9</b>	<b>\$211.1</b>	<b>\$239.7</b>	<b>\$247.5</b>	<b>\$242.4</b>
<b>GROSS SUBSIDIES</b>	<b>\$4,081.6</b>	<b>\$4,393.8</b>	<b>\$4,400.9</b>	<b>\$4,362.5</b>	<b>\$4,374.3</b>	<b>\$4,540.1</b>

<sup>1</sup> This subsidy was captured below-the-line in the February Plan.

**MTA COMMUTER RAILROAD SUBSIDY ALLOCATION**  
**July Financial Plan 2019-2022**  
**Cash Basis**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Subsidies</b>						
<b>Dedicated Taxes</b>						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$543.7	\$546.5	\$574.3	\$593.5	\$617.2	\$641.9
Petroleum Business Tax (PBT) Receipts	92.6	93.7	95.0	95.0	94.5	94.4
Mortgage Recording Tax (MRT)	0.0	0.0	0.0	0.0	0.0	0.0
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>
	<b>\$637.5</b>	<b>\$641.4</b>	<b>\$670.5</b>	<b>\$689.7</b>	<b>\$712.9</b>	<b>\$737.5</b>
<b>New State Taxes and Fees</b>						
Payroll Mobility Tax	\$194.6	\$279.5	\$228.7	\$334.5	\$400.5	\$440.6
Payroll Mobility Tax Replacement Funds	39.1	67.8	49.1	66.6	74.7	76.9
MTA Aid	<u>49.0</u>	<u>84.1</u>	<u>61.9</u>	<u>84.0</u>	<u>94.6</u>	<u>97.7</u>
	<b>\$282.7</b>	<b>\$431.3</b>	<b>\$339.7</b>	<b>\$485.0</b>	<b>\$569.8</b>	<b>\$615.3</b>
<b>New Funding Sources</b>						
General Transportation Account	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$6.9</u>	<u>\$25.2</u>	<u>\$25.5</u>	<u>\$25.5</u>
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$6.9</b>	<b>\$25.2</b>	<b>\$25.5</b>	<b>\$25.5</b>
<b>State and Local Subsidies</b>						
State Operating Assistance (18-b)	\$29.3	\$29.3	\$29.3	\$29.3	\$29.3	\$29.3
Local Operating Assistance (18-b)	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>
	<b>\$225.1</b>	<b>\$227.2</b>	<b>\$230.9</b>	<b>\$235.7</b>	<b>\$240.4</b>	<b>\$245.2</b>
<b>Other Subsidy Adjustments</b>						
Forward Energy Contracts Program - Gain/(Loss)	\$0.7	\$4.2	\$1.9	\$0.4	\$0.0	\$0.0
MNR Repayment for 525 North Broadway	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)	(2.4)
Committed to Capital Program	(37.5)	100.7	96.4	82.6	68.2	83.2
Drawdown 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>
	<b>(\$39.3)</b>	<b>\$176.1</b>	<b>\$95.8</b>	<b>\$80.6</b>	<b>\$65.7</b>	<b>\$80.8</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$1,106.0</b>	<b>\$1,476.0</b>	<b>\$1,343.8</b>	<b>\$1,516.1</b>	<b>\$1,614.4</b>	<b>\$1,704.3</b>
<b>Other Funding Agreements</b>						
CDOT Subsidy for Metro-North Railroad	<u>\$130.6</u>	<u>\$116.8</u>	<u>\$129.4</u>	<u>\$124.6</u>	<u>\$131.6</u>	<u>138.1</u>
	<b>\$130.6</b>	<b>\$116.8</b>	<b>\$129.4</b>	<b>\$124.6</b>	<b>\$131.6</b>	<b>\$138.1</b>
<b>Inter-agency Subsidy Transactions</b>						
B&T Operating Surplus Transfer	<u>\$423.4</u>	<u>\$382.3</u>	<u>\$334.5</u>	<u>\$362.0</u>	<u>\$369.4</u>	<u>\$360.8</u>
	<b>\$423.4</b>	<b>\$382.3</b>	<b>\$334.5</b>	<b>\$362.0</b>	<b>\$369.4</b>	<b>\$360.8</b>
<b>GROSS SUBSIDIES</b>	<b>\$1,660.0</b>	<b>\$1,975.0</b>	<b>\$1,807.7</b>	<b>\$2,002.8</b>	<b>\$2,115.4</b>	<b>\$2,203.2</b>

**MTA STATEN ISLAND RAILWAY SUBSIDY ALLOCATION**  
**July Financial Plan 2019-2022**  
**Cash Basis**  
(\$ in millions)

<u>Subsidies</u>	<u>Actual</u> <u>2017</u>	<u>Mid-Year</u> <u>Forecast</u> <u>2018</u>	<u>Preliminary</u> <u>Budget</u> <u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<b><i>Dedicated Taxes</i></b>						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$4.0	\$4.1	\$4.3	\$4.4	\$4.6	\$4.8
Mortgage Recording Tax (MRT)	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	<b>\$4.0</b>	<b>\$4.1</b>	<b>\$4.3</b>	<b>\$4.4</b>	<b>\$4.6</b>	<b>\$4.8</b>
<b><i>State and Local Subsidies</i></b>						
State Operating Assistance (18-b)	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6
Local Operating Assistance (18-b)	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>
	<b>\$1.1</b>	<b>\$1.1</b>	<b>\$1.1</b>	<b>\$1.1</b>	<b>\$1.1</b>	<b>\$1.1</b>
<b>Total Dedicated Taxes &amp; State and Local Subsidies</b>	<b>\$5.1</b>	<b>\$5.2</b>	<b>\$5.4</b>	<b>\$5.6</b>	<b>\$5.8</b>	<b>\$6.0</b>
City Subsidy to Staten Island Railway	<b>\$53.0</b>	<b>\$58.5</b>	<b>\$48.8</b>	<b>\$46.6</b>	<b>\$49.8</b>	<b>\$56.4</b>
<b>GROSS SUBSIDIES</b>	<b>\$58.2</b>	<b>\$63.7</b>	<b>\$54.3</b>	<b>\$52.2</b>	<b>\$55.6</b>	<b>\$62.3</b>

**MTA HEADQUARTERS SUBSIDY ALLOCATION**  
**July Financial Plan 2019-2022**  
**Cash Basis**  
(\$ in millions)

	<u>Actual</u> <u>2017</u>	<u>Mid-Year</u> <u>Forecast</u> <u>2018</u>	<u>Preliminary</u> <u>Budget</u> <u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<b><u>Net Funding Required for MTA Headquarters</u></b>	(\$647.2)	(\$777.2)	(\$732.7)	(\$730.4)	(\$738.0)	(\$743.5)
<b>Mortgage Recording Tax-1</b>						
<i>MRT-1 Gross Receipts</i>	\$321.9	\$316.4	\$322.7	\$335.8	\$346.5	\$358.8
<u>Adjustments to MRT-1:</u>						
<i>Diversion of MRT to Suburban Highway</i>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>
<i>Total Adjustments to MRT-1</i>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total MRT-1 Available to Fund MTAHQ</b>	<b>\$321.9</b>	<b>\$316.4</b>	<b>\$322.7</b>	<b>\$335.8</b>	<b>\$346.5</b>	<b>\$358.8</b>
<b>Remaining Requirement to Fund MTA HQ, after MRT-1</b>	<b>(\$325.3)</b>	<b>(\$460.8)</b>	<b>(\$410.0)</b>	<b>(\$394.6)</b>	<b>(\$391.5)</b>	<b>(\$384.7)</b>
<b>Mortgage Recording Tax - 2</b>						
<i>MRT-2 Gross Receipts</i>	\$139.5	\$135.4	\$144.9	\$152.6	\$158.9	\$164.9
<u>Adjustments to MRT-2:</u>						
<i>Funding of General Reserve</i>	\$0.0	(\$160.0)	(\$165.0)	(\$170.0)	(\$175.0)	(\$180.0)
<i>Diversion of MRT to Suburban Counties</i>	(4.1)	(4.9)	(5.6)	(6.0)	(6.4)	(6.8)
<i>Investment Income</i>	5.4	5.3	5.3	5.3	5.3	5.3
<i>Agency Security Costs</i>	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
<i>MTA Bus Debt Service</i>	<u>(24.9)</u>	<u>(23.8)</u>	<u>(23.8)</u>	<u>(23.8)</u>	<u>(23.8)</u>	<u>(23.8)</u>
<i>Total Adjustments to MRT-2</i>	(\$33.7)	(\$193.4)	(\$199.1)	(\$204.5)	(\$209.9)	(\$215.3)
<b>Total MRT-2 Available to Fund MTAHQ</b>	<b>\$105.8</b>	<b>(\$58.1)</b>	<b>(\$54.1)</b>	<b>(\$51.9)</b>	<b>(\$51.0)</b>	<b>(\$50.4)</b>
<b>Remaining Requirement to Fund MTA HQ, after MRT-2</b>	<b>(\$219.5)</b>	<b>(\$518.9)</b>	<b>(\$464.1)</b>	<b>(\$446.5)</b>	<b>(\$442.4)</b>	<b>(\$435.1)</b>
<b>Payroll Mobility Tax Offset (if required)</b>	<b>\$219.5</b>	<b>\$518.9</b>	<b>\$464.1</b>	<b>\$446.5</b>	<b>\$442.4</b>	<b>\$435.1</b>

**MTA BUS COMPANY SUBSIDY ALLOCATION**  
**July Financial Plan 2019-2022**  
**Cash Basis**  
(\$ in millions)

	<u>Actual 2017</u>	<u>Mid-Year Forecast 2018</u>	<u>Preliminary Budget 2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<b><u>Subsidies</u></b>						
City Subsidy for MTA Bus Company	\$519.9	\$520.7	\$533.5	\$524.2	\$525.6	\$549.7

**MTA BRIDGES AND TUNNELS**  
**July Financial Plan 2019-2022**  
**Surplus Transfer**  
(\$ in millions)

	FORECAST					
	2017	2018	2019	2020	2021	2022
<b>Net Surplus/(Deficit)</b>	<b>\$1,443.232</b>	<b>\$1,400.539</b>	<b>\$1,400.904</b>	<b>\$1,405.203</b>	<b>\$1,399.331</b>	<b>\$1,380.544</b>

**Deductions from Net Operating Income:**

Capitalized Assets	\$22.032	\$23.298	\$20.925	\$21.505	\$22.077	\$22.638
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

<b>Adjusted Net Income/(Deficit)</b>	<b>\$1,393.853</b>	<b>\$1,377.241</b>	<b>\$1,379.979</b>	<b>\$1,383.698</b>	<b>\$1,377.254</b>	<b>\$1,357.906</b>
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Less: Debt Service	\$652.232	\$664.533	\$705.301	\$717.333	\$744.347	\$754.997
Less: B&T Contribution to Capital Program	0.000	119.664	132.981	56.623	13.879	0.000

<b>Net Income Available for Transfer to MTA and NYCT</b>	<b>\$741.621</b>	<b>\$593.044</b>	<b>\$541.696</b>	<b>\$609.743</b>	<b>\$619.028</b>	<b>\$602.909</b>
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**Distributable Income:**

**Distribution of Funds to MTA:**

Investment Income in Current Year	\$1.477	\$1.240	\$1.240	\$1.240	\$1.240	\$1.240
Accrued Current Year Allocation	429.777	355.109	332.176	365.345	369.807	359.846

<b>Accrued Amount Distributed to MTA</b>	<b>\$431.254</b>	<b>\$356.349</b>	<b>\$333.416</b>	<b>\$366.585</b>	<b>\$371.047</b>	<b>\$361.086</b>
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**Distribution of Funds to NYCT:**

First \$24 million of Surplus reserved for NYCT	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000	\$24.000
Additional Accrued Current Year Allocation	286.367	212.695	184.280	219.158	223.981	217.823

<b>Accrued Amount Distributed to NYCT</b>	<b>\$310.367</b>	<b>\$236.695</b>	<b>\$208.280</b>	<b>\$243.158</b>	<b>\$247.981</b>	<b>\$241.823</b>
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<b>Total Distributable Income:</b>	<b>\$741.621</b>	<b>\$593.044</b>	<b>\$541.696</b>	<b>\$609.743</b>	<b>\$619.028</b>	<b>\$602.909</b>
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**Cash Transfers:**

**Actual Cash Transfer to MTA and NYCT:**

From Current Year Surplus	\$423.436	\$382.274	\$334.469	\$362.028	\$369.361	\$360.842
Investment Income in Prior Year	0.635	1.477	1.240	1.240	1.240	1.240

<b>Cash Amount Distributed to MTA</b>	<b>\$424.071</b>	<b>\$383.751</b>	<b>\$335.709</b>	<b>\$363.268</b>	<b>\$370.601</b>	<b>\$362.082</b>
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<b>Cash Amount Distributed to NYCT</b>	<b>\$307.556</b>	<b>\$253.936</b>	<b>\$211.122</b>	<b>\$239.670</b>	<b>\$247.499</b>	<b>\$242.439</b>
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<b>Total Cash Transfer:</b>	<b>\$731.627</b>	<b>\$637.687</b>	<b>\$546.831</b>	<b>\$602.938</b>	<b>\$618.100</b>	<b>\$604.521</b>
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**MTA BRIDGES AND TUNNELS**  
**July Financial Plan 2019-2022**  
**Surplus Transfer**  
(\$ in millions)

	FORECAST					
	2017	2018	2019	2020	2021	2022
<b><u>Debt Service Detail by Agency:</u></b>						
B&T Own Purpose Debt Service	\$271.246	\$274.167	\$296.788	\$313.407	\$341.262	\$361.325
NYCT Transportation Debt Service	262.198	266.390	278.204	275.056	274.456	267.847
MTA Transportation Debt Service	118.788	123.976	130.309	128.869	128.630	125.825
<b>Total Debt Service by Agency</b>	<b>\$652.232</b>	<b>\$664.533</b>	<b>\$705.301</b>	<b>\$717.333</b>	<b>\$744.347</b>	<b>\$754.997</b>

**Total Accrued Amount for Transfer to MTA and NYCT:**

Total Adjusted Net Income Available for Transfer	\$1,392.376	\$1,256.337	\$1,245.757	\$1,325.836	\$1,362.135	\$1,356.666
Less: B&T Total Debt Service	(271.246)	(274.167)	(296.788)	(313.407)	(341.262)	(361.325)
Less: first \$24 million reserved for NYCT	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)
<b>Remainder of Total Accrued Amount for Transfer</b>	<b>\$1,097.130</b>	<b>\$958.170</b>	<b>\$924.969</b>	<b>\$988.428</b>	<b>\$996.873</b>	<b>\$971.341</b>

**Calculation of Actual Cash Transfer to MTA:**

<u>Distribution of Remainder to MTA</u>						
Fifty Percent of Total Accrued Amount for Transfer	\$548.565	\$479.085	\$462.484	\$494.214	\$498.437	\$485.670
Less: MTA Total Debt Service	(118.788)	(123.976)	(130.309)	(128.869)	(128.630)	(125.825)
<b>MTA's Accrued Current Year Allocation</b>	<b>\$429.777</b>	<b>\$355.109</b>	<b>\$332.176</b>	<b>\$365.345</b>	<b>\$369.807</b>	<b>\$359.846</b>
<u>Cash Conversion of MTA's Accrued Amount</u>						
Current Year Amount	\$367.101	\$319.598	\$298.958	\$328.811	\$332.826	\$323.861
Balance of Prior Year	56.335	62.676	35.511	33.218	36.535	36.981
<b>Cash Transfer to MTA</b>	<b>\$423.436</b>	<b>\$382.274</b>	<b>\$334.469</b>	<b>\$362.028</b>	<b>\$369.361</b>	<b>\$360.842</b>

**Calculation of Actual Cash Transfer to NYCT:**

<u>Distribution of Remainder to NYCT</u>						
Fifty Percent of Total Accrued Amount for Transfer	\$548.565	\$479.085	\$462.484	\$494.214	\$498.437	\$485.670
Less: NYCT Total Debt Service	(262.198)	(266.390)	(278.204)	(275.056)	(274.456)	(267.847)
Plus: first \$24 million reserved for NYCT	24.000	24.000	24.000	24.000	24.000	24.000
<b>NYCT's Accrued Current Year Allocation</b>	<b>\$310.367</b>	<b>\$236.695</b>	<b>\$208.280</b>	<b>\$243.158</b>	<b>\$247.981</b>	<b>\$241.823</b>
<u>Cash Conversion of NYCT's Accrued Amount</u>						
Current Year Amount	\$269.456	\$213.025	\$187.452	\$218.842	\$223.183	\$217.641
Balance of Prior Year	38.100	40.911	23.669	20.828	24.316	24.798
<b>Cash Transfer to NYCT</b>	<b>\$307.556</b>	<b>\$253.936</b>	<b>\$211.122</b>	<b>\$239.670</b>	<b>\$247.499</b>	<b>\$242.439</b>

**SUMMARY**  
**MTA BUS COMPANY**  
**2018 JULY FINANCIAL PLAN**  
**2019-2022**  
(\$ in millions)

Line

	<b>ACTUAL</b>	<b>FORECAST</b>					
	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	
9							
10	<b><u>Revenue Summary:</u></b>						
11							
12	Farebox Revenue	\$217.2	\$217.2	\$217.6	\$218.4	\$217.7	\$217.9
13	Other Revenue	19.8	20.5	20.7	20.8	21.5	22.4
14							
15	<b>Total Revenues</b>	<b>\$237.0</b>	<b>\$237.7</b>	<b>\$238.3</b>	<b>\$239.2</b>	<b>\$239.2</b>	<b>\$240.3</b>
16							
17	<b><u>Non-Reimbursable Expense Summary:</u></b>						
18							
19	Labor Expenses	\$553.9	\$571.0	\$581.0	\$581.7	\$589.0	\$609.8
20	Non-Labor Expenses	217.5	238.4	236.7	216.8	227.3	231.6
21	Depreciation	58.6	54.3	54.3	54.3	54.8	56.2
22	OPEB Liability Adjustment	61.7	100.2	100.2	100.2	100.2	103.3
23	GASB 68 Pension Expense Adjustment	66.0	46.3	34.5	30.5	21.2	21.7
24	Environmental Remediation	0.2	0.0	0.0	0.0	0.0	0.0
25							
26	<b>Total Non-Reimbursable Expenses</b>	<b>\$957.9</b>	<b>\$1,010.2</b>	<b>\$1,006.8</b>	<b>\$983.5</b>	<b>\$992.4</b>	<b>\$1,022.5</b>
27							
28							
29	<b>Total Net Revenue/(Deficit)</b>	<b>(\$720.9)</b>	<b>(\$772.5)</b>	<b>(\$768.5)</b>	<b>(\$744.2)</b>	<b>(\$753.2)</b>	<b>(\$782.2)</b>
30							
31	<b><u>Cash Adjustment Summary:</u></b>						
32	Operating Cash Adjustments	\$262.2	\$226.9	\$246.0	\$242.7	\$233.7	\$239.9
33	GASB Cash Adjustments	0.0	0.0	0.0	0.0	0.0	0.0
34							
35	<b>Total Cash Adjustments</b>	<b>\$262.2</b>	<b>\$226.9</b>	<b>\$246.0</b>	<b>\$242.7</b>	<b>\$233.7</b>	<b>\$239.9</b>
36							
37	<b>Gross Cash Balance</b>	<b>(\$458.8)</b>	<b>(\$545.7)</b>	<b>(\$522.5)</b>	<b>(\$501.6)</b>	<b>(\$519.5)</b>	<b>(\$542.3)</b>
38							
39	<b><u>Other Adjustments:</u></b>						
40	Non-Billable GASB Cash Adjustments	0.0	0.0	0.0	0.0	0.0	0.0
41	Debt Service	(15.1)	(18.7)	(27.2)	(30.6)	(35.3)	(38.4)
42	Non-Billable Debt Service (2005-2011 Capital Program)	12.2	15.9	16.7	17.5	17.3	17.6
43							
44	<b>Total Billable Adjusted Cash Balance after Debt Service</b>	<b>(\$461.7)</b>	<b>(\$548.4)</b>	<b>(\$533.0)</b>	<b>(\$514.7)</b>	<b>(\$537.4)</b>	<b>(\$563.0)</b>
45							
46	<b><u>City Subsidy Cash Adjustments:</u></b>						
47	Cash Balance Due from NYC (adjusted for Non-Billable GASB)	(\$461.7)	(\$548.4)	(\$533.0)	(\$514.7)	(\$537.4)	(\$563.0)
48	Cash Subsidy Received from City of New York for MTA Bus	<u>\$519.9</u>	<u>\$520.7</u>	<u>\$533.5</u>	<u>\$524.2</u>	<u>\$525.6</u>	<u>\$549.7</u>
49	Subsidy Cash Timing	\$58.3	(\$27.7)	\$0.5	\$9.5	(\$11.8)	(\$13.3)
50							
51	<b>Net Cash Balance from Previous Year</b>	<b>(\$152.3)</b>	<b>(\$94.0)</b>	<b>(\$121.8)</b>	<b>(\$121.3)</b>	<b>(\$111.8)</b>	<b>(\$123.6)</b>
52							
53							
54	<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$94.0)</b>	<b>(\$121.8)</b>	<b>(\$121.3)</b>	<b>(\$111.8)</b>	<b>(\$123.6)</b>	<b>(\$136.9)</b>
55							

**SUMMARY**  
**MTA STATEN ISLAND RAILWAY**  
**2018 JULY FINANCIAL PLAN**  
**2019-2022**  
(\$ in millions)

Line

	ACTUAL	FORECAST				
	2017	2018	2019	2020	2021	2022
9						
10	<b><u>Revenue Summary:</u></b>					
11						
12	Farebox Revenue	\$6.9	\$7.0	\$7.1	\$7.1	\$7.1
13	Other Revenue	2.5	2.4	2.5	2.5	2.5
14	State/City Subsidies	5.1	5.2	5.4	5.6	5.8
15						
16	<b>Total Revenues</b>	<b>\$14.6</b>	<b>\$14.6</b>	<b>\$15.0</b>	<b>\$15.2</b>	<b>\$15.4</b>
17						
18	<b><u>Non-Reimbursable Expense Summary:</u></b>					
19						
20	Labor Expenses	\$45.6	\$48.7	\$48.8	\$47.5	\$48.2
21	Non-Labor Expenses	24.9	14.5	10.9	10.7	11.1
22	Depreciation	10.5	8.3	8.3	8.3	8.3
23	OPEB Liability Adjustment	7.1	7.5	7.5	7.5	7.5
24	GASB 68 Pension Expense Adjustment	0.5	0.6	0.5	(0.1)	(1.1)
25	Environmental Remediation	0.1	0.0	0.0	0.0	0.0
26						
27	<b>Total Non-Reimbursable Expenses</b>	<b>\$88.6</b>	<b>\$79.6</b>	<b>\$76.0</b>	<b>\$73.9</b>	<b>\$74.3</b>
28						
29						
30	<b>Total Net Revenue/(Deficit)</b>	<b>(\$74.0)</b>	<b>(\$64.9)</b>	<b>(\$61.1)</b>	<b>(\$58.7)</b>	<b>(\$58.7)</b>
31						
32	<b><u>Cash Adjustment Summary:</u></b>					
33	Operating Cash Adjustments	\$16.1	\$17.4	\$17.8	\$17.2	\$16.2
34	GASB Cash Adjustments	0.0	0.0	0.0	0.0	0.0
35	Subsidy Cash Adjustments (Other than SIRTOA Recovery)	0.0	0.0	0.0	0.0	0.0
36						
37	<b>Total Cash Adjustments</b>	<b>\$16.1</b>	<b>\$17.4</b>	<b>\$17.8</b>	<b>\$17.2</b>	<b>\$16.2</b>
38						
39	<b>Gross Cash Balance</b>	<b>(\$58.0)</b>	<b>(\$47.5)</b>	<b>(\$43.3)</b>	<b>(\$41.5)</b>	<b>(\$42.5)</b>
40						
41	<b><u>Other Adjustments:</u></b>					
42	Debt Service	(0.5)	(1.3)	(3.4)	(8.3)	(14.3)
43						
44	<b>Total Billable Adjusted Cash Balance after Debt Service</b>	<b>(\$58.5)</b>	<b>(\$48.8)</b>	<b>(\$46.6)</b>	<b>(\$49.8)</b>	<b>(\$56.4)</b>
45						
46	<b><u>City Subsidy Cash Adjustments:</u></b>					
47	Cash Balance Due from the City of New York	(58.5)	(48.8)	(46.6)	(49.8)	(56.4)
48	Cash Subsidy Received from City of New York for SIRTOA	53.0	58.5	48.8	46.6	56.4
49	Subsidy Cash Timing	(\$5.5)	\$9.7	\$2.2	(\$3.2)	(\$6.6)
50						
51	<b>Net Cash Balance from Previous Year</b>	<b>(53.0)</b>	<b>(58.5)</b>	<b>(48.8)</b>	<b>(46.6)</b>	<b>(56.4)</b>
52						
53	<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$58.5)</b>	<b>(\$48.8)</b>	<b>(\$46.6)</b>	<b>(\$49.8)</b>	<b>(\$56.4)</b>

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

	2017 ACTL	2018	2019	2020	2021	2022
<b>ADA Trips:</b>	6,129,219	6,273,397	6,461,599	6,655,447	6,855,110	7,060,764
<i>Pct Change from Previous Year</i>	-4.2%	2.4%	3.0%	3.0%	3.0%	3.0%

**Revenue:**

Fares	\$ 17,526	\$ 18,255	\$ 18,802	\$ 19,367	\$ 19,948	\$ 20,546
Urban Tax	35,942	40,930	39,599	39,131	39,267	40,884
<i>Sub-total</i>	\$ 53,468	\$ 59,185	\$ 58,401	\$ 58,498	\$ 59,215	\$ 61,430
City Reimbursements	134,116	147,288	144,823	149,789	162,820	172,551
<b>Total Revenue</b>	<b>\$ 187,584</b>	<b>\$ 206,473</b>	<b>\$ 203,225</b>	<b>\$ 208,286</b>	<b>\$ 222,035</b>	<b>\$ 233,982</b>

**Expenses:**

<b>Operating Expenses:</b>						
Salaries & Benefits	\$ 21,968	\$ 25,544	\$ 26,052	\$ 26,571	\$ 27,101	\$ 26,989
Rental & Miscellaneous	452,718	495,655	486,512	501,135	540,812	572,624
<b>Total Expenses</b>	<b>\$ 474,686</b>	<b>\$ 521,199</b>	<b>\$ 512,564</b>	<b>\$ 527,705</b>	<b>\$ 567,914</b>	<b>\$ 599,613</b>
<b>Net Paratransit Surplus/(Deficit)</b>	<b>\$ (287,102)</b>	<b>\$ (314,726)</b>	<b>\$ (309,339)</b>	<b>\$ (319,419)</b>	<b>\$ (345,879)</b>	<b>\$ (365,631)</b>

**Paratransit Details**

<b>Total Paratransit Reimbursement:</b>	<b>\$ 170,058</b>	<b>\$ 188,218</b>	<b>\$ 184,422</b>	<b>\$ 188,920</b>	<b>\$ 202,087</b>	<b>\$ 213,435</b>
Urban Tax	\$ 35,942	\$ 40,930	\$ 39,599	\$ 39,131	\$ 39,267	\$ 40,884
City Reimbursements	134,116	147,288	144,823	149,789	162,820	172,551

**Rental & Miscellaneous Expense:**

*Paratransit Service Contracts*

Carrier Services	\$ 354,207	\$ 370,126	\$ 366,537	\$ 374,109	\$ 408,652	\$ 444,621
Command Center	30,479	31,989	33,124	35,859	35,175	35,175
Eligibility Certification	2,618	3,729	3,808	3,964	4,039	4,039
Other	5,752	6,401	5,031	5,031	5,031	5,031
<b>Subtotal</b>	<b>\$ 393,056</b>	<b>\$ 412,244</b>	<b>\$ 408,500</b>	<b>\$ 418,963</b>	<b>\$ 452,898</b>	<b>\$ 488,866</b>

*Other Than Personnel Service:*

Insurance	40,970	36,988	39,315	43,828	49,667	56,273
Fuel	11,141	14,068	13,043	12,917	12,755	13,671
Other	5,501	30,933	24,232	24,004	24,071	12,392
<b>Subtotal</b>	<b>\$ 57,611</b>	<b>\$ 81,989</b>	<b>\$ 76,590</b>	<b>\$ 80,750</b>	<b>\$ 86,493</b>	<b>\$ 82,336</b>

<i>Non-City Reimbursable OTPS:</i>	\$ 2,051	\$ 1,422	\$ 1,422	\$ 1,422	\$ 1,422	\$ 1,422
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<b>Total Rental &amp; Miscellaneous Expense</b>	<b>\$ 452,718</b>	<b>\$ 495,655</b>	<b>\$ 486,512</b>	<b>\$ 501,135</b>	<b>\$ 540,812</b>	<b>\$ 572,624</b>
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<b>Annual Growth in Total Expenses</b>	<b>1.6%</b>	<b>9.8%</b>	<b>-1.7%</b>	<b>3.0%</b>	<b>7.6%</b>	<b>5.6%</b>
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**Ridership**

Registrant	6,129,219	6,273,397	6,461,599	6,655,447	6,855,110	7,060,764
Personal Care Attendant (PCA)	511,346	495,541	510,407	525,719	541,491	557,735
Guest	1,945,454	1,948,012	2,006,452	2,066,646	2,128,645	2,192,505
<b>Total Ridership</b>	<b>8,586,019</b>	<b>8,716,950</b>	<b>8,978,458</b>	<b>9,247,812</b>	<b>9,525,246</b>	<b>9,811,004</b>

Total Cost / Trip <sup>a</sup>	\$ 77.45	\$ 83.08	\$ 79.32	\$ 79.29	\$ 82.85	\$ 84.92
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Total Cost / Ridership <sup>b</sup>	\$ 55.29	\$ 59.79	\$ 57.09	\$ 57.06	\$ 59.62	\$ 61.12
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**Note:**

<sup>a</sup> Cost / Trip reflects cost per ADA registrant trip

<sup>b</sup> 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 approximately \$750 million of capital cash balances drawn down in lieu of additional bonding in 2018 and the issuance of longer-dated 2018 BANs. This is offset by an increase in interest rate assumptions for new debt and the inclusion of a debt related operating expense for an outstanding swap on the lease funding of 2 Broadway which is now included as debt service.

<b>Debt Service Forecast</b>			
<i>(\$ in millions)</i>			
<b>Year</b>	<b>February Plan Debt Service</b>	<b>July Plan Debt Service</b>	<b>Difference Favorable/ (Unfavorable)</b>
<b>2018</b>	\$ 2,573	\$ 2,575	\$ (3)
<b>2019</b>	2,785	2,731	55
<b>2020</b>	2,995	2,888	108
<b>2021</b>	3,162	3,124	38
<b>2022</b>	3,294	3,270	24
<b>Total 2018-2022</b>	<b>\$ 14,809</b>	<b>\$ 14,588</b>	<b>\$ 221</b>

\*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:

<b>Forecasted Borrowing Schedule</b>	<b>2018 <sup>1</sup></b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<i>(\$ in millions)</i>					
TRB New Money BANs	\$ 1,826	3,151	2,270	1,447	866
TRB Bonds to Retire BANs	\$ -	1,758	4,110	3,209	1,528
TRB New Money Bonds	\$ -	-	-	-	-
<b>TRB Total Bonds Issued</b>	<b>\$ -</b>	<b>1,758</b>	<b>4,110</b>	<b>3,209</b>	<b>1,528</b>
TBTA New Money BANs	\$ -	-	-	-	-
TBTA Bonds to Retire BANs	\$ -	-	-	-	-
TBTA New Money Bonds	\$ 97	264	434	534	510
<b>TBTA Total Bonds Issued</b>	<b>\$ 97</b>	<b>264</b>	<b>434</b>	<b>534</b>	<b>510</b>
<b>Total MTA Long Term Bonds Issued</b>	<b>\$ 97</b>	<b>2,022</b>	<b>4,545</b>	<b>3,743</b>	<b>2,037</b>

<sup>1</sup> Excludes remarketings and what has already been issued in 2018 as of 5/31/18:

- 1) \$472 M (par) of TRB 2018A bonds to retire BANs,
- 2) \$500 M (par) of TRB 2018A New Money BANs,
- 3) \$352 M (par) of TBTA 2018A bonds to both retire BANs and for new money.

Note: Assumes all TRB New Money BAN issues are retired by bonds in the following year with the exception of TRB New Money BANs issued in 2018. Of the \$1,826 M TRB New Money BANs assumed to be issued in 2018, \$226 M is planned to be retired in 2019, \$800 M will be retired in 2020, and \$800 M will be retired in 2021.

Forecasted Interest Rates	2018	2019	2020	2021	2022
Assumed Fixed-Rates					
Transportation Revenue Bonds	3.75%	4.15%	4.59%	4.70%	4.52%
Transportation Revenue Bond Anticipation Notes (1 Year Maturity)	1.89%	2.69%	3.39%	3.54%	3.37%
Triborough Bridge & Tunnel Authority	3.45%	3.85%	4.29%	4.40%	4.22%
Assumed Variable Rates	2.00%	4.00%	4.00%	4.00%	4.00%

#### Debt Issuance Assumptions:

- All debt is assumed to be issued as 30-year level debt service debt with principal amortized over the life of the bonds, except for the Railroad Rehabilitation and Improvement Financing (RRIF) loan which is amortized over 20 years on a level debt service basis, based on an interest rate of 2.38%.
- Fixed-rate estimates are derived from the April 16, 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 April 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 issues use the fixed interest rate forecast at time of issuance.
- 1-year BAN issues use the fixed interest rate forecast at time of issuance using rates in above table. 2-year BAN issues in 2018 assume interest rate of 2.04%, and 3-year BAN issues in 2018 assume interest rate of 2.16%. The 2-year and 3-year BAN interest rates equal Municipal Market Data High Grade rates plus a spread of 30 basis points.
- Cost of issuance is assumed to be 2% of the gross bonding amount.
- Due to the Additional Bonds Test constraints of the DTF credit, no additional DTF new money bonds are assumed to be issued over the Financial Plan period.
- All bonds issued to finance TBTA capital projects are assumed to be issued under the TBTA General Revenue Resolution.
- The Build America Bonds subsidy has been reduced by 6.6% annually through 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**  
**July Financial Plan 2019-2022**  
**Summary of Total Budgeted Debt Service**  
(\$ in millions)

Line Number		FORECAST					
		2017	2018	2019	2020	2021	2022
9	<b><u>New York City Transit (NYCT):</u></b>						
10	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$933.243	\$943.503	\$960.195	\$935.312	\$928.860	\$924.539
11	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	24.050	99.976	190.606	250.421
12	2 Broadway Certificates of Participation - NYCT Share	4.932	6.292	5.833	5.356	4.860	4.346
13	2 Broadway Certificates of Participation - Additional NYCT Share of MTA Lease Portion	0.000	0.000	0.000	0.000	0.000	0.000
14	Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
15	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	340.892	339.196	344.430	345.934	345.334	342.739
16	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	0.000	0.000
17	<i>Sub-Total MTA Paid Debt Service</i>	\$1,279.067	\$1,288.990	\$1,334.508	\$1,386.577	\$1,469.660	\$1,522.045
18							
19	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$181.493	\$195.739	\$210.891	\$208.010	\$206.957	\$197.798
20	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	66.732	70.652	67.313	67.046	67.499	70.050
21	<i>Sub-Total B&amp;T Paid Debt Service</i>	\$248.224	\$266.390	\$278.204	\$275.056	\$274.456	\$267.847
22							
23	<b>Total NYCT Debt Service</b>	<b>\$1,527.291</b>	<b>\$1,555.381</b>	<b>\$1,612.712</b>	<b>\$1,661.634</b>	<b>\$1,744.115</b>	<b>\$1,789.893</b>
24							
25	<b><u>Commuter Railroads (CRR):</u></b>						
26	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$585.746	\$607.415	\$632.008	\$615.630	\$611.383	\$608.539
27	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	31.690	131.736	251.157	329.975
28	2 Broadway Certificates of Participation - CRR Share	1.508	1.923	1.782	1.636	1.485	1.327
29	2 Broadway Certificates of Participation - Additional CRR Share of MTA Lease Portion	0.000	0.000	0.000	0.000	0.000	0.000
30	Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
31	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	71.530	73.189	74.884	75.211	75.081	74.516
32	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	0.000	0.000
33	<i>Sub-Total MTA Paid Debt Service</i>	\$658.783	\$682.527	\$740.365	\$824.213	\$939.105	\$1,014.357
34							
35	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$84.257	\$88.463	\$95.207	\$93.907	\$93.431	\$89.296
36	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	29.547	35.512	35.101	34.962	35.198	36.528
37	<i>Sub-Total B&amp;T Paid Debt Service</i>	\$113.804	\$123.976	\$130.309	\$128.869	\$128.630	\$125.825
38							
39	<b>Total CRR Debt Service</b>	<b>\$772.587</b>	<b>\$806.502</b>	<b>\$870.673</b>	<b>\$953.082</b>	<b>\$1,067.735</b>	<b>\$1,140.182</b>
40							
41	<b><u>Bridges and Tunnels (B&amp;T):</u></b>						
42	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$271.811	\$258.927	\$274.638	\$270.886	\$269.514	\$257.587
43	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	25.964	20.140	16.986	16.919	17.033	17.677
44	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	2.622	12.755	33.264	62.450	93.762
45	2 Broadway Certificates of Participation - TBTA Share	0.739	0.943	0.875	0.803	0.730	0.653
46	2 Broadway Certificates of Participation - Additional TBTA Share of MTA Lease Portion	0.000	0.000	0.000	0.000	0.000	0.000
47	<b>Total B&amp;T Debt Service</b>	<b>\$298.514</b>	<b>\$282.632</b>	<b>\$305.254</b>	<b>\$321.872</b>	<b>\$349.727</b>	<b>\$369.678</b>
48							
49	<b><u>MTA Bus:</u></b>						
50	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$15.126	\$18.748	\$25.961	\$25.288	\$25.114	\$24.997
51	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	1.290	5.362	10.223	13.431
52	Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
53							
54	<b>Total MTA Bus Debt Service</b>	<b>\$15.126</b>	<b>\$18.748</b>	<b>\$27.251</b>	<b>\$30.650</b>	<b>\$35.337</b>	<b>\$38.428</b>
55							
56	<b><u>Staten Island Railway (SIRTOA):</u></b>						
57	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$0.545	\$1.327	\$1.770	\$1.724	\$1.712	\$1.704
58	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	1.586	6.592	12.569	16.513
59	Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
60							
61	<b>Total SIRTOA Debt Service</b>	<b>\$0.545</b>	<b>\$1.327</b>	<b>\$3.356</b>	<b>\$8.317</b>	<b>\$14.281</b>	<b>\$18.217</b>
62							
63	<b>Total MTA HQ Debt Service for 2 Broadway Certificates of Participation</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2019-2022**  
**Summary of Total Budgeted Debt Service**  
(\$ in millions)

Line Number		ACTUAL	FORECAST				
		2017	2018	2019	2020	2021	2022
64	<b><u>MTA Total:</u></b>						
65							
66	Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$1,534.660	\$1,570.992	\$1,619.934	\$1,577.954	\$1,567.070	\$1,559.780
67	Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	412.421	412.385	419.315	421.146	420.415	417.255
68	Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	537.561	543.129	580.736	572.803	569.902	544.681
69	Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	122.243	126.304	119.401	118.927	119.731	124.255
70	2 Broadway Certificates of Participation	7.179	9.158	8.489	7.795	7.074	6.326
71	Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
72	Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	58.616	243.666	464.554	610.340
73	Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	0.000	0.000
74	Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	2.622	12.755	33.264	62.450	93.762
75							
76	<b>Total Debt Service</b>	<b>\$2,614.064</b>	<b>\$2,664.590</b>	<b>\$2,819.246</b>	<b>\$2,975.555</b>	<b>\$3,211.196</b>	<b>\$3,356.398</b>
77							
78	<b><u>MTA Investment Income by Resolution</u></b>						
79							
80	Investment Income from Transportation Revenue Bond Debt Service Fund	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
81	Investment Income from Dedicated Tax Fund Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
82	Investment Income from TBTA (B&T) General Revenue Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
83	Investment Income from TBTA (B&T) Subordinate Revenue Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
84	Investment Income from 2 Broadway Certificates of Participation Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
85							
86	<b>Total MTA Investment Income</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
87							
88	<b><u>MTA Net Total</u></b>						
89							
90	Net Transportation Revenue Bonds Debt Service	\$1,534.660	\$1,570.992	\$1,678.550	\$1,821.620	\$2,031.624	\$2,170.120
91	Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
92	Net Dedicated Tax Fund Bonds Debt Service	412.421	412.385	419.315	421.146	420.415	417.255
93	Net TBTA (B&T) General Revenue Bonds Debt Service	537.561	545.751	593.491	606.067	632.352	638.442
94	Net TBTA (B&T) Subordinate Revenue Bonds Debt Service	122.243	126.304	119.401	118.927	119.731	124.255
95	Net 2 Broadway Certificates of Participation Debt Service	7.179	9.158	8.489	7.795	7.074	6.326
96	Build America Bonds Interest Subsidy - TRB	(54.270)	(54.448)	(53.927)	(53.260)	(52.553)	(51.801)
97	Build America Bonds Interest Subsidy - DTF	(26.147)	(26.496)	(26.345)	(26.181)	(26.003)	(25.812)
98	Build America Bonds Interest Subsidy - TBTA GR Bonds	(8.452)	(8.465)	(8.465)	(8.465)	(8.465)	(8.353)
99							
100	<b>Total MTA Net Debt Service</b>	<b>\$2,525.196</b>	<b>\$2,575.180</b>	<b>\$2,730.510</b>	<b>\$2,887.649</b>	<b>\$3,124.174</b>	<b>\$3,270.433</b>
101							
102	<b>Total MTA Wide Debt Service including Sandy Programs</b>	<b>\$2,525.196</b>	<b>\$2,575.180</b>	<b>\$2,730.510</b>	<b>\$2,887.649</b>	<b>\$3,124.174</b>	<b>\$3,270.433</b>

# **Debt Service Affordability Statement**

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**METROPOLITAN TRANSPORTATION AUTHORITY**

**July Financial Plan 2019-2022**

**Debt Affordability Statement <sup>(1)</sup>**

\$ 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	\$2,575.2	\$2,730.5	\$2,887.6	\$3,124.2	\$3,270.4
Forecasted New Money Bonds Issued	4	1,838.6	97.1	2,021.9	4,544.7	3,742.6	2,037.3
Forecasted Debt Service by Credit <sup>9</sup>	Notes	2017 ACTL	2018	2019	2020	2021	2022
Transportation Revenue Bonds							
Pledged Revenues	5	\$13,190.6	\$13,174.2	\$13,347.1	\$13,595.3	\$13,798.5	\$14,018.8
Debt Service	9	1,480.4	1,516.5	1,624.6	1,768.4	1,979.1	2,118.3
Debt Service as a % of Pledged Revenues		11%	12%	12%	13%	14%	15%
Dedicated Tax Fund Bonds							
Pledged Revenues	6	\$617.1	\$624.5	\$633.5	\$633.4	\$630.0	\$629.1
Debt Service	9	386.3	385.9	393.0	395.0	394.4	391.4
Debt Service as a % of Pledged Revenues		63%	62%	62%	62%	63%	62%
Triborough Bridge and Tunnel Authority General Revenue Bonds							
Pledged Revenues	7	\$1,392.4	\$1,256.3	\$1,245.8	\$1,325.8	\$1,362.1	\$1,356.7
Debt Service	9	529.1	537.3	585.0	597.6	623.9	630.1
Debt Service as a % of Total Pledged Revenues		38%	43%	47%	45%	46%	46%
Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds							
Pledged Revenues	8	\$863.3	\$719.1	\$660.7	\$728.2	\$738.2	\$726.6
Debt Service	9	122.2	126.3	119.4	118.9	119.7	124.3
Debt Service as a % of Total Pledged Revenues		14%	18%	18%	16%	16%	17%
2 Broadway Certificates of Participation							
Lease Payments		\$7.2	\$9.2	\$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	\$2,575.2	\$2,730.5	\$2,887.6	\$3,124.2	\$3,270.4
Fare and Toll Revenues		\$8,083.7	\$8,130.7	\$8,187.3	\$8,240.8	\$8,247.4	\$8,266.1
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		\$15,152.5	\$15,935.2	\$16,073.7	\$16,339.3	\$16,613.1	\$16,869.1
Total Debt Service as a % of Operating Revenues and Subsidies		17%	16%	17%	18%	19%	19%
Non-Reimbursable Expenses with Non-Cash Liabilities		\$16,947.8	\$18,326.9	\$18,671.4	\$19,075.9	\$19,663.4	\$20,245.8
Total Debt Service as % of Non-reimbursable Expenses		15%	14%	15%	15%	16%	16%

Notes on the following page are integral to this table.

## **Notes**

- 1 *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 SIRTTOA.*
- 7 *Triborough Bridge and Tunnel Authority General Revenue Bond pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels. Pledged revenues secure TBTA General Revenue Bonds after the payment of TBTA operating and maintenance expenses, including certain reserves.*
- 8 *Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds pledged revenues consist primarily of the tolls charged by TBTA on its seven bridges and two tunnels, after the payment of debt service on the TBTA General Revenue Bonds.*
- 9 *A debt service schedule for each credit is attached as addendum hereto.*

## **Special Notes**

- <sup>(1)</sup> *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 May 30, 2018 (\$ in millions)

Fiscal Year	Transportation Revenue Resolution					Dedicated Tax Fund Resolution			TBTA General Revenue Resolution			TBTA Subordinate Resolution			MTA and TBTA Debt Service			
	Existing DS	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 Bdwy CoP Lease Payments	Combined
2018	1,516.5	-	-	-	1,516.5	385.9	-	385.9	534.7	2.6	537.3	126.3	-	126.3	2,563.4	2.6	9.2	2,575.2
2019	1,566.0	51.8	-	6.8	1,572.8	393.0	-	393.0	572.3	12.8	585.0	119.4	-	119.4	2,650.6	71.4	8.5	2,730.5
2020	1,524.7	90.8	31.6	121.2	1,645.9	395.0	-	395.0	564.3	33.3	597.6	118.9	-	118.9	2,602.9	276.9	7.8	2,887.6
2021	1,514.5	90.8	76.3	297.4	1,811.9	394.4	-	394.4	561.4	62.5	623.9	119.7	-	119.7	2,590.1	527.0	7.1	3,124.2
2022	1,508.0	90.8	102.0	417.5	1,925.5	391.4	-	391.4	536.3	93.8	630.1	124.3	-	124.3	2,560.0	704.1	6.3	3,270.4
2023	1,575.1	90.8	102.0	491.9	2,067.0	394.4	-	394.4	597.2	118.4	715.6	123.6	-	123.6	2,690.3	803.1	5.5	3,499.0
2024	1,565.5	90.8	102.0	531.1	2,096.6	394.9	-	394.9	543.2	132.1	675.3	113.5	-	113.5	2,617.1	856.0	4.7	3,477.8
2025	1,545.4	90.8	102.0	542.5	2,087.9	393.6	-	393.6	567.0	136.3	703.4	113.8	-	113.8	2,619.7	871.6	3.9	3,495.3
2026	1,574.0	90.8	102.0	543.2	2,117.2	393.0	-	393.0	567.2	136.3	703.5	113.9	-	113.9	2,648.1	872.3	3.0	3,523.4
2027	1,569.8	90.8	102.0	543.2	2,113.0	393.8	-	393.8	578.3	136.3	714.6	114.2	-	114.2	2,656.0	872.3	2.1	3,530.5
2028	1,567.1	90.8	102.0	543.2	2,110.3	393.6	-	393.6	650.3	136.3	786.6	114.4	-	114.4	2,725.4	872.3	1.2	3,598.9
2029	1,584.1	90.8	102.0	543.2	2,127.3	395.1	-	395.1	572.5	136.3	708.9	114.5	-	114.5	2,666.3	872.3	0.2	3,538.8
2030	1,581.8	90.8	102.0	543.2	2,125.0	392.7	-	392.7	578.1	136.3	714.5	114.7	-	114.7	2,667.3	872.3	-	3,539.7
2031	1,615.2	90.8	102.0	543.2	2,158.4	372.1	-	372.1	583.8	136.3	720.2	110.7	-	110.7	2,681.9	872.3	-	3,554.2
2032	1,566.3	90.8	102.0	543.2	2,109.5	351.3	-	351.3	460.4	136.3	596.7	76.5	-	76.5	2,454.5	872.3	-	3,326.8
2033	1,279.0	90.8	102.0	543.2	1,822.2	346.5	-	346.5	304.1	136.3	440.5	-	-	-	1,929.6	872.3	-	2,802.0
2034	1,243.5	90.8	102.0	543.2	1,786.7	276.3	-	276.3	313.2	136.3	449.5	-	-	-	1,833.0	872.3	-	2,705.4
2035	1,222.8	90.8	102.0	543.2	1,765.9	287.7	-	287.7	344.1	136.3	480.5	-	-	-	1,854.6	872.3	-	2,726.9
2036	1,061.5	90.8	102.0	543.2	1,604.7	352.5	-	352.5	337.8	136.3	474.1	-	-	-	1,751.7	872.3	-	2,624.0
2037	1,035.1	90.8	102.0	543.2	1,578.3	369.7	-	369.7	339.3	136.3	475.6	-	-	-	1,744.1	872.3	-	2,616.4
2038	968.6	90.8	102.0	543.2	1,511.8	358.4	-	358.4	324.7	136.3	461.0	-	-	-	1,651.7	872.3	-	2,524.0
2039	905.1	78.1	102.0	543.2	1,448.3	307.3	-	307.3	224.4	136.3	360.7	-	-	-	1,436.8	859.5	-	2,296.3
2040	803.2	78.1	89.4	532.7	1,336.0	68.8	-	68.8	182.0	136.3	318.4	-	-	-	1,054.0	836.5	-	1,890.6
2041	650.0	78.1	89.4	525.1	1,175.0	38.2	-	38.2	161.7	136.3	298.1	-	-	-	849.9	828.8	-	1,678.7
2042	586.6	78.1	89.4	521.7	1,108.3	38.2	-	38.2	159.4	136.3	295.7	-	-	-	784.2	825.4	-	1,609.6
2043	456.2	78.1	89.4	519.9	976.1	38.2	-	38.2	143.0	136.3	279.4	-	-	-	637.4	823.6	-	1,461.0
2044	398.0	78.1	89.4	518.2	916.2	38.2	-	38.2	138.1	136.3	274.5	-	-	-	574.3	822.0	-	1,396.2
2045	296.5	78.1	89.4	517.2	813.7	38.2	-	38.2	124.1	136.3	260.5	-	-	-	458.9	820.9	-	1,279.8
2046	236.3	78.1	89.4	516.5	752.8	38.2	-	38.2	118.0	136.3	254.3	-	-	-	392.5	820.3	-	1,212.7
2047	217.9	78.1	89.4	516.5	734.5	35.7	-	35.7	98.7	136.3	235.0	-	-	-	352.3	820.3	-	1,172.5
2048	193.6	78.1	89.4	516.5	710.2	21.5	-	21.5	73.2	131.1	204.3	-	-	-	288.3	815.0	-	1,103.3
2049	108.9	-	89.4	502.9	611.8	21.5	-	21.5	13.7	116.1	129.8	-	-	-	144.1	708.3	-	852.4
2050	105.1	-	51.3	308.6	413.7	21.5	-	21.5	12.0	90.1	102.0	-	-	-	138.5	450.0	-	588.5
2051	79.4	-	-	165.8	245.3	21.5	-	21.5	-	57.7	57.7	-	-	-	100.9	223.5	-	324.4
2052	79.4	-	-	75.2	154.6	21.5	-	21.5	-	27.4	27.4	-	-	-	100.9	102.6	-	203.5
2053	79.4	-	-	20.8	100.2	21.4	-	21.4	-	8.5	8.5	-	-	-	100.9	29.2	-	130.1
2054	79.4	-	-	0.1	79.5	21.4	-	21.4	-	-	-	-	-	-	100.9	0.1	-	100.9
2055	77.4	-	-	0.0	77.4	21.5	-	21.5	-	-	-	-	-	-	98.8	0.0	-	98.9
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 July Financial Plan reflects changes to strategic resources, including reductions in areas where operations can be made more efficient, while also adding positions where more personnel are required.

<b>METROPOLITAN TRANSPORTATION AUTHORITY</b>				
<b>July Financial Plan 2019-2022</b>				
Favorable/(Unfavorable)				
<b>Total Position Changes at a Glance</b>				
	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>2018 February Plan - Total Baseline Positions<sup>1</sup></b>	<b>74,087</b>	<b>74,029</b>	<b>73,719</b>	<b>73,997</b>
Total Plan-to-Plan Changes	<b>(791)</b>	<b>(1,383)</b>	<b>(290)</b>	<b>(104)</b>
<b>2018 July Plan - Total Baseline Positions<sup>1</sup></b>	<b>74,878</b>	<b>75,412</b>	<b>74,009</b>	<b>74,101</b>
Total Year-to-Year Changes, July Plan		(534)	1,403	(92)
<b>Total Plan-to-Plan Changes by Reporting Category:</b>				
<i>Non-Reimbursable</i>	(678)	(160)	(25)	36
<i>Reimbursable</i>	(113)	(1,223)	(265)	(140)
<b>Total</b>	<b>(791)</b>	<b>(1,383)</b>	<b>(290)</b>	<b>(104)</b>
<i>Full-Time</i>	(793)	(1,351)	(258)	(72)
<i>Full-Time Equivalents</i>	2	(32)	(32)	(32)
<b>Total</b>	<b>(791)</b>	<b>(1,383)</b>	<b>(290)</b>	<b>(104)</b>
<b>By Function Category</b>				
- Administration	28	43	43	50
- Operations	405	(281)	463	467
- Maintenance	(795)	(667)	(362)	(258)
- Engineering/Capital	(70)	(85)	(85)	(14)
- Public Safety	(359)	(393)	(349)	(349)
<b>Total</b>	<b>(791)</b>	<b>(1,383)</b>	<b>(290)</b>	<b>(104)</b>
<b>By Occupational Group</b>				
- Managers/Supervisors	(256)	(342)	(202)	(146)
- Professional, Technical, Clerical	(28)	(9)	15	77
- Operational Hourlies	(508)	(1,033)	(103)	(35)
<b>Total</b>	<b>(791)</b>	<b>(1,383)</b>	<b>(290)</b>	<b>(104)</b>
<b>Total Plan-to-Plan Changes by Major Category:</b>				
<i>2018 BRPs</i>	359	602	602	600
<i>New Needs</i>	(896)	(633)	(524)	(524)
<i>Change in Reimbursable Positions</i>	(113)	(1,223)	(265)	(140)
<i>Re-estimates &amp; All Other<sup>2</sup></i>	(141)	(129)	(103)	(40)
<b>Total</b>	<b>(791)</b>	<b>(1,383)</b>	<b>(290)</b>	<b>(104)</b>

<sup>1</sup> Reflects positions at year end (December 31).

<sup>2</sup> Includes Full-time Equivalents.

The July Financial Plan incorporates the full funding of the NYCT Subway Action Plan (SAP) at the original estimated level, which brings the total support of the SAP to 1,480 positions in 2018,



1,249 positions in 2019, and 1,229 positions for 2020 through 2022. Also included in the July Plan are positions to support the implementation of the MTA Long Island Rail Road Forward initiative, which aims to improve the customer experience by re-prioritizing critical infrastructure upgrades and accelerating system protection installations to address service reliability, seasonal preparedness and customer communications. Positions shown also includes staffing levels for the implementation of the NYCT Bus Plan.

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.

### **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 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 75,412 positions, an overall net increase of 534 positions from the 2018 level of 74,878. This is primarily due to:

- **NYCT** – a net increase of 365 positions, comprised of 642 reimbursable position increases, partially offset by 277 non-reimbursable position decreases, mainly to support the L Tunnel Reconstruction.
- **LIRR** – a net increase of 154 positions, comprised of 236 non-reimbursable positions, partially offset by 82 reimbursable positions. Non-reimbursable position increases are primarily to support East Side Access (ESA) readiness efforts. Reimbursable position decreases are due to the timing of capital and maintenance activities.
- **MNR** – a net increase of 12 positions, comprised of 93 reimbursable positions, partially offset by 81 non-reimbursable positions, mainly to support the following initiatives: 7 Procurement positions to support Enterprise Asset Management (EAM) and the Procurement Re-organization; 4 Maintenance of Way positions, including 3 Communication & Signal (C&S) positions to support several critical capital projects; one Administration position; and one Safety position to administer the Safety System application.
- **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 2 non-reimbursable positions, due to reductions in the Shop Program, Bus Technology and Administrative staffing, partially offset by increases to support Asset Management and Facilities.

## **2020 – 2022**

Total positions are projected at 74,009 in 2020, representing a decrease of 1,403 positions from 2019. Net decreases in positions are expected to be 1,485 at NYCT, mainly reflecting requirement changes for the L Tunnel Reconstruction and Subway Action Plan. Staffing levels increase by a net 32 positions at LIRR, comprised of an increase of 214 non-reimbursable positions and are mainly related to ESA readiness efforts, and are partially offset by a decrease of 183 reimbursable positions, which are due to changes in project activity. Net increases of 2 Maintenance of Way 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 12, comprised of 15 position reductions in the Shop Overhaul Program and partially offset by an increase of 3 positions in Facilities.

Total forecasted positions are projected at 74,101 in 2021, an increase of 92 positions from 2020. Positions are expected to decrease by 354 at NYCT, mainly due to changes in various capital support projects and the L Tunnel Reconstruction—Operating Impact. The LIRR increases by 448 net positions mainly due to non-reimbursable increases of 463, partially offset by 15 reimbursable position decreases; non-reimbursable increases are primarily for ESA readiness efforts, while reimbursable decreases are due to changes in project activity. MTAHQ increases by 10 positions, comprised of 16 Public Safety position increases to support the opening of East Side Access, partially offset by the elimination of 6 MTA IT positions. MTA Bus decreases by 12, comprised of 10 position reductions in the Shop Overhaul Program and a decrease of 2 positions in Facilities.

Total forecasted positions are projected at 74,237 in 2022, an increase of 136 positions from 2021. Net position decreases of 16 at NYCT are mainly due to changes in various capital projects. The LIRR increases by 88 net positions mainly due to non-reimbursable increases of 112, partially offset by 24 reimbursable position decreases; non-reimbursable increases are primarily for ESA readiness efforts and reimbursable decreases are due to changes in project activity. MTA Bus increases by 64 positions for the Shop Program.

## **July Plan vs. February Plan Position Changes**

### **2018**

Total positions of 74,878 reflect an increase of 791 positions from the February Plan, primarily due to:

- **NYCT** – increases by 752 positions, comprising 505 non-reimbursable and 247 reimbursable positions. Non-reimbursable increases of 505 positions are primarily in connection with the full implementation of the Subway Action Plan. Forty-two non-reimbursable positions are in connection with New Needs to support the Bus Plan. Reimbursable increases are mainly for capital support for the Departments of Subways and Buses.
- **LIRR** – increases by a net 111 positions, primarily related to the LIRR Forward initiative, which increases headcount by 177, and Positive Train Control maintenance, which increases headcount by 30, partially offset by 105 fewer East Side Access start-up positions. The remaining change in non-reimbursable and reimbursable headcount is due to the timing of capital and maintenance activity.
- **MNR** – increases by 12 positions, due to the addition of: 4 Maintenance of Way positions for FRA Testing & Service Protection Coverage; 5 Transportation positions to manage

the CDOT Capital Walk Bridge Replacement and for Positive Train Control Coverage; 2 Operations Administration positions to support the reorganization of the Drug and Alcohol Program and the Rental Fleet within the automotive group; and one Diversity position to support Equal Employment Opportunity requirements.

- **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** – increases by 19 positions to support the design and implementation phases of the New Fare Payment System (NFPS) project.
- **SIR** – decreases by 1 position due to the elimination of an EAM Manager.
- **MTA Bus** – decreases by 10 positions, comprised of 13 reductions in connection with the BRP Bus Operator Relief, partially offset by the addition of 3 College Aides in connection with New Needs.

## 2019

Total positions of 75,412 reflect an increase of 1,383 positions from the February Plan, mainly attributable to:

- **NYCT** – increases by 1,225 positions, comprised of 59 non-reimbursable and 1,166 reimbursable positions. Reimbursable increases of 1,166 positions are to support the following programs: L Tunnel Reconstruction; DOS Capital Support—Infrastructure, Power and Electronics Maintenance Division (EMD); the Corporate Plan; and CPM rightsizing.
- **LIRR** – increases by 238 total positions, including 210 non-reimbursable and 28 reimbursable positions that carry forward programmatic initiatives from 2018.
- **MNR** – increases by 20 positions, comprised of a decrease of 3 non-reimbursable positions and an increase of 23 reimbursable positions. Position increases include: 7 Procurement positions to support EAM and Procurement re-organization; one Safety position to administer the Safety System application; and 12 positions carried forward from 2018.
- **B&T** – decreases by 92 positions that carry forward programmatic initiatives from 2018.
- **MTAHQ** – increases by 19 positions which carry forward initiatives from 2018.
- **SIR** – increases by 13 positions due to the addition of 14 reimbursable positions to support the Capital Program, partially offset by the elimination of one EAM Manager.
- **MTA Bus** – decreases by 40 positions, comprised of 17 position reductions in the Shop Program and 26 positions in connection with 2018 BRPs, partially offset by the addition of 3 College Aides in connection with New Needs.

## 2020

Total positions of 74,009 positions in 2020 reflect increases of 290 from the February Plan. This unfavorable variance is mainly due to:

- **NYCT** – increases by 59 positions, comprised of 213 reimbursable positions, partially offset by 154 non-reimbursable decreases, primarily related to position re-estimates in connection with the MTA SAP. Reimbursable increases continue to reflect capital support for the Departments of Subways and Buses.
- **LIRR** – increases by 316 positions, including 288 non-reimbursable and 28 reimbursable positions that carry forward programmatic initiatives that continue from 2018.
- **MNR** – increases by 20 positions, reflecting changes incorporated beginning in 2019.
- **B&T** – decreases by 92 positions that carry forward programmatic initiatives from 2018.

- **MTAHQ** – increases by 19 positions that carry forward programmatic initiatives from 2018.
- **SIR** – increases by 13 positions that carry forward initiatives from 2019.
- **MTA Bus** – decreases by 45 positions, comprised of 22 position reductions in the Shop Program and 26 positions in connection with 2018 BRPs, partially offset by the addition of 3 College Aides in connection with New Needs.

## 2021

Total positions of 74,101 in 2021 reflect increases of 104 positions from the February Plan. This unfavorable variance is mainly due to:

- **NYCT** – decreases by 38 positions, comprised of 115 non-reimbursable position reductions, partially offset by 77 reimbursable position increases, primarily to support programmatic initiatives that carry forward from 2020.
- **LIRR** – increases by 243 positions, comprised of 218 non-reimbursable and 25 reimbursable positions and continues programmatic initiatives that carry forward from 2018.
- **MNR** – increases by 20 positions, reflecting changes incorporated beginning in 2019.
- **B&T** – decreases by 92 positions that carry forward programmatic initiatives from 2018.
- **MTAHQ** – increases by 19 positions carry forward programmatic initiatives from 2018.
- **SIR** – increases by 13 that carry forward programmatic initiatives from 2019.
- **MTA Bus** – decreases by 61 positions, comprised of 38 position reductions in the Shop Program and 26 positions in connection with 2018 BRPs, partially offset by the addition of 3 College Aides in connection with New Needs.

## New Needs

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

<b>METROPOLITAN TRANSPORTATION AUTHORITY</b>				
<b>July Financial Plan 2019-2022</b>				
<b>Change Between 2018 July Financial Plan vs. 2018 February Financial Plan</b>				
Favorable/(Unfavorable)				
<b>Position Impacts of New Needs</b>				
	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>NYCT</b>				
<i>Bus Plan</i>	(42)	(42)	(42)	(42)
<i>Subway Action Plan (SAP)--Full Implementation</i>	(643)	(365)	(245)	(245)
<b>Total</b>	<b>(685)</b>	<b>(407)</b>	<b>(287)</b>	<b>(287)</b>
<b>LIRR</b>				
<i>LIRR Forward</i>	(177)	(184)	(195)	(195)
<b>Total</b>	<b>(177)</b>	<b>(184)</b>	<b>(195)</b>	<b>(195)</b>
<b>MNR</b>				
<i>Enterprise Asset Management (EAM) Positions</i>	0	(5)	(5)	(5)
<i>Procurement Coordinators</i>	0	(2)	(2)	(2)
<i>Automotive Specialist - Rental Fleet</i>	(1)	(1)	(1)	(1)
<i>Signal Maintainers for FRA Testing &amp; Service Protection Coverage</i>	(4)	(4)	(4)	(4)
<i>Chief Rail Traffic Controller for PTC Coverage</i>	(1)	(1)	(1)	(1)
<i>CDOT Capital Walk Bridge Replacement Project</i>	(4)	(4)	(4)	(4)
<i>Reorganization of Drug &amp; Alcohol Program</i>	(1)	(1)	(1)	(1)
<i>Safety Software Administrator for Enterprise Safety System Application</i>	0	(1)	(1)	(1)
<i>Office of EEO &amp; Diversity</i>	(1)	(1)	(1)	(1)
<b>Total</b>	<b>(12)</b>	<b>(20)</b>	<b>(20)</b>	<b>(20)</b>
<b>B&amp;T</b>				
<i>None</i>	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MTAHQ</b>				
<i>New Fare Payment System Positions</i>	(19)	(19)	(19)	(19)
<b>Total</b>	<b>(19)</b>	<b>(19)</b>	<b>(19)</b>	<b>(19)</b>
<b>SIR</b>				
<i>None</i>	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MTACC</b>				
<i>None</i>	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MTA Bus</b>				
<i>College Aides (P/T)</i>	(3)	(3)	(3)	(3)
<b>Total</b>	<b>(3)</b>	<b>(3)</b>	<b>(3)</b>	<b>(3)</b>
<b>Total New Needs</b>	<b>(896)</b>	<b>(633)</b>	<b>(524)</b>	<b>(524)</b>

## Changes in Reimbursable Positions

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

<b>METROPOLITAN TRANSPORTATION AUTHORITY</b>				
<b>July Financial Plan 2019-2022</b>				
<b>Change Between 2018 July Financial Plan vs. 2018 February Financial Plan</b>				
Favorable/(Unfavorable)				
Position Impact of Reimbursable	2018	2019	2020	2021
<b>NYCT</b>				
<i>DOS Capital Support--Infrastructure</i>	(92)	(147)	(99)	0
<i>DOS Capital Support--Power</i>	(12)	(12)	0	0
<i>DOS Capital Support--EMD</i>	(53)	(49)	0	0
<i>DOS/DOB Capital Support</i>	(15)	(9)	(8)	0
<i>Corporate Plan (CPM)</i>	(37)	(37)	(37)	(37)
<i>CPM, Rightsizing</i>	(40)	(40)	(40)	(40)
<i>L Tunnel Reconstruction</i>	0	(843)	0	0
<i>Bus Plan--Part-time Traffic Checking Staff</i>	0	(34)	(34)	0
<i>Miscellaneous Other</i>	<u>2</u>	<u>5</u>	<u>5</u>	<u>0</u>
<b>Total</b>	<b>(247)</b>	<b>(1,166)</b>	<b>(213)</b>	<b>(77)</b>
<b>LIRR</b>				
<i>LIRR Capital Project Support and Construction</i>	41	(3)	(3)	0
<i>M9 Support Reimbursable Headcount</i>	(4)	(2)	(2)	(2)
<i>Main Line Third Track</i>	(23)	(23)	(23)	(23)
<i>Transportation - Reimbursable Flag Protection Adjustments</i>	(25)	0	0	0
<i>Project Schedules Result in a Reallocation of Year End (December)</i>	<u>65</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>54</b>	<b>(28)</b>	<b>(28)</b>	<b>(25)</b>
<b>MNR</b>				
<i>Reimbursable Headcount &amp; Overtime Adjustments</i>	<u>72</u>	<u>(23)</u>	<u>(18)</u>	<u>(32)</u>
<b>Total</b>	<b>72</b>	<b>(23)</b>	<b>(18)</b>	<b>(32)</b>
<b>B&amp;T</b>				
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MTAHQ</b>				
<i>Reimbursable Headcount Adjustments</i>	<u>8</u>	<u>8</u>	<u>8</u>	<u>8</u>
<b>Total</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>8</b>
<b>SIR</b>				
<i>Capital Program Support</i>	<u>0</u>	<u>(14)</u>	<u>(14)</u>	<u>(14)</u>
<b>Total</b>	<b>0</b>	<b>(14)</b>	<b>(14)</b>	<b>(14)</b>
<b>MTA CC</b>				
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MTA Bus</b>				
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Reimbursable</b>	<b>(113)</b>	<b>(1,223)</b>	<b>(265)</b>	<b>(140)</b>

## Re-Estimates & All Other

Major drivers of re-estimates, including the full implementation of the NYCT Subway Action Plan, are captured in the table below, with more information contained in Agency sections:

<b>METROPOLITAN TRANSPORTATION AUTHORITY</b>				
<b>July Financial Plan 2019-2022</b>				
<b>Change Between 2018 July Financial Plan vs. 2018 February Financial Plan</b>				
Favorable/(Unfavorable)				
<b>Position Impact of Re-Estimates</b>				
	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>NYCT</b>				
<i>Platform Budget Normal Business</i>	(45)	(58)	(58)	(58)
<i>MTA Consolidated Services</i>	(10)	0	0	0
<i>L Tunnel Reconstruction--Operating Impact</i>	(5)	(56)	37	0
<i>Other Re-estimates</i>	0	(11)	(11)	(11)
<i>Miscellaneous Other</i>	<u>(8)</u>	<u>5</u>	<u>5</u>	<u>5</u>
<b>Total</b>	<b>(68)</b>	<b>(120)</b>	<b>(27)</b>	<b>(64)</b>
<b>LIRR</b>				
<i>Vacant Positions and additional positions in lieu of Overtime</i>	(1)	0	0	0
<i>Expanded Random Drug Testing Administrative Support</i>	(1)	(1)	(1)	(1)
<i>PTC- Right of Way Maintenance &amp; Other Support</i>	(30)	(30)	(30)	(30)
<i>East Side Access Readiness</i>	105	0	(69)	0
<i>Revenue Remittance Clerk</i>	(1)	(1)	(1)	(1)
<i>Service Investments (Montauk Support)</i>	0	(6)	(6)	(6)
<i>Training Specialists</i>	0	(3)	(1)	0
<i>Project Schedules--Reallocation of NR/R</i>	<u>(65)</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>7</b>	<b>(41)</b>	<b>(108)</b>	<b>(38)</b>
<b>MNR</b>				
<i>Headcount &amp; Overtime Adjustments</i>	<u>(72)</u>	<u>23</u>	<u>18</u>	<u>32</u>
<b>Total</b>	<b>(72)</b>	<b>23</b>	<b>18</b>	<b>32</b>
<b>B&amp;T</b>				
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MTAHQ</b>				
<i>OHS-LIRR Phase</i>	<u>(8)</u>	<u>(8)</u>	<u>(8)</u>	<u>(8)</u>
<b>Total</b>	<b>(8)</b>	<b>(8)</b>	<b>(8)</b>	<b>(8)</b>
<b>SIR</b>				
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MTACC</b>				
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MTA Bus</b>				
<i>Shop Program</i>	<u>0</u>	<u>17</u>	<u>22</u>	<u>38</u>
<b>Total</b>	<b>0</b>	<b>17</b>	<b>22</b>	<b>38</b>
<b>Total Re-Estimates</b>	<b>(141)</b>	<b>(129)</b>	<b>(103)</b>	<b>(40)</b>

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

<b>Category</b>	<b>2017 Actual<sup>1</sup></b>	<b>2018 Mid-Year Forecast</b>	<b>2019 Preliminary Budget</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Baseline Total Positions</b>	<b>72,348</b>	<b>74,878</b>	<b>75,412</b>	<b>74,009</b>	<b>74,101</b>	<b>74,237</b>
NYC Transit	49,951	50,881	51,246	49,761	49,407	49,391
Long Island Rail Road	7,331	7,836	7,990	8,022	8,470	8,558
Metro-North Railroad	6,519	7,018	7,030	7,032	7,032	7,032
Bridges & Tunnels	1,407	1,497	1,499	1,505	1,505	1,505
Headquarters	2,732	3,149	3,172	3,226	3,236	3,236
Staten Island Railway	331	342	322	322	322	322
Capital Construction Company	125	181	181	181	181	181
Bus Company	3,952	3,974	3,972	3,960	3,948	4,012
<b>Non-Reimbursable</b>	<b>65,505</b>	<b>66,954</b>	<b>66,835</b>	<b>67,106</b>	<b>67,429</b>	<b>67,645</b>
NYC Transit	45,141	45,257	44,980	44,986	44,846	44,876
Long Island Rail Road	6,220	6,667	6,903	7,118	7,580	7,692
Metro-North Railroad	5,995	6,339	6,259	6,261	6,264	6,274
Bridges & Tunnels	1,320	1,410	1,412	1,418	1,418	1,418
Headquarters	2,593	3,018	3,041	3,095	3,105	3,105
Staten Island Railway	322	328	308	308	308	308
Capital Construction Company	-	-	-	-	-	-
Bus Company	3,914	3,934	3,932	3,920	3,908	3,972
<b>Reimbursable</b>	<b>6,843</b>	<b>7,924</b>	<b>8,577</b>	<b>6,903</b>	<b>6,672</b>	<b>6,592</b>
NYC Transit	4,810	5,624	6,266	4,775	4,561	4,515
Long Island Rail Road	1,111	1,169	1,087	904	890	866
Metro-North Railroad	524	679	771	771	768	758
Bridges & Tunnels	87	87	87	87	87	87
Headquarters	139	131	131	131	131	131
Staten Island Railway	9	14	14	14	14	14
Capital Construction Company	125	181	181	181	181	181
Bus Company	38	40	40	40	40	40
<b>Total Full-Time</b>	<b>72,100</b>	<b>74,662</b>	<b>75,162</b>	<b>73,759</b>	<b>73,851</b>	<b>73,987</b>
NYC Transit	49,715	50,684	51,015	49,530	49,176	49,160
Long Island Rail Road	7,331	7,836	7,990	8,022	8,470	8,558
Metro-North Railroad	6,518	7,017	7,029	7,031	7,031	7,031
Bridges & Tunnels	1,407	1,497	1,499	1,505	1,505	1,505
Headquarters	2,732	3,149	3,172	3,226	3,236	3,236
Staten Island Railway	331	342	322	322	322	322
Capital Construction Company	125	181	181	181	181	181
Bus Company	3,941	3,956	3,954	3,942	3,930	3,994
<b>Total Full-Time-Equivalents</b>	<b>248</b>	<b>216</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>
NYC Transit	236	197	231	231	231	231
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

<sup>1</sup> For 2018 and beyond, the table captures authorized positions at year end (December 31).



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

<b>Function</b>	<b>2017 Actual<sup>1</sup></b>	<b>2018 Mid-Year Forecast</b>	<b>2019 Preliminary Budget</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Administration</b>	<b>4,559</b>	<b>5,098</b>	<b>5,118</b>	<b>5,094</b>	<b>5,060</b>	<b>5,062</b>
NYC Transit	1,413	1,401	1,388	1,351	1,343	1,342
Long Island Rail Road	462	525	529	537	549	547
Metro-North Railroad	515	608	609	609	609	609
Bridges & Tunnels	82	96	99	99	99	99
Headquarters	1,933	2,267	2,270	2,270	2,264	2,264
Staten Island Railway	29	28	28	28	28	28
Capital Construction Company	15	21	21	21	21	21
Bus Company	110	152	174	179	147	152
<b>Operations</b>	<b>31,273</b>	<b>31,520</b>	<b>32,097</b>	<b>31,298</b>	<b>31,437</b>	<b>31,417</b>
NYC Transit	23,940	24,157	24,676	23,762	23,758	23,738
Long Island Rail Road	2,514	2,660	2,717	2,832	2,975	2,975
Metro-North Railroad	1,993	1,938	1,938	1,938	1,938	1,938
Bridges & Tunnels	90	98	101	101	101	101
Headquarters	-	-	-	-	-	-
Staten Island Railway	109	111	111	111	111	111
Capital Construction Company	-	-	-	-	-	-
Bus Company	2,627	2,556	2,554	2,554	2,554	2,554
<b>Maintenance</b>	<b>32,336</b>	<b>33,801</b>	<b>33,695</b>	<b>33,180</b>	<b>33,224</b>	<b>33,379</b>
NYC Transit	22,532	23,241	23,066	22,651	22,379	22,384
Long Island Rail Road	4,174	4,437	4,533	4,448	4,744	4,835
Metro-North Railroad	3,899	4,336	4,347	4,349	4,349	4,349
Bridges & Tunnels	379	387	391	391	391	391
Headquarters	-	-	-	-	-	-
Staten Island Railway	184	189	169	169	169	169
Capital Construction Company	-	-	-	-	-	-
Bus Company	1,168	1,211	1,189	1,172	1,192	1,251
<b>Engineering/Capital</b>	<b>2,062</b>	<b>2,252</b>	<b>2,241</b>	<b>2,166</b>	<b>2,093</b>	<b>2,092</b>
NYC Transit	1,420	1,438	1,428	1,353	1,283	1,283
Long Island Rail Road	181	214	211	205	202	201
Metro-North Railroad	112	136	136	136	136	136
Bridges & Tunnels	203	253	255	261	261	261
Headquarters	-	-	-	-	-	-
Staten Island Railway	9	14	14	14	14	14
Capital Construction Company	110	160	160	160	160	160
Bus Company	27	37	37	37	37	37
<b>Public Safety</b>	<b>2,118</b>	<b>2,207</b>	<b>2,261</b>	<b>2,271</b>	<b>2,287</b>	<b>2,287</b>
NYC Transit	646	644	688	644	644	644
Long Island Rail Road	-	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-	-
Bridges & Tunnels	653	663	653	653	653	653
Headquarters	799	882	902	956	972	972
Staten Island Railway	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-
Bus Company	20	18	18	18	18	18
<b>Baseline Total Positions</b>	<b>72,348</b>	<b>74,878</b>	<b>75,412</b>	<b>74,009</b>	<b>74,101</b>	<b>74,237</b>

<sup>1</sup> For 2018 and beyond, the table captures authorized positions at year end (December 31).

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July 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 <sup>1</sup>	2018 Mid-Year Forecast	2019 Preliminary Budget	2020	2021	2022
<b>Administration</b>						
Managers/Supervisors	1,422	1,712	1,706	1,686	1,680	1,680
Professional, Technical, Clerica	3,002	3,235	3,242	3,233	3,237	3,234
Operational Hourlies	135	152	171	176	144	149
<b>Total Administration</b>	<b>4,559</b>	<b>5,098</b>	<b>5,118</b>	<b>5,094</b>	<b>5,060</b>	<b>5,062</b>
<b>Operations</b>						
Managers/Supervisors	3,708	3,760	3,785	3,687	3,719	3,719
Professional, Technical, Clerica	856	1,005	1,010	1,003	1,011	1,011
Operational Hourlies	26,709	26,755	27,302	26,608	26,707	26,687
<b>Total Operations</b>	<b>31,273</b>	<b>31,520</b>	<b>32,097</b>	<b>31,298</b>	<b>31,437</b>	<b>31,417</b>
<b>Maintenance</b>						
Managers/Supervisors	5,665	5,975	5,945	5,863	5,867	5,849
Professional, Technical, Clerica	1,880	2,123	2,101	2,020	2,035	2,025
Operational Hourlies	24,791	25,703	25,649	25,297	25,322	25,505
<b>Total Maintenance</b>	<b>32,336</b>	<b>33,801</b>	<b>33,695</b>	<b>33,180</b>	<b>33,224</b>	<b>33,379</b>
<b>Engineering/Capital</b>						
Managers/Supervisors	581	636	632	570	550	549
Professional, Technical, Clerica	1,473	1,605	1,598	1,585	1,532	1,532
Operational Hourlies	8	11	11	11	11	11
<b>Total Engineering/Capital</b>	<b>2,062</b>	<b>2,252</b>	<b>2,241</b>	<b>2,166</b>	<b>2,093</b>	<b>2,092</b>
<b>Public Safety</b>						
Managers/Supervisors	620	641	670	655	655	655
Professional, Technical, Clerica	137	164	164	165	165	165
Operational Hourlies	1,361	1,402	1,427	1,451	1,467	1,467
<b>Total Public Safety</b>	<b>2,118</b>	<b>2,207</b>	<b>2,261</b>	<b>2,271</b>	<b>2,287</b>	<b>2,287</b>
<b>Baseline Total Positions</b>						
Managers/Supervisors	11,996	12,724	12,738	12,461	12,471	12,452
Professional, Technical, Clerica	7,348	8,132	8,115	8,006	7,980	7,967
Operational Hourlies	53,004	54,023	54,560	53,543	53,651	53,819
<b>Baseline Total Positions</b>	<b>72,348</b>	<b>74,878</b>	<b>75,412</b>	<b>74,009</b>	<b>74,101</b>	<b>74,237</b>

<sup>1</sup> For 2018 and beyond, the table captures authorized positions at year end (December 31).

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July 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
<b>Baseline Total Positions</b>	<b>(534)</b>	<b>1,403</b>	<b>(92)</b>	<b>(136)</b>
NYC Transit	(365)	1,485	354	16
Long Island Rail Road	(154)	(32)	(448)	(88)
Metro-North Railroad	(12)	(2)	-	-
Bridges & Tunnels	(2)	(6)	-	-
Headquarters	(23)	(54)	(10)	-
Staten Island Railway	20	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	2	12	12	(64)
<b>Non-Reimbursable</b>	<b>119</b>	<b>(271)</b>	<b>(323)</b>	<b>(216)</b>
NYC Transit	277	(6)	140	(30)
Long Island Rail Road	(236)	(214)	(463)	(112)
Metro-North Railroad	81	(3)	(3)	(10)
Bridges & Tunnels	(2)	(6)	-	-
Headquarters	(23)	(54)	(10)	-
Staten Island Railway	20	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	2	12	12	(64)
<b>Reimbursable</b>	<b>(653)</b>	<b>1,674</b>	<b>231</b>	<b>80</b>
NYC Transit	(642)	1,491	214	46
Long Island Rail Road	82	183	15	24
Metro-North Railroad	(93)	1	3	10
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-
<b>Total Full-Time</b>	<b>(500)</b>	<b>1,403</b>	<b>(92)</b>	<b>(136)</b>
NYC Transit	(331)	1,485	354	16
Long Island Rail Road	(154)	(32)	(448)	(88)
Metro-North Railroad	(12)	(2)	-	-
Bridges & Tunnels	(2)	(6)	-	-
Headquarters	(23)	(54)	(10)	-
Staten Island Railway	20	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	2	12	12	(64)
<b>Total Full-Time-Equivalents</b>	<b>(34)</b>	<b>-</b>	<b>-</b>	<b>-</b>
NYC Transit	(34)	-	-	-
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July 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)**

<b>FUNCTION/DEPARTMENT</b>	<b>Change 2018-2019</b>	<b>Change 2019-2020</b>	<b>Change 2020-2021</b>	<b>Change 2021-2022</b>
<b>Administration</b>	<b>(20)</b>	<b>24</b>	<b>34</b>	<b>(2)</b>
NYC Transit	13	37	8	1
Long Island Rail Road	(4)	(8)	(12)	2
Metro-North Railroad	(1)	-	-	-
Bridges & Tunnels	(3)	-	-	-
Headquarters	(3)	-	6	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	(22)	(5)	32	(5)
<b>Operations</b>	<b>(577)</b>	<b>799</b>	<b>(139)</b>	<b>20</b>
NYC Transit	(519)	914	4	20
Long Island Rail Road	(57)	(115)	(143)	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	(3)	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	2	-	-	-
<b>Maintenance</b>	<b>106</b>	<b>515</b>	<b>(44)</b>	<b>(155)</b>
NYC Transit	175	415	272	(5)
Long Island Rail Road	(96)	85	(296)	(91)
Metro-North Railroad	(11)	(2)	-	-
Bridges & Tunnels	(4)	-	-	-
Headquarters	-	-	-	-
Long Island Bus	-	-	-	-
Staten Island Railway	20	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	22	17	(20)	(59)
<b>Engineering/Capital</b>	<b>11</b>	<b>75</b>	<b>73</b>	<b>1</b>
NYC Transit	10	75	70	-
Long Island Rail Road	3	6	3	1
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	(2)	(6)	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-
<b>Public Safety</b>	<b>(54)</b>	<b>(10)</b>	<b>(16)</b>	<b>-</b>
NYC Transit	(44)	44	-	-
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	10	-	-	-
Headquarters	(20)	(54)	(16)	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-
<b>Baseline Total Positions</b>	<b>(534)</b>	<b>1,403</b>	<b>(92)</b>	<b>(136)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July 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)**

<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>Change 2018-2019</b>	<b>Change 2019-2020</b>	<b>Change 2020-2021</b>	<b>Change 2021-2022</b>
<b>Administration</b>				
Managers/Supervisors	6	20	6	-
Professional, Technical, Clerical	(7)	9	(4)	3
Operational Hourlies	(19)	(5)	32	(5)
<b>Total Administration</b>	<b>(20)</b>	<b>24</b>	<b>34</b>	<b>(2)</b>
<b>Operations</b>				
Managers/Supervisors	(25)	98	(32)	-
Professional, Technical, Clerical	(5)	7	(8)	-
Operational Hourlies	(547)	694	(99)	20
<b>Total Operations</b>	<b>(577)</b>	<b>799</b>	<b>(139)</b>	<b>20</b>
<b>Maintenance</b>				
Managers/Supervisors	30	82	(4)	18
Professional, Technical, Clerical	22	81	(15)	10
Operational Hourlies	54	352	(25)	(183)
<b>Total Maintenance</b>	<b>106</b>	<b>515</b>	<b>(44)</b>	<b>(155)</b>
<b>Engineering/Capital</b>				
Managers/Supervisors	4	62	20	1
Professional, Technical, Clerical	7	13	53	-
Operational Hourlies	-	-	-	-
<b>Total Engineering/Capital</b>	<b>11</b>	<b>75</b>	<b>73</b>	<b>1</b>
<b>Public Safety</b>				
Managers/Supervisors	(29)	15	-	-
Professional, Technical, Clerical	-	(1)	-	-
Operational Hourlies	(25)	(24)	(16)	-
<b>Total Public Safety</b>	<b>(54)</b>	<b>(10)</b>	<b>(16)</b>	<b>-</b>
<b>Baseline Total Positions</b>				
Managers/Supervisors	(14)	277	(10)	19
Professional, Technical, Clerical	17	109	26	13
Operational Hourlies	(537)	1,017	(108)	(168)
<b>Baseline Total Positions</b>	<b>(534)</b>	<b>1,403</b>	<b>(92)</b>	<b>(136)</b>

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

<b>Category</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>Baseline Total Positions</b>	<b>(791)</b>	<b>(1,383)</b>	<b>(290)</b>	<b>(104)</b>
NYC Transit	(752)	(1,225)	(59)	38
Long Island Rail Road	(111)	(238)	(316)	(243)
Metro-North Railroad	(12)	(20)	(20)	(20)
Bridges & Tunnels	92	92	92	92
Headquarters	(19)	(19)	(19)	(19)
Staten Island Railway	1	(13)	(13)	(13)
Capital Construction Company	-	-	-	-
Bus Company	10	40	45	61
<b>Non-Reimbursable</b>	<b>(678)</b>	<b>(160)</b>	<b>(25)</b>	<b>35</b>
NYC Transit	(505)	(59)	154	115
Long Island Rail Road	(165)	(210)	(288)	(218)
Metro-North Railroad	(84)	3	(2)	12
Bridges & Tunnels	92	92	92	92
Headquarters	(27)	(27)	(27)	(27)
Staten Island Railway	1	1	1	1
Capital Construction Company	-	-	-	-
Bus Company	10	40	45	61
<b>Reimbursable</b>	<b>(113)</b>	<b>(1,223)</b>	<b>(266)</b>	<b>(140)</b>
NYC Transit	(247)	(1,166)	(213)	(77)
Long Island Rail Road	54	(28)	(28)	(25)
Metro-North Railroad	72	(23)	(18)	(32)
Bridges & Tunnels	-	-	-	-
Headquarters	8	8	8	8
Long Island Bus	-	-	-	-
Staten Island Railway	-	(14)	(14)	(14)
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-
<b>Total Full-Time</b>	<b>(793)</b>	<b>(1,351)</b>	<b>(258)</b>	<b>(72)</b>
NYC Transit	(757)	(1,196)	(30)	67
Long Island Rail Road	(111)	(238)	(316)	(243)
Metro-North Railroad	(12)	(20)	(20)	(20)
Bridges & Tunnels	92	92	92	92
Headquarters	(19)	(19)	(19)	(19)
Staten Island Railway	1	(13)	(13)	(13)
Capital Construction Company	-	-	-	-
Bus Company	13	43	48	64
<b>Total Full-Time-Equivalents</b>	<b>2</b>	<b>(32)</b>	<b>(32)</b>	<b>(32)</b>
NYC Transit	5	(29)	(29)	(29)
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	(3)	(3)	(3)	(3)

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

<b>Function</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>Administration</b>	<b>23</b>	<b>38</b>	<b>38</b>	<b>45</b>
NYC Transit	61	71	71	79
Long Island Rail Road	(6)	(3)	(3)	(4)
Metro-North Railroad	1	-	-	-
Bridges & Tunnels	(4)	(7)	(7)	(7)
Headquarters	(19)	(19)	(19)	(19)
Staten Island Railway	1	1	1	1
Capital Construction Company	(5)	(5)	(5)	(5)
Bus Company	(6)	-	-	-
<b>Operations</b>	<b>405</b>	<b>(281)</b>	<b>463</b>	<b>467</b>
NYC Transit	(124)	(763)	(1)	-
Long Island Rail Road	9	(37)	(55)	(52)
Metro-North Railroad	(8)	(8)	(8)	(8)
Bridges & Tunnels	488	485	485	485
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	40	42	42	42
<b>Maintenance</b>	<b>(795)</b>	<b>(667)</b>	<b>(362)</b>	<b>(258)</b>
NYC Transit	(635)	(435)	(75)	(57)
Long Island Rail Road	(114)	(197)	(257)	(187)
Metro-North Railroad	(5)	(12)	(12)	(12)
Bridges & Tunnels	(5)	(9)	(9)	(9)
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	(36)	(14)	(9)	7
<b>Engineering/Capital</b>	<b>(65)</b>	<b>(80)</b>	<b>(80)</b>	<b>(9)</b>
NYC Transit	(70)	(70)	(70)	-
Long Island Rail Road	-	(1)	(1)	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	(14)	(14)	(14)
Capital Construction Company	5	5	5	5
Bus Company	-	-	-	-
<b>Public Safety</b>	<b>(359)</b>	<b>(393)</b>	<b>(349)</b>	<b>(349)</b>
NYC Transit	16	(28)	16	16
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	(387)	(377)	(377)	(377)
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	12	12	12	12
<b>Baseline Total Positions</b>	<b>(791)</b>	<b>(1,383)</b>	<b>(290)</b>	<b>(104)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2019-2022**  
**Baseline Change Between 2018 July Financial Plan vs. 2018 February 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
<b>Administration</b>				
Managers/Supervisors	(113)	(112)	(112)	(109)
Professional, Technical, Clerical	149	157	158	162
Operational Hourlies	(13)	(7)	(8)	(8)
<b>Total Administration</b>	<b>23</b>	<b>38</b>	<b>38</b>	<b>45</b>
<b>Operations</b>				
Managers/Supervisors	133	79	170	173
Professional, Technical, Clerical	(99)	(105)	(101)	(100)
Operational Hourlies	371	(255)	394	394
<b>Total Operations</b>	<b>405</b>	<b>(281)</b>	<b>463</b>	<b>467</b>
<b>Maintenance</b>				
Managers/Supervisors	(132)	(133)	(113)	(83)
Professional, Technical, Clerical	(39)	(19)	-	6
Operational Hourlies	(624)	(515)	(249)	(181)
<b>Total Maintenance</b>	<b>(795)</b>	<b>(667)</b>	<b>(362)</b>	<b>(258)</b>
<b>Engineering/Capital</b>				
Managers/Supervisors	(28)	(31)	(31)	(11)
Professional, Technical, Clerical	(37)	(40)	(40)	11
Operational Hourlies	-	(9)	(9)	(9)
<b>Total Engineering/Capital</b>	<b>(65)</b>	<b>(80)</b>	<b>(80)</b>	<b>(9)</b>
<b>Public Safety</b>				
Managers/Supervisors	(116)	(145)	(116)	(116)
Professional, Technical, Clerical	(2)	(2)	(2)	(2)
Operational Hourlies	(241)	(246)	(231)	(231)
<b>Total Public Safety</b>	<b>(359)</b>	<b>(393)</b>	<b>(349)</b>	<b>(349)</b>
<b>Baseline Total Positions</b>				
Managers/Supervisors	(256)	(342)	(202)	(146)
Professional, Technical, Clerical	(28)	(9)	15	77
Operational Hourlies	(508)	(1,033)	(103)	(35)
<b>Baseline Total Positions</b>	<b>(791)</b>	<b>(1,383)</b>	<b>(290)</b>	<b>(104)</b>



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### **III. Other MTA Consolidated Materials**

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2019-2022**  
**MTA Consolidated Statement Of Operations By Category**  
(\$ in millions)

Line No.	Non-Reimbursable	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
10	<b>Operating Revenue</b>						
11	Farebox Revenue	\$6,172	\$6,176	\$6,218	\$6,260	\$6,255	\$6,272
12	Toll Revenue	1,912	1,955	1,969	1,981	1,992	1,994
13	Other Revenue	653	657	665	705	735	724
14	Capital and Other Reimbursements	0	0	0	0	0	0
15	<b>Total Operating Revenue</b>	<b>\$8,737</b>	<b>\$8,788</b>	<b>\$8,852</b>	<b>\$8,945</b>	<b>\$8,982</b>	<b>\$8,990</b>
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$5,021	\$5,266	\$5,458	\$5,599	\$5,715	\$5,844
20	Overtime	934	945	813	822	853	872
21	Health & Welfare	1,209	1,322	1,454	1,537	1,630	1,736
22	OPEB Current Payment	564	623	685	746	813	886
23	Pensions	1,345	1,327	1,352	1,326	1,313	1,263
24	Other-Fringe Benefits	792	911	916	959	1,004	1,028
25	Reimbursable Overhead	(492)	(452)	(461)	(424)	(403)	(395)
26	<b>Total Labor Expenses</b>	<b>\$9,373</b>	<b>\$9,942</b>	<b>\$10,216</b>	<b>\$10,566</b>	<b>\$10,925</b>	<b>\$11,234</b>
28	<b>Non-Labor Expenses:</b>						
29	Electric Power	\$430	\$495	\$483	\$494	\$541	\$566
30	Fuel	150	183	175	170	164	169
31	Insurance	(3)	13	17	24	31	38
32	Claims	526	343	345	356	360	364
33	Paratransit Service Contracts	393	412	409	419	453	488
34	Maintenance and Other Operating Contracts	695	843	900	863	903	893
35	Professional Service Contracts	507	599	516	482	478	488
36	Materials & Supplies	588	722	682	689	678	684
37	Other Business Expenses	217	230	228	227	241	243
38	<b>Total Non-Labor Expenses</b>	<b>\$3,505</b>	<b>\$3,840</b>	<b>\$3,754</b>	<b>\$3,723</b>	<b>\$3,850</b>	<b>\$3,933</b>
40	<b>Other Expense Adjustments:</b>						
41	Other	\$49	\$143	\$154	\$78	\$36	\$23
42	General Reserve	\$0	160	165	170	175	180
43	<b>Total Other Expense Adjustments</b>	<b>\$49</b>	<b>\$303</b>	<b>\$319</b>	<b>\$248</b>	<b>\$211</b>	<b>\$203</b>
45	<b>Total Operating Expense before Non-Cash Liability Adj.</b>	<b>\$12,927</b>	<b>\$14,085</b>	<b>\$14,289</b>	<b>\$14,538</b>	<b>\$14,986</b>	<b>\$15,369</b>
47	Depreciation	\$2,608	\$2,665	\$2,739	\$2,805	\$2,868	\$2,928
48	OPEB Liability Adjustment	1,567	1,808	1,909	2,013	2,124	2,246
49	GASB 68 Pension Expense Adjustment	(168)	(238)	(272)	(286)	(321)	(303)
50	Environmental Remediation	13	6	6	6	6	6
52	<b>Total Operating Expense after Non-Cash Liability Adj.</b>	<b>\$16,948</b>	<b>\$18,327</b>	<b>\$18,671</b>	<b>\$19,076</b>	<b>\$19,663</b>	<b>\$20,246</b>
54	Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$4,021)	(\$4,242)	(\$4,382)	(\$4,538)	(\$4,677)	(\$4,877)
56	Debt Service (excludes Service Contract Bonds)	2,525	2,575	2,731	2,888	3,124	3,270
58	<b>Total Operating Expense with Debt Service</b>	<b>\$15,452</b>	<b>\$16,660</b>	<b>\$17,020</b>	<b>\$17,425</b>	<b>\$18,110</b>	<b>\$18,640</b>
60	Dedicated Taxes and State/Local Subsidies	\$6,416	\$7,147	\$7,221	\$7,394	\$7,631	\$7,879
62	<b>Net Surplus/(Deficit) After Subsidies and Debt Service</b>	<b>(\$300)</b>	<b>(\$725)</b>	<b>(\$946)</b>	<b>(\$1,086)</b>	<b>(\$1,497)</b>	<b>(\$1,771)</b>
64	Conversion to Cash Basis: GASB Account	0	0	0	0	0	0
65	Conversion to Cash Basis: All Other	173	459	337	185	123	132
67	<b>CASH BALANCE BEFORE PRIOR-YEAR CARRYOVER</b>	<b>(\$127)</b>	<b>(\$267)</b>	<b>(\$609)</b>	<b>(\$901)</b>	<b>(\$1,374)</b>	<b>(\$1,639)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2019-2022**  
**MTA Consolidated Statement Of Operations By Category**  
(\$ in millions)

Line No	Reimbursable	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
10	<b>Operating Revenue</b>						
11	Farebox Revenue	\$0	\$0	\$0	\$0	\$0	\$0
12	Toll Revenue	0	0	0	0	0	0
13	Other Revenue	0	0	0	0	0	0
14	Capital and Other Reimbursements	2,197	2,335	2,248	2,046	1,925	1,922
15	<b>Total Operating Revenue</b>	<b>\$2,197</b>	<b>\$2,335</b>	<b>\$2,248</b>	<b>\$2,046</b>	<b>\$1,925</b>	<b>\$1,922</b>
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$680	\$763	\$807	\$733	\$691	\$698
20	Overtime	268	207	175	171	169	172
21	Health & Welfare	73	81	82	80	81	84
22	OPEB Current Payment	10	10	11	11	12	13
23	Pensions	97	103	103	97	96	94
24	Other-Fringe Benefits	253	265	277	251	234	236
25	Reimbursable Overhead	488	449	457	422	401	394
26	<b>Total Labor Expenses</b>	<b>\$1,867</b>	<b>\$1,878</b>	<b>\$1,910</b>	<b>\$1,766</b>	<b>\$1,685</b>	<b>\$1,691</b>
28	<b>Non-Labor Expenses:</b>						
29	Electric Power	\$1	\$2	\$1	\$1	\$1	\$1
30	Fuel	0	0	1	1	(0)	(0)
31	Insurance	13	15	15	14	14	12
32	Claims	0	0	0	0	0	0
33	Paratransit Service Contracts	0	0	0	0	0	0
34	Maintenance and Other Operating Contracts	76	109	60	57	54	53
35	Professional Service Contracts	78	149	128	89	65	58
36	Materials & Supplies	159	182	132	118	106	106
37	Other Business Expenses	4	1	0	1	0	0
38	<b>Total Non-Labor Expenses</b>	<b>\$330</b>	<b>\$456</b>	<b>\$338</b>	<b>\$280</b>	<b>\$240</b>	<b>\$230</b>
40	<b>Other Expense Adjustments:</b>						
41	Other	\$0	\$0	\$0	\$0	\$0	\$0
42	<b>Total Other Expense Adjustments</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
44	Depreciation	\$0	\$0	\$0	\$0	\$0	\$0
45	OPEB Obligation	0	0	0	0	0	0
46	Environmental Remediation	0	0	0	0	0	0
47							
48	<b>Total Operating Expense</b>	<b>\$2,197</b>	<b>\$2,335</b>	<b>\$2,248</b>	<b>\$2,046</b>	<b>\$1,925</b>	<b>\$1,922</b>
49							
50	<b>Baseline Surplus/(Deficit)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2019-2022**  
**MTA Consolidated Statement Of Operations By Category**  
(\$ in millions)

Line No.	Non-Reimbursable/Reimbursable	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
10	<b>Operating Revenue</b>						
11	Farebox Revenue	\$6,172	\$6,176	\$6,218	\$6,260	\$6,255	\$6,272
12	Toll Revenue	1,912	1,955	1,969	1,981	1,992	1,994
13	Other Revenue	653	657	665	705	735	724
14	Capital and Other Reimbursements	2,197	2,335	2,248	2,046	1,925	1,922
15	<b>Total Operating Revenue</b>	<b>\$10,934</b>	<b>\$11,123</b>	<b>\$11,100</b>	<b>\$10,991</b>	<b>\$10,907</b>	<b>\$10,912</b>
17	<b>Operating Expense</b>						
18	<b>Labor Expenses:</b>						
19	Payroll	\$5,700	\$6,029	\$6,265	\$6,332	\$6,406	\$6,542
20	Overtime	\$1,202	\$1,152	\$988	\$993	\$1,022	\$1,044
21	Health & Welfare	\$1,282	\$1,403	\$1,535	\$1,617	\$1,712	\$1,820
22	OPEB Current Payment	\$574	\$633	\$696	\$758	\$825	\$898
23	Pensions	\$1,442	\$1,430	\$1,455	\$1,423	\$1,408	\$1,358
24	Other-Fringe Benefits	\$1,045	\$1,176	\$1,192	\$1,210	\$1,238	\$1,264
25	Reimbursable Overhead	(\$4)	(\$3)	(\$4)	(\$2)	(\$1)	(\$1)
26	<b>Total Labor Expenses</b>	<b>\$11,240</b>	<b>\$11,821</b>	<b>\$12,127</b>	<b>\$12,332</b>	<b>\$12,609</b>	<b>\$12,925</b>
28	<b>Non-Labor Expenses:</b>						
29	Electric Power	\$432	\$497	\$484	\$494	\$542	\$566
30	Fuel	\$151	\$183	\$176	\$171	\$164	169
31	Insurance	\$10	\$27	\$31	\$38	\$45	51
32	Claims	\$526	\$343	\$345	\$356	\$360	364
33	Paratransit Service Contracts	\$393	\$412	\$409	\$419	\$453	488
34	Maintenance and Other Operating Contracts	\$771	\$952	\$960	\$920	\$957	946
35	Professional Service Contracts	\$585	\$748	\$643	\$571	\$544	546
36	Materials & Supplies	\$747	\$903	\$814	\$807	\$784	790
37	Other Business Expenses	\$221	\$231	\$229	\$228	\$242	243
38	<b>Total Non-Labor Expenses</b>	<b>\$3,835</b>	<b>\$4,296</b>	<b>\$4,092</b>	<b>\$4,004</b>	<b>\$4,090</b>	<b>\$4,163</b>
40	<b>Other Expense Adjustments:</b>						
41	Other	\$49	\$143	\$154	\$78	\$36	\$23
42	General Reserve	0	160	165	170	175	180
43	<b>Total Other Expense Adjustments</b>	<b>\$49</b>	<b>\$303</b>	<b>\$319</b>	<b>\$248</b>	<b>\$211</b>	<b>\$203</b>
45	<b>Gap Closing Expenses:</b>						
46	<i>Additional Actions for Budget Balance: Expense Impact</i>	\$0	\$0	\$0	\$0	\$0	\$0
45	<b>Total Operating Expense before Non-Cash Liability Adjs.</b>	<b>\$15,124</b>	<b>\$16,420</b>	<b>\$16,537</b>	<b>\$16,584</b>	<b>\$16,911</b>	<b>\$17,291</b>
47	Depreciation	\$2,608	\$2,665	\$2,739	\$2,805	\$2,868	\$2,928
48	OPEB Obligation	\$1,567	\$1,808	\$1,909	\$2,013	\$2,124	2,246
49	GASB 68 Pension Expense Adjustment	(\$168)	(\$238)	(\$272)	(\$286)	(\$321)	(303)
49	Environmental Remediation	\$13	\$6	\$6	\$6	\$6	6
51	<b>Total Operating Expense</b>	<b>\$19,145</b>	<b>\$20,662</b>	<b>\$20,919</b>	<b>\$21,122</b>	<b>\$21,588</b>	<b>\$22,168</b>
53	<b>Net Operating Deficit Before Subsidies and Debt Service</b>	<b>(\$8,211)</b>	<b>(\$9,539)</b>	<b>(\$9,819)</b>	<b>(\$10,130)</b>	<b>(\$10,681)</b>	<b>(\$11,256)</b>
55	Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$4,021)	(\$4,242)	(\$4,382)	(\$4,538)	(\$4,677)	(\$4,877)
57	Debt Service (excludes Service Contract Bonds)	2,525	2,575	2,731	2,888	3,124	3,270
59	<b>Total Operating Expense with Debt Service</b>	<b>\$17,649</b>	<b>\$18,995</b>	<b>\$19,268</b>	<b>\$19,471</b>	<b>\$20,035</b>	<b>\$20,561</b>
61	Dedicated Taxes and State/Local Subsidies	\$6,416	\$7,147	\$7,221	\$7,394	\$7,631	\$7,879
63	<b>Net Deficit After Subsidies and Debt Service</b>	<b>(\$300)</b>	<b>(\$725)</b>	<b>(\$946)</b>	<b>(\$1,086)</b>	<b>(\$1,497)</b>	<b>(\$1,771)</b>
65	Conversion to Cash Basis: GASB Account	0	0	0	0	0	0
66	Conversion to Cash Basis: All Other	173	459	337	185	123	132
67							
68	<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>	<b>(\$127)</b>	<b>(\$267)</b>	<b>(\$609)</b>	<b>(\$901)</b>	<b>(\$1,374)</b>	<b>(\$1,639)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2019-2022**  
**MTA Consolidated Cash Receipts and Expenditures**  
(\$ in millions)

Line  
No.

<b>Cash Receipts and Expenditures</b>						
	<b>Actual</b>	<b>Mid-Year</b>	<b>Preliminary</b>			
	<b>2017</b>	<b>Forecast</b>	<b>Budget</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Receipts</b>						
Farebox Revenue	\$6,179	\$6,180	\$6,222	\$6,263	\$6,258	\$6,274
Other Operating Revenue	691	654	786	736	747	737
Capital and Other Reimbursements	2,057	2,478	2,257	2,050	1,911	1,887
<b>Total Receipts</b>	<b>\$8,927</b>	<b>\$9,312</b>	<b>\$9,264</b>	<b>\$9,050</b>	<b>\$8,917</b>	<b>\$8,898</b>
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	\$5,491	\$5,877	\$6,072	\$6,150	\$6,204	\$6,337
Overtime	1,166	1,127	959	965	990	1,013
Health and Welfare	1,270	1,357	1,497	1,577	1,669	1,775
OPEB Current Payment	553	611	672	732	798	870
Pensions	1,393	1,389	1,417	1,387	1,372	1,320
Other Fringe Benefits	863	905	912	927	947	968
Contribution to GASB Fund	0	0	0	0	0	0
Reimbursable Overhead	0	0	0	0	(0)	(0)
<b>Total Labor Expenditures</b>	<b>\$10,735</b>	<b>\$11,266</b>	<b>\$11,529</b>	<b>\$11,740</b>	<b>\$11,980</b>	<b>\$12,283</b>
<b>Non-Labor:</b>						
Electric Power	\$440	\$494	\$480	\$491	\$538	\$562
Fuel	142	181	172	167	162	167
Insurance	12	11	19	26	29	35
Claims	286	259	249	259	265	270
Paratransit Service Contracts	390	410	407	417	451	486
Maintenance and Other Operating Contracts	631	825	826	776	762	738
Professional Service Contracts	487	734	586	509	480	480
Materials & Supplies	770	898	818	808	790	794
Materials & Supplies	198	211	204	196	208	209
<b>Total Non-Labor Expenditures</b>	<b>\$3,357</b>	<b>\$4,023</b>	<b>\$3,761</b>	<b>\$3,649</b>	<b>\$3,683</b>	<b>\$3,739</b>
<b>Other Expenditure Adjustments:</b>						
Other	\$71	\$130	\$117	\$103	\$106	\$154
General Reserve	0	160	165	170	175	180
<b>Total Other Expenditure Adjustments</b>	<b>\$71</b>	<b>\$290</b>	<b>\$282</b>	<b>\$273</b>	<b>\$281</b>	<b>\$334</b>
<b>Total Expenditures</b>	<b>\$14,163</b>	<b>\$15,579</b>	<b>\$15,573</b>	<b>\$15,661</b>	<b>\$15,945</b>	<b>\$16,356</b>
<b>Net Cash Deficit Before Subsidies and Debt Service</b>	<b>(\$5,236)</b>	<b>(\$6,266)</b>	<b>(\$6,308)</b>	<b>(6,612)</b>	<b>(7,028)</b>	<b>(7,459)</b>
Dedicated Taxes and State/Local Subsidies	\$6,967	\$7,890	\$7,694	\$7,842	\$7,984	\$8,279
Debt Service (excludes Service Contract Bonds)	(\$1,858)	(\$1,891)	(\$1,995)	(\$2,131)	(\$2,330)	(\$2,459)
<b>CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER</b>	<b>(\$127)</b>	<b>(\$267)</b>	<b>(\$609)</b>	<b>(\$901)</b>	<b>(\$1,374)</b>	<b>(\$1,639)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**

**July Financial Plan 2019-2022**

**Cash Conversion Detail**

(\$ in millions)

	<b>Actual 2017</b>	<b>Mid-Year Forecast 2018</b>	<b>Preliminary Budget 2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b><u>Depreciation</u></b>						
New York City Transit	\$1,682	\$1,828	\$1,878	\$1,928	\$1,978	\$2,029
Long Island Rail Road	340	351	353	357	360	364
Metro-North Railroad	240	244	247	247	247	247
MTA Headquarters	36	41	50	53	50	43
MTA Bus Company	59	54	54	54	55	56
Staten Island Railway	10	8	8	8	8	8
Bridges & Tunnels	241	139	148	159	170	182
<i>Sub-Total</i>	<b>\$2,608</b>	<b>\$2,665</b>	<b>\$2,739</b>	<b>\$2,805</b>	<b>\$2,868</b>	<b>\$2,928</b>
<b><u>OPEB Liability Adjustment</u></b>						
New York City Transit	\$1,103	\$1,350	\$1,437	\$1,529	\$1,627	\$1,731
Long Island Rail Road	142	139	143	147	152	156
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 & Tunnels	72	64	68	71	75	78
<i>Sub-Total</i>	<b>\$1,567</b>	<b>\$1,808</b>	<b>\$1,909</b>	<b>\$2,013</b>	<b>\$2,124</b>	<b>\$2,246</b>
<b><u>GASB 68 Pension Expense Adjustment</u></b>						
New York City Transit	(\$221)	(\$306)	(\$296)	(\$303)	(\$309)	(\$309)
Long Island Rail Road	(4)	0	0	0	0	0
Metro-North Railroad	(17)	13	(22)	(27)	(43)	(31)
MTA Headquarters	1	(2)	(2)	(3)	(7)	(3)
MTA Bus Company	66	46	35	31	21	22
Staten Island Railway	0	1	1	(0)	(1)	(1)
Bridges & Tunnels	6	10	13	16	18	19
<i>Sub-Total</i>	<b>(\$168)</b>	<b>(\$238)</b>	<b>(\$272)</b>	<b>(\$286)</b>	<b>(\$321)</b>	<b>(\$303)</b>
<b><u>Environmental Remediation</u></b>						
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
Staten Island Railway	0	0	0	0	0	0
Bridges & Tunnels	0	0	0	0	0	0
<i>Sub-Total</i>	<b>\$13</b>	<b>\$6</b>	<b>\$6</b>	<b>\$6</b>	<b>\$6</b>	<b>\$6</b>
<b><u>Net Operating Surplus/(Deficit)</u></b>						
New York City Transit	\$273	\$285	\$256	\$253	\$248	\$229
Long Island Rail Road	(89)	26	(14)	(15)	(23)	(23)
Metro-North Railroad	(41)	(49)	(88)	(92)	(18)	(17)
MTA Headquarters	137	(25)	149	91	76	70
MTA Bus Company	76	26	57	58	58	59
Staten Island Railway	(2)	1	1	1	1	2
First Mutual Transportation Assurance Company	(4)	(23)	(21)	(17)	(20)	(26)
Other	12	66	65	66	66	41
<i>Sub-Total</i>	<b>\$363</b>	<b>\$308</b>	<b>\$405</b>	<b>\$345</b>	<b>\$388</b>	<b>\$334</b>
<b><u>Subsidies</u></b>						
New York City Transit	(\$204)	\$13	(\$118)	(\$197)	(\$263)	(\$218)
Commuter Railroads	(242)	(319)	(370)	(373)	(381)	(358)
MTA Headquarters	204	475	417	403	398	391
MTA Bus Company	58	(28)	0	10	(12)	(13)
Staten Island Railway	(6)	10	2	(3)	(7)	(4)
<i>Sub-Total</i>	<b>(\$189)</b>	<b>\$151</b>	<b>(\$68)</b>	<b>(\$160)</b>	<b>(\$265)</b>	<b>(\$202)</b>
<b>Total Cash Conversion</b>	<b>\$4,194</b>	<b>\$4,700</b>	<b>\$4,719</b>	<b>\$4,723</b>	<b>\$4,800</b>	<b>\$5,009</b>

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

Line Number		Mid-Year Forecast	Preliminary Budget	Change	2020	Change	2021	Change	2022	Change
		2018	2019	2018 - 2019		2019-2020		2020-2021		2021-2022
9	<b>Non-Reimbursable</b>									
13	<b>Operating Revenue</b>									
14	Farebox Revenue	\$6,176	\$6,218	\$42	\$6,260	\$42	\$6,255	(\$5)	\$6,272	\$16
15	Toll Revenue	1,955	1,969	14	1,981	11	1,992	12	1,994	2
16	Other Revenue	657	665	8	705	40	735	30	724	(11)
17	Capital and Other Reimbursements	0	0	0	0	0	0	0	0	0
18	<b>Total Operating Revenue</b>	<b>\$8,788</b>	<b>\$8,852</b>	<b>\$64</b>	<b>\$8,945</b>	<b>\$93</b>	<b>\$8,982</b>	<b>\$37</b>	<b>\$8,990</b>	<b>\$8</b>
20	<b>Operating Expense</b>									
21	<b>Labor Expenses:</b>									
22	Payroll <sup>1</sup>	\$5,266	\$5,458	(\$191)	\$5,599	(\$141)	\$5,715	(\$116)	\$5,844	(\$129)
23	Overtime	945	813	132	822	(9)	853	(31)	872	(19)
24	Health & Welfare	1,322	1,454	(132)	1,537	(84)	1,630	(93)	1,736	(106)
25	OPEB Current Payment	623	685	(62)	746	(61)	813	(67)	886	(73)
26	Pensions	1,327	1,352	(25)	1,326	26	1,313	14	1,263	50
27	Other-Fringe Benefits	911	916	(4)	959	(43)	1,004	(45)	1,028	(24)
28	Reimbursable Overhead	(452)	(461)	9	(424)	(37)	(403)	(21)	(395)	(8)
29	<b>Sub-total Labor Expenses</b>	<b>\$9,942</b>	<b>\$10,216</b>	<b>(\$274)</b>	<b>\$10,566</b>	<b>(\$350)</b>	<b>\$10,925</b>	<b>(\$359)</b>	<b>\$11,234</b>	<b>(\$309)</b>
31	<b>Non-Labor Expenses:</b>									
32	Traction and Propulsion Power	\$495	\$483	\$12	\$494	(\$11)	\$541	(\$47)	\$566	(\$24)
33	Fuel for Buses and Trains	183	175	8	170	5	164	6	169	(5)
34	Insurance	13	17	(4)	24	(7)	31	(7)	38	(7)
35	Claims	343	345	(2)	356	(11)	360	(4)	364	(4)
36	Paratransit Service Contracts	412	409	4	419	(10)	453	(34)	488	(35)
37	Maintenance and Other Operating Contracts	843	900	(58)	863	37	903	(40)	893	10
38	Professional Service Contracts	599	516	83	482	34	478	4	488	(10)
39	Materials & Supplies	722	682	40	689	(7)	678	11	684	(5)
40	Other Business Expenses	230	228	2	227	1	241	(14)	243	(2)
41	<b>Sub-total Non-Labor Expenses</b>	<b>\$3,840</b>	<b>\$3,754</b>	<b>\$86</b>	<b>\$3,723</b>	<b>\$31</b>	<b>\$3,850</b>	<b>(\$127)</b>	<b>\$3,933</b>	<b>(\$83)</b>
43	<b>Other Expense Adjustments:</b>									
44	Other	\$143	\$154	(11)	\$78	76	\$36	42	\$23	13
45	General Reserve	160	165	(5)	170	(5)	175	(5)	180	(5)
46	<b>Sub-total Other Expense Adjustments</b>	<b>\$303</b>	<b>\$319</b>	<b>(\$16)</b>	<b>\$248</b>	<b>\$71</b>	<b>\$211</b>	<b>\$37</b>	<b>\$203</b>	<b>\$8</b>
47										
48	Depreciation	2,665	2,739	(74)	2,805	(66)	2,868	(63)	2,928	(60)
49	OPEB Liability Adjustment	1,808	1,909	(101)	2,013	(104)	2,124	(111)	2,246	(121)
50	GASB 68 Pension Expense Adjustment	(238)	(272)	34	(286)	14	(321)	35	(303)	(18)
51	Environmental Remediation	6	6	0	6	0	6	0	6	0
52										
53	<b>Total Operating Expense after Non-Cash Liability Adj.</b>	<b>\$18,327</b>	<b>\$18,671</b>	<b>(\$345)</b>	<b>\$19,076</b>	<b>(\$404)</b>	<b>\$19,663</b>	<b>(\$587)</b>	<b>\$20,246</b>	<b>(\$582)</b>
54										
55	Conversion to Cash Basis: Non-Cash Liability Adjs.	(4,242)	(4,382)	(\$141)	(4,538)	(\$156)	(4,677)	(\$139)	(4,877)	(\$199)
56										
57	Debt Service (excludes Service Contract Bonds)	2,575	2,731	155	2,888	157	3,124	237	3,270	146
58										
59	<b>Total Operating Expense with Debt Service</b>	<b>\$16,660</b>	<b>\$17,020</b>	<b>\$359</b>	<b>\$17,425</b>	<b>\$405</b>	<b>\$18,110</b>	<b>\$685</b>	<b>\$18,640</b>	<b>\$529</b>
60										
61	Dedicated Taxes and State/Local Subsidies	7,147	7,221	\$74	7,394	\$172	7,631	\$237	7,879	\$248
62										
63	<b>Net Surplus/(Deficit) After Subsidies and Debt Service</b>	<b>(\$725)</b>	<b>(\$946)</b>	<b>(\$221)</b>	<b>(\$1,086)</b>	<b>(\$140)</b>	<b>(\$1,497)</b>	<b>(\$411)</b>	<b>(\$1,771)</b>	<b>(\$273)</b>
64										
65	Conversion to Cash Basis: GASB Account	0	0	0	0	0	0	0	0	0
66	Conversion to Cash Basis: All Other	459	337	122	185	152	123	61	132	(9)
67										
68	<b>CASH BALANCE BEFORE PRIOR YEAR CARRYOVER</b>	<b>(\$267)</b>	<b>(\$609)</b>	<b>(\$342)</b>	<b>(\$901)</b>	<b>(\$292)</b>	<b>(\$1,374)</b>	<b>(\$473)</b>	<b>(\$1,639)</b>	<b>(\$265)</b>



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2019-2022**  
**Non-Recurring Revenue and Savings**  
(\$ in millions)

Agency	Description	2018 Mid-Year Forecast	2019 Preliminary Budget	2020 Plan	2021 Plan	2022 Plan
		Explanation	Explanation	Explanation	Explanation	Explanation
NYCT	Administration	\$ 28.2 Hiring Restriction Savings	\$ 17.7 Hiring Restriction Savings			
LIRR	6 month Hiring Restriction (BRP)	\$ 4.5 Hiring Restriction on non-represented positions for the first 6 months of 2018				
LIRR	Joint Facilities Savings	\$ 2.0 Joint Facility Agreement/ PRIAA savings as a result of continued review and challenging of new NECC models.				
MNR	Revenue				\$ 4.1 New York State Grade Crossing Reimbursement	
MNR	Administration	\$ 4.5 2018 Impact of Retiming Budgeted Hiring due to Six Month Hiring Restriction				
MNR	Other			\$ 9.0 Park Avenue Viaduct Fire Recovery		
HQ	Administration	\$ 2.9 Hiring Restriction Savings				
B&T	Administration	\$ 2.9 Vacancies / Hiring Restriction Savings				
MTA	Subsidies	\$ 508.0 NYS / NYC Operating Support for SAP				
MTA	Subsidies	\$ 65.0 NYS Capital Funding Reprogrammed for Operating Needs				
<b>Total Non-Recurring Resources (&gt; or = \$1 million)</b>		<b>\$ 618.0</b>	<b>\$ 17.7</b>	<b>\$ 9.0</b>	<b>\$ 4.1</b>	<b>\$ -</b>

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

	<u>Actual</u> <u>2017</u>	<u>Mid-Year</u> <u>Forecast</u> <u>2018</u>	<u>Preliminary</u> <u>Budget</u> <u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
MTA General Reserve (annual) <sup>1</sup>	\$0.0	\$160.0	\$165.0	\$170.0	\$175.0	\$180.0
GASB Fund Reserve	\$70.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
MTA Retiree Welfare Benefits Trust <sup>2</sup>	\$370.0	\$371.0	\$371.0	\$371.0	\$371.0	\$371.0
B&T Necessary Reconstruction Fund <sup>2,3</sup>	\$416.8	\$356.2	\$356.2	\$356.2	\$356.2	\$356.2

<sup>1</sup> Volume 1 proposes the drawdown of \$80 million, or 50%, of the 2018 General Reserve.

<sup>2</sup>These Funds do not include projections for interest earned beyond 2018.

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

## **IV. MTA Capital Program Information**

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

<b>Project ID</b>	<b>Project Description</b>	<b>Commitment Goal (\$ in mil)</b>
E61404/	Security: IESS Wrap Up - Penn Station & Times Square	\$19.8
	<b>Element Total</b>	<b>\$19.8</b>
ES0703/03	Sandy Mitigation: St. George	\$70.1
	<b>Element Total</b>	<b>\$70.1</b>
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
	<b>Element Total</b>	<b>\$104.8</b>
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
	<b>Element Total</b>	<b>\$17.5</b>
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
	<b>Element Total</b>	<b>\$22.5</b>
ET0903/04	Sandy Mitigation: Montague-Furman Substation / BWY	\$2.1
ET0903/08	Sandy Resiliency: Deployable Substations	\$31.2
	<b>Element Total</b>	<b>\$33.2</b>
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
	<b>Element Total</b>	<b>\$683.6</b>
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
	<b>Element Total</b>	<b>\$735.3</b>
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
	<b>Element Total</b>	<b>\$56.3</b>
ET1603/10	Sandy Mitigation: Consolidated Revenue Facility	\$10.0
ET1603/12	Sandy Mitigation: Tiffany Central Warehouse	\$10.2
	<b>Element Total</b>	<b>\$20.3</b>
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
	<b>Element Total</b>	<b>\$302.4</b>
T50414/19	Intermodal: Rockaway Parkway / Canarsie	\$1.4
	<b>Element Total</b>	<b>\$1.4</b>
T60302/27	Radio & Data Communication: Digital Information Signs (Base)	\$20.7
	<b>Element Total</b>	<b>\$20.7</b>

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

<b>Project ID</b>	<b>Project Description</b>	<b>Commitment Goal (\$ in mil)</b>
T60407/06	Replace 2 Hydraulic Elevators: GC-42 Street / Lexington	\$1.0
T60407/12	Replace One Hydraulic Elevator: GC-42 Street / Lexington	\$6.3
	<b>Element Total</b>	<b>\$7.3</b>
T60413/07	ADA: 68 St-Hunter College / Lexington (prior year slip)	\$116.3
	<b>Element Total</b>	<b>\$116.3</b>
T60703/24	Structural Steel Repair, Lower Level, 9th Ave, WST (Wrap-Up)	\$1.0
	<b>Element Total</b>	<b>\$1.0</b>
T60803/06	CBTC Flushing: Equipment Removals	\$5.0
	<b>Element Total</b>	<b>\$5.0</b>
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
	<b>Element Total</b>	<b>\$11.6</b>
T61004/03	207th St Overhaul Shop: Soil Remediation and Boiler Upgrade	\$0.5
T61004/10	Yard CCTV, Phase 2	\$14.0
	<b>Element Total</b>	<b>\$14.5</b>
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
	<b>Element Total</b>	<b>\$22.3</b>
T61302/02	Purchase 54 Flat Cars (prior year slip)	\$33.5
	<b>Element Total</b>	<b>\$33.5</b>
T61606/11	Fire Alarm Systems: 15 DOS Locations	\$0.6
	<b>Element Total</b>	<b>\$0.6</b>
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
	<b>Element Total</b>	<b>\$30.6</b>
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
	<b>Element Total</b>	<b>\$1,721.3</b>
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
	<b>Element Total</b>	<b>\$72.5</b>
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
	<b>Element Total</b>	<b>\$168.2</b>
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**

<b>Project ID</b>	<b>Project Description</b>	<b>Commitment Goal (\$ in mil)</b>
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 Avs / 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
<b>Element Total</b>		<b>\$193.8</b>
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**

<b>Project ID</b>	<b>Project Description</b>	<b>Commitment Goal (\$ in mil)</b>
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
<b>Element Total</b>		<b>\$546.1</b>
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
<b>Element Total</b>		<b>\$231.7</b>
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
<b>Element Total</b>		<b>\$79.2</b>
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
<b>Element Total</b>		<b>\$122.0</b>
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	LSCR: Brooklyn (EPK)	\$1.0

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

<b>Project ID</b>	<b>Project Description</b>	<b>Commitment Goal (\$ in mil)</b>
T70703/32	LSCR: Downtown Manhattan (BWY, CNR, 8AV)	\$0.9
T70703/40	Rehab Abutment & Retaining Walls, Livonia Yard [SBMP Tier2]	\$3.2
<b>Element Total</b>		<b>\$67.3</b>
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
<b>Element Total</b>		<b>\$661.6</b>
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
<b>Element Total</b>		<b>\$251.7</b>
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
<b>Element Total</b>		<b>\$168.9</b>
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
<b>Element Total</b>		<b>\$60.1</b>
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**

<b>Project ID</b>	<b>Project Description</b>	<b>Commitment Goal (\$ in mil)</b>
T71004/19	Yard Switches - 2018	\$3.5
T71004/20	Yard Switches - 2019	\$0.1
<b>Element Total</b>		<b>\$127.7</b>
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
<b>Element Total</b>		<b>\$86.9</b>
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
<b>Element Total</b>		<b>\$36.5</b>
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
<b>Element Total</b>		<b>\$170.4</b>
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
<b>Element Total</b>		<b>\$6.2</b>
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
<b>Element Total</b>		<b>\$41.7</b>
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
<b>Element Total</b>		<b>\$49.1</b>
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
<b>Element Total</b>		<b>\$79.0</b>
<b>NYCT/SIR Grand Total</b>		<b>\$7,272.3</b>

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

**Long Island Rail Road  
2018 Commitments**

<b>Project ID</b>	<b>Project Description</b>	<b>Commitment Goal (\$ in mil)</b>
EL0303/ZH	Emergency Mgmt Eqpt Mitig	\$10.4
	<b>Element Total</b>	<b>\$10.4</b>
EL0602/ZL	Long Island City Yd Rstor	\$16.4
	<b>Element Total</b>	<b>\$16.4</b>
EL0603/ZS	Long Island City Yard Res	\$2.2
	<b>Element Total</b>	<b>\$2.2</b>
L50904/8A	Substations Envir Remedy	\$0.2
	<b>Element Total</b>	<b>\$0.2</b>
L60304/TU	Jamaica Capacity Impr-Ph1	\$4.9
L60304/TW	Extend Great Neck Pkt Trk	\$1.5
	<b>Element Total</b>	<b>\$6.4</b>
L60502/LA	Positive Train Control	\$1.6
L60502/LF	Centralized Train Cntl-MB	\$3.0
	<b>Element Total</b>	<b>\$4.6</b>
L60601/YN	New Mid Suffolk Elctr Yd	\$2.4
	<b>Element Total</b>	<b>\$2.4</b>
L60701/AR	Richmond Hill SS Replacem	\$0.2
	<b>Element Total</b>	<b>\$0.2</b>
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
	<b>Element Total</b>	<b>\$157.7</b>
L70205/V1	Parking Rehabilitation	\$1.2
	<b>Element Total</b>	<b>\$1.2</b>
L70301/WD	2018 Annual Track Program	\$64.0
L70301/WG	Construction Equipment	\$10.1
	<b>Element Total</b>	<b>\$74.1</b>
L70304/WU	Jamaica Capacity-Phase II	\$14.8
L70304/WX	Main Line Double Trk Ph 2	\$2.5
	<b>Element Total</b>	<b>\$17.3</b>
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
	<b>Element Total</b>	<b>\$18.5</b>
L70501/SD	Fiber Optic Network	\$1.0
L70501/SF	Imprv Radio Coverage Init	\$4.8
	<b>Element Total</b>	<b>\$5.8</b>
L70502/LH	Babylon Interlocking Rnwl	\$3.4
L70502/LK	Positive Train Control	\$3.4
L70502/LN	Babylon to Patchogue	\$1.2
	<b>Element Total</b>	<b>\$8.0</b>
L70601/YG	Diesel Loco Shop Impvmnts	\$4.7
L70601/YS	Huntington/Port Jeff Yrd	\$0.6
	<b>Element Total</b>	<b>\$5.3</b>
L70604/YP	REH EMP FAC SBDP GR H	\$0.2
L70604/YV	Hillside Facil/Upr Holban	\$2.0
	<b>Element Total</b>	<b>\$2.2</b>

**Long Island Rail Road  
2018 Commitments**

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

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

**Metro-North Railroad  
2018 Commitments**

<b>Project ID</b>	<b>Project Description</b>	<b>Commitment Goal (\$ in mil)</b>
EM04-0301	Power and Signal Mitigation (prior year slip)	\$20.6
	<b>Element Total</b>	<b>\$20.6</b>
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
	<b>Element Total</b>	<b>\$16.9</b>
M602-03-02	Strategic Facilities	\$0.3
	<b>Element Total</b>	<b>\$0.3</b>
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
	<b>Element Total</b>	<b>\$23.9</b>
M606-01-03	Other Shops/Yards Renewal	\$2.2
	<b>Element Total</b>	<b>\$2.2</b>
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
	<b>Element Total</b>	<b>\$4.3</b>
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
	<b>Element Total</b>	<b>\$38.0</b>
M702-03-01	Strategic Facilities **	\$6.3
M702-03-02	Mentoring Program - Strategic Facilities	\$1.0
	<b>Element Total</b>	<b>\$7.3</b>
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
	<b>Element Total</b>	<b>\$48.4</b>
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
	<b>Element Total</b>	<b>\$24.5</b>
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
	<b>Element Total</b>	<b>\$4.8</b>
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**

<b>Project ID</b>	<b>Project Description</b>	<b>Commitment Goal (\$ in mil)</b>
<b>Element Total</b>		<b>\$110.1</b>
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
<b>Element Total</b>		<b>\$46.7</b>
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
<b>Element Total</b>		<b>\$438.2</b>
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
<b>Element Total</b>		<b>\$17.2</b>
<b>Metro-North Grand Total</b>		<b>\$803.4</b>

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

**MTA Bus Company  
2018 Commitments**

<b>Project ID</b>	<b>Project Description</b>	<b>Commitment Goal (\$ in mil)</b>
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
<b>Element Total</b>		<b>\$36.3M</b>
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
<b>Element Total</b>		<b>\$75.6M</b>
<b>MTA Bus Grand Total</b>		<b>\$111.9M</b>

**MTA Police Department  
2018 Commitments**

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

**MTA Capital Construction Company  
2018 Commitments**

<b>Project ID</b>	<b>Project Description</b>	<b>Commitment Goal (\$ in mil)</b>
G5090118	Harold Interlocking Stage 1	\$5.7
G5090119	Harold Tower Supervisory Control System	\$2.0
<b>Element Total</b>		<b>\$7.7</b>
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
<b>Element Total</b>		<b>\$33.6</b>
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
<b>Element Total</b>		<b>\$37.9</b>
G6150101	M9A Rolling Stock Procurement (managed and delivered by the LIRR)	\$366.9
<b>Element Total</b>		<b>\$366.9</b>
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
<b>Element Total</b>		<b>\$369.7</b>
G7110102	Program Management	\$2.1
G71101xx	Pre-Design/Design (prior year slip)	\$37.0
<b>Element Total</b>		<b>\$39.1</b>
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
<b>Element Total</b>		<b>\$231.7</b>
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
<b>Element Total</b>		<b>\$20.9</b>



**MTA Capital Construction Company  
2018 Commitments**

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

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

**MTA Bridges & Tunnels  
2018 Commitments**

<b>Project ID</b>	<b>Project Description</b>	<b>Commitment Goal (\$ in mil)</b>
D505QM02	Service Building Rehab.	\$1.4
	<b>Element Total</b>	<b>\$1.4</b>
D606AW18	Protective Liability Insurance	\$2.5
	<b>Element Total</b>	<b>\$2.5</b>
D701AWX4	Physical Barrier Installation	\$17.0
	<b>Element Total</b>	<b>\$17.0</b>
D701CB18	CB Scour Protect/Repair/Rpl CB/MP Pier Fender Sys	\$41.0
	<b>Element Total</b>	<b>\$41.0</b>
D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehab	\$4.7
	<b>Element Total</b>	<b>\$4.7</b>
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
	<b>Element Total</b>	<b>\$89.6</b>
D702RK23	Construction of New Harlem River Drive Ramp	\$1.5
D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	\$22.9
	<b>Element Total</b>	<b>\$24.4</b>
D702TN49	Replacement of Grid Decks on Suspended Span	\$332.3
	<b>Element Total</b>	<b>\$332.3</b>
D702VN86	Design for Belt Parkway Ramps Widening	\$4.2
	<b>Element Total</b>	<b>\$4.2</b>
D703BW63	Open Road Tolling Initiative at BWB	\$10.0
	<b>Element Total</b>	<b>\$10.0</b>
D703CB63	Open Road Tolling Initiative -CB Bridge	\$2.6
	<b>Element Total</b>	<b>\$2.6</b>
D703MP63	Open Road Tolling Initiative - MP Bridge	\$3.5
	<b>Element Total</b>	<b>\$3.5</b>
D703RK63	Open Road Tolling Initiative - RFK Bridge	\$0.5
	<b>Element Total</b>	<b>\$0.5</b>
D703TN63	Open Road Tolling Initiative at TNB	\$20.0
	<b>Element Total</b>	<b>\$20.0</b>
D704AW67	Overheight Vehicle Detection Systems	\$11.1
	<b>Element Total</b>	<b>\$11.1</b>
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
	<b>Element Total</b>	<b>\$92.5</b>
D704QM81	Rehab of Tunnel Controls & Communication Systems	\$37.7
D704QM91	Installation of Smoke Detection/Alarm Systems	\$7.3
	<b>Element Total</b>	<b>\$45.0</b>
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
	<b>Element Total</b>	<b>\$29.2</b>
D704TN27	Install Service Building Alarm Systems & Upgrades (SBMP)	\$1.1
	<b>Element Total</b>	<b>\$1.1</b>
D704VN30	Elevator Rehabilitation	\$10.5
	<b>Element Total</b>	<b>\$10.5</b>
D706AW21	Program Administration	\$2.9
D706AW28	Scope Development	\$1.0
	<b>Element Total</b>	<b>\$3.9</b>
D707TN49	Painting of Suspended Span	\$21.3
	<b>Element Total</b>	<b>\$21.3</b>
D707VN49	Paint Suspended Span Upper & Lower Level Steel	\$37.6
	<b>Element Total</b>	<b>\$37.6</b>
ED010301	HCT Mitigation - Perimeter Work	\$0.7

**MTA Bridges & Tunnels  
2018 Commitments**

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

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

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

<b>ACEP</b>	<b>Project</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
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 Avs / 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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<b>ACEP</b>	<b>Project</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
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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<b>ACEP</b>	<b>Project</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
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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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: LSCR: 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/Xtnw-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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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



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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

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2018-22 Completions**

<b>ACEP</b>	<b>Project</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
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**

<b>ACEP</b>	<b>Project</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
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 Avs / 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**

<b>ACEP</b>	<b>Project</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
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**

<b>ACEP</b>	<b>Project Description</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
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**

<b>ACEP</b>	<b>Project Description</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
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**

<b>ACEP</b>	<b>Project</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
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**

<b>ACEP</b>	<b>Project</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
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**

<b>ACEP</b>	<b>Project</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
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**

<b>ACEP</b>	<b>Project</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
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**

<b>ACEP</b>	<b>Project</b>	<b>Project Amount (\$ in Mil)</b>	<b>Planned Completion Date</b>
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 2018-2022**

**NEW YORK CITY TRANSIT CAPITAL PROJECTS**

**Project:** Flushing CBTC. This project is to overlay a new state of the art Communications Based Train Control (CBTC) system in the automatic signal area of the Flushing Line. The Flushing line is the second line to undergo an upgrade to CBTC within the transit system. The project will also replace obsolete air operated 25 Hz fixed-block signal systems with 60 Hz electric equipment in the Times Square Interlocking and install a new solid state interlocking (SSI) at 1<sup>st</sup> 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.

**Project:** Public Address/ Customer Information – 89 Stations B Division. This project will install public address speakers and visual information delivered by Customer Information Screens at 89 stations and 2 pilot stations. Impacts began in 2017. An annual total increase of \$3.3M is expected.

## **LONG ISLAND RAIL ROAD CAPITAL PROJECTS**

**Project:** East Side Access. This project will expand LIRR service into Grand Central Terminal. The construction includes new tunnel and track along with related right-of-way equipment, vent plants, substations, and a new terminal station with elevators, escalators, and HVAC. The project also includes 236 new rail cars and will introduce an expanded train service plan to support Opening Day. Operating budget increases will begin before opening day.

**Project:** Main Line Second Track. The 17.9-mile LIRR Main Line between Ronkonkoma and Farmingdale comprises 12.6 miles of single electrified track and 5.3 miles of double electrified track. The projects calls for the addition of a second track and crossovers in the remaining single-track segments of the ROW. The project also includes new, unimproved maintenance roadways parallel to the tracks within the ROW in certain locations, new side-platforms at existing stations (Wyandanch and Pinelawn) and some new retaining walls where required. Construction for Phase 1 from Ronkonkoma to west of Central Islip is nearing completion. Phase 2 construction, from west of Central Islip to Farmingdale is ongoing. Headcount increase is required for Track, Signal and Power maintenance. At completion in 2018 the project is expected to have an 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 AND TUNNELS CAPITAL PROJECTS**

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

## **MTA SYSTEM-WIDE CAPITAL PROJECTS**

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

## **OTHER AGENCIES**

MTA Bus has no capital projects entering beneficial use in 2018-2021 that have impacts on its operating budget over \$1M.



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## **V. Agency Financial Plans**

# **Bridges and Tunnels**

**MTA BRIDGES AND TUNNELS**  
**2019 Preliminary Budget**  
**July Financial Plan 2019–2022**

**Financial Overview**

The July 2018 Financial Plan supports MTA Bridges and Tunnel's (B&T) 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 \$1.9 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 collision rate on B&T facilities has decreased by nearly 13% and the number of collisions in the former toll plaza areas is down 41%.

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. The newly paved roadways provide for a smoother ride and customer satisfaction. Barrier-free tolling zones provide a clear line of sight through our crossings. Together with better signage at our facilities, it makes for a better experience for our 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 in our fleet of patrol vehicles, 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 in a way we have never had an opportunity to experience. 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 the three strategic priorities of B&T's President Cedrick Fulton in the post-Cashless Tolling operating environment: *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 needs to serve 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 requires 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 increasing public demand for smartphone and web-based information tools by heavily promoting its Mobile Alert service. Customers can sign up for notifications when their E-ZPass balance is low or 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 changes cash payments at the time of passage to 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 fair share, 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 the revenue risk 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, more than 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 and \$100 per unpaid toll transaction. 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 (ISO55000), 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 education, engineering and enforcement resources on facility areas of higher risk:

- Real-Time Safety Communications  
The communication of information about 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 of B&T facilities. B&T is partnering with these providers to help provide 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 to Roadway Safety  
All B&T facilities are regularly audited for safety conditions with a focus on areas identified by collision data as being of 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 cross 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 Mid-Year Forecast**

In the 2018 Mid-Year Forecast, a total of \$1,400.5 million is projected in baseline operating income compared to \$1,347.0 million in the 2018 Adopted Budget, an increase of over \$53.5 million.

Total revenue is forecast at \$1,998.6 million, which is \$31.6 million greater than the Adopted Budget due to additional toll revenue resulting from actual favorable traffic trends through May. Toll revenue accounts for 98% of all revenues and is projected at \$1,954.8 million in the Mid-Year Forecast compared to \$1,923.2 million in the Adopted Budget.

The 2018 Mid-Year Forecast includes expenses totaling \$598.0 million before depreciation and GASB adjustments. Labor costs are \$284.0 million and non-labor costs are \$314.0 million. Total expenses are \$22.0 million below the Adopted Budget.

Labor expenses have been reduced by over \$17.9 million. 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. Additional savings of \$2.9 million this year in payroll and associated fringe costs have resulted from vacancies in primarily



administrative areas. Lastly, favorable baseline re-estimates in Health and Welfare/OPEB costs have netted another \$2.6 million in expense reductions.

Non-labor expenses have been lowered by over \$4.0 million. This net reduction has been achieved primarily through a re-evaluation of needs based on experience gained through operating in a fully Cashless Tolling environment for approximately three fiscal quarters. Areas that have been reduced include back-office costs for administering the Tolls by Mail program and electricity usage. Partially offsetting savings in these areas are additional funding needs 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. Additional funding is also required to cover higher re-estimates for credit/debit card fees and other revenue collection processing fees.

Total Support to Mass Transit is \$983.4 million compared to \$1,020.9 million in the 2018 Adopted Budget, a decrease of \$37.5 million which is the net result of \$53.6 million more in baseline operating income (\$31.6 million more revenue and \$22.0 fewer expenses), lower deductions from income totaling over \$25.5 million (suspension of nearly \$28.0 million in contributions to Capital Reserves and nearly \$0.4 million to GASB Reserves, partially offset by higher Capitalized Assets of nearly \$2.8 million due to project timing), and lower B&T Debt Service of \$3.1 million, offset by \$119.7 million contributed to B&T's Capital Program. This capital fund contribution will be applied to the pay-as-you-go (PAYGO) funding need to be specified in the MTA 2015-2019 Capital Program, Amendment No. 3.

In 2018, total planned year-end headcount is 1,497, including 87 capital reimbursable full-time equivalents, which is 92 positions below the Adopted Budget.

### **2019 Preliminary Budget - Baseline**

In the 2019 Preliminary Budget, a total of \$1,400.9 million is projected in baseline operating income compared to \$1,347.0 million in the February Financial Plan, an increase of \$53.9 million.

Total revenue is budgeted at \$2,013.4 million, which is \$32.3 million greater than the Adopted Budget primarily due to higher toll revenue resulting from baselining the favorable actual traffic trends experienced through May 2018. Toll revenue is projected at \$1,969.2 million for the 2019 Preliminary Budget compared to \$1,936.9 million in the February Financial Plan.

Expenses before depreciation and GASB adjustments total \$612.5 million and are comprised of \$299.0 million in labor expenses and \$313.5 million in non-labor costs. Overall expenses are \$21.7 million lower than the February Financial Plan, with labor costs coming down by \$12.7 million and non-labor expenses reduced by \$8.9 million. As in 2018, most of these savings have been realized through reassessments, after several additional months of actual experience, of the workforce and non-labor needs required to operate within a Cashless Tolling environment.

Total Support to Mass Transit is \$950.2 million in the 2019 Preliminary Budget compared to \$991.1 million in the February Financial Plan, a decrease of \$40.9 million resulting from the net of \$53.9 million more in baseline operating income (nearly \$32.3 million more revenue and nearly \$21.7 million fewer expenses), lower deductions from income totaling \$29.1 million (suspension of \$28.6 million in contributions to Capital Reserves and \$0.5 million to GASB Reserves), and lower B&T Debt Service of \$9.1 million, offset by \$133.0 million contributed to B&T's Capital Program to help meet the PAYGO funding requirements specified in the MTA 2015-2019 Capital Program, Amendment No. 3.

In 2019, total headcount is budgeted at 1,499, including 87 capital reimbursable full-time equivalents, which is 92 positions below the Adopted Budget as previously discussed.

### **2020-2022 Projections**

The 2020 projection for baseline operating income is \$1,405.2 million compared to \$1,344.6 million in the February Financial Plan. This consists of \$2,025.2 million in revenues less \$620.0 million in expenses. The expenses are comprised of nearly \$300.4 million in labor costs and nearly \$319.7 million in non-labor expenses.

The 2021 projection for baseline operating income is \$1,399.3 million compared to \$1,333.1 million in the February Financial Plan. This consists of \$2,037.4 million in revenues, offset by \$638.1 million in expenses. The expenses are comprised of \$307.3 million in labor costs and \$330.8 million in non-labor expenses.

In 2022, the projection for baseline operating income is \$1,380.5 million. This consists of over \$2,040.1 million in revenues, offset by nearly \$659.6 million in expenses. The expenses are comprised of \$316.3 million in labor costs and \$343.3 million in non-labor expenses.

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

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

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

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b><u>Non-Reimbursable</u></b>						
<b>Operating Revenue</b>						
Toll Revenue	\$1,911.857	\$1,954.806	\$1,969.219	\$1,980.541	\$1,992.236	\$1,994.407
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
<b>Total Revenues</b>	<b>\$1,933.416</b>	<b>\$1,974.983</b>	<b>\$1,989.396</b>	<b>\$2,000.718</b>	<b>\$2,012.413</b>	<b>\$2,014.584</b>
<b>Operating Expense</b>						
<b><u>Labor:</u></b>						
Payroll	\$121.438	\$133.351	\$142.219	\$141.585	\$144.013	\$146.948
Overtime	28.382	26.807	27.347	27.895	28.455	29.026
Health and Welfare	26.694	30.307	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	18.806	20.960	21.694	21.879	23.087
Reimbursable Overhead	(6.805)	(7.568)	(7.720)	(7.874)	(8.032)	(8.192)
<b>Total Labor Expenses</b>	<b>\$248.347</b>	<b>\$260.398</b>	<b>\$275.003</b>	<b>\$275.857</b>	<b>\$282.332</b>	<b>\$290.780</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$3.683	\$6.187	\$5.679	\$5.895	\$6.138	\$6.457
Fuel	1.575	2.358	2.380	2.324	2.236	2.284
Insurance	12.101	11.317	12.217	12.874	13.588	14.367
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	193.373	197.105	200.825	210.117	219.217
Professional Services Contracts	36.674	47.575	42.191	42.214	41.778	43.399
Materials and Supplies	3.901	4.783	4.416	4.539	4.609	4.726
Other Business Expenses	34.637	48.453	49.501	50.986	52.284	52.810
<b>Total Non-Labor Expenses</b>	<b>\$241.838</b>	<b>\$314.046</b>	<b>\$313.489</b>	<b>\$319.657</b>	<b>\$330.750</b>	<b>\$343.260</b>
<b><u>Other Expense Adjustments:</u></b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$490.185</b>	<b>\$574.444</b>	<b>\$588.492</b>	<b>\$595.514</b>	<b>\$613.081</b>	<b>\$634.040</b>
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	10.203	12.575	16.256	17.598	18.686
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$809.247</b>	<b>\$787.878</b>	<b>\$817.195</b>	<b>\$841.630</b>	<b>\$875.163</b>	<b>\$912.781</b>
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	10.203	12.575	16.256	17.598	18.686
<b>Total Expenses</b>	<b>\$490.185</b>	<b>\$574.444</b>	<b>\$588.492</b>	<b>\$595.514</b>	<b>\$613.081</b>	<b>\$634.040</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,443.232</b>	<b>\$1,400.539</b>	<b>\$1,400.904</b>	<b>\$1,405.203</b>	<b>\$1,399.331</b>	<b>\$1,380.544</b>

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

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Reimbursable</b>						
<b>Operating Revenue</b>						
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
<b>Total Revenues</b>	<b>\$21.361</b>	<b>\$23.575</b>	<b>\$24.046</b>	<b>\$24.527</b>	<b>\$25.018</b>	<b>\$25.518</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
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
<b>Total Labor Expenses</b>	<b>\$21.361</b>	<b>\$23.575</b>	<b>\$24.046</b>	<b>\$24.527</b>	<b>\$25.018</b>	<b>\$25.518</b>
<b>Non-Labor:</b>						
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
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$21.361</b>	<b>\$23.575</b>	<b>\$24.046</b>	<b>\$24.527</b>	<b>\$25.018</b>	<b>\$25.518</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Non-Reimbursable / Reimbursable</b>						
Page 1 of 2						
<b>Operating Revenue</b>						
Toll Revenue	\$1,911.857	\$1,954.806	\$1,969.219	\$1,980.541	\$1,992.236	\$1,994.407
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
<b>Total Revenues</b>	<b>\$1,954.777</b>	<b>\$1,998.558</b>	<b>\$2,013.442</b>	<b>\$2,025.245</b>	<b>\$2,037.430</b>	<b>\$2,040.102</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
Payroll	\$129.449	\$141.858	\$150.895	\$150.435	\$153.040	\$156.155
Overtime	29.715	28.806	29.386	29.975	30.576	31.189
Health and Welfare	28.412	32.138	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	19.996	22.174	22.932	23.142	24.374
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$269.708</b>	<b>\$283.972</b>	<b>\$299.049</b>	<b>\$300.385</b>	<b>\$307.349</b>	<b>\$316.298</b>
<b>Non-Labor:</b>						
Electric Power	\$3.683	\$6.187	\$5.679	\$5.895	\$6.138	\$6.457
Fuel	1.575	2.358	2.380	2.324	2.236	2.284
Insurance	12.101	11.317	12.217	12.874	13.588	14.367
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	193.373	197.105	200.825	210.117	219.217
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Other Business Expenses	34.637	48.453	49.501	50.986	52.284	52.810
<b>Total Non-Labor Expenses</b>	<b>\$241.838</b>	<b>\$314.046</b>	<b>\$313.489</b>	<b>\$319.657</b>	<b>\$330.750</b>	<b>\$343.260</b>
<b>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$511.546</b>	<b>\$598.018</b>	<b>\$612.538</b>	<b>\$620.041</b>	<b>\$638.099</b>	<b>\$659.558</b>
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	10.203	12.575	16.256	17.598	18.686
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$830.608</b>	<b>\$811.453</b>	<b>\$841.241</b>	<b>\$866.158</b>	<b>\$900.180</b>	<b>\$938.299</b>
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	10.203	12.575	16.256	17.598	18.686
<b>Total Expenses</b>	<b>\$511.546</b>	<b>\$598.018</b>	<b>\$612.538</b>	<b>\$620.041</b>	<b>\$638.099</b>	<b>\$659.558</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,443.232</b>	<b>\$1,400.539</b>	<b>\$1,400.904</b>	<b>\$1,405.203</b>	<b>\$1,399.331</b>	<b>\$1,380.544</b>

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

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Non-Reimbursable / Reimbursable</b>						
Page 2 of 2						
<b>Net Surplus/(Deficit)</b>	<b>\$1,443.232</b>	<b>\$1,400.539</b>	<b>\$1,400.904</b>	<b>\$1,405.203</b>	<b>\$1,399.331</b>	<b>\$1,380.544</b>
<b><u>Deductions from Income:</u></b>						
Less: Capitalized Assets	\$22.032	\$23.298	\$20.925	\$21.505	\$22.077	\$22.638
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
<b>Adjusted Net Surplus/(Deficit)</b>	<b>\$1,393.853</b>	<b>\$1,377.241</b>	<b>\$1,379.979</b>	<b>\$1,383.698</b>	<b>\$1,377.254</b>	<b>\$1,357.906</b>
Less: Debt Service	\$652.232	\$664.533	\$705.301	\$717.333	\$744.347	\$754.997
Less: Contribution to the Capital Program	0.000	119.664	132.981	56.623	13.878	0.000
<b>Income Available for Distribution</b>	<b>\$741.621</b>	<b>\$593.044</b>	<b>\$541.696</b>	<b>\$609.743</b>	<b>\$619.029</b>	<b>\$602.909</b>
<b><u>Distributable To:</u></b>						
MTA - Investment Income	\$1.477	\$1.240	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Distributable Income	429.777	355.109	332.176	365.345	369.807	359.846
NYCT - Distributable Income	310.368	236.695	208.280	243.158	247.982	241.823
<b>Total Distributable Income:</b>	<b>\$741.621</b>	<b>\$593.044</b>	<b>\$541.696</b>	<b>\$609.743</b>	<b>\$619.029</b>	<b>\$602.909</b>
<b><u>Actual Cash Transfers:</u></b>						
MTA - Investment Income - Prior Year	\$0.635	\$1.477	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Cash Surplus Transfer	423.437	382.274	334.469	362.028	369.361	360.842
NYCT - Cash Surplus Transfer	307.555	253.935	211.122	239.670	247.499	242.439
<b>Total Cash Transfers:</b>	<b>\$731.627</b>	<b>\$637.686</b>	<b>\$546.831</b>	<b>\$602.938</b>	<b>\$618.100</b>	<b>\$604.521</b>
<b>SUPPORT TO MASS TRANSIT:</b>						
Total Revenue	\$1,954.777	\$1,998.558	\$2,013.442	\$2,025.245	\$2,037.430	\$2,040.102
Total Expenses Before Non-Cash Liability Adjs.	511.546	598.018	612.538	620.041	638.099	659.558
<b>Net Operating Income:</b>	<b>\$1,443.232</b>	<b>\$1,400.539</b>	<b>\$1,400.904</b>	<b>\$1,405.203</b>	<b>\$1,399.331</b>	<b>\$1,380.544</b>
<b><u>Deductions from Operating Income:</u></b>						
B&T Debt Service	\$271.246	\$274.167	\$296.788	\$313.407	\$341.262	\$361.325
Contribution to the Capital Program	0.000	119.664	132.981	56.623	13.878	0.000
Capitalized Assets	22.032	23.298	20.925	21.505	22.077	22.638
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
<b>Total Deductions from Operating Income:</b>	<b>\$320.625</b>	<b>\$417.129</b>	<b>\$450.695</b>	<b>\$391.535</b>	<b>\$377.217</b>	<b>\$383.963</b>
<b>Total Support to Mass Transit:</b>	<b>\$1,122.606</b>	<b>\$983.410</b>	<b>\$950.209</b>	<b>\$1,013.668</b>	<b>\$1,022.114</b>	<b>\$996.581</b>

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

<b>NON-REIMBURSABLE OVERTIME</b>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
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%
<b>Subtotal</b>	<b>341,136</b>	<b>\$26.807</b>	<b>100.0%</b>
<b>REIMBURSABLE OVERTIME</b>	23,738	\$1.999	
<b>TOTAL OVERTIME</b>	<b>364,874</b>	<b>\$28.806</b>	

\* 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 Preliminary Budget**  
**July Financial Plan 2019–2022**  
**Year-to-Year Changes by Category - Baseline**

**Toll Revenue**

- Toll revenue is forecast at \$1,954.8 million in 2018 and \$1,969.2 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 \$1,980.5 million in 2020, \$1,992.2 million in 2021, and \$1,994.4 million in 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 \$141.9 million in 2018 to \$150.9 million in 2019 primarily due to the filling of 2018 vacancies, contractual step-up increases and inflationary adjustments.
- Expenses drop slightly in 2020, to \$150.4 million, primarily due to anticipated changes in workforce tenure composition.
- Thereafter, projected costs grow to \$153.0 million in 2021 and to \$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 \$4.0 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 to \$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 \$20.0 million in 2018 to \$24.4 million in 2022.

## **Electric Power**

- Electricity costs are based on the most recent rate projections.
- Expenses decline by \$0.5 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 are \$2.4 million in both 2018 and 2019.
- Forecast expenses from 2020 through 2022 are stable and slightly below the 2019 level, ranging between \$2.2 million to \$2.3 million each year.

## **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 \$193.4 million in 2018 and grow by 1.9% in 2019 to \$197.1 million, and then by another 1.9% in 2020 to \$200.8 million largely due to inflationary adjustments.
- The plan for 2021 and 2022 includes additional provisions for projected major maintenance needs and the replacement or upgrading of a License Plate Recognition system used mainly for toll revenue protection. Expense growth in 2021 and 2022 subsequently average 4.5% each year, with spending levels estimated at \$210.1 million and \$219.2 million, respectively.

### **Professional Service Contracts**

- Expenses decrease from \$47.6 million in 2018 to \$42.2 million in 2019 primarily due to the timing of Cashless Tolling customer outreach expenses incurred in 2018.
- Total costs are flat in 2020 and decline to \$41.8 million 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 \$1.6 million in 2022.

### **Materials and Supplies**

- Expenses decline by \$0.4 million in 2019 due the purchase of automotive parts in 2018 that are not expected to recur in 2019.
- Inflationary adjustments increase expenses by approximately \$0.1 million each year thereafter.

### **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**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b>Non-Reimbursable</b>									
<b>Operating Revenues</b>									
Toll Revenue	\$1,954.806	\$1,969.219	\$14.413	\$1,980.541	\$11.322	\$1,992.236	\$11.695	\$1,994.407	\$2.171
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
<b>Total Revenues</b>	<b>\$1,974.983</b>	<b>\$1,989.396</b>	<b>\$14.413</b>	<b>\$2,000.718</b>	<b>\$11.322</b>	<b>\$2,012.413</b>	<b>\$11.695</b>	<b>\$2,014.584</b>	<b>\$2.171</b>
<b>Operating Expenses</b>									
<b><u>Labor:</u></b>									
Payroll	\$133.351	\$142.219	(\$8.867)	\$141.585	\$0.633	\$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	30.307	32.371	(2.063)	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	18.806	20.960	(2.154)	21.694	(0.733)	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
<b>Total Labor Expenses</b>	<b>\$260.398</b>	<b>\$275.003</b>	<b>(\$14.605)</b>	<b>\$275.857</b>	<b>(\$0.855)</b>	<b>\$282.332</b>	<b>(\$6.474)</b>	<b>\$290.780</b>	<b>(\$8.448)</b>
<b><u>Non-Labor:</u></b>									
Electric Power	\$6.187	\$5.679	\$0.508	\$5.895	(\$0.216)	\$6.138	(\$0.243)	\$6.457	(\$0.319)
Fuel	2.358	2.380	(0.023)	2.324	0.056	2.236	0.088	2.284	(0.049)
Insurance	11.317	12.217	(0.900)	12.874	(0.658)	13.588	(0.714)	14.367	(0.779)
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	193.373	197.105	(3.731)	200.825	(3.721)	210.117	(9.292)	219.217	(9.100)
Professional Services Contracts	47.575	42.191	5.383	42.214	(0.023)	41.778	0.436	43.399	(1.621)
Materials and Supplies	4.783	4.416	0.367	4.539	(0.122)	4.609	(0.070)	4.726	(0.117)
Other Business Expenses	48.453	49.501	(1.048)	50.986	(1.485)	52.284	(1.298)	52.810	(0.526)
<b>Total Non-Labor Expenses</b>	<b>\$314.046</b>	<b>\$313.489</b>	<b>\$0.557</b>	<b>\$319.657</b>	<b>(\$6.168)</b>	<b>\$330.750</b>	<b>(\$11.093)</b>	<b>\$343.260</b>	<b>(\$12.510)</b>
<b><u>Other Expense Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$574.444</b>	<b>\$588.492</b>	<b>(\$14.048)</b>	<b>\$595.514</b>	<b>(\$7.022)</b>	<b>\$613.081</b>	<b>(\$17.567)</b>	<b>\$634.040</b>	<b>(\$20.958)</b>
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	10.203	12.575	(2.372)	16.256	(3.681)	17.598	(1.342)	18.686	(1.088)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$787.878</b>	<b>\$817.195</b>	<b>(\$29.317)</b>	<b>\$841.630</b>	<b>(\$24.436)</b>	<b>\$875.163</b>	<b>(\$33.532)</b>	<b>\$912.781</b>	<b>(\$37.619)</b>
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	10.203	12.575	(2.372)	16.256	(3.681)	17.598	(1.342)	18.686	(1.088)
Less: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$574.444</b>	<b>\$588.492</b>	<b>(\$14.048)</b>	<b>\$595.514</b>	<b>(\$7.022)</b>	<b>\$613.081</b>	<b>(\$17.567)</b>	<b>\$634.040</b>	<b>(\$20.958)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,400.539</b>	<b>\$1,400.904</b>	<b>\$0.365</b>	<b>\$1,405.203</b>	<b>\$4.300</b>	<b>\$1,399.331</b>	<b>(\$5.872)</b>	<b>\$1,380.544</b>	<b>(\$18.787)</b>

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

	Mid-Year Forecast	Preliminary Budget	Change	Change	Change	Change	Change	Change	Change
	2018	2019	2018 - 2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022
<b>Reimbursable</b>									
<b>Operating Revenues</b>									
Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	23.575	24.046	0.471	24.527	0.481	25.018	0.491	25.518	0.500
<b>Total Revenues</b>	<b>\$23.575</b>	<b>\$24.046</b>	<b>\$0.471</b>	<b>\$24.527</b>	<b>\$0.481</b>	<b>\$25.018</b>	<b>\$0.491</b>	<b>\$25.518</b>	<b>\$0.500</b>
<b>Operating Expenses</b>									
<b><u>Labor:</u></b>									
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)
<b>Total Labor Expenses</b>	<b>\$23.575</b>	<b>\$24.046</b>	<b>(\$0.471)</b>	<b>\$24.527</b>	<b>(\$0.481)</b>	<b>\$25.018</b>	<b>(\$0.491)</b>	<b>\$25.518</b>	<b>(\$0.500)</b>
<b><u>Non-Labor:</u></b>									
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
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expense Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$23.575</b>	<b>\$24.046</b>	<b>(\$0.471)</b>	<b>\$24.527</b>	<b>(\$0.481)</b>	<b>\$25.018</b>	<b>(\$0.491)</b>	<b>\$25.518</b>	<b>(\$0.500)</b>
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
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$23.575</b>	<b>\$24.046</b>	<b>(\$0.471)</b>	<b>\$24.527</b>	<b>(\$0.481)</b>	<b>\$25.018</b>	<b>(\$0.491)</b>	<b>\$25.518</b>	<b>(\$0.500)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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

	Mid-Year Forecast	Preliminary Budget	Change	Change	Change	Change	Change	Change	
	2018	2019	2018 - 2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022
<b>Non-Reimbursable and Reimbursable</b>									
<b>Operating Revenues</b>									
Toll Revenue	\$1,954.806	\$1,969.219	\$14.413	\$1,980.541	\$11.322	\$1,992.236	\$11.695	\$1,994.407	\$2.171
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
<b>Total Revenues</b>	<b>\$1,998.558</b>	<b>\$2,013.442</b>	<b>\$14.884</b>	<b>\$2,025.245</b>	<b>\$11.803</b>	<b>\$2,037.430</b>	<b>\$12.186</b>	<b>\$2,040.102</b>	<b>\$2.671</b>
<b>Operating Expenses</b>									
<b>Labor:</b>									
Payroll	\$141.858	\$150.895	(\$9.038)	\$150.435	\$0.460	\$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	32.138	34.238	(2.100)	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	19.996	22.174	(2.178)	22.932	(0.758)	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
<b>Total Labor Expenses</b>	<b>\$283.972</b>	<b>\$299.049</b>	<b>(\$15.076)</b>	<b>\$300.385</b>	<b>(\$1.336)</b>	<b>\$307.349</b>	<b>(\$6.965)</b>	<b>\$316.298</b>	<b>(\$8.948)</b>
<b>Non-Labor:</b>									
Electric Power	\$6.187	\$5.679	\$0.508	\$5.895	(\$0.216)	\$6.138	(\$0.243)	\$6.457	(\$0.319)
Fuel	2.358	2.380	(0.023)	2.324	0.056	2.236	0.088	2.284	(0.049)
Insurance	11.317	12.217	(0.900)	12.874	(0.658)	13.588	(0.714)	14.367	(0.779)
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	193.373	197.105	(3.731)	200.825	(3.721)	210.117	(9.292)	219.217	(9.100)
Professional Services Contracts	47.575	42.191	5.383	42.214	(0.023)	41.778	0.436	43.399	(1.621)
Materials and Supplies	4.783	4.416	0.367	4.539	(0.122)	4.609	(0.070)	4.726	(0.117)
Other Business Expenses	48.453	49.501	(1.048)	50.986	(1.485)	52.284	(1.298)	52.810	(0.526)
<b>Total Non-Labor Expenses</b>	<b>\$314.046</b>	<b>\$313.489</b>	<b>\$0.557</b>	<b>\$319.657</b>	<b>(\$6.168)</b>	<b>\$330.750</b>	<b>(\$11.093)</b>	<b>\$343.260</b>	<b>(\$12.510)</b>
<b>Other Expense Adjustments:</b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$598.018</b>	<b>\$612.538</b>	<b>(\$14.520)</b>	<b>\$620.041</b>	<b>(\$7.503)</b>	<b>\$638.099</b>	<b>(\$18.058)</b>	<b>\$659.558</b>	<b>(\$21.459)</b>
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	10.203	12.575	(2.372)	16.256	(3.681)	17.598	(1.342)	18.686	(1.088)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$811.453</b>	<b>\$841.241</b>	<b>(\$29.788)</b>	<b>\$866.158</b>	<b>(\$24.917)</b>	<b>\$900.180</b>	<b>(\$34.023)</b>	<b>\$938.299</b>	<b>(\$38.119)</b>
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	10.203	12.575	(2.372)	16.256	(3.681)	17.598	(1.342)	18.686	(1.088)
Less: Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$598.018</b>	<b>\$612.538</b>	<b>(\$14.520)</b>	<b>\$620.041</b>	<b>(\$7.503)</b>	<b>\$638.099</b>	<b>(\$18.058)</b>	<b>\$659.558</b>	<b>(\$21.459)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$1,400.539</b>	<b>\$1,400.904</b>	<b>\$0.365</b>	<b>\$1,405.203</b>	<b>\$4.300</b>	<b>\$1,399.331</b>	<b>(\$5.872)</b>	<b>\$1,380.544</b>	<b>(\$18.787)</b>

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

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b>Non-Reimbursable / Reimbursable</b>									
Page 2 of 2									
<b>Net Surplus/(Deficit)</b>	<b>\$1,400.539</b>	<b>\$1,400.904</b>	<b>\$0.365</b>	<b>\$1,405.203</b>	<b>\$4.300</b>	<b>\$1,399.331</b>	<b>(\$5.872)</b>	<b>\$1,380.544</b>	<b>(\$18.787)</b>
<b>Deductions from Income:</b>									
Less: Capitalized Assets	\$23.298	\$20.925	\$2.373	\$21.505	(\$0.580)	\$22.077	(\$0.572)	\$22.638	(\$0.561)
Capitalized Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Prepaid Expenses	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
<b>Adjusted Net Surplus/(Deficit)</b>	<b>\$1,377.241</b>	<b>\$1,379.979</b>	<b>\$2.737</b>	<b>\$1,383.698</b>	<b>\$3.720</b>	<b>\$1,377.254</b>	<b>(\$6.444)</b>	<b>\$1,357.906</b>	<b>(\$19.348)</b>
Less: Debt Service	\$664.533	\$705.301	(\$40.769)	\$717.333	(\$12.031)	\$744.347	(\$27.014)	\$754.997	(\$10.650)
Less: Contribution to the Capital Program	\$119.664	\$132.981	(\$13.317)	\$56.623	\$76.358	\$13.878	\$42.745	\$0.000	\$13.878
<b>Income Available for Distribution</b>	<b>\$593.044</b>	<b>\$541.696</b>	<b>(\$38.031)</b>	<b>\$609.743</b>	<b>(\$8.311)</b>	<b>\$619.029</b>	<b>(\$33.459)</b>	<b>\$602.909</b>	<b>(\$29.998)</b>
<b>Distributable To:</b>									
MTA - Investment Income	\$1.240	\$1.240	\$0.000	\$1.240	\$0.000	\$1.240	\$0.000	\$1.240	\$0.000
MTA - Distributable Income	355.109	332.176	(22.934)	365.345	33.169	369.807	4.463	359.846	(9.962)
NYCT - Distributable Income	236.695	208.280	(28.415)	243.158	34.877	247.982	4.824	241.823	(6.158)
<b>Total Distributable Income:</b>	<b>\$593.044</b>	<b>\$541.696</b>	<b>(\$51.348)</b>	<b>\$609.743</b>	<b>\$68.047</b>	<b>\$619.029</b>	<b>\$9.286</b>	<b>\$602.909</b>	<b>(\$16.120)</b>
<b>Actual Cash Transfers:</b>									
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	382.274	334.469	(47.805)	362.028	27.559	369.361	7.333	360.842	(8.519)
NYCT - Cash Surplus Transfer	253.935	211.122	(42.813)	239.670	28.548	247.499	7.829	242.439	(5.060)
<b>Total Cash Transfers:</b>	<b>\$637.686</b>	<b>\$546.831</b>	<b>(\$90.855)</b>	<b>\$602.938</b>	<b>\$56.107</b>	<b>\$618.100</b>	<b>\$15.162</b>	<b>\$604.521</b>	<b>(\$13.580)</b>
<b>SUPPORT TO MASS TRANSIT:</b>									
Total Revenue	\$1,998.558	\$2,013.442	\$14.884	\$2,025.245	\$11.803	\$2,037.430	\$12.186	\$2,040.102	\$2.671
Total Expenses Before Non-Cash Liability Adjs.	598.018	612.538	(14.520)	620.041	(7.503)	638.099	(18.058)	659.558	(21.459)
<b>Net Operating Income:</b>	<b>\$1,400.539</b>	<b>\$1,400.904</b>	<b>\$0.365</b>	<b>\$1,405.203</b>	<b>\$4.300</b>	<b>\$1,399.331</b>	<b>(\$5.872)</b>	<b>\$1,380.544</b>	<b>(\$18.787)</b>
<b>Deductions from Operating Income:</b>									
B&T Debt Service	\$274.167	\$296.788	(\$22.622)	\$313.407	(\$16.619)	\$341.262	(\$27.855)	\$361.325	(\$20.063)
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	23.298	20.925	2.373	21.505	(0.580)	22.077	(0.572)	22.638	(0.561)
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
<b>Total Deductions from Operating Income:</b>	<b>\$417.129</b>	<b>\$450.695</b>	<b>(\$33.566)</b>	<b>\$391.535</b>	<b>\$59.160</b>	<b>\$377.217</b>	<b>\$14.318</b>	<b>\$383.963</b>	<b>(\$6.746)</b>
<b>Total Support to Mass Transit:</b>	<b>\$983.410</b>	<b>\$950.209</b>	<b>(\$33.201)</b>	<b>\$1,013.668</b>	<b>\$63.459</b>	<b>\$1,022.114</b>	<b>\$8.446</b>	<b>\$996.581</b>	<b>(\$25.533)</b>

**MTA BRIDGES AND TUNNELS**  
**2019 Preliminary Budget**  
**July Financial Plan 2019–2022**  
**Summary of Major Plan-to-Plan Changes**

**Non-Reimbursable**

**2018: July Financial Plan vs. February Financial Plan**

**Revenue**

The toll revenue forecast has been revised upward by \$31.6 million due to favorable actual traffic trends through May compared to the Adopted Budget (See Traffic/Utilization).

**Expenses**

Non-reimbursable expenses are projected to be \$22.0 million below than the Adopted Budget. Labor costs are \$17.9 million lower and non-labor expenses are \$4.0 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 \$2.9 million in savings from payroll and associated fringe costs associated with vacancies in primarily administrative areas.
- Favorable baseline re-estimates in Health and 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 to NYCERS.

**Non-Labor**

- A net \$7.8 million in cost reductions have 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 \$11.6 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 \$0.8 million based on current rate assumptions;
  - Partially offsetting the savings above are additional costs of \$3.1 million 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 \$1.0 million to reflect revised estimates for credit/debit card fees and other revenue collection processing fees.
- Other plan-to-plan changes include:

- An additional \$4.5 million in Professional Service Contracts due to the timing of expenses for E-ZPass and Cashless Tolling marketing activities carried over from 2017;
- Lower insurance costs of \$1.1 million based on revised policy assumptions;
- Additional costs totaling \$0.9 million for re-estimates of fuel rates (\$0.5 million), various routine maintenance contracts (\$0.3 million), and \$0.1 million in other miscellaneous expenses captured under Materials & Supplies and Other Business Expenses.

### **Deductions from Operating Income**

- Capitalized Assets are \$2.8 million higher primarily due to the re-scheduling of projects from 2017.
- 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: July Financial Plan vs. February Financial Plan**

#### **Non-Reimbursable**

##### **Revenue**

The favorable traffic trends experienced through May in 2018 have been baselined through the July Plan period, which results in additional toll revenue of \$32.3 million in 2019, \$34.7 million in 2019 and \$39.1 million in 2021.

##### **Expenses**

Non-reimbursable expenses decrease by \$21.7 million in 2019, \$25.9 million in 2020, and \$27.2 million in 2021.

##### **Labor**

Expenses decrease by \$12.7 million in 2019, \$14.7 million in 2020, and \$14.8 million in 2021 based on the following major changes:

- The workforce assessment previously discussed in 2018 plan-to-plan changes yields net payroll and associated fringe benefits savings of \$11.0 million in 2019 and \$12.9 million in both 2020 and 2021;
- 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 \$8.9 million in 2019, \$11.2 million in 2020, and \$12.3 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 \$7.6 million and \$8.4 million each year. The major changes include:



- Lower Maintenance and Other Operating Contracts ranging between \$10.7 million and \$12.0 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 \$1.0 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 between \$0.8 million and \$1.9 million annually, reflecting revised estimates for credit/debit card fees and other revenue collection processing fees.
- In addition to the savings from lower electricity usage cited above, the electricity forecast has been reduced by another \$0.5 million to \$0.9 million each year based upon rate re-estimates.
- Insurance costs have been reduced by \$0.9 million to \$1.2 million each year based on revised policy assumptions;

#### **Deductions from Operating Income**

Total deductions are between \$29.1 million and \$31.1 million lower each year primarily due to the suspension of contributions to Capital and GASB reserves.

#### **Reimbursable**

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

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

<b>NON-REIMBURSABLE</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>2018 February Financial Plan - Adjusted Net Surplus/(Deficit)</b>	<b>\$1,298.138</b>	<b>\$1,296.968</b>	<b>\$1,293.034</b>	<b>\$1,279.898</b>
<b>Baseline Changes</b>				
<b>Revenue</b>				
Vehicle Toll Revenue	\$31.598	\$32.274	\$34.652	\$39.100
Other Operating Revenue	0.000	0.000	0.000	0.000
Investment Income	0.000	0.000	0.000	0.000
<b>Total Revenue Changes</b>	<b>\$31.598</b>	<b>\$32.274</b>	<b>\$34.652</b>	<b>\$39.100</b>
<b>Expenses</b>				
<i>Labor:</i>				
Payroll	\$12.792	\$9.769	\$10.251	\$10.344
Overtime	0.000	0.000	0.000	0.000
Health and Welfare	3.850	2.525	2.834	2.782
OPEB Current Payment	(0.290)	(1.658)	(1.655)	(1.911)
Pensions	0.833	1.564	2.728	3.019
Other Fringe Benefits	0.752	0.536	0.572	0.579
Reimbursable Overhead	0.000	0.000	0.000	0.000
<b>Total Labor Expense Changes</b>	<b>\$17.938</b>	<b>\$12.736</b>	<b>\$14.729</b>	<b>\$14.813</b>
<i>Non-Labor:</i>				
Electric Power	\$0.841	\$1.455	\$1.664	\$1.829
Fuel	(0.476)	(0.483)	0.087	0.337
Insurance	1.109	0.926	1.073	1.228
Claims	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	11.338	10.821	10.963	11.858
Professional Service Contracts	(7.584)	(2.637)	(1.367)	(1.653)
Materials & Supplies	(0.072)	(0.039)	(0.040)	0.009
Other Business Expenses	(1.132)	(1.118)	(1.191)	(1.264)
<b>Total Non-Labor Expense Changes</b>	<b>\$4.023</b>	<b>\$8.925</b>	<b>\$11.188</b>	<b>\$12.345</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$21.961</b>	<b>\$21.661</b>	<b>\$25.917</b>	<b>\$27.157</b>
Add: Depreciation				
Add: OPEB Liability Adjustment	(\$1.993)	(\$2.132)	(\$2.280)	(\$2.439)
Add: GASB 68 Pension Adjustment	10.951	11.499	12.074	12.677
Add: Environmental Remediation	5.039	4.609	3.745	3.853
<b>Total Expenses after Depreciation and GASB Adjs.</b>	<b>\$35.958</b>	<b>\$35.637</b>	<b>\$39.456</b>	<b>\$41.248</b>
Less: Depreciation	(\$1.993)	(\$2.132)	(\$2.280)	(\$2.439)
Less: OPEB Liability Adjustment	10.951	11.499	12.074	12.677
Less: GASB 68 Pension Adjustment	5.039	4.609	3.745	3.853
<b>Total Expense Changes</b>	<b>\$21.961</b>	<b>\$21.661</b>	<b>\$25.917</b>	<b>\$27.157</b>
<b>Total Net Surplus/(Deficit) Changes</b>	<b>\$53.559</b>	<b>\$53.935</b>	<b>\$60.569</b>	<b>\$66.257</b>
<b>Deductions from Income</b>				
Capitalized Assets	(\$2.781)	\$0.041	\$0.046	\$0.045
Capital Reserves	27.961	28.573	29.370	30.149
GASB 45 Reserves	0.364	0.462	0.678	0.905
<b>Total Deductions from Income</b>	<b>\$25.544</b>	<b>\$29.076</b>	<b>\$30.095</b>	<b>\$31.099</b>
<b>Total Adjusted Net Surplus/(Deficit) Changes</b>	<b>\$79.103</b>	<b>\$83.011</b>	<b>\$90.664</b>	<b>\$97.357</b>
<b>2018 July Financial Plan - Adjusted Net Surplus/(Deficit)</b>	<b>\$1,377.241</b>	<b>\$1,379.979</b>	<b>\$1,383.698</b>	<b>\$1,377.254</b>

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

REIMBURSABLE	2018	2019	2020	2021
<b>2018 February Financial Plan - Adjusted Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Baseline Changes</b>				
<b>Revenue</b>				
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	0.000	0.000	0.000	0.000
Investment Income	0.000	0.000	0.000	0.000
<b>Total Revenue Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenses</b>				
<i>Labor:</i>				
Payroll	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	(0.000)	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000
<b>Total Labor Expense Changes</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<i>Non-Labor:</i>				
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expense Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expense Changes</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Cash Adjustment Changes</b>				
<b>Total Cash Adjustment Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Net Surplus/(Deficit) Changes</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Deductions from Income</b>				
Capitalized Assets	\$0.000	\$0.000	\$0.000	\$0.000
Capital Reserves	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000
<b>Total Deductions from Income</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Adjusted Net Surplus/(Deficit) Changes</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>2018 July Financial Plan - Adjusted Net Surplus/(Deficit)</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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

NON-REIMBURSABLE and REIMBURSABLE	2018	2019	2020	2021
<b>2018 February Financial Plan - Adjusted Net Surplus/(Deficit)</b>	<b>\$1,298.138</b>	<b>\$1,296.968</b>	<b>\$1,293.034</b>	<b>\$1,279.898</b>
<b>Baseline Changes</b>				
<b>Revenue</b>				
Vehicle Toll Revenue	\$31.598	\$32.274	\$34.652	\$39.100
Other Operating Revenue	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	0.000	0.000	0.000	0.000
Investment Income	0.000	0.000	0.000	0.000
<b>Total Revenue Changes</b>	<b>\$31.598</b>	<b>\$32.274</b>	<b>\$34.652</b>	<b>\$39.100</b>
<b>Expenses</b>				
<i>Labor:</i>				
Payroll	\$12.792	\$9.769	\$10.251	\$10.344
Overtime	0.000	0.000	0.000	0.000
Health and Welfare	3.850	2.525	2.834	2.782
OPEB Current Payment	(0.290)	(1.658)	(1.655)	(1.911)
Pensions	0.833	1.564	2.728	3.019
Other Fringe Benefits	0.752	0.536	0.572	0.579
Reimbursable Overhead	0.000	0.000	0.000	0.000
<b>Total Labor Expense Changes</b>	<b>\$17.938</b>	<b>\$12.736</b>	<b>\$14.729</b>	<b>\$14.813</b>
<i>Non-Labor:</i>				
Electric Power	\$0.841	\$1.455	\$1.664	\$1.829
Fuel	(0.476)	(0.483)	0.087	0.337
Insurance	1.109	0.926	1.073	1.228
Claims	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	11.338	10.821	10.963	11.858
Professional Service Contracts	(7.584)	(2.637)	(1.367)	(1.653)
Materials & Supplies	(0.072)	(0.039)	(0.040)	0.009
Other Business Expenses	(1.132)	(1.118)	(1.191)	(1.264)
<b>Total Non-Labor Expense Changes</b>	<b>\$4.023</b>	<b>\$8.925</b>	<b>\$11.188</b>	<b>\$12.345</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>\$21.961</b>	<b>\$21.661</b>	<b>\$25.917</b>	<b>\$27.157</b>
Add: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000
Add: OPEB Liability Adjustment	0.000	0.000	0.000	0.000
Add: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000
Add: Environmental Remediation	0.000	0.000	0.000	0.000
<b>Total Expenses after Depreciation and GASB Adjs.</b>	<b>\$21.961</b>	<b>\$21.661</b>	<b>\$25.917</b>	<b>\$27.157</b>
Less: Depreciation	\$0.000	\$0.000	\$0.000	\$0.000
Less: OPEB Liability Adjustment	0.000	0.000	0.000	0.000
Less: GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000
<b>Total Expense Changes</b>	<b>\$21.961</b>	<b>\$21.661</b>	<b>\$25.917</b>	<b>\$27.157</b>
<b>Total Baseline Changes</b>	<b>\$53.559</b>	<b>\$53.935</b>	<b>\$60.569</b>	<b>\$66.257</b>
<b>Deductions from Income</b>				
Capitalized Assets	(2.781)	0.041	0.046	0.045
Capital Reserves	27.961	28.573	29.370	30.149
GASB 45 Reserves	0.364	0.462	0.678	0.905
<b>Total Deductions from Income</b>	<b>\$25.544</b>	<b>\$29.076</b>	<b>\$30.095</b>	<b>\$31.099</b>
<b>Total Adjusted Baseline Changes</b>	<b>\$79.103</b>	<b>\$83.011</b>	<b>\$90.664</b>	<b>\$97.357</b>
<b>2018 July Financial Plan - Adjusted Net Surplus/(Deficit)</b>	<b>\$1,377.241</b>	<b>\$1,379.979</b>	<b>\$1,383.698</b>	<b>\$1,377.254</b>

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

**NON-REIMBURSABLE and REIMBURSABLE**

	2018	2019	2020	2021
<b>2018 February Financial Plan - Adjusted Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><i>Non-Reimbursable Major Changes</i></b>				
<b>Revenue</b>				
Higher toll revenue due to actual favorable traffic trends through May	\$31.598	\$32.274	\$34.652	\$39.100
<b>Sub-Total Non-Reimbursable Revenue Changes</b>	<b>\$31.598</b>	<b>\$32.274</b>	<b>\$34.652</b>	<b>\$39.100</b>
<b>Expenses</b>				
Cashless Tolling Program	\$19.345	\$18.675	\$20.520	\$21.289
Vacancies	2.896	0.000	0.000	0.000
Timing of E-ZPass Customer Outreach	(4.300)	0.000	0.000	0.000
Timing of Capitalized Assets projects	(2.781)	0.000	0.000	0.000
Suspension of Contributions to Capital Reserves	27.961	28.573	29.370	30.149
Suspension of Contributions to GASB Fund	0.364	0.462	0.678	0.905
Changes in Rates & Related Assumptions:				
Pensions	0.833	1.564	2.728	3.019
Health & Welfare/OPEB	2.640	0.152	0.463	0.116
Energy	(0.561)	(0.004)	0.743	1.125
Insurance	1.109	0.926	1.073	1.228
Inflation	0.000	0.389	0.437	0.425
<b>Sub-Total Non-Reimbursable Expense Changes</b>	<b>\$47.505</b>	<b>\$50.737</b>	<b>\$56.012</b>	<b>\$58.257</b>
<b>Total Non-Reimbursable Major Changes</b>	<b>\$79.103</b>	<b>\$83.011</b>	<b>\$90.664</b>	<b>\$97.357</b>
<b><i>Reimbursable Major Changes</i></b>				
<b>Revenue</b>				
Sub-Total Reimbursable Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000
<b>Expenses</b>				
Sub-Total Reimbursable Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Reimbursable Major Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Accrual Changes</b>	<b>\$79.103</b>	<b>\$83.011</b>	<b>\$90.664</b>	<b>\$97.357</b>
<b>Cash Adjustment Changes</b>				
<b>Total Cash Adjustment Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Net Changes</b>	<b>\$79.103</b>	<b>\$83.011</b>	<b>\$90.664</b>	<b>\$97.357</b>
<b>2018 July Financial Plan - Adjusted Net Surplus/(Deficit)</b>	<b>\$79.103</b>	<b>\$83.011</b>	<b>\$90.664</b>	<b>\$97.357</b>

**MTA BRIDGES AND TUNNELS**  
**2019 Preliminary Budget**  
**July Financial Plan 2019–2022**  
**Traffic/Utilization**

**Year-to-Year**

In 2018, traffic volume is estimated to reach a record high of 318.8 million crossings based on actual trends through May. The forecast from 2019 through 2022 includes average year-to-year traffic growth of 0.5%, which assumes average annual regional employment growth of 0.6% and regional inflation of 2.3%. The traffic forecast also takes into consideration an additional day for the leap year in 2020. Paid traffic is forecast at 321.2 million crossings in 2019, 323.1 million in 2020, 325.1 million in 2021 and 325.5 million in 2022.

**Plan-to-Plan**

Paid traffic volume is estimated to reach a record high of 318.8 million crossings in 2018, which is 10.4 million crossings, or 3.4% above the Adopted Budget level. Actual volume through May was higher than the Adopted Budget forecast by 5.7 million crossings, or 4.5%, primarily due to the continuation of relatively low gas prices and modest economic improvements. Growth against plan is expected to slow through the end of the year since gas prices tend to rise during spring and summer months. The 2018 forecast calls for an additional 4.7 million crossings from June through December, which is 1.9% above the Adopted Budget level for this period.

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

<b>Actual</b>	<b>Mid-Year</b>	<b>Preliminary</b>			
<b>2017</b>	<b>Forecast</b>	<b>Budget</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
	<b>2018</b>	<b>2019</b>			

**TRAFFIC VOLUME**

Total Traffic Volume

309.997	318.785	321.189	323.106	325.099	325.528
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**TOLL REVENUE**

Toll Revenue

\$1,911.857	\$1,954.806	\$1,969.219	\$1,980.541	\$1,992.236	\$1,994.407
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**MTA BRIDGES AND TUNNELS**  
**July 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>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Administration	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service/Platform/Svc.Supt/Customer Convenience</u>										
Cashless Tolling Efficiencies	92	19.345	92	18.675	92	20.520	92	21.289	92	20.921
Subtotal Service/Platform/Svc.Supt/Customer Convenience	92	19.345	92	18.675	92	20.520	92	21.289	92	20.921
<u>Maintenance/Operations</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Maintenance/Operations	-	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/Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety/Security	-	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
<b>Agency Submission</b>	<b>92</b>	<b>\$19.345</b>	<b>92</b>	<b>\$18.675</b>	<b>92</b>	<b>\$20.520</b>	<b>92</b>	<b>\$21.289</b>	<b>92</b>	<b>\$20.921</b>



**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.

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

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

**MTA BRIDGES AND TUNNELS**  
**2019 Preliminary Budget**  
**July 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**

Compared to the February Financial Plan, year-end headcount has been reduced by 92 positions in the 2018 Mid-Year Forecast and in each year of the 2019-21 July Financial Plan. 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.

<b>MTA BRIDGES AND TUNNELS</b>				
<b>July Financial Plan 2019-2022</b>				
Favorable/(Unfavorable)				
<b>Total Position Changes at a Glance</b>				
	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>2018 February Plan - Total Positions</b>	<b>1,589</b>	<b>1,591</b>	<b>1,597</b>	<b>1,597</b>
Total Plan-to-Plan Changes	92	92	92	92
<b>2018 July Plan - Total Positions</b>	<b>1,497</b>	<b>1,499</b>	<b>1,505</b>	<b>1,505</b>
Total Year-to-Year Changes, July Plan		(2)	(6)	0
<b>Total Plan-to-Plan Changes by Reporting Category:</b>				
<i>Non-Reimbursable</i>	92	92	92	92
<i>Reimbursable</i>	0	0	0	0
<b>Total</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>
<i>Full-Time</i>	92	92	92	92
<i>Full-Time Equivalents</i>	0	0	0	0
<b>Total</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>
<i>By Function Category</i>				
- Administration	(4)	(7)	(7)	(7)
- Operations	488	485	485	485
- Maintenance	(5)	(9)	(9)	(9)
- Engineering/Capital	0	0	0	0
- Public Safety	(387)	(377)	(377)	(377)
<b>Total</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>
<i>By Occupational Group</i>				
- Managers/Supervisors	2	(2)	(2)	(2)
- Professional, Technical, Clerical	(4)	(10)	(10)	(10)
- Operational Hourlies	94	104	104	104
<b>Total</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>
<b>Total Plan-to-Plan Changes by Major Category:</b>				
2018 BRPs	92	92	92	92
New Needs	0	0	0	0
Change in Reimbursable Positions	0	0	0	0
Re-estimates & All Other <sup>1</sup>	0	0	0	0
<b>Total</b>	<b>92</b>	<b>92</b>	<b>92</b>	<b>92</b>

<sup>1</sup> Includes Full-time Equivalents

**MTA BRIDGES AND TUNNELS**  
**July Financial Plan 2019-2022**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-time/Full-time Equivalents**

FUNCTION/DEPARTMENT	2017 Actual	2018 Mid-Year Forecast	2019 Preliminary Budget	2020	2021	2022
<b>Administration</b>						
Executive	5	6	6	6	6	6
Law <sup>(1)</sup>	15	17	17	17	17	17
CFO <sup>(2)</sup>	23	28	31	31	31	31
Administration <sup>(3)</sup>	38	43	43	43	43	43
EEO	1	2	2	2	2	2
<b>Total Administration</b>	<b>82</b>	<b>96</b>	<b>99</b>	<b>99</b>	<b>99</b>	<b>99</b>
<b>Operations</b>						
Revenue Management	35	41	41	41	41	41
Operations (Non-Security)	55	57	60	60	60	60
<b>Total Operations</b>	<b>90</b>	<b>98</b>	<b>101</b>	<b>101</b>	<b>101</b>	<b>101</b>
<b>Maintenance</b>						
Maintenance	203	227	231	231	231	231
Operations - Maintainers	176	160	160	160	160	160
<b>Total Maintenance</b>	<b>379</b>	<b>387</b>	<b>391</b>	<b>391</b>	<b>391</b>	<b>391</b>
<b>Engineering/Capital</b>						
Engineering & Construction	154	192	192	192	192	192
Health & Safety	8	10	10	10	10	10
Law <sup>(1)</sup>	18	22	22	22	22	22
Planning & Budget Capital	23	29	31	37	37	37
<b>Total Engineering/Capital</b>	<b>203</b>	<b>253</b>	<b>255</b>	<b>261</b>	<b>261</b>	<b>261</b>
<b>Public Safety</b>						
Operations (Security)	618	615	605	605	605	605
Internal Security - Operations	35	48	48	48	48	48
<b>Total Public Safety</b>	<b>653</b>	<b>663</b>	<b>653</b>	<b>653</b>	<b>653</b>	<b>653</b>
<b>Total Positions</b>	<b>1,407</b>	<b>1,497</b>	<b>1,499</b>	<b>1,505</b>	<b>1,505</b>	<b>1,505</b>
<i>Non-Reimbursable</i>	1,320	1,410	1,412	1,418	1,418	1,418
<i>Reimbursable</i>	87	87	87	87	87	87
<i>Total Full-Time</i>	1,407	1,497	1,499	1,505	1,505	1,505
<i>Total Full-Time Equivalents</i>	0	0	0	0	0	0

(1) Includes Legal and Procurement staff.

(2) Includes Controller and Operating Budget staff

(3) Includes Human Resources and Administration staff.

**MTA BRIDGES AND TUNNELS**  
**July Financial Plan 2019 - 2022**  
**Total Positions by Function and Occupational Group**  
**Non-Reimbursable and Reimbursable**

FUNCTION / OCCUPATIONAL GROUP	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Administration</b>						
Managers/Supervisors	26	36	37	37	37	37
Professional/Technical/Clerical	56	60	62	62	62	62
Operational Hourlies	0	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>82</b>	<b>96</b>	<b>99</b>	<b>99</b>	<b>99</b>	<b>99</b>
<b>Operations</b>						
Managers/Supervisors	57	59	62	62	62	62
Professional/Technical/Clerical	32	39	39	39	39	39
Operational Hourlies (1)	1	0	0	0	0	0
<b>Total Operations Headcount</b>	<b>90</b>	<b>98</b>	<b>101</b>	<b>101</b>	<b>101</b>	<b>101</b>
<b>Maintenance</b>						
Managers/Supervisors	22	24	24	24	24	24
Professional/Technical/Clerical	11	20	24	24	24	24
Operational Hourlies (2)	346	343	343	343	343	343
<b>Total Maintenance Headcount</b>	<b>379</b>	<b>387</b>	<b>391</b>	<b>391</b>	<b>391</b>	<b>391</b>
<b>Engineering / Capital</b>						
Managers/Supervisors	47	60	60	60	60	60
Professional/Technical/Clerical	156	193	195	201	201	201
Operational Hourlies	0	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>203</b>	<b>253</b>	<b>255</b>	<b>261</b>	<b>261</b>	<b>261</b>
<b>Public Safety</b>						
Managers/Supervisors	163	190	190	190	190	190
Professional/Technical/Clerical	30	35	35	35	35	35
Operational Hourlies (3)	460	438	428	428	428	428
<b>Total Public Safety Headcount</b>	<b>653</b>	<b>663</b>	<b>653</b>	<b>653</b>	<b>653</b>	<b>653</b>
<b>Total Positions</b>						
Managers/Supervisors	<b>315</b>	<b>369</b>	<b>373</b>	<b>373</b>	<b>373</b>	<b>373</b>
Professional/Technical/ Clerical	<b>285</b>	<b>347</b>	<b>355</b>	<b>361</b>	<b>361</b>	<b>361</b>
Operational Hourlies	<b>807</b>	<b>781</b>	<b>771</b>	<b>771</b>	<b>771</b>	<b>771</b>
<b>Total Positions</b>	<b>1,407</b>	<b>1,497</b>	<b>1,499</b>	<b>1,505</b>	<b>1,505</b>	<b>1,505</b>

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

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

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

# **Capital Construction Company**

**MTA CAPITAL CONSTRUCTION COMPANY**  
**2019 Preliminary Budget**  
**July 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 Mid-Year Forecast and July Financial Plan 2019 – 2022 baselines.

**2018 Mid-Year Forecast**

MTACC's 2018 Mid-Year Forecast is projected to be \$41.8 million, reflecting a \$4.3 million decrease from the 2018 Adopted Budget. Labor costs are expected to come in at \$28.6 million, a decrease of \$7.9 million, or 21.7%, 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. It is also due to an adjustment from Labor to Non-Labor in the forecast of NYCT administrative staff support (IT, Materiel, Procurement and Accounting). Non-Labor costs are projected at \$13.1 million, an increase of \$3.6 million, or 37.7%, from the Adopted Budget primarily due to the NYCT administrative staff support adjustment noted above.

**2019 Preliminary Budget – Baseline**

MTACC projects 2019 expenses to be \$46.9 million, in line with the February Financial Plan, with 181 positions at year-end. Staffing expenditures will be reimbursed by each of the "mega" projects for those employees directly working on projects.

Overall Labor expenses are projected at \$35.5 million, a \$2.2 million decrease or 5.8%, from the February Plan and Non-Labor expenses are projected at \$11.4 million, which is \$2.2 million, or 23.3%, higher than the February Plan. This is primarily due to the NYCT administrative staff support adjustment from Labor to Non-Labor.

**2020 - 2022 Projections**

2020 MTACC expenses are projected at \$47.0 million, a decrease of \$0.1 million, or 0.3%, from the February Plan. Expenses will increase by \$1.7 million in 2021 when compared to the February Plan. Forecasting a sustained level of Professional Services and other Non-Labor support costs based on the current schedules of MTACC "mega" projects contributed to these increases.

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

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



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

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Reimbursable</b>						
<b>Operating Revenue</b>						
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	41.773	46.885	47.031	48.311	49.598
<b>Total Revenues</b>	<b>\$29.312</b>	<b>\$41.773</b>	<b>\$46.885</b>	<b>\$47.031</b>	<b>\$48.311</b>	<b>\$49.598</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
Payroll	\$18.907	\$19.570	\$24.165	\$24.649	\$25.142	\$25.645
Overtime	0.018	0.015	0.015	0.015	0.015	0.015
Health and Welfare	1.848	3.573	4.551	4.752	5.018	5.294
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.131	3.357	4.174	4.344	4.552	4.767
Other Fringe Benefits	0.861	2.134	2.564	2.636	2.716	2.799
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$23.766</b>	<b>\$28.649</b>	<b>\$35.470</b>	<b>\$36.396</b>	<b>\$37.442</b>	<b>\$38.520</b>
<b>Non-Labor:</b>						
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	0.003
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	4.050	3.034	3.183	3.339	3.503
Professional Services Contracts	2.498	8.708	8.095	7.156	7.223	7.258
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.262	0.329	0.245	0.251	0.257	0.263
<b>Total Non-Labor Expenses</b>	<b>\$5.546</b>	<b>\$13.124</b>	<b>\$11.415</b>	<b>\$10.635</b>	<b>\$10.869</b>	<b>\$11.078</b>
<b>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$29.312</b>	<b>\$41.773</b>	<b>\$46.885</b>	<b>\$47.031</b>	<b>\$48.311</b>	<b>\$49.598</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Cash Receipts and Expenditures</b>						
<b>Receipts</b>						
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	\$41.773	\$46.885	\$47.031	\$48.311	\$49.598
<b>Total Receipts</b>	<b>\$29.312</b>	<b>\$41.773</b>	<b>\$46.885</b>	<b>\$47.031</b>	<b>\$48.311</b>	<b>\$49.598</b>
<b>Expenditures</b>						
<b><u>Labor:</u></b>						
Payroll	\$18.907	\$19.570	\$24.165	\$24.649	\$25.142	\$25.645
Overtime	0.018	0.015	0.015	0.015	0.015	0.015
Health and Welfare	1.848	3.573	4.551	4.752	5.018	5.294
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.131	3.357	4.174	4.344	4.552	4.767
Other Fringe Benefits	0.861	2.134	2.564	2.636	2.716	2.799
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
<b>Total Labor Expenditures</b>	<b>\$23.766</b>	<b>\$28.649</b>	<b>\$35.470</b>	<b>\$36.396</b>	<b>\$37.442</b>	<b>\$38.520</b>
<b><u>Non-Labor:</u></b>						
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	0.003
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	4.050	3.034	3.183	3.339	3.503
Professional Services Contracts	2.498	8.708	8.095	7.156	7.223	7.258
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.262	0.329	0.245	0.251	0.257	0.263
<b>Total Non-Labor Expenditures</b>	<b>\$5.546</b>	<b>\$13.124</b>	<b>\$11.415</b>	<b>\$10.635</b>	<b>\$10.869</b>	<b>\$11.078</b>
<b><u>Other Expenditure Adjustments:</u></b>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$29.312</b>	<b>\$41.773</b>	<b>\$46.885</b>	<b>\$47.031</b>	<b>\$48.311</b>	<b>\$49.598</b>
<b>Net Cash Balance</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Cash Flow Adjustments</b>						
<b>Receipts</b>						
Capital and Other Reimbursements	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenditures</b>						
<b>Labor:</b>						
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
<b>Total Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Non-Labor:</b>						
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
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Other Expenditure Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
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
<b>Total Cash Conversion Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA CAPITAL CONSTRUCTION COMPANY**  
**2019 Preliminary Budget**  
**July 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**

- 2019 payroll costs reflect a full year of staffing levels of 181 as well as the NYCT administrative staff support adjustment. As a result, payroll costs are projected to increase by 23.5% as compared to 2018.
- 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 27.4%, due to higher payroll costs. Pension and Other Fringe Benefits will increase by approximately 24.6% for the same reason.

Overall Benefit expenditures will increase by 3.9%, 4.7% and 4.7% respectively, from 2020 to 2022, as a result of 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 \$3.0 million reflecting MTACC's share of 2 Broadway occupancy costs, \$1.0 million lower than 2018. This reflects the completion of 2 Broadway renovation work on the 8<sup>th</sup> and 16<sup>th</sup> floors.
- Costs are projected to increase by \$0.2 million annually from 2020 through 2022 due to assumed annual occupancy escalation.

## **Professional Service Contracts**

- With the anticipation of existing consultant positions being replaced by MTACC positions as well as fewer NYCT IT related costs in 2019, Professional Services are expected to decrease by \$0.6 million, or 7.0%.
- 2020 expenditures are projected to decrease further by \$0.9 million, or 11.6%, which reflects the completion of the independent compliance monitoring in 2019. By 2021, costs are projected to remain relatively constant.

## **Other Business Expenses**

- 2019 expenses will decrease by \$0.1 million due to 2018 one-time costs for recruitment and relocation.
- Costs remain relatively constant from 2020 through 2022.

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

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b>Reimbursable</b>									
<b>Operating Revenues</b>									
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	41.773	46.885	5.111	47.031	0.146	48.311	1.280	49.598	1.287
<b>Total Revenues</b>	<b>\$41.773</b>	<b>\$46.885</b>	<b>\$5.111</b>	<b>\$47.031</b>	<b>\$0.146</b>	<b>\$48.311</b>	<b>\$1.280</b>	<b>\$49.598</b>	<b>\$1.287</b>
<b>Operating Expenses</b>									
<b><u>Labor:</u></b>									
Payroll	\$19.570	\$24.165	(\$4.595)	\$24.649	(\$0.483)	\$25.142	(\$0.493)	\$25.645	(\$0.503)
Overtime	0.015	0.015	0.000	0.015	0.000	0.015	0.000	0.015	0.000
Health and Welfare	3.573	4.551	(0.978)	4.752	(0.200)	5.018	(0.266)	5.294	(0.277)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	3.357	4.174	(0.817)	4.344	(0.170)	4.552	(0.208)	4.767	(0.214)
Other Fringe Benefits	2.134	2.564	(0.431)	2.636	(0.072)	2.716	(0.079)	2.799	(0.084)
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
<b>Total Labor Expenses</b>	<b>\$28.649</b>	<b>\$35.470</b>	<b>(\$6.821)</b>	<b>\$36.396</b>	<b>(\$0.926)</b>	<b>\$37.442</b>	<b>(\$1.046)</b>	<b>\$38.520</b>	<b>(\$1.078)</b>
<b><u>Non-Labor:</u></b>									
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	0.003	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	4.050	3.034	1.016	3.183	(0.149)	3.339	(0.156)	3.503	(0.164)
Professional Services Contracts	8.708	8.095	0.613	7.156	0.939	7.223	(0.067)	7.258	(0.034)
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.329	0.245	0.084	0.251	(0.006)	0.257	(0.006)	0.263	(0.006)
<b>Total Non-Labor Expenses</b>	<b>\$13.124</b>	<b>\$11.415</b>	<b>\$1.709</b>	<b>\$10.635</b>	<b>\$0.780</b>	<b>\$10.869</b>	<b>(\$0.234)</b>	<b>\$11.078</b>	<b>(\$0.209)</b>
<b><u>Other Expense Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$41.773</b>	<b>\$46.885</b>	<b>(\$5.111)</b>	<b>\$47.031</b>	<b>(\$0.146)</b>	<b>\$48.311</b>	<b>(\$1.280)</b>	<b>\$49.598</b>	<b>(\$1.287)</b>
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
<b>Total Expenses After Depreciation and GASB Adj.</b>	<b>\$41.773</b>	<b>\$46.885</b>	<b>(\$5.111)</b>	<b>\$47.031</b>	<b>(\$0.146)</b>	<b>\$48.311</b>	<b>(\$1.280)</b>	<b>\$49.598</b>	<b>(\$1.287)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b><u>Cash Receipts and Expenditures</u></b>									
<b>Receipts</b>									
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	41.773	46.885	5.111	47.031	0.146	48.311	1.280	49.598	1.287
<b>Total Receipts</b>	<b>\$41.773</b>	<b>\$46.885</b>	<b>\$5.111</b>	<b>\$47.031</b>	<b>\$0.146</b>	<b>\$48.311</b>	<b>\$1.280</b>	<b>\$49.598</b>	<b>\$1.287</b>
<b>Expenditures</b>									
<b><u>Labor Expenditures:</u></b>									
Payroll	\$19.570	\$24.165	(\$4.595)	\$24.649	(\$0.483)	\$25.142	(\$0.493)	\$25.645	(\$0.503)
Overtime	0.015	0.015	0.000	0.015	0.000	0.015	0.000	0.015	0.000
Health and Welfare	3.573	4.551	(0.978)	4.752	(0.200)	5.018	(0.266)	5.294	(0.277)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	3.357	4.174	(0.817)	4.344	(0.170)	4.552	(0.208)	4.767	(0.214)
Other Fringe Benefits	2.134	2.564	(0.431)	2.636	(0.072)	2.716	(0.079)	2.799	(0.084)
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
<b>Total Labor Expenditures</b>	<b>\$28.649</b>	<b>\$35.470</b>	<b>(\$6.821)</b>	<b>\$36.396</b>	<b>(\$0.926)</b>	<b>\$37.442</b>	<b>(\$1.046)</b>	<b>\$38.520</b>	<b>(\$1.078)</b>
<b><u>Non-Labor Expenditures:</u></b>									
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	0.003	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	4.050	3.034	1.016	3.183	(0.149)	3.339	(0.156)	3.503	(0.164)
Professional Services Contracts	8.708	8.095	0.613	7.156	0.939	7.223	(0.067)	7.258	(0.034)
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.329	0.245	0.084	0.251	(0.006)	0.257	(0.006)	0.263	(0.006)
<b>Total Non-Labor Expenditures</b>	<b>\$13.124</b>	<b>\$11.415</b>	<b>\$1.709</b>	<b>\$10.635</b>	<b>\$0.780</b>	<b>\$10.869</b>	<b>(\$0.234)</b>	<b>\$11.078</b>	<b>(\$0.209)</b>
<b><u>Other Expenditure Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$41.773</b>	<b>\$46.885</b>	<b>(\$5.111)</b>	<b>\$47.031</b>	<b>(\$0.146)</b>	<b>\$48.311</b>	<b>(\$1.280)</b>	<b>\$49.598</b>	<b>(\$1.287)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA CAPITAL CONSTRUCTION COMPANY**  
**2019 Preliminary Budget**  
**July Financial Plan 2019-2022**  
**Plan-to-Plan Changes by Generic Category**

**2018: Mid-Year 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 \$41.8 million, a decrease of \$4.3 million, or 9.4%, from the Adopted Budget.

Major changes include:

- **Payroll costs** will come in \$5.5 million lower than the Adopted Budget due to the hiring freeze, timing of project needs as well as the adjustment from Labor to Non-Labor in the forecast of NYCT administrative staff support.
- Overall **Benefit** costs will decrease by \$2.5 million for the same reasons noted for payroll costs.
- **Professional Services** will increase by \$3.1 million primarily due to the NYCT administrative staff support adjustment.
- **Maintenance and Other Operating Contracts** will increase by \$0.5 million due to increased renovation costs for 2 Broadway 8<sup>th</sup> and 16<sup>th</sup> floors.

**2019 - 2021: July Financial Plan vs. February Financial Plan**

**Revenue**

**Capital and Other Reimbursements** – (explained previously)



## **Expenses**

2019 MTACC baseline is projected to come in \$46.9 million, in line with the February Financial Plan. Compared against the February Financial Plan, overall expenses are expected to be \$0.1 million lower in 2020, and \$1.7 million higher in 2021.

Major changes include:

**Professional Services** are anticipated to come in higher than the February Plan in 2019, 2020, and 2021 by \$2.5 million, \$1.8 million, and \$3.1 million, respectively. Forecasting a sustained level of Professional Services and other Non-Labor support costs based on the current schedules of MTACC “mega” projects contributed to these increases.

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

**REIMBURSABLE**

	2018	2019	2020	2021
<b>February Financial Plan - Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Baseline Changes</b>				
<b>Revenue</b>				
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue				
Capital and Other Reimbursement	(4.310)	0.000	(0.107)	1.722
<b>Total Revenue Changes</b>	<b>(\$4.310)</b>	<b>\$0.000</b>	<b>(\$0.107)</b>	<b>\$1.722</b>
<b>Expenses</b>				
<i>Labor:</i>				
Payroll	\$5.450	\$1.301	\$1.008	\$0.681
Overtime	(0.015)	(0.015)	(0.015)	(0.015)
Health and Welfare	0.124	(0.745)	(0.840)	(1.005)
OPEB Current Payment				
Pensions	0.241	(0.375)	(0.339)	(0.148)
Other Fringe Benefits	2.107	1.989	1.840	1.673
Reimbursable Overhead				
<b>Total Labor Expense Changes</b>	<b>\$7.906</b>	<b>\$2.155</b>	<b>\$1.654</b>	<b>\$1.186</b>
<i>Non-Labor:</i>				
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.000)	0.000	0.000	0.000
Insurance	0.006	0.007	0.007	0.008
Claims				
Paratransit Service Contracts				
Professional Service Contracts	(3.092)	(2.453)	(1.764)	(3.142)
Maintenance and Other Operating Contracts	(0.530)	0.182	0.198	0.216
Materials & Supplies				
Other Business Expenses	0.019	0.110	0.011	0.010
<b>Total Non-Labor Expense Changes</b>	<b>(\$3.597)</b>	<b>(\$2.155)</b>	<b>(\$1.548)</b>	<b>(\$2.908)</b>
<b>Total Expense Changes</b>	<b>\$4.310</b>	<b>\$0.000</b>	<b>\$0.107</b>	<b>(\$1.722)</b>
<i>Other Expense Adjustments/Gap Closing Actions</i>	\$0.000	\$0.000	\$0.000	\$0.000
Other - Restricted Cash Adjustment	0.000	0.000	0.000	0.000
<b>Total Other Expenditure AdjustmentsChanges</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Baseline Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>July Financial Plan - Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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

**REIMBURSABLE**

	2018	2019	2020	2021
<b>February Financial Plan - Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<i>Non-Reimbursable Major Changes</i>				
<b>Revenue</b>				
<b>Sub-Total Non-Reimbursable Revenue Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenses</b>				
<b>Sub-Total Non-Reimbursable Expense Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Non-Reimbursable Major Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<i>Reimbursable Major Changes</i>				
<b>Revenue</b>	(\$4.310)	\$0.000	(\$0.107)	\$1.722
<b>Sub-Total Reimbursable Revenue Changes</b>	(\$4.310)	\$0.000	(\$0.107)	\$1.722
<b>Expenses</b>	\$4.310	\$0.000	\$0.107	(\$1.722)
<b>Sub-Total Reimbursable Expense Changes</b>	\$4.310	\$0.000	\$0.107	(\$1.722)
<b>Total Reimbursable Major Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Accrual Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Cash Adjustment Changes</b>				
<b>Total Cash Adjustment Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Baseline Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>July Financial Plan - Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA CAPITAL CONSTRUCTION COMPANY**  
**2019 Preliminary Budget**  
**July 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 – 19 positions
- East Side Access – 27 positions
- 7 Line Extension – 7 positions
- Lower Manhattan – 9 positions
- Security Program – 7 positions
- Penn Station Access – 5 positions
- LIRR 3<sup>rd</sup> Track – 8 positions

By 2018 year-end, position levels are projected to remain at 181, unchanged from the Adopted Budget. Administrative positions account for 99 of this total, while “direct” project positions account for 82. Of the Administrative positions, 78 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 3<sup>rd</sup> 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 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

<b>MTA Capital Construction Company</b>				
<b>July Financial Plan 2019-2022</b>				
Favorable/(Unfavorable)				
<b>Total Position Changes at a Glance</b>				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<b>2018 February Plan - Total Baseline Positions</b>	<b>181</b>	<b>181</b>	<b>181</b>	<b>181</b>
Total Plan-to-Plan Changes	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<b>2018 July Plan - Total Baseline Positions</b>	<b>181</b>	<b>181</b>	<b>181</b>	<b>181</b>
Total Year-to-Year Changes, July Plan		0	0	0

<b>Total Plan-to-Plan Changes by Reporting Category:</b>				
<i>Non-Reimbursable</i>	0	0	0	0
<i>Reimbursable</i>	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<i>Full-Time</i>	0	0	0	0
<i>Full-Time Equivalents</i>	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<i>By Function Category</i>				
- Administration	(5)	(5)	(5)	(5)
- Operations	0	0	0	0
- Maintenance	0	0	0	0
- Engineering/Capital	5	5	5	5
- Public Safety	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<i>By Occupational Group</i>				
- Managers/Supervisors	0	0	0	0
- Professional, Technical, Clerical	0	0	0	0
- Operational Hourlies	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>Total Plan-to-Plan Changes by Major Category:</b>				
<i>2016 BRPs</i>	0	0	0	0
<i>New Needs</i>	0	0	0	0
<i>Change in Reimbursable Positions</i>	0	0	0	0
<i>Re-estimates &amp; All Other</i> <sup>1</sup>	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

<sup>1</sup> Includes Full-time Equivalents

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

<b>FUNCTION/DEPARTMENT</b>	<b>2017 Actual</b>	<b>2018 Mid-Year Forecast</b>	<b>2019 Preliminary Budget</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Administration</b>						
MTACC	15	21	21	21	21	21
<b>Engineering/Capital</b>						
MTACC	45	78	78	78	78	78
East Side Access	22	27	27	27	27	27
Security Program	7	7	7	7	7	7
Second Avenue Subway	18	19	19	19	19	19
Lower Manhattan Project	9	9	9	9	9	9
7 Line Extension	9	7	7	7	7	7
Penn Station Access	0	5	5	5	5	5
LIRR 3rd Track		8	8	8	8	8
<b>Total Engineering/Capital</b>	<b>110</b>	<b>160</b>	<b>160</b>	<b>160</b>	<b>160</b>	<b>160</b>
<b>Total Baseline Positions</b>	<b>125</b>	<b>181</b>	<b>181</b>	<b>181</b>	<b>181</b>	<b>181</b>
<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**  
**July Financial Plan 2019 - 2022**  
**Total Positions by Function and Occupational Group**  
**Non-Reimbursable and Reimbursable**

FUNCTION / OCCUPATIONAL GROUP	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Administration</b>						
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
<b>Total Administration Headcount</b>	<b>15</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>21</b>
<b>Operations</b>						
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
<b>Total Operations Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Maintenance</b>						
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
<b>Total Maintenance Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Engineering / Capital</b>						
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
<b>Total Engineering Headcount</b>	<b>110</b>	<b>160</b>	<b>160</b>	<b>160</b>	<b>160</b>	<b>160</b>
<b>Public Safety</b>						
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
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>						
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
<b>Total Positions</b>	<b>125</b>	<b>181</b>	<b>181</b>	<b>181</b>	<b>181</b>	<b>181</b>

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# **Long Island Rail Road**

# MTA LONG ISLAND RAIL ROAD

## 2019 Preliminary Budget

### July 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 lay the groundwork/foundation as the LIRR strives toward 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. This Financial Plan is unique, however, in that it reflects a transformation in philosophy in how the LIRR, the busiest commuter railroad in the nation, manages every day. The LIRR Forward Plan represents a reinvigorated customer-first approach 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. Completing work efficiently, effectively and expeditiously is at its core, and the July Financial Plan contains significant investments to ensure this happens and that customers experience tangible positive results.

#### LIRR Forward

In May, the LIRR presented an initiative called LIRR Forward—a new way of doing business to improve service reliability, seasonal preparedness, and customer communications. This new 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 will put the customer first in all aspects, providing real time and accurate information. LIRR Forward is not simply a list of initiatives; they are efforts toward a full-on culture change throughout the entire agency.

To improve system reliability, LIRR will aggressively repair and replace in the next 6 to 8 months components that continue to fail most frequently. Engineering disciplines will:

- Repair 10 switches that caused 40% of switch failures;
- Upgrade 307 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 2 switches, upgraded 13 circuits, outfitted 166 grade crossings with delineators, replaced 51 PSEG poles, welded 1,090 joints, and cleared over 30 miles of vegetation.

To fortify our system for upcoming hurricane, fall and winter seasons the LIRR has pulled in timelines on critical protection measures. LIRR is accelerating the following initiatives to be complete within the next 3 to 6 months:

- Harden 12 manholes within the Atlantic Tunnel (including 3 critical);
- Lightening 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, 2 manholes have been insulated and 1,683 M7 threshold plates have been replaced. Engineering and Maintenance of Equipment are on target to meet the season milestones for the lightening 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. Seventy percent of our fleet has GPS installed to date. 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 en-route service cleaning at 6 heavily trafficked stations. Station cleaning frequency will increase by 30% with additional hires and new tools.

To track system improvements corporate and asset metrics will be monitored. Corporate metrics will include on-time performance (system wide and by train service) and delays related to engineering (e.g., signal, track, structures and power). Asset metrics will include switch failures, track circuit failures, and cars turning accidentally onto tracks. During hurricane, fall and winter seasons, appropriate metrics will be monitored as well (e.g. stranded trains due to loss of third rail power and door failures related to snow and ice). Additionally, monthly customer surveys will monitor customer communication improvements.

## **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 July 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 July 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 will be installing safety delineators at all grade crossings this year 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. The LIRR will also add vehicle detection/warning systems for three frequently struck bridges.

A new initiative in 2018 will also include the initial rollout of Help Points to stations throughout the LIRR territory. Help Points will allow customers to receive assistance at stations remotely.

## **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 2018 July Financial Plan includes \$26.8 million per year of reduced cost as part of the MTA's 2018 Budget Reduction Program (BRP). The LIRR achieved its budget reduction target through several initiatives, the largest being 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 and fleet modification costs 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 five months of 2018.

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 overbillings. Once identified, this unit contacts the vendors in question and aggressively pursues refunds.

Significant infrastructure investments along the main line including 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 non-represented positions administrative positions were removed as part of the BRP exercise.

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

### *Overtime Management*

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

The Overtime Task Force reviews overtime spending with each department by category and drills into targeted areas that have posed challenges in recent years. In 2018, the LIRR continues to focus on several strategic areas including: implementing a hiring plan that seeks to fill open jobs in all craft positions on a timely basis; assuring the reimbursable overtime budget is properly funded; reviewing and strengthening internal controls to ensure procedures and practices in place to govern the approval and verification process is functioning as intended; and developing right-of-way maintenance plans coupled with closer monitoring of overtime spending. In addition, the LIRR has completed a business process of existing controls about how overtime is reviewed and approved at the department/field level.

The July Financial Plan increases total annual overtime funding in 2018 by \$27.2 million, from \$161.7 million to \$188.9 million compared to the adopted budget. Non-Reimbursable increases by \$21.0 million and reimbursable by \$6.2 million. The Non-Reimbursable increase is largely attributable to the LIRR Forward Plan, vacancy/absentee coverage, service impacts of Amtrak's continued state of good repair efforts in Penn Station, support of the US Open golf tournament and weather-related overtime. This unfavorable vacancy/absentee coverage in overtime is being entirely offset by lower payroll and associated fringe costs.

As for 2019, the July Financial Plan increases total annual overtime by \$4.8 million, from \$147.3 million to \$152.1 million compared to the adopted budget. Non-Reimbursable overtime increases by \$4.6 million and Reimbursable overtime increases by \$0.2 million. The Non-Reimbursable increase is due to the LIRR Forward Plan. The Reimbursable increase is attributable to projected overtime levels required to support the 2019 Capital Program project schedule and other reimbursable activity.

## **Ridership and Revenue**

Through May 2018 ridership was 1.1% lower than the same period in 2017 (adjusted for the same number of calendar workdays), but May represented the first month during 2018 when ridership grew compared to the prior year. The LIRR hopes this represents the beginning of a positive trend and will monitor ridership closely in the upcoming months. Through May ridership was 1.0% lower than the adopted budget. The July Financial Plan forecasts year-end 2018 ridership to be 90.0 million customers compared to 90.4 million in the adopted budget.

During June, the LIRR introduced two new fare programs to customers. The Summer Saturdays Program was launched on June 2<sup>nd</sup> and offers a discount to customers who travel with an existing monthly ticket holder. On June 6<sup>th</sup> the LIRR kicked off the Atlantic Ticket Field Study, a temporary fare discount program for customers traveling between Southeast Queens and Downtown Brooklyn. The LIRR is assessing these two programs to determine whether they influence travel patterns.

## **2018 Mid-Year Forecast**

The LIRR's 2018 Mid-Year Forecast is comprised of Non-Reimbursable revenue totaling \$785.3 million and Non-Reimbursable expenses including GASB 68, Depreciation, other post-employment benefits and environmental remediation of \$2,108.4 million that generate an operating deficit of \$1,323.1 million. The 2018 Mid-Year Forecast Reimbursable revenue and expenses each total \$428.8 million.

Total Non-Reimbursable revenue is \$2.1 million lower than the adopted budget, primarily driven by lower Farebox Revenue, which was \$5.4 million unfavorable as a result of lower ridership. This was partially offset by higher advertising, freight and special services revenue.

Total Non-Reimbursable expenses (excluding Depreciation and Other Post-Employment Benefits (OPEB)) are lower by \$0.2 million primarily as a result of the 2018 BRP, lower actuarial estimates for Pension and vacant positions and associated fringe costs and OPEB Current due to fewer retirees/beneficiaries. This was almost entirely offset by costs associated with LIRR Forward Plan.

Full-time positions total 7,836 in the 2018 Mid-Year Forecast, with 6,667 Non-Reimbursable positions and 1,169 Reimbursable positions.

### **2019 Preliminary 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 Preliminary Budget includes revenue totaling \$1,122.1 million, of which \$788.2 million is Non-Reimbursable revenue and \$333.9 million is Reimbursable revenue. The total expense budget is \$2,532.8 million, of which \$2,034.6 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 \$1,700.7 million, excluding non-cash items, in the 2019 Preliminary Budget, while reimbursable expenses are \$333.9 million.

The cash budget for the 2019 Preliminary Budget incorporates \$1,112.3 million in cash receipts and \$2,039.4 million in cash disbursements. The baseline cash requirement of \$927.0 million is driven by operating expenses and revenues anticipated in the 2019 Preliminary Budget and other adjustments to cash flow.

On an accrued basis, revenues and expenses are lower in the 2019 Preliminary Budget than the 2018 Mid-Year Forecast. Total revenues for 2019 are \$1,122.1 million, \$92.0 million lower than 2018 with Non-Reimbursable revenues increasing by \$2.9 million and Reimbursable revenues decreasing by \$94.9 million. Ridership in the 2019 Preliminary Budget increases over the 2018 Mid-Year Forecast by 0.5 million rides, or 0.6%. Total operating expenses before the GASB 68 Adjustment, Depreciation and OPEB of \$2,034.6 million reflects a decrease of \$10.5 million over 2018. Non-Reimbursable expenses increase by \$84.4 million and Reimbursable expenses decreased by \$94.9 million. The resulting total operating baseline deficit including non-cash items such as GASB 68, Depreciation, OPEB, and Environmental Remediation increases by \$87.7 million to \$1,410.8 million in the 2019 Preliminary Budget. The projected baseline cash deficit (or subsidy requirement) of \$927.0 million in the 2019 Preliminary Budget is \$122.3 million higher than 2018.

Full-time positions total 7,990 in the 2019 Preliminary Budget, with 6,903 Non-Reimbursable positions and 1,087 Reimbursable positions. Compared to the 2018 Mid-Year Forecast, this reflects a net increase of 154 positions -- an increase of 236 Non-Reimbursable positions and a decrease of 82 Reimbursable positions. The Non-Reimbursable headcount increase is primarily due to ESA which increases by 237 positions. 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 Adopted Budget, there was a net position increase of 238 positions -- an increase of 28 Reimbursable positions and 210 Non-Reimbursable positions. The Non-Reimbursable position increase is primarily driven by 184 LIRR Forward Plan positions and 30 PTC maintenance positions. The 28 Reimbursable positions is primarily driven by main line third track.

## **Financial Plan 2020-2022 Projections**

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

The baseline projections for 2020 - 2022 reflect these various impacts. Non-Reimbursable revenues grow by less than 0.5% each year, while Reimbursable revenues decrease by 8.7% in 2020, 3.0% 2021 and 0.9% 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), Electric Power and Pension costs. Non-Reimbursable expenses (before Depreciation) grow by 4.9% from \$1,700.7 million in 2019 to \$1,783.9 million in 2020. They continue to rise by 8.9% in 2021 and 1.0% in 2022, reaching \$1,962.0 million. The higher rate of growth in the out-years is primarily due to ESA readiness efforts. Reimbursable revenues/expenses decrease by 8.7% in 2020, 3.0% 2021 and 0.9% in 2022.

On a year-to-year basis, baseline positions increase by 32 positions in 2020, 448 positions in 2021 and 88 positions in 2022. Non-Reimbursable positions increase by 214 in 2020, 463 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 183 in 2020, 15 in 2021, and 24 in 2022 due to changes in project activity.



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

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b><u>Non-Reimbursable</u></b>						
<b>Operating Revenue</b>						
Farebox Revenue	\$727.597	\$741.932	\$745.955	\$748.496	\$749.191	\$749.763
Other Operating Revenue	53.019	43.319	42.199	42.791	43.384	43.969
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$780.616</b>	<b>\$785.251</b>	<b>\$788.154</b>	<b>\$791.287</b>	<b>\$792.574</b>	<b>\$793.733</b>
<b>Operating Expense</b>						
<b><u>Labor:</u></b>						
Payroll	\$501.665	\$557.873	\$624.014	\$659.291	\$703.853	\$717.309
Overtime	131.604	147.227	131.873	131.934	152.722	155.858
Health and Welfare	100.334	114.324	139.130	150.298	169.279	180.212
OPEB Current Payments	59.822	65.992	72.934	77.894	82.636	87.617
Pension	142.354	123.263	133.815	136.801	137.475	125.706
Other Fringe Benefits	128.237	152.037	154.886	161.930	173.906	178.136
Reimbursable Overhead	(46.506)	(35.931)	(24.189)	(19.514)	(19.815)	(18.507)
<b>Total Labor Expenses</b>	<b>\$1,017.510</b>	<b>\$1,124.785</b>	<b>\$1,232.463</b>	<b>\$1,298.634</b>	<b>\$1,400.056</b>	<b>\$1,426.331</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$84.769	\$89.735	\$92.906	\$94.742	\$126.548	\$131.268
Fuel	16.253	22.068	20.979	20.971	20.684	21.610
Insurance	20.524	20.477	21.947	23.638	25.453	27.457
Claims	18.301	7.420	4.494	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	84.326	83.832	89.799	115.162	104.189
Professional Services Contracts	35.779	51.835	41.346	35.480	35.082	34.910
Materials and Supplies	121.812	195.366	181.721	194.764	192.361	189.384
Other Business Expenses	25.684	20.301	21.018	21.291	22.543	22.200
<b>Total Non-Labor Expenses</b>	<b>\$413.408</b>	<b>\$491.529</b>	<b>\$468.243</b>	<b>\$485.231</b>	<b>\$542.446</b>	<b>\$535.700</b>
<b><u>Other Expense Adjustments:</u></b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,430.919</b>	<b>\$1,616.314</b>	<b>\$1,700.706</b>	<b>\$1,783.865</b>	<b>\$1,942.502</b>	<b>\$1,962.031</b>
Depreciation	\$340.114	\$351.149	\$353.145	\$356.676	\$360.242	\$363.844
OPEB Liability Adjustment	142.396	138.923	143.091	147.384	151.805	156.359
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
<b>Total Expenses</b>	<b>\$1,912.894</b>	<b>\$2,108.387</b>	<b>\$2,198.942</b>	<b>\$2,289.925</b>	<b>\$2,456.549</b>	<b>\$2,484.235</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,132.277)</b>	<b>(\$1,323.136)</b>	<b>(\$1,410.788)</b>	<b>(\$1,498.638)</b>	<b>(\$1,663.975)</b>	<b>(\$1,690.502)</b>
<b>Cash Conversion Adjustments</b>						
Depreciation	\$340.114	\$351.149	\$353.145	\$356.676	\$360.242	\$363.844
Operating/Capital	(11.952)	(39.258)	(11.168)	(11.999)	(11.713)	(11.987)
Other Cash Adjustments	64.219	206.540	141.788	146.168	142.232	147.466
<b>Total Cash Conversion Adjustments</b>	<b>\$392.381</b>	<b>\$518.431</b>	<b>\$483.765</b>	<b>\$490.845</b>	<b>\$490.761</b>	<b>\$499.323</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$739.897)</b>	<b>(\$804.705)</b>	<b>(\$927.023)</b>	<b>(\$1,007.793)</b>	<b>(\$1,173.214)</b>	<b>(\$1,191.179)</b>

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

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Reimbursable</b>						
<b>Operating Revenue</b>						
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	428.806	333.901	304.986	295.753	293.205
<b>Total Revenues</b>	<b>\$412.641</b>	<b>\$428.806</b>	<b>\$333.901</b>	<b>\$304.986</b>	<b>\$295.753</b>	<b>\$293.205</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
Payroll	\$119.502	\$138.826	\$129.801	\$114.843	\$115.503	\$114.158
Overtime	50.011	41.643	20.203	20.460	20.869	21.286
Health and Welfare	29.252	30.664	25.828	23.105	23.278	23.036
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	45.628	48.506	41.963	37.539	37.820	37.428
Other Fringe Benefits	32.446	31.714	26.411	23.627	23.804	23.557
Reimbursable Overhead	46.506	35.931	24.189	19.514	19.815	18.507
<b>Total Labor Expenses</b>	<b>\$323.346</b>	<b>\$327.284</b>	<b>\$268.395</b>	<b>\$239.087</b>	<b>\$241.088</b>	<b>\$237.972</b>
<b>Non-Labor:</b>						
Electric Power	\$1.272	\$1.252	\$0.268	\$0.268	\$0.268	\$0.268
Fuel	0.068	0.000	0.000	0.000	0.000	0.000
Insurance	7.742	8.717	8.145	7.424	7.520	7.368
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	20.334	12.809	12.491	12.544	12.547
Professional Services Contracts	6.207	0.920	0.656	0.669	0.682	0.696
Materials and Supplies	56.290	69.946	43.270	44.727	33.328	34.035
Other Business Expenses	1.587	0.354	0.358	0.320	0.323	0.319
<b>Total Non-Labor Expenses</b>	<b>\$89.295</b>	<b>\$101.521</b>	<b>\$65.507</b>	<b>\$65.899</b>	<b>\$54.665</b>	<b>\$55.233</b>
<b>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$412.641</b>	<b>\$428.806</b>	<b>\$333.901</b>	<b>\$304.986</b>	<b>\$295.753</b>	<b>\$293.205</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b><u>Non-Reimbursable / Reimbursable</u></b>						
<b>Operating Revenue</b>						
Farebox Revenue	\$727.597	\$741.932	\$745.955	\$748.496	\$749.191	\$749.763
Other Operating Revenue	53.019	43.319	42.199	42.791	43.384	43.969
Capital and Other Reimbursements	412.641	428.806	333.901	304.986	295.753	293.205
<b>Total Revenues</b>	<b>\$1,193.258</b>	<b>\$1,214.057</b>	<b>\$1,122.055</b>	<b>\$1,096.273</b>	<b>\$1,088.327</b>	<b>\$1,086.937</b>
<b>Operating Expense</b>						
<b><u>Labor:</u></b>						
Payroll	\$621.167	\$696.700	\$753.815	\$774.134	\$819.356	\$831.467
Overtime	181.615	188.870	152.076	152.394	173.591	177.144
Health and Welfare	129.586	144.988	164.957	173.403	192.557	203.249
OPEB Current Payments	59.822	65.992	72.934	77.894	82.636	87.617
Pension	187.982	171.770	175.778	174.340	175.295	163.134
Other Fringe Benefits	160.683	183.751	181.298	185.557	197.710	201.692
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$1,340.856</b>	<b>\$1,452.070</b>	<b>\$1,500.858</b>	<b>\$1,537.721</b>	<b>\$1,641.144</b>	<b>\$1,664.303</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$86.040	\$90.987	\$93.174	\$95.010	\$126.816	\$131.536
Fuel	16.322	22.068	20.979	20.971	20.684	21.610
Insurance	28.266	29.194	30.092	31.061	32.974	34.825
Claims	18.301	7.420	4.494	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	104.660	96.640	102.290	127.705	116.736
Professional Services Contracts	41.985	52.755	42.002	36.150	35.764	35.605
Materials and Supplies	178.101	265.312	224.991	239.491	225.689	223.419
Other Business Expenses	27.271	20.655	21.376	21.611	22.866	22.519
<b>Total Non-Labor Expenses</b>	<b>\$502.704</b>	<b>\$593.050</b>	<b>\$533.749</b>	<b>\$551.130</b>	<b>\$597.111</b>	<b>\$590.933</b>
<b><u>Other Expense Adjustments:</u></b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,843.560</b>	<b>\$2,045.120</b>	<b>\$2,034.607</b>	<b>\$2,088.851</b>	<b>\$2,238.255</b>	<b>\$2,255.236</b>
Depreciation	\$340.114	\$351.149	\$353.145	\$356.676	\$360.242	\$363.844
OPEB Liability Adjustment	142.396	138.923	143.091	147.384	151.805	156.359
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
<b>Total Expenses</b>	<b>\$2,325.535</b>	<b>\$2,537.192</b>	<b>\$2,532.843</b>	<b>\$2,594.911</b>	<b>\$2,752.302</b>	<b>\$2,777.439</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,132.277)</b>	<b>(\$1,323.136)</b>	<b>(\$1,410.788)</b>	<b>(\$1,498.638)</b>	<b>(\$1,663.975)</b>	<b>(\$1,690.502)</b>
<b>Cash Conversion Adjustments</b>						
Depreciation	\$340.114	\$351.149	\$353.145	\$356.676	\$360.242	\$363.844
Operating/Capital	(11.952)	(39.258)	(11.168)	(11.999)	(11.713)	(11.987)
Other Cash Adjustments	64.219	206.540	141.788	146.168	142.232	147.466
<b>Total Cash Conversion Adjustments</b>	<b>\$392.381</b>	<b>\$518.431</b>	<b>\$483.765</b>	<b>\$490.845</b>	<b>\$490.761</b>	<b>\$499.323</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$739.897)</b>	<b>(\$804.705)</b>	<b>(\$927.023)</b>	<b>(\$1,007.793)</b>	<b>(\$1,173.214)</b>	<b>(\$1,191.179)</b>

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

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Cash Receipts and Expenditures</b>						
<b>Receipts</b>						
Farebox Revenue	\$745.862	\$759.023	\$762.455	\$764.996	\$765.691	\$766.263
Other Operating Revenue	40.845	29.653	27.603	27.811	28.018	28.228
Capital and Other Reimbursements	309.755	443.060	322.281	292.523	283.565	280.732
<b>Total Receipts</b>	<b>\$1,096.461</b>	<b>\$1,231.736</b>	<b>\$1,112.339</b>	<b>\$1,085.330</b>	<b>\$1,077.274</b>	<b>\$1,075.223</b>
<b>Expenditures</b>						
<b><u>Labor:</u></b>						
Payroll	\$627.564	\$687.326	\$747.441	\$767.617	\$812.692	\$824.654
Overtime	176.163	189.570	152.076	152.394	173.591	177.144
Health and Welfare	125.308	143.924	164.957	173.404	192.557	203.249
OPEB Current Payments	59.848	65.992	72.934	77.894	82.636	87.617
Pension	183.488	169.899	175.778	174.340	175.295	163.134
Other Fringe Benefits	158.222	178.143	180.298	184.557	196.710	200.692
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
<b>Total Labor Expenditures</b>	<b>\$1,330.593</b>	<b>\$1,434.854</b>	<b>\$1,493.484</b>	<b>\$1,530.206</b>	<b>\$1,633.481</b>	<b>\$1,656.490</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$86.060	\$91.131	\$93.175	\$95.011	\$126.816	\$131.536
Fuel	16.982	22.067	20.980	20.971	20.684	21.610
Insurance	32.375	24.022	30.653	30.687	32.570	35.385
Claims	2.963	4.797	1.822	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	114.441	96.640	102.290	127.705	116.736
Professional Services Contracts	29.543	52.170	36.917	30.810	30.158	29.719
Materials and Supplies	196.812	252.953	225.111	240.453	235.051	231.178
Other Business Expenses	19.032	23.506	24.080	24.373	25.686	25.396
<b>Total Non-Labor Expenditures</b>	<b>\$487.206</b>	<b>\$585.087</b>	<b>\$529.378</b>	<b>\$546.417</b>	<b>\$600.507</b>	<b>\$593.412</b>
<b><u>Other Expenditure Adjustments:</u></b>						
Other	\$17.745	\$16.500	\$16.500	\$16.500	\$16.500	\$16.500
<b>Total Other Expenditure Adjustments</b>	<b>\$17.745</b>	<b>\$16.500</b>	<b>\$16.500</b>	<b>\$16.500</b>	<b>\$16.500</b>	<b>\$16.500</b>
<b>Total Expenditures</b>	<b>\$1,835.543</b>	<b>\$2,036.441</b>	<b>\$2,039.362</b>	<b>\$2,093.123</b>	<b>\$2,250.488</b>	<b>\$2,266.402</b>
<b>Net Cash Balance</b>	<b>(\$739.082)</b>	<b>(\$804.705)</b>	<b>(\$927.023)</b>	<b>(\$1,007.793)</b>	<b>(\$1,173.214)</b>	<b>(\$1,191.179)</b>
Cash Timing and Availability Adjustment	(0.814)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)
<b>Net Cash Balance after Cash Timing &amp; Availability Adj</b>	<b>(\$739.897)</b>	<b>(\$804.705)</b>	<b>(\$927.023)</b>	<b>(\$1,007.793)</b>	<b>(\$1,173.214)</b>	<b>(\$1,191.179)</b>

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

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Cash Flow Adjustments</b>						
<b>Receipts</b>						
Farebox Revenue	\$18.264	\$17.091	\$16.500	\$16.500	\$16.500	\$16.500
Other Operating Revenue	(12.175)	(13.666)	(14.596)	(14.980)	(15.366)	(15.741)
Capital and Other Reimbursements	(102.886)	14.254	(11.620)	(12.463)	(12.188)	(12.473)
<b>Total Receipts</b>	<b>(\$96.797)</b>	<b>\$17.679</b>	<b>(\$9.716)</b>	<b>(\$10.943)</b>	<b>(\$11.053)</b>	<b>(\$11.714)</b>
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	(\$6.397)	\$9.374	\$6.374	\$6.517	\$6.664	\$6.813
Overtime	5.453	(0.700)	0.000	0.000	0.000	0.000
Health and Welfare	4.278	1.064	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	1.871	0.000	0.000	0.000	0.000
Other Fringe Benefits	2.461	5.608	1.000	1.000	1.000	1.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$10.264</b>	<b>\$17.216</b>	<b>\$7.374</b>	<b>\$7.515</b>	<b>\$7.663</b>	<b>\$7.813</b>
<b>Non-Labor:</b>						
Electric Power	(\$0.020)	(\$0.144)	(0.001)	(\$0.001)	\$0.000	\$0.000
Fuel	(0.660)	0.001	(0.001)	0.000	0.000	0.000
Insurance	(4.109)	5.172	(0.561)	0.374	0.404	(0.560)
Claims	15.338	2.623	2.672	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	0.585	5.085	5.340	5.606	5.886
Materials and Supplies	(18.710)	12.359	(0.120)	(0.962)	(9.362)	(7.759)
Other Business Expenses	8.239	(2.851)	(2.704)	(2.762)	(2.820)	(2.877)
<b>Total Non-Labor Expenditures</b>	<b>\$15.498</b>	<b>\$7.963</b>	<b>\$4.371</b>	<b>\$4.713</b>	<b>(\$3.396)</b>	<b>(\$2.479)</b>
<b>Other Expenditure Adjustments:</b>						
Other Expense Adjustments	(\$17.745)	(\$16.500)	(\$16.500)	(\$16.500)	(\$16.500)	(\$16.500)
<b>Total Other Expenditure Adjustments</b>	<b>(\$17.745)</b>	<b>(\$16.500)</b>	<b>(\$16.500)</b>	<b>(\$16.500)</b>	<b>(\$16.500)</b>	<b>(\$16.500)</b>
<b>Total Expenditures</b>	<b>\$8.017</b>	<b>\$8.679</b>	<b>(\$4.755)</b>	<b>(\$4.272)</b>	<b>(\$12.233)</b>	<b>(\$11.166)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$88.780)</b>	<b>\$26.358</b>	<b>(\$14.471)</b>	<b>(\$15.215)</b>	<b>(\$23.287)</b>	<b>(\$22.881)</b>
Depreciation	\$340.114	\$351.149	\$353.145	\$356.676	\$360.242	\$363.844
OPEB Liability Adjustment	142.396	138.923	143.091	147.384	151.805	156.359
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
<b>Total Cash Conversion Adjustments</b>	<b>\$392.381</b>	<b>\$518.431</b>	<b>\$483.765</b>	<b>\$490.845</b>	<b>\$490.761</b>	<b>\$499.323</b>

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

<b>NON-REIMBURSABLE OVERTIME</b>	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
Scheduled Service	429,426	\$27.092	18.4%
Unscheduled Service	89,531	5.772	3.9%
Programmatic/Routine Maintenance	888,581	51.868	35.2%
Unscheduled Maintenance	12,116	0.735	0.5%
Vacancy/Absentee Coverage	801,238	48.681	33.1%
Weather Emergencies	176,449	10.925	7.4%
Safety/Security/Law Enforcement	0	0.000	-
Other	26,929	2.153	1.5%
<b>Subtotal</b>	<b>2,424,269</b>	<b>\$147.227</b>	<b>100.0%</b>
<b>REIMBURSABLE OVERTIME</b>	705,117	\$41.643	
<b>TOTAL OVERTIME</b>	<b>3,129,385</b>	<b>\$188.870</b>	

**MTA Long Island Rail Road  
2019 Preliminary Budget  
July 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 0.5% in 2019, 0.3% in 2020 and 0.1% in 2021 and 2022.

**Other Operating Revenue**

- Other Operating decreases from 2018 to 2019 are due to the full year impact of no bar cart services revenue 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 misc. other project changes.

**Expenses**

**Payroll**

- Salaries for non-represented employees include a 2.0% increase July 1, 2018 and each July 1<sup>st</sup> 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 237 positions and full year impact of the LIRR Forward Plan, partially offset by the completion of the on board camera installation project, PTC, Double Track and Rolling Stock acquisition and testing.
- 2019 – 2021 lower reimbursable positions are due to changes in capital project activity and uncertainty of the 2020 – 2024 capital program.
- Almost all the operating headcount increases from 2020 – 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 and completion of certain accelerated LIRR Forward Plan initiatives.
- 2019 – 2020 increase is associated with normal inflationary increases.
- 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 impact of headcount changes each year, including ramp-up costs for ESA beginning in 2018.

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

### **Electric Power**

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

### **Fuel**

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

### **Insurance**

- 2018 reflects the latest inflationary increases and Force Account Insurance estimates based on project activity.
- 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 March and the anticipated settlement and payout of claims for the balance of the year.
- 2019 – 2021 reflects inflationary increases.

### **Maintenance and Other Operating Contracts**

- 2018 – 2019 decrease is primarily due to capital project activity.
- 2019 – 2020 increase is due to Moynihan Station operating costs and ESA readiness efforts, partially offset by various lower maintenance and other operating contracts and capital project activity.
- 2020 – 2021 increase is due to ESA readiness efforts.



- 2021 – 2022 decrease is due to lower ESA readiness efforts.

### **Professional Service Contracts**

- 2018 – 2019 decrease reflects lower investments in Enterprise Asset Management (EAM), various maintenance of way professional service agreements, M-7 Propulsion Consultant's work, 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, RCM, production plan material, C3 Communication Control Unit (CCU) and Automatic Station Identification (ASI) replacement, station fire alarm upgrades, vehicle replacement, ESA material and M7 and C3 door, propulsion control unit, M7 Phase ¾ Truck RCM, new M7 traction motors, timing of M7 obsolescence materials and elements of the 2018 BRP. This is partially offset by and normal inflationary increases, as well as the beginning of the 15/20-year Truck RCM program, funding for rolling stock Lifecycle Asset Management Program (LAMP) and various operating budget impacts.
- 2019 – 2020 increase includes operating budget impact for Moynihan Station and additional funding for LAMP.
- 2020 – 2021 decrease due to lower capital project activity, partially offset by material associated with ESA readiness efforts.
- 2021 -2022 decrease due to changes in rolling stock maintenance modifications.

### **Other Business Expenses**

- 2018 – 2019 increase due to lower restitution of property damage 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.

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

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b>Non-Reimbursable</b>									
<b>Operating Revenues</b>									
Farebox Revenue	\$741.932	\$745.955	\$4.023	\$748.496	\$2.541	\$749.191	\$0.695	\$749.763	\$0.572
Other Operating Revenue	43.319	42.199	(1.120)	42.791	0.592	43.384	0.592	43.969	0.586
<b>Total Revenues</b>	<b>\$785.251</b>	<b>\$788.154</b>	<b>\$2.903</b>	<b>\$791.287</b>	<b>\$3.133</b>	<b>\$792.574</b>	<b>\$1.287</b>	<b>\$793.733</b>	<b>\$1.158</b>
<b>Operating Expenses</b>									
<b>Labor:</b>									
Payroll	\$557.873	\$624.014	(\$66.141)	\$659.291	(\$35.277)	\$703.853	(\$44.562)	\$717.309	(\$13.456)
Overtime	147.227	131.873	15.354	131.934	(0.061)	152.722	(20.788)	155.858	(3.136)
Health and Welfare	114.324	139.130	(24.805)	150.298	(11.168)	169.279	(18.981)	180.212	(10.933)
OPEB Current Payments	65.992	72.934	(6.942)	77.894	(4.960)	82.636	(4.742)	87.617	(4.981)
Pension	123.263	133.815	(10.552)	136.801	(2.986)	137.475	(0.674)	125.706	11.769
Other Fringe Benefits	152.037	154.886	(2.850)	161.930	(7.044)	173.906	(11.976)	178.136	(4.230)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(35.931)	(24.189)	(11.743)	(19.514)	(4.675)	(19.815)	0.301	(18.507)	(1.308)
<b>Total Labor Expenses</b>	<b>\$1,124.785</b>	<b>\$1,232.463</b>	<b>(\$107.677)</b>	<b>\$1,298.634</b>	<b>(\$66.171)</b>	<b>\$1,400.056</b>	<b>(\$101.422)</b>	<b>\$1,426.331</b>	<b>(\$26.275)</b>
<b>Non-Labor:</b>									
Electric Power	\$89.735	\$92.906	(\$3.171)	\$94.742	(\$1.836)	\$126.548	(\$31.806)	\$131.268	(\$4.719)
Fuel	22.068	20.979	1.088	20.971	0.008	20.684	0.287	21.610	(0.926)
Insurance	20.477	21.947	(1.469)	23.638	(1.691)	25.453	(1.816)	27.457	(2.004)
Claims	7.420	4.494	2.926	4.546	(0.052)	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	84.326	83.832	0.495	89.799	(5.968)	115.162	(25.363)	104.189	10.973
Professional Services Contracts	51.835	41.346	10.488	35.480	5.866	35.082	0.398	34.910	0.172
Materials and Supplies	195.366	181.721	13.645	194.764	(13.043)	192.361	2.403	189.384	2.977
Other Business Expenses	20.301	21.018	(0.717)	21.291	(0.273)	22.543	(1.252)	22.200	0.343
<b>Total Non-Labor Expenses</b>	<b>\$491.529</b>	<b>\$468.243</b>	<b>\$23.286</b>	<b>\$485.231</b>	<b>(\$16.988)</b>	<b>\$542.446</b>	<b>(\$57.215)</b>	<b>\$535.700</b>	<b>\$6.746</b>
<b>Other Expense Adjustments:</b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,616.314</b>	<b>\$1,700.706</b>	<b>(\$84.391)</b>	<b>\$1,783.865</b>	<b>(\$83.159)</b>	<b>\$1,942.502</b>	<b>(\$158.637)</b>	<b>\$1,962.031</b>	<b>(\$19.529)</b>
Depreciation	\$351.149	\$353.145	(\$1.996)	\$356.676	(\$3.531)	\$360.242	(\$3.566)	\$363.844	(\$3.602)
OPEB Liability Adjustment	138.923	143.091	(4.168)	147.384	(4.293)	151.805	(4.422)	156.359	(4.554)
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
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$2,108.387</b>	<b>\$2,198.942</b>	<b>(\$90.555)</b>	<b>\$2,289.925</b>	<b>(\$90.983)</b>	<b>\$2,456.549</b>	<b>(\$166.625)</b>	<b>\$2,484.235</b>	<b>(\$27.685)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,323.136)</b>	<b>(\$1,410.788)</b>	<b>(\$87.652)</b>	<b>(\$1,498.638)</b>	<b>(\$87.850)</b>	<b>(\$1,663.975)</b>	<b>(\$165.337)</b>	<b>(\$1,690.502)</b>	<b>(\$26.527)</b>

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

	Mid-Year Forecast	Preliminary Budget	Change		Change		Change		Change
	2018	2019	2018 - 2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022
<b>Reimbursable</b>									
<b>Operating Revenues</b>									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	428.806	333.901	(94.904)	304.986	(28.915)	295.753	(9.233)	293.205	(2.548)
<b>Total Revenues</b>	<b>\$428.806</b>	<b>\$333.901</b>	<b>(\$94.904)</b>	<b>\$304.986</b>	<b>(\$28.915)</b>	<b>\$295.753</b>	<b>(\$9.233)</b>	<b>\$293.205</b>	<b>(\$2.548)</b>
<b>Operating Expenses</b>									
<b><u>Labor:</u></b>									
Payroll	\$138.826	\$129.801	\$9.025	\$114.843	\$14.958	\$115.503	(\$0.660)	\$114.158	\$1.345
Overtime	41.643	20.203	21.440	20.460	(0.257)	20.869	(0.409)	21.286	(0.417)
Health and Welfare	30.664	25.828	4.836	23.105	2.723	23.278	(0.173)	23.036	0.241
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	48.506	41.963	6.543	37.539	4.424	37.820	(0.281)	37.428	0.392
Other Fringe Benefits	31.714	26.411	5.303	23.627	2.784	23.804	(0.177)	23.557	0.247
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	35.931	24.189	11.743	19.514	4.675	19.815	(0.301)	18.507	1.308
<b>Total Labor Expenses</b>	<b>\$327.284</b>	<b>\$268.395</b>	<b>\$58.890</b>	<b>\$239.087</b>	<b>\$29.308</b>	<b>\$241.088</b>	<b>(\$2.001)</b>	<b>\$237.972</b>	<b>\$3.116</b>
<b><u>Non-Labor:</u></b>									
Electric Power	\$1.252	\$0.268	\$0.983	\$0.268	\$0.000	\$0.268	\$0.000	\$0.268	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	8.717	8.145	0.572	7.424	0.721	7.520	(0.096)	7.368	0.152
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	20.334	12.809	7.525	12.491	0.318	12.544	(0.053)	12.547	(0.003)
Professional Services Contracts	0.920	0.656	0.264	0.669	(0.013)	0.682	(0.013)	0.696	(0.014)
Materials and Supplies	69.946	43.270	26.676	44.727	(1.457)	33.328	11.399	34.035	(0.707)
Other Business Expenses	0.354	0.358	(0.004)	0.320	0.038	0.323	(0.002)	0.319	0.003
<b>Total Non-Labor Expenses</b>	<b>\$101.521</b>	<b>\$65.507</b>	<b>\$36.015</b>	<b>\$65.899</b>	<b>(\$0.392)</b>	<b>\$54.665</b>	<b>\$11.234</b>	<b>\$55.233</b>	<b>(\$0.568)</b>
<b><u>Other Expense Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$428.806</b>	<b>\$333.901</b>	<b>\$94.904</b>	<b>\$304.986</b>	<b>\$28.915</b>	<b>\$295.753</b>	<b>\$9.233</b>	<b>\$293.205</b>	<b>\$2.548</b>
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
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$428.806</b>	<b>\$333.901</b>	<b>\$94.904</b>	<b>\$304.986</b>	<b>\$28.915</b>	<b>\$295.753</b>	<b>\$9.233</b>	<b>\$293.205</b>	<b>\$2.548</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b><u>Non-Reimbursable and Reimbursable</u></b>									
<b>Operating Revenues</b>									
Farebox Revenue	\$741.932	\$745.955	\$4.023	\$748.496	\$2.541	\$749.191	\$0.695	\$749.763	\$0.572
Other Operating Revenue	43.319	42.199	(1.120)	42.791	0.592	43.384	0.592	43.969	0.586
Capital and Other Reimbursements	428.806	333.901	(94.904)	304.986	(28.915)	295.753	(9.233)	293.205	(2.548)
<b>Total Revenues</b>	<b>\$1,214.057</b>	<b>\$1,122.055</b>	<b>(\$92.001)</b>	<b>\$1,096.273</b>	<b>(\$25.782)</b>	<b>\$1,088.327</b>	<b>(\$7.946)</b>	<b>\$1,086.937</b>	<b>(\$1.390)</b>
<b>Operating Expenses</b>									
<b><u>Labor:</u></b>									
Payroll	\$696.700	\$753.815	(\$57.115)	\$774.134	(\$20.319)	\$819.356	(\$45.222)	\$831.467	(\$12.111)
Overtime	188.870	152.076	36.794	152.394	(0.318)	173.591	(21.197)	177.144	(3.553)
Health and Welfare	144.988	164.957	(19.969)	173.403	(8.446)	192.557	(19.154)	203.249	(10.692)
OPEB Current Payments	65.992	72.934	(6.942)	77.894	(4.960)	82.636	(4.742)	87.617	(4.981)
Pension	171.770	175.778	(4.009)	174.340	1.438	175.295	(0.955)	163.134	12.161
Other Fringe Benefits	183.751	181.298	2.453	185.557	(4.259)	197.710	(12.153)	201.692	(3.983)
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
<b>Total Labor Expenses</b>	<b>\$1,452.070</b>	<b>\$1,500.858</b>	<b>(\$48.788)</b>	<b>\$1,537.721</b>	<b>(\$36.863)</b>	<b>\$1,641.144</b>	<b>(\$103.423)</b>	<b>\$1,664.303</b>	<b>(\$23.159)</b>
<b><u>Non-Labor:</u></b>									
Electric Power	\$90.987	\$93.174	(\$2.188)	\$95.010	(\$1.836)	\$126.816	(\$31.806)	\$131.536	(\$4.719)
Fuel	22.068	20.979	1.088	20.971	0.008	20.684	0.287	21.610	(0.926)
Insurance	29.194	30.092	(0.898)	31.061	(0.970)	32.974	(1.912)	34.825	(1.852)
Claims	7.420	4.494	2.926	4.546	(0.052)	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	104.660	96.640	8.020	102.290	(5.650)	127.705	(25.416)	116.736	10.970
Professional Services Contracts	52.755	42.002	10.752	36.150	5.853	35.764	0.386	35.605	0.159
Materials and Supplies	265.312	224.991	40.321	239.491	(14.499)	225.689	13.801	223.419	2.270
Other Business Expenses	20.655	21.376	(0.721)	21.611	(0.235)	22.866	(1.255)	22.519	0.346
<b>Total Non-Labor Expenses</b>	<b>\$593.050</b>	<b>\$533.749</b>	<b>\$59.301</b>	<b>\$551.130</b>	<b>(\$17.381)</b>	<b>\$597.111</b>	<b>(\$45.981)</b>	<b>\$590.933</b>	<b>\$6.178</b>
<b><u>Other Expense Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$2,045.120</b>	<b>\$2,034.607</b>	<b>\$10.513</b>	<b>\$2,088.851</b>	<b>(\$54.244)</b>	<b>\$2,238.255</b>	<b>(\$149.404)</b>	<b>\$2,255.236</b>	<b>(\$16.981)</b>
Depreciation	\$351.149	\$353.145	(\$1.996)	\$356.676	(\$3.531)	\$360.242	(\$3.566)	\$363.844	(\$3.602)
OPEB Liability Adjustment	138.923	143.091	(4.168)	147.384	(4.293)	151.805	(4.422)	156.359	(4.554)
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
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$2,537.192</b>	<b>\$2,532.843</b>	<b>\$4.349</b>	<b>\$2,594.911</b>	<b>(\$62.068)</b>	<b>\$2,752.302</b>	<b>(\$157.391)</b>	<b>\$2,777.439</b>	<b>(\$25.137)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,323.136)</b>	<b>(\$1,410.788)</b>	<b>(\$87.652)</b>	<b>(\$1,498.638)</b>	<b>(\$87.850)</b>	<b>(\$1,663.975)</b>	<b>(\$165.337)</b>	<b>(\$1,690.502)</b>	<b>(\$26.527)</b>

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

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b><u>Cash Receipts and Expenditures</u></b>									
<b>Receipts</b>									
Farebox Revenue	\$759.023	\$762.455	\$3.432	\$764.996	\$2.541	\$765.691	\$0.695	\$766.263	\$0.572
Other Operating Revenue	29.653	27.603	(2.050)	27.811	0.208	28.018	0.207	28.228	0.210
Capital and Other Reimbursements	443.060	322.281	(120.779)	292.523	(29.758)	283.565	(8.958)	280.732	(2.833)
<b>Total Receipts</b>	<b>\$1,231.736</b>	<b>\$1,112.339</b>	<b>(\$119.397)</b>	<b>\$1,085.330</b>	<b>(\$27.009)</b>	<b>\$1,077.274</b>	<b>(\$8.056)</b>	<b>\$1,075.223</b>	<b>(\$2.051)</b>
<b>Expenditures</b>									
<b><u>Labor Expenditures:</u></b>									
Payroll	\$687.326	\$747.441	(\$60.115)	\$767.617	(\$20.176)	\$812.692	(\$45.075)	\$824.654	(\$11.962)
Overtime	189.570	152.076	37.494	152.394	(0.318)	173.591	(21.197)	177.144	(3.553)
Health and Welfare	143.924	164.957	(21.033)	173.404	(8.447)	192.557	(19.153)	203.249	(10.692)
OPEB Current Payments	65.992	72.934	(6.942)	77.894	(4.960)	82.636	(4.742)	87.617	(4.981)
Pension	169.899	175.778	(5.879)	174.340	1.438	175.295	(0.955)	163.134	12.161
Other Fringe Benefits	178.143	180.298	(2.155)	184.557	(4.259)	196.710	(12.153)	200.692	(3.982)
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
<b>Total Labor Expenditures</b>	<b>\$1,434.854</b>	<b>\$1,493.484</b>	<b>(\$58.630)</b>	<b>\$1,530.206</b>	<b>(\$36.722)</b>	<b>\$1,633.481</b>	<b>(\$103.275)</b>	<b>\$1,656.490</b>	<b>(\$23.009)</b>
<b><u>Non-Labor Expenditures:</u></b>									
Electric Power	\$91.131	\$93.175	(\$2.044)	\$95.011	(\$1.836)	\$126.816	(\$31.805)	\$131.536	(\$4.720)
Fuel	22.067	20.980	1.087	20.971	0.009	20.684	0.287	21.610	(0.926)
Insurance	24.022	30.653	(6.631)	30.687	(0.034)	32.570	(1.883)	35.385	(2.815)
Claims	4.797	1.822	2.975	1.822	0.000	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	114.441	96.640	17.801	102.290	(5.650)	127.705	(25.415)	116.736	10.969
Professional Services Contracts	52.170	36.917	15.253	30.810	6.107	30.158	0.652	29.719	0.439
Materials and Supplies	252.953	225.111	27.842	240.453	(15.342)	235.051	5.402	231.178	3.873
Other Business Expenses	23.506	24.080	(0.574)	24.373	(0.293)	25.686	(1.313)	25.396	0.290
<b>Total Non-Labor Expenditures</b>	<b>\$585.087</b>	<b>\$529.378</b>	<b>\$55.709</b>	<b>\$546.417</b>	<b>(\$17.039)</b>	<b>\$600.507</b>	<b>(\$54.090)</b>	<b>\$593.412</b>	<b>\$7.095</b>
<b><u>Other Expenditure Adjustments:</u></b>									
Other	16.500	16.500	0.000	16.500	0.000	16.500	0.000	16.500	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$16.500</b>	<b>\$16.500</b>	<b>\$0.000</b>	<b>\$16.500</b>	<b>\$0.000</b>	<b>\$16.500</b>	<b>\$0.000</b>	<b>\$16.500</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$2,036.441</b>	<b>\$2,039.362</b>	<b>(\$2.921)</b>	<b>\$2,093.123</b>	<b>(\$53.761)</b>	<b>\$2,250.488</b>	<b>(\$157.365)</b>	<b>\$2,266.402</b>	<b>(\$15.914)</b>
<b>Cash Timing Adjustments</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$804.705)</b>	<b>(\$927.023)</b>	<b>(\$122.318)</b>	<b>(\$1,007.793)</b>	<b>(\$80.770)</b>	<b>(\$1,173.214)</b>	<b>(\$165.421)</b>	<b>(\$1,191.179)</b>	<b>(\$17.965)</b>

**MTA LONG ISLAND RAIL ROAD**  
**2019 Preliminary Budget**  
**July Financial Plan 2019 - 2022**  
**Plan-To-Plan Changes by Generic Category - Baseline**

**2018: Mid-Year Forecast vs. Adopted Budget**

2018 Mid-Year Forecast is based on actual performance through March with projections for April 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 higher advertising, freight and special services revenue.
- Capital and Other Reimbursements are higher due to timing of capital project activity.

**Expense**

- Payroll – lower primarily as a result of lower ESA Startup positions, 6 months of restricted hiring, elimination of several non-represented administrative positions as part of the 2018 budget reduction initiatives and overall vacant positions, partially offset by increased headcount (177 year-end positions) as part of LIRR Forward Plan.
- Overtime – increased as a result of greater reimbursable activity on overtime, LIRR Forward Plan (right of way maintenance, cleaning initiatives, accelerated threshold plate replacement and flagging support for third party tree trimming), weather overtime and vacancy/absentee coverage.
- Health and Welfare costs are lower due to rates, partially offset by higher positions due to the LIRR Forward Plan.
- OPEB Current is lower due to lower than projected retirees/beneficiaries and rates.
- Pension is lower based on latest actuarial estimates.
- Other Fringe increased due to higher FELA Indemnity reserves and higher Railroad Retirement Taxes due to higher overtime.
- Lower Electric Power costs are due to lower inflationary growth assumptions and the 2018 BRP initiative reflecting lower traction power consumption due to lower overall car miles and more aggressive review of billings.
- Higher Fuel costs are due to higher inflationary growth assumptions.
- Lower Insurance cost due to reduced Liability and Property insurance and lower Force Account insurance associated with capital activity.
- Higher Claim costs due to higher reserve adjustments.
- Lower Maintenance and Other Operating Contracts are due to the 2018 BRP initiatives aimed to tighten control and prioritization of non-payroll funds to core mission initiatives, partially offset by the LIRR Forward Plan and higher capital project activity.
- Higher Professional Services costs primarily are due to LIRR Forward Plan and higher MTA Chargebacks, partially offset by the 2018 BRP initiatives aimed to tighten control and prioritization of non-payroll funds to core mission initiatives.
- Higher Material costs are due to accelerated LIRR Forward Plan initiatives including replacement of Threshold plates on the M7 and CCU unit for the C3, Help Point, timing of RCM Activity, LAMP and higher capital project activity.
- Other Business Expense is lower due to higher restitution of property damage and lower office supplies as part of the 2018 BRP.

## **2019 – 2022 : July 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 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 BRP. 2022 is lower with the completion of main line third track.

### **Expense**

- Payroll – higher due to LIRR Forward Plan which includes 184 positions in 2019 and 195 additional employees in 2020 - 2022. 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 elimination of several non-represented administrative positions as part of the 2018 BRP initiatives.
- Overtime – higher due to LIRR Forward Plan. (right of way maintenance, cleaning initiatives and accelerated threshold plate replacement)
- Health and Welfare costs are unfavorable due to higher rates and headcount changes associated with the LIRR Forward Plan.
- 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 associated with changes in headcount and LIRR Forward Plan overtime.
- Electric Power cost changes reflect projected lower rate changes.
- Fuel changes are based on rate changes.
- Insurance changes are primarily due to reduced Liability and Property insurance and lower Force Account insurance rates.
- Maintenance and Other Operating Contracts costs are lower in 2020 and 2022 due to reduction in ESA operating costs. In 2019 – 2022 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 initiatives are fully offset by the LIRR Forward Plan.
- Professional Services changes in 2019 – 2022 are primarily due to higher MTA Chargebacks and the LIRR Forward Plan, partially offset by the 2018 BRP.
- Material & Supplies costs are lower 2020 – 2022 due to the 2018 BRP, lower anticipated LAMP costs and timing of various RCM and LIRR Forward initiatives that were accelerated to 2018 and 2019.
- Other Business decreases are associated with the 2018 BRP.

### **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**  
**July Financial Plan 2019-2022**  
**Changes Between Financial Plans by Generic Categories**  
(\$ in millions)

**NON-REIMBURSABLE**

	2018	2019	2020	2021
<b>February Financial Plan - Cash Surplus/(Deficit)</b>	<b>(\$867.508)</b>	<b>(\$895.254)</b>	<b>(\$1,015.624)</b>	<b>(\$1,190.719)</b>
<b>Baseline Changes</b>				
<b>Revenue</b>				
Farebox Revenue	(\$5.410)	(\$4.432)	(\$4.560)	(\$6.323)
Vehicle Toll Revenue				
Other Operating Revenue	3.269	1.501	1.531	1.600
Capital and Other Reimbursement				
<b>Total Revenue Changes</b>	<b>(\$2.141)</b>	<b>(\$2.931)</b>	<b>(\$3.029)</b>	<b>(\$4.723)</b>
<b>Expenses</b>				
<i>Labor:</i>				
Payroll	\$5.342	(\$20.586)	(\$26.910)	(\$21.861)
Overtime	(21.006)	(4.568)	(0.263)	(0.269)
Health and Welfare	6.089	(9.014)	(10.123)	(10.607)
OPEB Current Payment	10.115	5.317	4.500	4.135
Pensions	7.899	10.925	14.357	17.608
Other Fringe Benefits	(9.491)	(4.113)	(5.218)	(4.227)
Reimbursable Overhead	7.008	1.275	1.352	1.247
<b>Total Labor Expense Changes</b>	<b>\$5.956</b>	<b>(\$20.763)</b>	<b>(\$22.305)</b>	<b>(\$13.973)</b>
<i>Non-Labor:</i>				
Electric Power	\$5.989	\$5.206	\$6.682	\$7.531
Fuel	(4.487)	(3.571)	(0.373)	1.208
Insurance	1.031	1.440	1.819	2.237
Claims	(3.050)	(0.075)	(0.075)	(0.075)
Paratransit Service Contracts	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	5.649	(0.072)	8.308	0.010
Professional Service Contracts	(1.544)	(0.329)	(0.494)	(0.520)
Materials & Supplies	(9.953)	(12.076)	15.039	22.713
Other Business Expenses	0.612	0.072	0.160	0.173
<b>Total Non-Labor Expense Changes</b>	<b>(\$5.753)</b>	<b>(\$9.406)</b>	<b>\$31.064</b>	<b>\$33.277</b>
<b>Total Expense Changes before Depreciation and GASB Adjs.</b>	<b>\$0.203</b>	<b>(\$30.169)</b>	<b>\$8.759</b>	<b>\$19.304</b>
Depreciation	(\$10.268)	(\$10.371)	(\$10.475)	(\$10.580)
OPEB Liability Adjustment	(48.454)	(49.908)	(51.405)	(52.947)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000
<b>Total Expense Changes</b>	<b>(\$58.519)</b>	<b>(\$90.448)</b>	<b>(\$53.121)</b>	<b>(\$44.223)</b>
<b>Cash Adjustment Changes</b>				
Timing from 2017	\$63.926			
GASB	1.308	1.737	2.565	3.441
Advertising Revenue	(1.505)	(1.385)	(1.418)	(1.448)
Insurance	(0.985)	(0.009)	(0.010)	(0.011)
Freight Annual Payment	(1.014)			
Claims/FELA Reserves	4.000			
NYPA Loans	(0.031)	(0.022)	(0.021)	(0.020)
Depreciation/OPEB/Environmental Remediation	58.722	60.279	61.880	63.527
Other Miscellaneous	(0.965)	(0.990)	(1.015)	(1.038)
<b>Total Cash Adjustment Changes</b>	<b>\$123.456</b>	<b>\$59.610</b>	<b>\$61.981</b>	<b>\$64.451</b>
<b>Total Baseline Changes</b>	<b>\$62.796</b>	<b>(\$33.769)</b>	<b>\$5.831</b>	<b>\$15.505</b>
<b>July Financial Plan - Cash Surplus/(Deficit)</b>	<b>(\$804.712)</b>	<b>(\$929.023)</b>	<b>(\$1,009.793)</b>	<b>(\$1,175.214)</b>



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

**REIMBURSABLE**

	2018	2019	2020	2021
<b>February Financial Plan - Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Baseline Changes</b>				
<b>Revenue</b>				
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue				
Other Operating Revenue				
Capital and Other Reimbursement	31.403	5.672	6.236	5.599
<b>Total Revenue Changes</b>	<b>\$31.403</b>	<b>\$5.672</b>	<b>\$6.236</b>	<b>\$5.599</b>
<b>Expenses</b>				
<i>Labor:</i>				
Payroll	(\$3.172)	(\$3.559)	(\$3.790)	(\$3.463)
Overtime	(6.199)	(0.201)	(0.205)	(0.209)
Health and Welfare	(1.951)	(0.722)	(0.765)	(0.707)
OPEB Current Payment	0.000	0.000	0.000	0.000
Pensions	(1.855)	(1.174)	(1.243)	(1.149)
Other Fringe Benefits	(2.352)	(0.739)	(0.782)	(0.723)
Reimbursable Overhead	(7.008)	(1.275)	(1.352)	(1.247)
<b>Total Labor Expense Changes</b>	<b>(\$22.537)</b>	<b>(\$7.670)</b>	<b>(\$8.137)</b>	<b>(\$7.498)</b>
<i>Non-Labor:</i>				
Electric Power	(\$1.252)	(\$0.268)	(\$0.268)	(\$0.268)
Fuel	0.000	0.000	0.000	0.000
Insurance	0.884	0.367	0.276	0.266
Claims	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(3.236)	(0.091)	(0.096)	(0.089)
Professional Service Contracts	(0.063)	0.000	0.000	0.000
Materials & Supplies	(5.242)	2.000	2.000	2.000
Other Business Expenses	0.044	(0.010)	(0.011)	(0.010)
<b>Total Non-Labor Expense Changes</b>	<b>(\$8.865)</b>	<b>\$1.998</b>	<b>\$1.901</b>	<b>\$1.899</b>
<b>Total Expense Changes</b>	<b>(\$31.403)</b>	<b>(\$5.672)</b>	<b>(\$6.236)</b>	<b>(\$5.599)</b>
<b>Cash Adjustment Changes</b>				
Operating Funded Capital	0.007	2.000	2.000	2.000
<b>Total Cash Adjustment Changes</b>	<b>\$0.007</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>
<b>Total Baseline Changes</b>	<b>\$0.007</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>
<b>July Financial Plan - Cash Surplus/(Deficit)</b>	<b>\$0.007</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>

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

**NON-REIMBURSABLE/REIMBURSABLE**

	2018	2019	2020	2021
<b>February Financial Plan - Cash Surplus/(Deficit)</b>	<b>(\$867.508)</b>	<b>(\$895.254)</b>	<b>(\$1,015.624)</b>	<b>(\$1,190.719)</b>
<b>Baseline Changes</b>				
<b>Revenue</b>				
Farebox Revenue	(\$5.410)	(\$4.432)	(\$4.560)	(\$6.323)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000
Other Operating Revenue	3.269	1.501	1.531	1.600
Capital and Other Reimbursement	31.403	5.672	6.236	5.599
<b>Total Revenue Changes</b>	<b>\$29.261</b>	<b>\$2.741</b>	<b>\$3.207</b>	<b>\$0.877</b>
<b>Expenses</b>				
<i>Labor:</i>				
Payroll	\$2.169	(\$24.145)	(\$30.700)	(\$25.324)
Overtime	(27.205)	(4.769)	(0.467)	(0.477)
Health and Welfare	4.139	(9.736)	(10.889)	(11.314)
OPEB Current Payment	10.115	5.317	4.500	4.135
Pensions	6.044	9.751	13.114	16.459
Other Fringe Benefits	(11.843)	(4.852)	(6.000)	(4.950)
Reimbursable Overhead	0.000	0.000	0.000	0.000
<b>Total Labor Expense Changes</b>	<b>(\$16.581)</b>	<b>(\$28.433)</b>	<b>(\$30.443)</b>	<b>(\$21.471)</b>
<i>Non-Labor:</i>				
Electric Power	\$4.737	\$4.938	\$6.414	\$7.263
Fuel	(4.487)	(3.571)	(0.373)	1.208
Insurance	1.914	1.807	2.095	2.503
Claims	(3.050)	(0.075)	(0.075)	(0.075)
Paratransit Service Contracts	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.413	(0.163)	8.211	(0.079)
Professional Service Contracts	(1.607)	(0.329)	(0.494)	(0.520)
Materials & Supplies	(15.195)	(10.076)	17.039	24.713
Other Business Expenses	0.657	0.062	0.149	0.163
<b>Total Non-Labor Expense Changes</b>	<b>(\$14.618)</b>	<b>(\$7.408)</b>	<b>\$32.966</b>	<b>\$35.176</b>
<b>Total Expense Changes before Depreciation and GASB Adjs.</b>	<b>(\$31.199)</b>	<b>(\$35.841)</b>	<b>\$2.523</b>	<b>\$13.704</b>
Depreciation	(\$10.268)	(\$10.371)	(\$10.475)	(\$10.580)
OPEB Liability Adjustment	(48.454)	(49.908)	(51.405)	(52.947)
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000
<b>Total Expense Changes</b>	<b>(\$89.922)</b>	<b>(\$96.120)</b>	<b>(\$59.357)</b>	<b>(\$49.822)</b>
<b>Cash Adjustment Changes</b>				
Timing from 2017	\$63.926	\$0.000	\$0.000	\$0.000
GASB	1.308	1.737	2.565	3.441
Operating Funded Capital	0.007	2.000	2.000	2.000
Advertising Revenue	(1.505)	(1.385)	(1.418)	(1.448)
Insurance	(0.985)	(0.009)	(0.010)	(0.011)
Freight Annual Payment	(1.014)	0.000	0.000	0.000
Claims/FELA Reserves	4.000	0.000	0.000	0.000
NYPAs Loans	(0.031)	(0.022)	(0.021)	(0.020)
Depreciation/OPEB/Environmental Remediation	58.722	60.279	61.880	63.527
Other Miscellaneous	(0.965)	(0.990)	(1.015)	(1.038)
<b>Total Cash Adjustment Changes</b>	<b>\$123.463</b>	<b>\$61.610</b>	<b>\$63.981</b>	<b>\$66.451</b>
<b>Total Baseline Changes</b>	<b>\$62.803</b>	<b>(\$31.769)</b>	<b>\$7.831</b>	<b>\$17.505</b>
<b>July Financial Plan - Cash Surplus/(Deficit)</b>	<b>(\$804.705)</b>	<b>(\$927.023)</b>	<b>(\$1,007.793)</b>	<b>(\$1,173.214)</b>

**MTA LONG ISLAND RAIL ROAD**  
**2019 Preliminary Budget**  
**July 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 higher projected advertising revenue and accounting treatment of freight annual renewal fees.

**Expenses**

- 2018 BRP results in savings of \$26.8 million per year.
- Latest Pension Actuarial Estimates results in savings.
- Electric and Diesel rate changes.
- Payroll Rates, Open Positions and Vacancy Rate Adjustments result in savings in 2018.
- Timing adjustments for various RCM activities and modifications.
- General & Administrative (G&A) and Pension overhead changes associated with changes in capital project activity.
- Installation of Help Point kiosks at key stations in advance of full rollout as part of 2020-2024 capital program.
- Higher FELA/claim reserves based on latest estimates
- LIRR Forward Plan.
- Health & Welfare rate changes.
- Re-estimated LAMP costs.
- Amtrak Penn Station Emergency Mitigations costs January 9 – July 25 while Amtrak continues accelerated maintenance efforts.
- Weather related costs above budget for the first three months of 2018.
- Higher Depreciation and OPEB costs based on latest actuarial estimate.

**Cash**

- GASB 68 Pension Adjustment, Depreciation, and Environmental Remediation are all accrued but not cash items.
- Timing of 2017 receipts hitting 2018.
- Operating Funded Capital projects reduced as part of the 2018 BRP.
- Advertising and freight revenue captured on the accrued side but not the cash side.
- Actual claim payments anticipated to be lower than 2018 reserves.
- Timing of various cash expenses.

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

**NON-REIMBURSABLE and REIMBURSABLE**

	2018	2019	2020	2021
<b>February Financial Plan - Cash Surplus/(Deficit)</b>	<b>(\$867.508)</b>	<b>(\$895.254)</b>	<b>(\$1,015.624)</b>	<b>(\$1,190.719)</b>
<b>Non-Reimbursable Major Changes</b>				
<b>Revenue</b>				
Farebox Revenue - Base	(\$6.343)	(\$4.432)	(\$4.560)	(\$6.323)
Farebox Revenue - East Side Access	0.000	\$0.000	\$0.000	\$0.000
Farebox Revenue - US Open - Golf Tournament	0.933			
Other Operating Revenue	3.269	1.501	1.531	1.600
<b>Sub-Total Non-Reimbursable Revenue Changes</b>	<b>(\$2.141)</b>	<b>(\$2.931)</b>	<b>(\$3.029)</b>	<b>(\$4.723)</b>
<b>Expenses</b>				
2018 Budget Reduction Program	26.742	26.846	26.846	26.846
Latest Pension Actuarial Estimate	6.044	9.751	13.114	16.459
Electric and Diesel Rate Changes	(0.947)	(0.518)	4.087	6.442
Payroll Rates, Open Positions and Vacancy Rate Adjustments	8.116	(0.432)	(0.169)	(0.383)
Reliability Centered Maintenance and Rolling Stock Modification Updates	1.121	(5.363)	(3.880)	1.121
G&A and Pension Overhead Changes	9.019	2.501	2.559	2.365
Help Points	(5.000)	(5.000)		
FELA/Claims Reserve Adjustments	(13.050)	(0.075)	(0.075)	(0.075)
LIRR Forward Plan	(31.647)	(37.147)	(34.015)	(31.831)
Health & Welfare Rate Update	3.036	(8.494)	(7.824)	(10.503)
Amtrak Penn Station Emergency Mitigation Costs - 2018	(4.166)			
Weather Related Costs	(2.934)			
Non-payroll Adjustments - Miscellaneous	0.755	(2.103)	(1.216)	(1.218)
East Side Access	3.405	(0.006)	(0.009)	0.001
US Open - Golf Tournament	(0.930)			
Lifecycle Asset Management Program (LAMP)		(10.000)	8.000	8.000
Depreciation/GASB 68 Pension Expense Adjustment/Environmental Remediation/OPE	(58.722)	(60.279)	(61.880)	(63.527)
All Other	0.639	(0.128)	1.341	2.080
<b>Sub-Total Non-Reimbursable Expense Changes</b>	<b>(\$58.519)</b>	<b>(\$90.448)</b>	<b>(\$53.121)</b>	<b>(\$44.223)</b>
<b>Total Non-Reimbursable Major Changes</b>	<b>(\$60.660)</b>	<b>(\$93.379)</b>	<b>(\$56.150)</b>	<b>(\$48.946)</b>
<b>Reimbursable Major Changes</b>				
<b>Revenue</b>				
Capital and Other Reimbursements	31.403	5.672	6.236	5.599
<b>Sub-Total Reimbursable Revenue Changes</b>	<b>\$31.403</b>	<b>\$5.672</b>	<b>\$6.236</b>	<b>\$5.599</b>
<b>Expenses</b>				
Capital Expenses	(31.403)	(5.672)	(6.236)	(5.599)
<b>Sub-Total Reimbursable Expense Changes</b>	<b>(\$31.403)</b>	<b>(\$5.672)</b>	<b>(\$6.236)</b>	<b>(\$5.599)</b>
<b>Total Reimbursable Major Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>
<b>Total Accrual Changes</b>	<b>(\$60.660)</b>	<b>(\$93.379)</b>	<b>(\$56.150)</b>	<b>(\$48.946)</b>
<b>Cash Adjustment Changes</b>				
Timing from 2017	\$63.926	\$0.000	\$0.000	\$0.000
GASB	1.308	1.737	2.565	3.441
Operating Funded Capital	0.007	2.000	2.000	2.000
Advertising Revenue	(1.505)	(1.385)	(1.418)	(1.448)
Insurance	(0.985)	(0.009)	(0.010)	(0.011)
Freight Annual Payment	(1.014)	-	-	-
Claims/FELA Reserves	4.000	-	-	-
NYPA Loans	(0.031)	(0.022)	(0.021)	(0.020)
Depreciation/OPEB/Environmental Remediation	58.722	60.279	61.880	63.527
Other Miscellaneous	(0.965)	(0.990)	(1.015)	(1.038)
<b>Total Cash Adjustment Changes</b>	<b>\$123.463</b>	<b>\$61.610</b>	<b>\$63.981</b>	<b>\$66.451</b>
<b>Total Baseline Changes</b>	<b>\$62.803</b>	<b>(\$31.769)</b>	<b>\$7.831</b>	<b>\$17.505</b>
<b>July Financial Plan - Cash Surplus/(Deficit)</b>	<b>(\$804.705)</b>	<b>(\$927.023)</b>	<b>(\$1,007.793)</b>	<b>(\$1,173.214)</b>

**MTA LONG ISLAND RAIL ROAD  
2019 Preliminary Budget  
July 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 May was 1.0% lower than the adopted budget and below the 2017 level by 1.1% (adjusted for the same number of calendar work days). The 2018 Mid-Year Forecast projects ridership to be 90.0 million, which is 0.4 million lower than the adopted budget. Ridership projections for the outer years of the July Financial Plan 2019-2022 reveal modest annual growth of 0.6% in 2019 and 2020, with a modest decline of 0.1% in 2021, and modest growth in 2022 of 0.1%.

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

	<b>Actual</b>	<b>Mid-Year</b>	<b>Preliminary</b>			
	<b>2017</b>	<b>Forecast</b>	<b>Budget</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
		<b>2018</b>	<b>2019</b>			

**RIDERSHIP**

Monthly Ridership	48.832	49.149	49.483	49.855	49.714	49.752
Weekly Ridership	1.889	1.932	1.945	1.951	1.952	1.954
<b>Total Commutation</b>	<b>50.722</b>	<b>51.081</b>	<b>51.428</b>	<b>51.807</b>	<b>51.666</b>	<b>51.705</b>
One-way Full Fare	8.820	8.863	8.923	8.953	8.961	8.968
One-way Off-Peak	18.830	19.007	19.038	19.103	19.120	19.135
All Other	10.788	11.048	11.125	11.163	11.173	11.181
<b>Total Non-Commutation</b>	<b>38.437</b>	<b>38.919</b>	<b>39.085</b>	<b>39.218</b>	<b>39.255</b>	<b>39.285</b>
<b>Total Ridership</b>	<b>89.159</b>	<b>89.999</b>	<b>90.513</b>	<b>91.025</b>	<b>90.921</b>	<b>90.990</b>

**FAREBOX REVENUE**

<b>Baseline Total Farebox Revenue</b>	<b>\$727.597</b>	<b>\$741.932</b>	<b>\$745.955</b>	<b>\$748.496</b>	<b>\$749.191</b>	<b>\$749.763</b>
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**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan 2019 - 2022**  
**2018 Budget Reduction Summary**  
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022
<b>Administration</b>										
Eliminate Vacant Non Represented Administration Positions and reduction in intern program	5	0.905	5	0.920	5	0.938	5	0.953	5	0.968
Hiring Restrictions		4.511								
<i>Subtotal Administration</i>	5	5.416	5	0.920	5	0.938	5	0.953	5	0.968
<b>Customer Convenience/Amenities</b>										
<i>Subtotal Customer Convenience/Amenities</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<b>Maintenance</b>										
Anticipated reduced RCM Maintenance with the elimination of the M3s and the new M9s being under warranty.	-	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		7.700		6.700		6.700		6.700		6.700
Operating Funded Capital		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		2.119		2.153		2.221		2.297		2.297
Joint Facility Agreement/PRIAA savings as a result of continued review and challenging of new NECC models.		2.000		0.000		0.000		0.000		0.000
Infrastructure Investment		0.000		4.155		4.076		3.919		3.874
Tighter Control and Prioritization of Non-Payroll Funds to Core Mission Initiatives	-	5.885	-	5.287	-	5.275	-	5.306	-	5.347
<i>Subtotal Maintenance</i>	-	19.704	10	24.303	10	24.279	10	24.260	10	24.239
<b>Revenue Enhancement</b>										
<i>Subtotal Revenue Enhancement</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<b>Safety</b>										
<i>Subtotal Safety</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<b>Security</b>										
<i>Subtotal Security</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<b>Service</b>										
<i>Subtotal Service</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<b>Service Support</b>										
Reduction in budgeted hours overtime hours based on more efficient use of resources		1.622		1.623		1.629		1.633		1.639
<i>Subtotal Service Support</i>	-	1.622	-	1.623	-	1.629	-	1.633	-	1.639
<b>Other</b>										
<i>Subtotal Other</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<b>Agency Submission</b>	5	\$26.742	15	\$26.846	15	\$26.846	15	\$26.846	15	\$26.846

**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

<b>Background Details:</b>	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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<b>Program Description/ Implementation Plan:</b>			
<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	1/1/2018
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>	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)	<b>\$0.905</b>	<b>\$0.920</b>	<b>\$0.938</b>	<b>\$0.953</b>	<b>\$0.968</b>
<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

<b>Background Details:</b>	Hiring restriction on non-represented positions for the first 6 months of 2018.
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<b>Program Description/ Implementation Plan:</b>	LIRR has established a committee to review all proposed hiring.		
<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	6/30/2018
		<b>Are these savings recurring?:</b>	No
<b>Other Issues:</b>	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

*Total Positions Required:*

**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.

**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)	<b>\$2.000</b>	<b>\$4.009</b>	<b>\$4.006</b>	<b>\$4.039</b>	<b>\$4.022</b>
<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

<b>Background Details:</b>	Based on current fleet performance, the LIRR has been incurring lower running repair and modification material costs.
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<b>Program Description/ Implementation Plan:</b>			
<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	1/1/2018
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>	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)	<b>\$7.700</b>	<b>\$6.700</b>	<b>\$6.700</b>	<b>\$6.700</b>	<b>\$6.700</b>
<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

**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)	<b>\$0.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>	<b>\$2.000</b>
<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

**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.

**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:**

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**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)	<b>\$2.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<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

**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.

**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)	<b>\$0.000</b>	<b>\$4.155</b>	<b>\$4.076</b>	<b>\$3.919</b>	<b>\$3.874</b>

*Total Positions Required:*

**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

<b>Background Details:</b>	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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<b>Program Description/ Implementation Plan:</b>	LIRR Staff will continue to closely monitor contract costs and spending.		
<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	1/1/2018
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>	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  
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

<b>Background Details:</b>	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.
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<b>Program Description/ Implementation Plan:</b>			
<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	1/1/2018
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>	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**  
**2019 Preliminary Budget**  
**July 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 Preliminary Budget totals 7,990 positions, an increase of 154 positions from the 2018 Mid-Year Forecast. This includes an increase of 236 Non-Reimbursable positions and a decrease of 82 Reimbursable positions. The Non-Reimbursable headcount increase is primarily due to ESA which increases by 237 positions. 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 32 positions in 2020, 448 positions in 2021 and 88 positions in 2022. Non-Reimbursable positions increase by 214 in 2020, 463 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 183 in 2020, 15 in 2021, and 24 in 2022 due to changes in project activity.

**MTA LONG ISLAND RAIL ROAD**  
**2019 Preliminary Budget**  
**July Financial Plan 2019 – 2022**  
**Positions**  
**Plan-to-Plan Summary of Changes**

**Position Assumptions**

Positions are identified as of year-end (December 31<sup>st</sup>) 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 7,836 in the 2018 Mid-Year Forecast represents an increase of 111 positions from the 2018 Adopted Budget. Year-end Non-Reimbursable positions increased by 165. Reimbursable positions decreased by 54. The overall increase is primarily related to the LIRR Forward Plan which increases headcount by 177 and Positive Train Control maintenance which increases headcount by 30, partially offset by 105 fewer ESA start-up 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 Preliminary Budget totals 7,990 positions, an increase of 238 positions from the February Plan. Reimbursable positions increased by 28 and Non-Reimbursable positions increased by 210. The Non-Reimbursable position increase is primarily driven by 184 LIRR Forward Plan positions and 30 PTC maintenance positions.

**2020 – 2021 Changes**

The July Financial Plan in the years 2020 – 2022 reflects an increase of 316 positions in 2020, and 243 positions in 2021 and 288 in 2022. Non-Reimbursable positions increase 288 in 2020, and 218 in 2021. The Non-Reimbursable positions are driven by the LIRR Forward Plan and PTC Maintenance, which adds 225 position in each of these years, and ESA startup costs which add 69 positions in 2020 and 68 in 2022. Reimbursable positions increase by 28 in 2020, and 25 in 2021.

**MTA LONG ISLAND RAIL ROAD**

**July Financial Plan 2019-2022**

Favorable/(Unfavorable)

**Total Position Changes at a Glance**

	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>2018 February Plan - Total Baseline Positions</b>	<b>7,725</b>	<b>7,752</b>	<b>7,706</b>	<b>8,227</b>
Total Plan-to-Plan Changes	(111)	(238)	(316)	(243)
<b>2018 July Financial Plan - Total Baseline Positions</b>	<b>7,836</b>	<b>7,990</b>	<b>8,022</b>	<b>8,470</b>
Total Year-to-Year Changes, July Plan		(154)	(32)	(448)

**Total Plan-to-Plan Changes by Reporting Category:**

<i>Non-Reimbursable</i>	(165)	(210)	(288)	(218)
<i>Reimbursable</i>	54	(28)	(28)	(25)
<b>Total</b>	<b>(111)</b>	<b>(238)</b>	<b>(316)</b>	<b>(243)</b>
<i>Full-Time</i>	(111)	(238)	(316)	(243)
<i>Full-Time Equivalents</i>				
<b>Total</b>	<b>(111)</b>	<b>(238)</b>	<b>(316)</b>	<b>(243)</b>
<i>By Function Category</i>				
- Administration	(6)	(3)	(3)	(4)
- Operations	9	(37)	(55)	(52)
- Maintenance	(114)	(197)	(257)	(187)
- Engineering/Capital	0	(1)	(1)	0
- Public Safety				
<b>Total</b>	<b>(111)</b>	<b>(238)</b>	<b>(316)</b>	<b>(243)</b>
<i>By Occupational Group</i>				
- Managers/Supervisors	(27)	(48)	(78)	(54)
- Professional, Technical, Clerical	(42)	(37)	(37)	(37)
- Operational Hourlies	(42)	(153)	(201)	(152)
<b>Total</b>	<b>(111)</b>	<b>(238)</b>	<b>(316)</b>	<b>(243)</b>

**Total Plan-to-Plan Changes by Major Category:**

<i>2018 BRPs</i>	5	15	15	15
<i>New Needs</i>	(177)	(184)	(195)	(195)
<i>Change in Reimbursable Positions</i>	54	(28)	(28)	(25)
<i>Re-estimates &amp; All Other<sup>1</sup></i>	7	(41)	(108)	(38)
<b>Total</b>	<b>(111)</b>	<b>(238)</b>	<b>(316)</b>	<b>(243)</b>

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan 2019-2022**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents**

FUNCTION/DEPARTMENT	2017 Actual	2018 Mid-Year Forecast	2019 Preliminary Budget	2020	2021	2022
<b>Administration</b>						
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	19	19	19	19
Procurement & Logistics (excl. Stores)	64	77	74	73	83	81
Human Resources	34	41	50	53	53	53
Sr VP Administration	2	2	2	2	2	2
Strategic Investments	16	18	18	17	17	17
President	3	7	7	7	7	7
VP & CFO	3	5	5	5	5	5
Information Technology	0	0	0	0	0	0
Controller	42	44	45	45	45	45
Management and Budget	17	18	18	18	18	18
BPM, Controls, & Compliance	6	7	7	7	7	7
Market Dev. & Public Affairs	69	73	73	73	73	73
Gen. Counsel & Secretary	33	33	33	33	33	33
Diversity Management	3	3	3	3	3	3
Security	9	13	13	13	13	13
System Safety	34	39	39	39	39	39
Training	65	69	67	74	75	75
Service Planning	24	27	26	26	27	27
Rolling Stock Programs	10	17	17	17	17	17
Sr Vice President - Operations	2	2	2	2	2	2
<b>Total Administration</b>	<b>462</b>	<b>525</b>	<b>529</b>	<b>537</b>	<b>549</b>	<b>547</b>
<b>Operations</b>						
Train Operations	2,214	2,345	2,402	2,517	2,544	2,544
Customer Service	300	315	315	315	431	431
<b>Total Operations</b>	<b>2,514</b>	<b>2,660</b>	<b>2,717</b>	<b>2,832</b>	<b>2,975</b>	<b>2,975</b>
<b>Maintenance</b>						
Engineering	1,997	2,144	2,207	2,123	2,195	2,174
Equipment	2,079	2,196	2,231	2,230	2,454	2,566
Procurement (Stores)	98	97	95	95	95	95
<b>Total Maintenance</b>	<b>4,174</b>	<b>4,437</b>	<b>4,533</b>	<b>4,448</b>	<b>4,744</b>	<b>4,835</b>
<b>Engineering/Capital</b>						
Department of Program Management	130	156	155	154	154	153
Special Projects/East Side Access	40	46	46	46	45	45
Positive Train Control	11	12	10	5	3	3
<b>Total Engineering/Capital</b>	<b>181</b>	<b>214</b>	<b>211</b>	<b>205</b>	<b>202</b>	<b>201</b>
<b>Total Baseline Positions</b>	<b>7,331</b>	<b>7,836</b>	<b>7,990</b>	<b>8,022</b>	<b>8,470</b>	<b>8,558</b>
<i>Non-Reimbursable</i>	6,220	6,667	6,903	7,118	7,580	7,692
<i>Reimbursable</i>	1,111	1,169	1,087	904	890	866
<i>Total Full-Time</i>	7,331	7,836	7,990	8,022	8,470	8,558
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

**MTA LONG ISLAND RAIL ROAD**  
**July Financial Plan 2019 - 2022**  
**Total Positions by Function and Occupational Group**  
**Non-Reimbursable and Reimbursable**

FUNCTION / OCCUPATIONAL GROUP	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Administration</b>						
Managers/Supervisors	242	268	265	264	264	264
Professional/Technical/Clerical	109	152	161	170	182	180
Operational Hourlies	111	106	104	104	104	104
<b>Total Administration Headcount</b>	<b>462</b>	<b>525</b>	<b>529</b>	<b>537</b>	<b>549</b>	<b>547</b>
<b>Operations</b>						
Managers/Supervisors	295	312	310	323	358	358
Professional/Technical/Clerical	93	106	106	106	115	115
Operational Hourlies	2,126	2,242	2,301	2,403	2,502	2,502
<b>Total Operations Headcount</b>	<b>2,514</b>	<b>2,660</b>	<b>2,717</b>	<b>2,832</b>	<b>2,975</b>	<b>2,975</b>
<b>Maintenance</b>						
Managers/Supervisors	715	829	809	831	873	861
Professional/Technical/Clerical	248	321	322	321	361	352
Operational Hourlies	3,211	3,287	3,402	3,296	3,510	3,622
<b>Total Maintenance Headcount</b>	<b>4,174</b>	<b>4,437</b>	<b>4,533</b>	<b>4,448</b>	<b>4,744</b>	<b>4,835</b>
<b>Engineering / Capital</b>						
Managers/Supervisors	125	145	142	136	136	135
Professional/Technical/Clerical	56	69	69	69	66	66
Operational Hourlies	0	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>181</b>	<b>214</b>	<b>211</b>	<b>205</b>	<b>202</b>	<b>201</b>
<b>Public Safety</b>						
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
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>						
Managers/Supervisors	1,377	1,554	1,526	1,554	1,631	1,618
Professional, Technical, Clerical	506	648	658	666	724	713
Operational Hourlies	5,448	5,635	5,807	5,803	6,116	6,228
<b>Total Positions</b>	<b>7,331</b>	<b>7,836</b>	<b>7,990</b>	<b>8,022</b>	<b>8,470</b>	<b>8,558</b>

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# **Metro-North Railroad**



**MTA METRO-NORTH RAILROAD**  
**2019 Preliminary Budget**  
**July Financial Plan 2019 - 2022**

**FINANCIAL OVERVIEW**

Metro-North's (MNR) July Financial Plan 2019-2022 includes the resources required to sustain current operations and fund strategic investments. These investments will promote safe, secure and reliable transportation service for our customers and a safe and secure working environment for our employees. Over the last several years, Metro-North has taken important steps to develop policies and initiatives to meet these objectives, and that work continues.

**Our Strategic Plan: Our Railroad, Our Vision, Our Future**

In June of 2016, we launched a new five-year Metro-North Strategic Plan, which identifies three Priority Areas: Our People, Our Customers, and Our Infrastructure.

Through the three priorities of Our People, Our Customers, and Our Infrastructure, an engaged workforce will continue to progress Metro-North Railroad fulfilling Our Mission.

- *Our People – Be an engaged, accountable and high performing workforce.*
- *Our Customers – Consistently meet customer expectations by ensuring safe, reliable, accessible and comfortable service, and by providing timely, accurate and open communication.*
- *Our Infrastructure – Ensure that all assets are in a state of good repair.*

Our Plan drivers - Safety, Integrity, and Innovation establish the focus for new initiatives.

- *Safety – Safety guides all our decisions, actions and initiatives.*
- *Integrity – Maintaining the public's confidence in all that we do and building a sustainable future.*
- *Innovation – Encouraging new ways of thinking and doing business.*

The July Financial Plan continues the process of identifying new programs that support the Metro-North Strategic Plan. Strategic Plan priorities are aligned with each investment.

**Investments in Our People**

- ***Reorganization of Drug and Alcohol Program***  
Increasingly stringent Federal Railroad Administration (FRA) drug testing mandates, as well as increased testing volumes, require the reorganization of this function to ensure testing and reporting is completed in a timely and accurate manner, and FRA audits are successfully passed. In addition to the hiring of one new staff member, two other jobs will be repositioned to align more closely with current deliverables, including responsibility for all Drug and Alcohol background checks.
- ***Maintenance of Way Power Department Confined Space Monitoring***  
The Power Department's manhole and substation pits are considered "Confined Space Areas", which are spaces with limited or restricted means for entry or exit that are not designed for continuous occupancy. Although MNR provides Confined Space Awareness training, Occupational Safety and Health Administration (OSHA) requires that extensively trained "confined space attendants" provide monitoring of the conditions within the

space(s), prevent unauthorized entry, and provide emergency and rescue services. Due to the extensive training and equipment required, this process must be performed by specialized outside personnel.

- **Enhanced Safety Protection Footwear**  
Enhance Metro-North's safety shoe program by increasing compliance thereby reducing slip, trip, and fall incidents. This will be achieved by increasing the safety footwear stipend from \$50 to \$115 for union employees and, for the first time, providing the same stipend to qualified non-represented employees (front-line supervisors who are in the field). The entire process will now be centralized in the Office of System Safety which will streamline the vendor payment process and allow Metro-North to monitor and ensure all crafts are purchasing the appropriate compliant footwear.
- **Procurement and Material Management - Five EAM Personnel and Two Procurement Coordinators**  
To more effectively integrate the Procurement Group with the Enterprise Asset Management (EAM) Program, Metro-North will create a new sub-department consisting of five staff members to focus on centralizing technological areas. The new EAM group will be responsible for integrating EAM and the Supply Chain Management Technologies, such as PeopleSoft, Swisslog, Smart Forecasting System as well as other Procurement applications. Also, two new Procurement Coordinator positions have been added to enhance, streamline and add controls to the inventory management systems and processes.
- **Office of EEO and Diversity Staff Addition**  
Due to recent events highlighted in the media, the Office of EEO & Diversity will focus on enhancing current diversity practices and develop initiatives that maximize employee outreach and engagement. To accomplish this objective, an additional Investigator will be hired.
- **Chief Rail Traffic Controller for PTC Coverage**  
This initiative adds one Chief RTC Position in the Operation Control Center (OCC) to assist with the initial implementation of Revenue Service Demonstration (RSD) for Positive Train Control (PTC). RSD, which is the last step before full PTC implementation, is an advanced form of testing that occurs while trains operate in regular service. This role will enable MNR to assess the workload associated with PTC during RSD. In addition, this new position will provide 24/7 coverage for Chief RTC leave time by assisting in manpower coverage during leave for other employees.

#### **Infrastructure Investments**

- **Four Signal Maintainers for FRA Testing and Service Protection Coverage**  
Four Signal Maintainers are required to conduct FRA mandated Signal and Train Control Systems testing in compliance with 49 CFR Part 236 as well as to provide both AM/PM service protection coverage. The new positions result from Metro-North adding a new interlocking located between the Fordham and Botanical Garden Stations (CP 109) as part of the Harlem Line Capacity Improvements capital project.
- **Emergency Tree Removal Due to 2018 Nor'easters**  
During the month of March, four Nor'easter storms devastated Metro-North's service area with downed trees, electricity outages and damage to pole systems. MNR also experienced a severe storm in mid-May, which required the removal of over 160 downed trees on our right-of-way. This funding is to address the removal of the downed trees as

well as trimming or removing additional trees that threaten our pole system and right-of-way in future storms.

- ***Environmental Protection Agency (EPA) Mandated Repairs for Fuel Pads in Harmon, North White Plains (NWP), and Brewster***

This project allows Metro-North to be compliant with the 2018 EPA Mandated upgrades for Fuel Pads in Harmon, NWP, and Brewster before the EPA mandated October 2018 deadline. These improvements address additional fuel containment issues in case a spill occurs.

This July Financial Plan incorporates the resources to continue efforts to improve the Railroad's operations. The Plan also includes funding for new initiatives that are focused on the implementation of additional Safety measures, enhancing compliance with regulatory requirements, and improving operational efficiencies.

### **Ridership**

- The 2018 Mid-Year Forecast estimates 86.9 million East and West of Hudson riders, an increase of 0.5% over 2017.
- Compared to the Adopted Budget, the 2018 estimate is 0.5% lower primarily due to the adverse effects from Winter Storm Grayson in January, the four March Nor'easters, and April's inclement weather and substitute busing on the Upper Harlem Line.
- In 2019-2022, ridership is projected to grow by 1.2% in 2019, 1.0% in 2020, 0.2% in 2021 and 1.0% in 2022, with modest growth across all lines.

### **Overtime**

On a steady state basis, Metro-North's financial plan reflects conservative overtime expenditures required 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 the various categories.

Efforts to control overtime include an annual expense reduction of \$2.8 million in the Maintenance of Equipment Department. This reduction will be achieved through the implementation of enhanced Overtime Control and Authorization processes as well as improved work production efficiencies. These reductions are based upon filling staff vacancies, especially for must fill positions, which are significant for this department.

To assist with this effort, Human Resources is continuing its aggressive hiring efforts to fill specifically approved vacancies, especially for critical, must-fill maintenance positions in all areas and crafts.

**MTA METRO-NORTH RAILROAD**  
**2019 Preliminary Budget**  
**July Financial Plan 2019 - 2022**

**2018 MID-YEAR FORECAST**

Non-Reimbursable 2018 Mid-Year Forecast reflects revenue projections totaling \$805.0 million and expense, including non-cash liability adjustments, of \$1,640.9 million resulting in an operating deficit of \$835.9 million. Operating revenue includes Farebox revenue of \$751.0 million that is \$2.8 million unfavorable versus the Adopted Budget due primarily to the adverse effects of numerous severe winter storms through April. Other Operating Revenue of \$54.0 million is \$16.1 million lower than the Adopted Budget driven by the re-timing of New York State funding for the Maybrook Trailway and the New York State Grade Crossing as well as lower advertising and net GCT retail income. Non-Reimbursable operating expense is \$9.8 million lower than the Adopted Budget. This is due primarily to lower Health and Welfare, Overtime, Payroll, Professional Services, Materials and Supplies, Electric Power and Depreciation costs partially offset by higher Claims, Other Business Expense, Fuel, Maintenance and Other Operating Contracts, and GASB 68 Pension Adjustment costs.

Reimbursable 2018 Mid-Year Forecast of expenditures (and receipts) is \$289.7 million, which is \$16.8 million higher than the Adopted Budget. This increase largely reflects higher Professional Service Contracts and Materials and Supplies expenses.

**2019 PRELIMINARY BUDGET BASELINE**

Non-Reimbursable 2019 Preliminary Budget reflects revenue projections totaling \$818.4 million and expense, including non-cash liability adjustments, of \$1,627.0 million that generate an operating deficit of \$808.6 million. Farebox revenue of \$760.6 million is \$9.6 million higher than 2018 reflecting the restoration of ridership lost during the major storms that occurred through April in 2018. Other Operating Revenue is projected to be \$3.8 million higher than 2018 reflecting the re-timing of the Maybrook Trailway, and higher advertising and GCT net retail revenues. Operating expenses of \$1,627.0 million reflect advised GASB 68 Pension Adjustment expense, higher Reimbursable Overhead, lower Claims, and Maintenance and Other Operating Contracts, partially offset by increased Labor costs, Electric Power, Professional Services expenses, and Depreciation costs.

Reimbursable 2019 Preliminary Budget expenditures (and receipts) total \$306.2 million, an increase of \$38.6 million from the 2018 February Plan. This is due primarily to an increase in Professional Services, Materials and Supplies and Payroll expenses.

**2020-2022 PROJECTIONS**

2020-2022 expenditure projections allow Metro-North to continue initiatives that maintain train service levels, continue service reliability programs that maintain rolling stock and the right-of-way, and incorporate projected cost changes in labor, energy, employee benefits, insurance, and material as well as capital projects. Major assumptions reflected in 2020-2022 are furnished later in this document.

The following pages detail year-to-year changes, provide reconciliations of the July Financial Plan to the February Financial Plan, and discuss the assumptions guiding ridership and headcount projections.

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b><u>Non-Reimbursable</u></b>						
<b>Operating Revenue</b>						
Farebox Revenue	\$733.409	\$751.013	\$760.589	\$768.899	\$770.839	\$779.366
Other Operating Revenue	58.506	54.036	57.813	80.508	87.669	61.892
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$791.914</b>	<b>\$805.049</b>	<b>\$818.402</b>	<b>\$849.406</b>	<b>\$858.508</b>	<b>\$841.258</b>
<b>Operating Expense</b>						
<b><u>Labor:</u></b>						
Payroll	\$512.114	\$516.864	\$528.968	\$545.994	\$557.524	\$567.067
Overtime	91.419	92.210	94.179	96.062	97.983	99.943
Health and Welfare	103.629	104.039	112.682	116.396	118.619	120.382
OPEB Current Payments	33.010	34.000	35.000	36.000	37.000	38.000
Pension	112.551	105.352	104.387	100.431	95.799	83.316
Other Fringe Benefits	132.998	122.900	125.433	128.870	131.280	133.349
Reimbursable Overhead	(54.004)	(59.572)	(64.929)	(62.946)	(60.656)	(50.152)
<b>Total Labor Expenses</b>	<b>\$931.716</b>	<b>\$915.794</b>	<b>\$935.719</b>	<b>\$960.806</b>	<b>\$977.550</b>	<b>\$991.905</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$66.149	\$74.150	\$76.064	\$73.261	\$75.672	\$77.835
Fuel	16.817	20.790	20.816	20.458	19.892	20.243
Insurance	17.343	17.494	18.837	20.286	21.826	23.552
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	123.399	120.728	118.359	121.714	127.988
Professional Services Contracts	35.424	40.106	42.405	43.150	41.184	41.801
Materials and Supplies	91.257	96.340	95.361	96.165	97.533	100.016
Other Business Expenses	31.609	29.512	29.034	23.245	33.566	33.255
<b>Total Non-Labor Expenses</b>	<b>\$369.760</b>	<b>\$406.508</b>	<b>\$404.243</b>	<b>\$395.922</b>	<b>\$412.387</b>	<b>\$425.689</b>
<b><u>Other Expense Adjustments:</u></b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,301.477</b>	<b>\$1,322.302</b>	<b>\$1,339.962</b>	<b>\$1,356.728</b>	<b>\$1,389.937</b>	<b>\$1,417.594</b>
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)	13.000	(21.500)	(26.500)	(42.700)	(30.900)
Environmental Remediation	1.227	4.000	4.000	4.000	4.000	4.000
<b>Total Expenses</b>	<b>\$1,624.844</b>	<b>\$1,640.938</b>	<b>\$1,626.969</b>	<b>\$1,638.735</b>	<b>\$1,655.744</b>	<b>\$1,695.201</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$832.929)</b>	<b>(\$835.889)</b>	<b>(\$808.567)</b>	<b>(\$789.329)</b>	<b>(\$797.235)</b>	<b>(\$853.943)</b>
<b>Cash Conversion Adjustments</b>						
Depreciation	\$240.178	\$243.636	\$246.507	\$246.507	\$246.507	\$246.507
Operating/Capital	(49.264)	(66.247)	(92.638)	(74.633)	(21.676)	(15.597)
Other Cash Adjustments	91.662	91.768	45.327	18.389	23.389	29.697
<b>Total Cash Conversion Adjustments</b>	<b>\$282.576</b>	<b>\$269.157</b>	<b>\$199.196</b>	<b>\$190.263</b>	<b>\$248.220</b>	<b>\$260.606</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$550.353)</b>	<b>(\$566.732)</b>	<b>(\$609.371)</b>	<b>(\$599.066)</b>	<b>(\$549.016)</b>	<b>(\$593.336)</b>

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**  
**July Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Reimbursable</b>						
<b>Operating Revenue</b>						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<i>MNR - MTA</i>	<i>114.813</i>	<i>139.205</i>	<i>155.449</i>	<i>156.966</i>	<i>155.645</i>	<i>151.130</i>
<i>MNR - CDOT</i>	<i>91.152</i>	<i>141.827</i>	<i>144.812</i>	<i>108.504</i>	<i>83.952</i>	<i>73.816</i>
<i>MNR - Other</i>	<i>18.228</i>	<i>8.639</i>	<i>5.966</i>	<i>7.432</i>	<i>13.314</i>	<i>11.003</i>
Capital and Other Reimbursements	224.193	289.671	306.226	272.902	252.911	235.948
<b>Total Revenues</b>	<b>\$224.193</b>	<b>\$289.671</b>	<b>\$306.226</b>	<b>\$272.902</b>	<b>\$252.911</b>	<b>\$235.948</b>
<b>Operating Expense</b>						
<b><u>Labor:</u></b>						
Payroll	\$43.786	\$51.565	\$58.525	\$61.277	\$62.739	\$64.406
Overtime	24.614	25.308	26.249	27.505	28.575	29.623
Health and Welfare	15.354	17.744	19.483	20.373	20.919	21.485
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	9.633	12.177	13.326	13.965	14.349	14.774
Other Fringe Benefits	11.473	13.346	14.602	15.274	15.690	16.128
Reimbursable Overhead	49.808	56.397	60.909	60.976	59.272	49.388
<b>Total Labor Expenses</b>	<b>\$154.668</b>	<b>\$176.537</b>	<b>\$193.095</b>	<b>\$199.370</b>	<b>\$201.544</b>	<b>\$195.804</b>
<b><u>Non-Labor:</u></b>						
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	5.950	6.547	6.565	6.220	4.853
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	13.165	9.365	8.052	5.834	4.736
Professional Services Contracts	20.819	54.065	71.507	37.546	18.526	10.174
Materials and Supplies	24.874	39.650	25.511	21.048	20.589	20.177
Other Business Expenses	0.263	0.304	0.201	0.321	0.199	0.204
<b>Total Non-Labor Expenses</b>	<b>\$69.525</b>	<b>\$113.134</b>	<b>\$113.131</b>	<b>\$73.533</b>	<b>\$51.368</b>	<b>\$40.144</b>
<b><u>Other Expense Adjustments:</u></b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$224.193</b>	<b>\$289.671</b>	<b>\$306.226</b>	<b>\$272.902</b>	<b>\$252.911</b>	<b>\$235.948</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b><u>Non-Reimbursable / Reimbursable</u></b>						
<b>Operating Revenue</b>						
Farebox Revenue	\$733.409	\$751.013	\$760.589	\$768.899	\$770.839	\$779.366
Other Operating Revenue	58.506	54.036	57.813	80.508	87.669	61.892
<i>MNR - MTA</i>	<i>114.813</i>	<i>139.205</i>	<i>155.449</i>	<i>156.966</i>	<i>155.645</i>	<i>151.130</i>
<i>MNR - CDOT</i>	<i>91.152</i>	<i>141.827</i>	<i>144.812</i>	<i>108.504</i>	<i>83.952</i>	<i>73.816</i>
<i>MNR - Other</i>	<i>18.228</i>	<i>8.639</i>	<i>5.966</i>	<i>7.432</i>	<i>13.314</i>	<i>11.003</i>
Capital and Other Reimbursements	224.193	289.671	306.226	272.902	252.911	235.948
<b>Total Revenues</b>	<b>\$1,016.107</b>	<b>\$1,094.720</b>	<b>\$1,124.628</b>	<b>\$1,122.308</b>	<b>\$1,111.420</b>	<b>\$1,077.206</b>
<b>Operating Expense</b>						
<b><u>Labor:</u></b>						
Payroll	\$555.900	\$568.429	\$587.492	\$607.271	\$620.264	\$631.473
Overtime	116.032	117.518	120.428	123.567	126.558	129.566
Health and Welfare	118.983	121.784	132.164	136.769	139.537	141.867
OPEB Current Payments	33.010	34.000	35.000	36.000	37.000	38.000
Pension	122.184	117.529	117.713	114.395	110.147	98.089
Other Fringe Benefits	144.471	136.246	140.035	144.144	146.970	149.478
Reimbursable Overhead	(4.196)	(3.175)	(4.019)	(1.971)	(1.384)	(0.765)
<b>Total Labor Expenses</b>	<b>\$1,086.384</b>	<b>\$1,092.331</b>	<b>\$1,128.814</b>	<b>\$1,160.175</b>	<b>\$1,179.093</b>	<b>\$1,187.709</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$66.294	\$74.150	\$76.064	\$73.261	\$75.672	\$77.835
Fuel	16.817	20.790	20.816	20.458	19.892	20.243
Insurance	22.275	23.444	25.384	26.851	28.046	28.404
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	136.564	130.093	126.411	127.547	132.724
Professional Services Contracts	56.243	94.171	113.912	80.696	59.711	51.975
Materials and Supplies	116.131	135.990	120.872	117.213	118.121	120.193
Other Business Expenses	31.872	29.816	29.235	23.566	33.765	33.458
<b>Total Non-Labor Expenses</b>	<b>\$439.285</b>	<b>\$519.642</b>	<b>\$517.375</b>	<b>\$469.455</b>	<b>\$463.755</b>	<b>\$465.833</b>
<b><u>Other Expense Adjustments:</u></b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,525.669</b>	<b>\$1,611.973</b>	<b>\$1,646.189</b>	<b>\$1,629.631</b>	<b>\$1,642.848</b>	<b>\$1,653.542</b>
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)	13.000	(21.500)	(26.500)	(42.700)	(30.900)
Environmental Remediation	1.227	4.000	4.000	4.000	4.000	4.000
<b>Total Expenses</b>	<b>\$1,849.036</b>	<b>\$1,930.609</b>	<b>\$1,933.195</b>	<b>\$1,911.637</b>	<b>\$1,908.655</b>	<b>\$1,931.149</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$832.929)</b>	<b>(\$835.889)</b>	<b>(\$808.567)</b>	<b>(\$789.329)</b>	<b>(\$797.235)</b>	<b>(\$853.943)</b>
<b>Cash Conversion Adjustments</b>						
Depreciation	\$240.178	\$243.636	\$246.507	\$246.507	\$246.507	\$246.507
Operating/Capital	(49.264)	(66.247)	(92.638)	(74.633)	(21.676)	(15.597)
Other Cash Adjustments	91.662	91.768	45.327	18.389	23.389	29.697
<b>Total Cash Conversion Adjustments</b>	<b>\$282.576</b>	<b>\$269.157</b>	<b>\$199.196</b>	<b>\$190.263</b>	<b>\$248.220</b>	<b>\$260.606</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$550.353)</b>	<b>(\$566.732)</b>	<b>(\$609.371)</b>	<b>(\$599.066)</b>	<b>(\$549.016)</b>	<b>(\$593.336)</b>



**MTA METRO-NORTH RAILROAD**  
**July Financial Plan 2019 - 2022**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Cash Receipts and Expenditures</b>						
<b>Receipts</b>						
Farebox Revenue	\$719.650	\$737.969	\$747.357	\$755.405	\$757.076	\$765.304
Other Operating Revenue	85.853	105.029	83.890	103.149	110.836	84.892
MNR - MTA	124.594	142.343	155.379	155.282	156.540	151.469
MNR - CDOT	75.265	141.827	144.812	108.504	83.952	73.816
MNR - Other	<u>24.461</u>	<u>8.639</u>	<u>7.535</u>	<u>7.432</u>	<u>13.314</u>	<u>11.003</u>
Capital and Other Reimbursements	224.320	292.809	307.726	271.217	253.806	236.288
<b>Total Receipts</b>	<b>\$1,029.823</b>	<b>\$1,135.808</b>	<b>\$1,138.973</b>	<b>\$1,129.771</b>	<b>\$1,121.718</b>	<b>\$1,086.483</b>
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	\$548.138	\$581.188	\$589.860	\$619.191	\$619.447	\$633.119
Overtime	115.603	119.980	120.396	126.050	125.967	129.566
Health and Welfare	134.387	128.113	136.749	141.004	143.636	145.844
OPEB Current Payments	33.005	31.671	35.000	36.000	37.000	38.000
Pension	123.978	118.008	118.450	114.857	110.463	98.269
Other Fringe Benefits	130.061	132.179	134.087	140.546	140.244	143.369
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
<b>Total Labor Expenditures</b>	<b>\$1,085.172</b>	<b>\$1,111.139</b>	<b>\$1,134.542</b>	<b>\$1,177.648</b>	<b>\$1,176.757</b>	<b>\$1,188.167</b>
<b>Non-Labor:</b>						
Electric Power	\$69.708	\$76.211	\$78.146	\$75.343	\$77.755	\$79.917
Fuel	15.787	20.323	20.339	19.973	19.396	19.737
Insurance	30.134	22.353	25.913	27.883	28.149	28.453
Claims	12.868	6.722	1.146	1.146	1.146	1.146
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	138.788	162.874	188.958	179.462	136.956	138.035
Professional Services Contracts	57.166	111.298	121.728	83.603	60.185	52.460
Materials and Supplies	123.687	145.215	130.008	123.304	120.366	122.307
Other Business Expenses	46.866	46.404	47.563	40.475	50.023	49.597
<b>Total Non-Labor Expenditures</b>	<b>\$495.004</b>	<b>\$591.401</b>	<b>\$613.802</b>	<b>\$551.189</b>	<b>\$493.977</b>	<b>\$491.653</b>
<b>Other Expenditure Adjustments:</b>						
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
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$1,580.176</b>	<b>\$1,702.540</b>	<b>\$1,748.344</b>	<b>\$1,728.837</b>	<b>\$1,670.734</b>	<b>\$1,679.820</b>
<b>Net Cash Balance</b>	<b>(\$550.353)</b>	<b>(\$566.732)</b>	<b>(\$609.371)</b>	<b>(\$599.066)</b>	<b>(\$549.016)</b>	<b>(\$593.336)</b>
<b>Subsidies</b>						
MTA	\$418.895	\$449.960	\$479.944	\$474.474	\$417.378	\$455.214
CDOT	<u>130.586</u>	<u>116.772</u>	<u>129.427</u>	<u>124.593</u>	<u>131.638</u>	<u>138.122</u>
<b>Total Subsidies</b>	<b>\$549.481</b>	<b>\$566.732</b>	<b>\$609.371</b>	<b>\$599.066</b>	<b>\$549.016</b>	<b>\$593.336</b>

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan 2019 - 2022**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Cash Flow Adjustments</b>						
<b>Receipts</b>						
Farebox Revenue	(\$13.759)	(\$13.043)	(\$13.231)	(\$13.494)	(\$13.764)	(\$14.062)
Other Operating Revenue	27.347	50.993	26.077	22.641	23.167	22.999
<i>MNR - MTA</i>	<i>9.781</i>	<i>3.138</i>	<i>(0.070)</i>	<i>(1.685)</i>	<i>0.895</i>	<i>0.339</i>
<i>MNR - CDOT</i>	<i>(15.887)</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
<i>MNR - Other</i>	<i>6.233</i>	<i>0.000</i>	<i>1.569</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
Total Capital and Other Reimbursements	\$0.127	\$3.138	\$1.499	(\$1.685)	\$0.895	\$0.339
<b>Total Receipts</b>	<b>\$13.716</b>	<b>\$41.088</b>	<b>\$14.345</b>	<b>\$7.463</b>	<b>\$10.298</b>	<b>\$9.277</b>
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	\$7.762	(\$12.760)	(\$2.368)	(\$11.920)	\$0.816	(\$1.645)
Overtime	0.429	(2.462)	0.032	(2.483)	0.591	0.000
Health and Welfare	(15.404)	(6.329)	(4.585)	(4.235)	(4.098)	(3.977)
OPEB Current Payments	0.005	2.329	0.000	0.000	0.000	0.000
Pension	(1.794)	(0.479)	(0.737)	(0.462)	(0.316)	(0.180)
Other Fringe Benefits	14.410	4.068	5.948	3.598	6.726	6.109
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(4.196)	(3.175)	(4.019)	(1.971)	(1.384)	(0.765)
<b>Total Labor Expenditures</b>	<b>\$1.212</b>	<b>(\$18.808)</b>	<b>(\$5.728)</b>	<b>(\$17.472)</b>	<b>\$2.337</b>	<b>(\$0.458)</b>
<b>Non-Labor:</b>						
Electric Power	(\$3.414)	(\$2.061)	(2.082)	(\$2.082)	(\$2.082)	(\$2.082)
Fuel	1.030	0.467	0.476	0.486	0.496	0.505
Insurance	(7.859)	1.091	(0.530)	(1.032)	(0.103)	(0.049)
Claims	(3.361)	(2.006)	(0.146)	(0.146)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(18.641)	(26.310)	(58.865)	(53.051)	(9.409)	(5.310)
Professional Services Contracts	(0.923)	(17.127)	(7.816)	(2.907)	(0.474)	(0.485)
Materials and Supplies	(7.556)	(9.224)	(9.136)	(6.092)	(2.245)	(2.114)
Other Business Expenses	(14.994)	(16.588)	(18.328)	(16.909)	(16.259)	(16.138)
<b>Total Non-Labor Expenditures</b>	<b>(\$55.719)</b>	<b>(\$71.759)</b>	<b>(\$96.427)</b>	<b>(\$81.734)</b>	<b>(\$30.222)</b>	<b>(\$25.820)</b>
<b>Other Expenditure Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>(\$54.507)</b>	<b>(\$90.567)</b>	<b>(\$102.156)</b>	<b>(\$99.207)</b>	<b>(\$27.885)</b>	<b>(\$26.277)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$40.791)</b>	<b>(\$49.479)</b>	<b>(\$87.811)</b>	<b>(\$91.744)</b>	<b>(\$17.587)</b>	<b>(\$17.000)</b>
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)	13.000	(21.500)	(26.500)	(42.700)	(30.900)
Environmental Remediation	1.227	4.000	4.000	4.000	4.000	4.000
<b>Total Cash Conversion Adjustments</b>	<b>\$282.576</b>	<b>\$269.157</b>	<b>\$199.196</b>	<b>\$190.263</b>	<b>\$248.220</b>	<b>\$260.606</b>

**MTA METRO-NORTH RAILROAD**  
**2018 Mid-Year Forecast**  
**Non-Reimbursable/Reimbursable Overtime Hours and Expenses**  
(\$ in millions)

	<b>Total</b>		
	<b>Hours</b>	<b>\$</b>	<b>%</b>
<b><i>NON-REIMBURSABLE OVERTIME</i></b>			
Scheduled Service	549,297	\$37.643	40.8%
Unscheduled Service	0	0.000	-
Programmatic/Routine Maintenance	539,579	31.968	34.7%
Unscheduled Maintenance	7,730	0.439	0.5%
Vacancy/Absentee Coverage	305,830	16.965	18.4%
Weather Emergencies	73,648	4.116	4.5%
Safety/Security/Law Enforcement	0	0.000	-
Other	115	1.078	1.2%
<b>Subtotal</b>	<b>1,476,198</b>	<b>\$92.210</b>	<b>100.0%</b>
<b><i>REIMBURSABLE OVERTIME</i></b>	410,413	\$25.308	
<b>TOTAL OVERTIME</b>	<b>1,886,611</b>	<b>\$117.518</b>	

**MTA METRO-NORTH RAILROAD**  
**2019 Preliminary Budget**  
**July Financial Plan 2019 - 2022**  
**Year-to-Year Changes by Category - Baseline**

**REVENUE**

**FAREBOX REVENUE**

Non-Reimbursable

- Farebox revenues are projected to grow by 1.3% in 2019, 1.1% in 2020, 0.3% in 2021 and 1.1% in 2022. These increases reflect:
  - Annual ridership growth of 1.2% in 2019, 1.0% in 2020, 0.2% in 2021 and 1.1% in 2022.
  - No New York State or Connecticut fare increases are assumed for 2018-2021.

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. Also included is a re-class to Farebox Revenues from Other Business Expenses, which represent West of Hudson ticket sales collected by New Jersey Transit, averaging \$14.5 million annually.

**OTHER OPERATING REVENUE**

Non-Reimbursable

- 2019-2022 increases by \$3.8 million, \$22.7 million, and \$7.2 million, and decreases by \$25.8 million, respectively, due to re-timing of the Maybrook Trailway as well as additional scope for the Putnam County Segments, the re-timing of the New York State Grade Crossing, and higher advertising and GCT net retail revenues.

Cash

- 2018 includes a \$28.0 million forecasted cash receipt from Amtrak for the signing of the Passenger Rail Investment and Improvement Act (PRIIA) between the Metropolitan Transportation Authority (MTA), Metro-North Railroad, Connecticut Department of Transportation (CDOT) and Amtrak. This \$28.0 million cash adjustment is for the period spanning October 2015 through December 2017.
- 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 and Hudson advertising revenues of \$7.9 million, \$8.1 million, \$8.3 million and \$8.5 million, respectively, are removed as a cash reimbursement since MTAHQ retains these payments.

**CAPITAL AND OTHER REIMBURSEMENTS**

Reimbursable

Capital project cost reimbursements in each year of the financial plan are based on recovering 100% of accrued project expenditures.

- 2019-2022 accrued reimbursable receipts of \$306.2 million, \$272.9 million, \$252.9 million and \$235.9 million reflects an increase of \$16.6 million and decreases of \$33.3 million, \$20.0 million and \$17.0 million, respectively.

#### Cash

- 2018-2022 includes adjustments for receipt timing differences.

### **PAYROLL**

#### Non-Reimbursable

##### Management Labor

- 2019-2022 non-agreement salaries include a 2.0% annual Cost of Living Adjustment (COLA) increase effective July 1<sup>st</sup> of each year.
- 2019-2022 increases include the full year impact of new hires and COLA as well as additional staffing for the Drug and Alcohol Regulatory Compliance Specialist, Chief RTC for PTC Coverage, Senior Automotive Rental Specialist, Safety Software Administrator, and Procurement & Material Management EAM and Coordinator positions.

##### Agreement Labor

- Agreement salaries reflect the last wage settlement agreement with increases of 2.5% effective February 16<sup>th</sup>, 2018, a one-time payment of \$500 for each employee in March of 2019, and 2.0% from 2019 through 2021 effective May 16<sup>th</sup> of each year.
- 2019-2021 increases primarily reflect the impact of COLA and the full year impact of new hires.

##### Reimbursable

- 2019-2022 reflects labor increases of \$16.6 million, \$6.3 million and \$2.2 million, and a decrease of \$5.7 million, respectively.

#### Cash

- 2018-2022 cash adjustments include timing differences, employee contributions to healthcare coverage, an Agreement employee allowance for uniforms, tools and shoes, and retirement and wage settlement payments.

### **OVERTIME**

#### Non-Reimbursable

- Overtime increases reflect the wage settlement agreement as noted previously.

#### Reimbursable

- 2019-2020 increases of \$0.9 million and \$1.3 million, respectively, are primarily due to the Main Line High-Speed Turnouts Project.
- 2021-2022 increases of \$1.1 million and \$1.0 million, respectively, are primarily due to the Cyclical Track Program and the Connecticut Track Program.

### **HEALTH AND WELFARE**

#### Non-Reimbursable and Reimbursable

- 2019-2022 reflect premium increases of 7.5% in 2019, 4.2% in 2020, 5.4% in 2021 and 5.3% in 2022.

#### 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 the rising cost of 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 2019-2022 at 7.65% and 13.10%, respectively.
- Maximum earnings level for Tier I is estimated at \$128,400 in 2018, \$132,300 in 2019, \$135,900 in 2020, \$140,700 in 2021 and \$146,700 in 2022.
- Maximum earnings level for Tier II is estimated at \$95,400 in 2018, \$98,100 in 2019, \$100,800 in 2020, \$104,400 in 2021 and \$108,900 in 2022.
- 2018-2022 includes the impact of wage increases and changes in staffing levels.
- 2019-2022 Non-Reimbursable costs include estimates for employee personal injury claims of \$12.0 million annually.

### Cash

- 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" (healthcare costs).

## **REIMBURSABLE OVERHEAD**

### Non-Reimbursable

- Changes in overhead cost recoveries reflect revisions in Reimbursable project cost estimates.

### Reimbursable

- Overhead costs are based on a percentage share of direct labor costs charged to reimbursable projects.
- 2019-2020 year over year increases of \$4.5 million and \$0.1 million respectively, reflect adjustments for inflation.
- 2021-2022 year over year decreases of \$1.7 million and \$9.9 million, respectively, reflect lower costs for the Universal Interlock, the Harlem Wayside Communications and Signals, the Grade Crossing Renewal, and the Waterbury Branch Signal Projects.
- Material handling and equipment recovery increases are based on CPI driven inflation rates.

## **ELECTRIC POWER**

### **Traction Power - Revenue**

### Non-Reimbursable

- 2019-2022 reflects an increase of \$3.3 million, a decrease of \$3.0 million, and then increases of \$2.1 million and \$2.8 million, respectively, due to energy provider rates.

These costs were mitigated by \$1.3 million annually through Metro-North's negotiated "intermediary" energy fee reduction for New Haven Line purchases.

### **Non-Traction Power – Non-Revenue**

#### Non-Reimbursable

- 2019 reflects a decrease of \$1.4 million, increases of \$0.2 million and \$0.4 million, and a decrease of \$0.6 million due to changing energy provider rates.

### **FUEL**

#### **Revenue Vehicle Fuel**

##### Non-Reimbursable

- 2019-2022 reflect decreases of \$0.1 million, \$0.3 million, \$0.5 million and an increase of \$0.3 million, respectively, due to slight price changes.

##### Cash

- 2019-2022 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

- 2019-2022 reflects an increase of \$0.2 million in 2018 and is essentially flat in the outer years.

### **INSURANCE**

#### Non-Reimbursable and Reimbursable

- Increases in 2019-2022 reflect revised insurance premium estimates.

#### Cash

- 2019-2022 includes the difference between expense accruals and cash payments.

### **CLAIMS**

#### Non-Reimbursable

- 2019-2022 reflects current claim trends for passenger injuries and miscellaneous claims.

#### Cash

- 2019-2022 reflects the timing of payments made for passenger injury and miscellaneous claims.

**The remaining Non-Reimbursable cost categories were inflated by CPI increases in 2019-2022 of 1.67%, 2.69%, 2.59%, and 2.41%, respectively.**

### **MAINTENANCE AND OTHER OPERATING CONTRACTS**

#### Non-Reimbursable

- 2019 decrease of \$2.7 million reflects changes in the timing of contracted repairs for equipment damaged in the Bridgeport derailment, the timing of the BL-20 Locomotive Overhaul Program, and prior years' emergency tree removal due to Nor'easters in 2018, ground penetrating radar survey of Metro-North roadway, GCT freight elevator repairs in the Graybar building due to the recent fire, EPA mandated repairs for fuel pads in Harmon and emergency platform shoring for the Hudson and Harlem Line Stations. These items are partially offset by higher Graybar common charges, rental expense due to transitional training space, increased MTA Police costs, contractual increases for the Ferry Service agreement, and inflation.

- 2020 decrease of \$2.4 million is primarily due to the timing of contracted repairs for equipment damaged in the Bridgeport derailment, the chip technology upgrade for the Ticket Vending Machines (TVMs), and the reduction in real estate rental expense due to the elimination of transitional training space effective in May. These decreases are partially offset by inflation.
- 2021-2022 increases of \$3.4 million and \$6.3 million, respectively, are due primarily due to the timing of the BL-20 Locomotive Overhaul Program and inflation.

#### Reimbursable

- 2019-2022 decreases of \$3.8 million, \$1.3 million, \$2.2 million and \$1.1 million, respectively, represent a reduction in Maintenance Services.

#### Cash

- 2019-2022 cash adjustments include a reduction in cash requirements versus accrued costs for the Graybar Building office space and reimbursable payments on behalf of CDOT for station facilities and the MTA for utilities.
- 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 budget to actual cash impacts associated with the chiller units installed in Grand Central Terminal.

### **PROFESSIONAL SERVICES CONTRACTS**

#### Non-Reimbursable

- 2019 is higher by \$2.3 million due to a shift in the timing of Enterprise Asset Management (EAM) consulting expense, the new Enhanced Safety Protective Footwear Program, and the re-timing of expenses associated with outside consultants for ad-hoc engineering work in Maintenance of Equipment. These items are partially offset by the bi-annual Market Share Study.
- 2020 is higher by \$0.7 million due to the bi-annual market share study, contractual increases for the ridership count vendor, and higher New Haven Line (NHL) share of IT/BSC costs partially offset by the re-timing of expenses associated with outside consultants for ad-hoc engineering work in Maintenance of Equipment and EAM consulting expense.
- 2021 is lower by \$2.0 million due to the re-timing of EAM consulting expense partially offset by higher NHL share of IT/BSC costs.
- 2022 is higher by \$0.6 million primarily due to the re-timing of expenses associated with outside consultants for ad-hoc engineering work in Maintenance of Equipment and inflation.

#### Reimbursable

- 2019 increase of \$17.4 million is primarily due to the Waterbury Branch Cab Signal Replacement Project.
- 2020-2022 decreases of \$34.0 million, \$19.0 million and \$8.4 million, respectively, are due to the Connecticut Positive Train Control Program and the Signal Replacement from Greenwich to South Norwalk.

### **MATERIAL AND SUPPLIES**

#### Non-Reimbursable

- 2019 is lower by \$1.0 million primarily due to requirements for existing Locomotive Reliability Centered Maintenance (RCM) Programs partially offset by inflation.
- 2020-2022 are higher by \$0.8 million, \$1.4 million and \$2.5 million, respectively, due to requirements for existing RCM Programs and inflation.



Reimbursable

- 2019-2020 decreases of \$14.1 million and \$4.5 million, respectively, are primarily due to Connecticut Positive Train Control.
- 2021-2022 decreases of \$0.5 million and \$0.4 million, respectively, in each year are primarily due to the Transformer Rehabilitation Project and the Grade Crossing Renewal Program.

Cash

- Cash adjustments reflect differences between expense accruals and cash requirements.

**OTHER BUSINESS EXPENSES**

Non-Reimbursable

- 2019 is lower by \$0.5 million due primarily to the projected insurance recovery for the damages related to the 2016 restaurant tenant fire in GCT partially offset by higher inflationary driven NJ Transit Subsidy expense related to West of Hudson service enhancements.
- 2020 is lower by \$5.8 million due primarily to the projected reimbursement for the Park Avenue Viaduct Fire and increased recoveries from the Passenger Rail Investment and Improvement Act (PRIIA) partially offset by last years' insurance recovery for the damages related to the 2016 restaurant tenant fire in GCT and higher inflationary driven NJ Transit Subsidy expense.
- 2021 is higher by \$10.3 million due to last years' projected reimbursement for the Park Avenue Viaduct and inflationary driven increases in the NJ Transit Subsidy expense partially offset by increased PRIIA Amtrak recoveries.
- 2022 is lower by \$0.3 million due to increased PRIIA Amtrak recoveries partially offset by higher credit card fees.

**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 (healthcare costs) for future retirees based on an updated 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**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b>Non-Reimbursable</b>									
<b>Operating Revenues</b>									
Farebox Revenue	\$751.013	\$760.589	\$9.576	\$768.899	\$8.310	\$770.839	\$1.941	\$779.366	\$8.526
Other Operating Revenue	54.036	57.813	3.777	80.508	22.694	87.669	7.161	61.892	(25.777)
<b>Total Revenues</b>	<b>\$805.049</b>	<b>\$818.402</b>	<b>\$13.353</b>	<b>\$849.406</b>	<b>\$31.004</b>	<b>\$858.508</b>	<b>\$9.102</b>	<b>\$841.258</b>	<b>(\$17.250)</b>
<b>Operating Expenses</b>									
<b><u>Labor:</u></b>									
Payroll	\$516.864	\$528.968	(\$12.104)	\$545.994	(\$17.026)	\$557.524	(\$11.531)	\$567.067	(\$9.543)
Overtime	92.210	94.179	(1.969)	96.062	(1.884)	97.983	(1.921)	99.943	(1.960)
Health and Welfare	104.039	112.682	(8.642)	116.396	(3.715)	118.619	(2.222)	120.382	(1.763)
OPEB Current Payments	34.000	35.000	(1.000)	36.000	(1.000)	37.000	(1.000)	38.000	(1.000)
Pension	105.352	104.387	0.965	100.431	3.956	95.799	4.632	83.316	12.483
Other Fringe Benefits	122.900	125.433	(2.533)	128.870	(3.437)	131.280	(2.411)	133.349	(2.069)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(59.572)	(64.929)	5.357	(62.946)	(1.982)	(60.656)	(2.291)	(50.152)	(10.503)
<b>Total Labor Expenses</b>	<b>\$915.794</b>	<b>\$935.719</b>	<b>(\$19.925)</b>	<b>\$960.806</b>	<b>(\$25.087)</b>	<b>\$977.550</b>	<b>(\$16.744)</b>	<b>\$991.905</b>	<b>(\$14.355)</b>
<b><u>Non-Labor:</u></b>									
Electric Power	\$74.150	\$76.064	(\$1.914)	\$73.261	\$2.803	\$75.672	(\$2.412)	\$77.835	(\$2.163)
Fuel	20.790	20.816	(0.025)	20.458	0.357	19.892	0.567	20.243	(0.351)
Insurance	17.494	18.837	(1.343)	20.286	(1.449)	21.826	(1.540)	23.552	(1.726)
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	123.399	120.728	2.671	118.359	2.369	121.714	(3.355)	127.988	(6.275)
Professional Services Contracts	40.106	42.405	(2.299)	43.150	(0.745)	41.184	1.965	41.801	(0.616)
Materials and Supplies	96.340	95.361	0.980	96.165	(0.804)	97.533	(1.368)	100.016	(2.484)
Other Business Expenses	29.512	29.034	0.479	23.245	5.789	33.566	(10.321)	33.255	0.311
<b>Total Non-Labor Expenses</b>	<b>\$406.508</b>	<b>\$404.243</b>	<b>\$2.265</b>	<b>\$395.922</b>	<b>\$8.321</b>	<b>\$412.387</b>	<b>(\$16.465)</b>	<b>\$425.689</b>	<b>(\$13.302)</b>
<b><u>Other Expense Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,322.302</b>	<b>\$1,339.962</b>	<b>(\$17.660)</b>	<b>\$1,356.728</b>	<b>(\$16.766)</b>	<b>\$1,389.937</b>	<b>(\$33.209)</b>	<b>\$1,417.594</b>	<b>(\$27.657)</b>
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	13.000	(21.500)	34.500	(26.500)	5.000	(42.700)	16.200	(30.900)	(11.800)
Environmental Remediation	4.000	4.000	0.000	4.000	0.000	4.000	0.000	4.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$1,640.938</b>	<b>\$1,626.969</b>	<b>\$13.969</b>	<b>\$1,638.735</b>	<b>(\$11.766)</b>	<b>\$1,655.744</b>	<b>(\$17.009)</b>	<b>\$1,695.201</b>	<b>(\$39.457)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$835.889)</b>	<b>(\$808.567)</b>	<b>\$27.322</b>	<b>(\$789.329)</b>	<b>\$19.238</b>	<b>(\$797.235)</b>	<b>(\$7.907)</b>	<b>(\$853.943)</b>	<b>(\$56.707)</b>

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast	Preliminary Budget	Change	Change	Change	Change	Change	Change	Change
	2018	2019	2018 - 2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022
<b>Reimbursable</b>									
<b>Operating Revenues</b>									
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	289.671	306.226	16.555	272.902	(33.324)	252.911	(19.991)	235.948	(16.963)
<b>Total Revenues</b>	<b>\$289.671</b>	<b>\$306.226</b>	<b>\$16.555</b>	<b>\$272.902</b>	<b>(\$33.324)</b>	<b>\$252.911</b>	<b>(\$19.991)</b>	<b>\$235.948</b>	<b>(\$16.963)</b>
<b>Operating Expenses</b>									
<b><u>Labor:</u></b>									
Payroll	\$51.565	\$58.525	(\$6.960)	\$61.277	(\$2.752)	\$62.739	(\$1.462)	\$64.406	(\$1.667)
Overtime	25.308	26.249	(0.941)	27.505	(1.256)	28.575	(1.070)	29.623	(1.048)
Health and Welfare	17.744	19.483	(1.738)	20.373	(0.890)	20.919	(0.546)	21.485	(0.566)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	12.177	13.326	(1.150)	13.965	(0.638)	14.349	(0.384)	14.774	(0.425)
Other Fringe Benefits	13.346	14.602	(1.256)	15.274	(0.672)	15.690	(0.415)	16.128	(0.439)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	56.397	60.909	(4.512)	60.976	(0.066)	59.272	1.703	49.388	9.885
<b>Total Labor Expenses</b>	<b>\$176.537</b>	<b>\$193.095</b>	<b>(\$16.558)</b>	<b>\$199.370</b>	<b>(\$6.275)</b>	<b>\$201.544</b>	<b>(\$2.174)</b>	<b>\$195.804</b>	<b>\$5.739</b>
<b><u>Non-Labor:</u></b>									
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	5.950	6.547	(0.597)	6.565	(0.018)	6.220	0.345	4.853	1.368
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	13.165	9.365	3.800	8.052	1.313	5.834	2.218	4.736	1.098
Professional Services Contracts	54.065	71.507	(17.442)	37.546	33.961	18.526	19.020	10.174	8.352
Materials and Supplies	39.650	25.511	14.139	21.048	4.463	20.589	0.459	20.177	0.412
Other Business Expenses	0.304	0.201	0.103	0.321	(0.120)	0.199	0.123	0.204	(0.005)
<b>Total Non-Labor Expenses</b>	<b>\$113.134</b>	<b>\$113.131</b>	<b>\$0.003</b>	<b>\$73.533</b>	<b>\$39.599</b>	<b>\$51.368</b>	<b>\$22.165</b>	<b>\$40.144</b>	<b>\$11.224</b>
<b><u>Other Expense Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$289.671</b>	<b>\$306.226</b>	<b>(\$16.555)</b>	<b>\$272.902</b>	<b>\$33.324</b>	<b>\$252.911</b>	<b>\$19.991</b>	<b>\$235.948</b>	<b>\$16.963</b>
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
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$289.671</b>	<b>\$306.226</b>	<b>(\$16.555)</b>	<b>\$272.902</b>	<b>\$33.324</b>	<b>\$252.911</b>	<b>\$19.991</b>	<b>\$235.948</b>	<b>\$16.963</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b><u>Non-Reimbursable and Reimbursable</u></b>									
<b>Operating Revenues</b>									
Farebox Revenue	\$751.013	\$760.589	\$9.576	\$768.899	\$8.310	\$770.839	\$1.941	\$779.366	\$8.526
Other Operating Revenue	54.036	57.813	3.777	80.508	22.694	87.669	7.161	61.892	(25.777)
Capital and Other Reimbursements	289.671	306.226	16.555	272.902	(33.324)	252.911	(19.991)	235.948	(16.963)
<b>Total Revenues</b>	<b>\$1,094.720</b>	<b>\$1,124.628</b>	<b>\$29.909</b>	<b>\$1,122.308</b>	<b>(\$2.320)</b>	<b>\$1,111.420</b>	<b>(\$10.889)</b>	<b>\$1,077.206</b>	<b>(\$34.213)</b>
<b>Operating Expenses</b>									
<b><u>Labor:</u></b>									
Payroll	\$568.429	\$587.492	(\$19.064)	\$607.271	(\$19.778)	\$620.264	(\$12.993)	\$631.473	(\$11.210)
Overtime	117.518	120.428	(2.910)	123.567	(3.139)	126.558	(2.991)	129.566	(3.008)
Health and Welfare	121.784	132.164	(10.381)	136.769	(4.605)	139.537	(2.768)	141.867	(2.329)
OPEB Current Payments	34.000	35.000	(1.000)	36.000	(1.000)	37.000	(1.000)	38.000	(1.000)
Pension	117.529	117.713	(0.185)	114.395	3.318	110.147	4.248	98.089	12.058
Other Fringe Benefits	136.246	140.035	(3.789)	144.144	(4.109)	146.970	(2.826)	149.478	(2.507)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(3.175)	(4.019)	0.845	(1.971)	(2.048)	(1.384)	(0.587)	(0.765)	(0.619)
<b>Total Labor Expenses</b>	<b>\$1,092.331</b>	<b>\$1,128.814</b>	<b>(\$36.483)</b>	<b>\$1,160.175</b>	<b>(\$31.362)</b>	<b>\$1,179.093</b>	<b>(\$18.918)</b>	<b>\$1,187.709</b>	<b>(\$8.616)</b>
<b><u>Non-Labor:</u></b>									
Electric Power	\$74.150	\$76.064	(\$1.914)	\$73.261	\$2.803	\$75.672	(\$2.412)	\$77.835	(\$2.163)
Fuel	20.790	20.816	(0.025)	20.458	0.357	19.892	0.567	20.243	(0.351)
Insurance	23.444	25.384	(1.940)	26.851	(1.468)	28.046	(1.195)	28.404	(0.358)
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	136.564	130.093	6.471	126.411	3.683	127.547	(1.137)	132.724	(5.177)
Professional Services Contracts	94.171	113.912	(19.741)	80.696	33.216	59.711	20.985	51.975	7.736
Materials and Supplies	135.990	120.872	15.119	117.213	3.659	118.121	(0.909)	120.193	(2.072)
Other Business Expenses	29.816	29.235	0.581	23.566	5.669	33.765	(10.199)	33.458	0.306
<b>Total Non-Labor Expenses</b>	<b>\$519.642</b>	<b>\$517.375</b>	<b>\$2.267</b>	<b>\$469.455</b>	<b>\$47.919</b>	<b>\$463.755</b>	<b>\$5.700</b>	<b>\$465.833</b>	<b>(\$2.078)</b>
<b><u>Other Expense Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$1,611.973</b>	<b>\$1,646.189</b>	<b>(\$34.216)</b>	<b>\$1,629.631</b>	<b>\$16.558</b>	<b>\$1,642.848</b>	<b>(\$13.218)</b>	<b>\$1,653.542</b>	<b>(\$10.694)</b>
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	13.000	(21.500)	34.500	(26.500)	5.000	(42.700)	16.200	(30.900)	(11.800)
Environmental Remediation	4.000	4.000	0.000	4.000	0.000	4.000	0.000	4.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$1,930.609</b>	<b>\$1,933.195</b>	<b>(\$2.586)</b>	<b>\$1,911.637</b>	<b>\$21.558</b>	<b>\$1,908.655</b>	<b>\$2.982</b>	<b>\$1,931.149</b>	<b>(\$22.494)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$835.889)</b>	<b>(\$808.567)</b>	<b>\$27.322</b>	<b>(\$789.329)</b>	<b>\$19.238</b>	<b>(\$797.235)</b>	<b>(\$7.907)</b>	<b>(\$853.943)</b>	<b>(\$56.707)</b>

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b><u>Cash Receipts and Expenditures</u></b>									
<b>Receipts</b>									
Farebox Revenue	\$737.969	\$747.357	\$9.388	\$755.405	\$8.048	\$757.076	\$1.671	\$765.304	\$8.228
Other Operating Revenue	105.029	83.890	(21.139)	103.149	19.258	110.836	7.687	84.892	(25.944)
Capital and Other Reimbursements	292.809	307.726	14.916	271.217	(36.508)	253.806	(17.411)	236.288	(17.519)
<b>Total Receipts</b>	<b>\$1,135.808</b>	<b>\$1,138.973</b>	<b>\$3.166</b>	<b>\$1,129.771</b>	<b>(\$9.202)</b>	<b>\$1,121.718</b>	<b>(\$8.053)</b>	<b>\$1,086.483</b>	<b>(\$35.235)</b>
<b>Expenditures</b>									
<b><u>Labor Expenditures:</u></b>									
Payroll	\$581.188	\$589.860	(\$8.672)	\$619.191	(\$29.330)	\$619.447	(\$0.257)	\$633.119	(\$13.672)
Overtime	119.980	120.396	(0.416)	126.050	(5.654)	125.967	0.083	129.566	(3.599)
Health and Welfare	128.113	136.749	(8.636)	141.004	(4.255)	143.636	(2.631)	145.844	(2.208)
OPEB Current Payments	31.671	35.000	(3.329)	36.000	(1.000)	37.000	(1.000)	38.000	(1.000)
Pension	118.008	118.450	(0.442)	114.857	3.593	110.463	4.394	98.269	12.194
Other Fringe Benefits	132.179	134.087	(1.908)	140.546	(6.459)	140.244	0.302	143.369	(3.125)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenditures</b>	<b>\$1,111.139</b>	<b>\$1,134.542</b>	<b>(\$23.404)</b>	<b>\$1,177.648</b>	<b>(\$43.106)</b>	<b>\$1,176.757</b>	<b>\$0.891</b>	<b>\$1,188.167</b>	<b>(\$11.410)</b>
<b><u>Non-Labor Expenditures:</u></b>									
Electric Power	\$76.211	\$78.146	(\$1.935)	\$75.343	\$2.803	\$77.755	(\$2.412)	\$79.917	(\$2.163)
Fuel	20.323	20.339	(0.016)	19.973	0.367	19.396	0.576	19.737	(0.341)
Insurance	22.353	25.913	(3.560)	27.883	(1.970)	28.149	(0.266)	28.453	(0.304)
Claims	6.722	1.146	5.576	1.146	0.000	1.146	0.000	1.146	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	162.874	188.958	(26.084)	179.462	9.497	136.956	42.505	138.035	(1.078)
Professional Services Contracts	111.298	121.728	(10.430)	83.603	38.125	60.185	23.419	52.460	7.724
Materials and Supplies	145.215	130.008	15.207	123.304	6.703	120.366	2.938	122.307	(1.941)
Other Business Expenses	46.404	47.563	(1.159)	40.475	7.088	50.023	(9.549)	49.597	0.427
<b>Total Non-Labor Expenditures</b>	<b>\$591.401</b>	<b>\$613.802</b>	<b>(\$22.401)</b>	<b>\$551.189</b>	<b>\$62.612</b>	<b>\$493.977</b>	<b>\$57.212</b>	<b>\$491.653</b>	<b>\$2.324</b>
<b><u>Other Expenditure Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$1,702.540</b>	<b>\$1,748.344</b>	<b>(\$45.805)</b>	<b>\$1,728.837</b>	<b>\$19.507</b>	<b>\$1,670.734</b>	<b>\$58.104</b>	<b>\$1,679.820</b>	<b>(\$9.086)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$566.732)</b>	<b>(\$609.371)</b>	<b>(\$42.639)</b>	<b>(\$599.066)</b>	<b>\$10.305</b>	<b>(\$549.016)</b>	<b>\$50.051</b>	<b>(\$593.336)</b>	<b>(\$44.321)</b>
<b>Subsidies</b>									
MTA	449.960	479.944	29.984	474.474	(5.470)	417.378	(57.096)	455.214	37.837
CDOT	116.772	129.427	12.655	124.593	(4.835)	131.638	7.045	138.122	6.484
<b>Total Subsidies</b>	<b>\$566.732</b>	<b>\$609.371</b>	<b>\$42.639</b>	<b>\$599.066</b>	<b>(\$10.305)</b>	<b>\$549.016</b>	<b>(\$50.051)</b>	<b>\$593.336</b>	<b>\$44.321</b>

**MTA METRO-NORTH RAILROAD**  
**2019 Preliminary Budget**  
**July Financial Plan 2019 - 2022**  
**Summary of Plan-to-Plan Changes by Generic Category**

**REVENUE**

**FAREBOX REVENUE**

Non-Reimbursable

- 2018 is unfavorable by \$2.8 million primarily driven by the adverse effects from Winter Storm Grayson in January, the four March Nor'easters, and April's inclement weather and substitute busing on the Upper Harlem Line.
- 2019-2020 reflects slightly increased non-commutation ridership growth versus the Adopted Budget driving higher revenues of \$1.4 million and \$3.8 million.
- 2021 is lower by \$0.1 million.

**OTHER OPERATING REVENUE**

Non-Reimbursable

- 2018 is unfavorable by \$16.1 million due to the re-timing of the Maybrook Trailway as well as additional scope for the Putnam County Segments, the re-timing of the New York State Grade Crossing reimbursement, and lower advertising and GCT net retail revenues.
- 2019-2020 are unfavorable by \$11.1 million and \$0.5 million, respectively, reflecting the re-timing of the Maybrook Trailway as well as additional scope for the Putnam County Segments, lower advertising revenue and lower net GCT retail revenues.
- 2021 reflects an improvement of \$27.5 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 and net GCT retail revenues.

**CAPITAL AND OTHER REIMBURSEMENTS**

Reimbursable

- 2018 increase of \$16.8 million reflects higher Professional Services and Materials and Supplies mitigated by lower labor expenses.
- 2019-2021 increases of \$38.6 million, \$28.0 million and \$20.8 million, respectively, reflect increases in Professional Service Contracts and Materials and Supplies.

Cash

- 2019-2021 adjustments reflect changes in reimbursements versus the Adopted Budget primarily due to the timing of receipts for capital related projects.

**EXPENSES**

**PAYROLL**

Non-Reimbursable

Management Labor

- 2018-2020 is essentially flat with an increase in 2018 of \$0.2 million, a decrease of \$1.2 million in 2019, and an increase of \$1.5 million in 2020.
- 2021 reflects an increase of \$3.2 million primarily to re-timing of hiring projections.

#### Agreement Labor

- 2018 through 2021 expenses are lower by \$3.2 million, \$9.1 million, \$6.1 million and \$5.4 million, respectively, due primarily to re-timing of hiring projections.

#### Reimbursable

- 2018 decrease of \$5.6 million is driven by the Connecticut Track Program and the Harmon to Poughkeepsie Signals Project.
- 2019-2021 labor cost increases of \$4.1 million, \$7.2 million and \$8.8 million, respectively, are primarily due to the Connecticut Track Program and the Waterbury Branch Cab Signal.

### **OVERTIME**

#### Non-Reimbursable

- 2018-2021 is lower by \$3.5 million, \$3.0 million, \$3.1 million and \$3.2 million, respectively, primarily 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.

#### Reimbursable

- 2018 includes overtime decreases of \$0.1 million, \$0.3 million, \$0.4 million and \$0.6 million, respectively, due to the Connecticut Track Program.

### **HEALTH AND WELFARE**

#### Non-Reimbursable and Reimbursable

- 2018-2021 Mid-Year Forecast changes reflect revised premium 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 change 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**

#### Non-Reimbursable

- Changes in overhead cost recoveries reflect revisions in Reimbursable project cost estimates.

#### Reimbursable

- Overhead costs are based on a percentage share of direct labor costs charged to reimbursable projects.
- 2018 decrease of \$1.2 million is due to the GCT Turnouts Switch Renewal Project and the Harmon to Poughkeepsie Signals.
- 2019-2021 increases of \$1.5 million, \$2.4 million, \$2.9 million, respectively, are due to the Turnouts Mainline High-Speed Project and the Positive Train Control Program.

## **ELECTRIC POWER**

### **Traction Power – Revenue**

#### Non-Reimbursable

- 2018-2021 decreases of \$2.5 million, \$3.6 million, \$10.3 million and \$12.1 million, respectively, reflect lower energy provider rates.

### **Non-Traction Power – Non-Revenue**

#### Non-Reimbursable

- 2018-2021 decreases of \$2.3 million, \$3.6 million, \$3.8 million and \$4.6 million, respectively, reflect lower energy provider rates.

## **FUEL**

### **Revenue Vehicle Fuel**

#### Non-Reimbursable

- 2018-2019 increases of \$2.3 million, \$2.0 million \$1.5 million and \$0.6 million, respectively, are due to higher diesel fuel rates.

#### Cash

- 2018-2021 includes a credit (reduction to cash disbursements) for accrued fuel costs at New Haven which are paid directly by CDOT.

### **Non-Revenue Fuel**

#### Non-Reimbursable

- 2018-2021 expenses are essentially flat.

## **INSURANCE**

#### Non-Reimbursable and Reimbursable

- 2018-2021 incorporates the impact of revised premiums.

#### Cash

- 2018-2021 includes an adjustment for the difference between expense accruals and cash payments.

## **CLAIMS**

#### Non-Reimbursable

- 2018-2021 reflect current passenger claim trends.

#### Cash

- 2018 settlement claims increased by \$3.7 million compared to the Adopted Budget primarily reflects an increase for a 2009 Hudson Line incident.

## **MAINTENANCE AND OTHER OPERATING CONTRACTS**

#### Non-Reimbursable

- 2018 increase of \$1.8 million reflects higher expense due to the re-timing of the Bridgeport Derailment Repairs of four M-8 cars from 2017 to 2018, emergency tree removal due to 2018 Nor'easters, ground penetrating radar survey of Metro-North roadway, and EPA mandated repairs for fuel pads in the Harmon, North White Plains and Brewster shops. These increases are partially offset by identified budget savings related to lower spending trends and cost containment efforts as well as the re-timing of New York Campus transitional training space.
- 2019-2021 decrease of \$2.7 million, \$2.4 million, and \$3.1 million, respectively, reflect changes for identified budget savings related to lower spending trends and cost



containment efforts as well as lower inflation rates. These decreases are partially offset by an increase in emergency tree removal costs.

Reimbursable

- 2018 increase of \$0.9 million reflects lower expense for the Park Slope Remediation Project.
- 2019-2020 decreases of \$1.2 million and \$1.6 million, respectively, are due to the Environmental Remediation Project.
- 2021 increase of \$0.3 million is due to the Install Bridge Timbers Project.

Cash

- 2018-2021 cash adjustments include timing differences and reallocations to accrued expenses.

## **PROFESSIONAL SERVICES CONTRACTS**

Non-Reimbursable

- 2018 decrease of \$5.8 million primarily reflects the rescheduling of EAM consulting expense, identified budget savings related to lower spending trends and cost containment efforts, and lower expense associated with outside consultants for ad-hoc engineering work in Maintenance of Equipment partially offset by the purchase of Centralized Traffic Control (CTC) Software upgrade licenses.
- 2019 is lower by \$3.4 million due to identified budget savings related to lower spending trends and cost containment efforts and the rescheduling of EAM consulting expense, partially offset by the new Enhanced Safety Protective Footwear Program.
- 2020-2021 are lower by \$0.8 million and \$3.0 million, respectively, due to identified budget savings related to lower spending trends and cost containment efforts partially offset by the new Enhanced Safety Protective Footwear Program and the rescheduling of EAM consulting expense.

Reimbursable

- 2018-2021 increases of \$8.0 million, \$31.6 million, \$21.1 million and \$8.1 million, respectively, are primarily due to the Waterbury Branch Cab Signal Project.

## **MATERIAL AND SUPPLIES**

Non-Reimbursable

- 2018-2021 is lower by \$3.2 million, \$3.6 million, \$3.5 million, and \$3.6 million, respectively, due to identified budget savings related to lower spending trends and cost containment efforts primarily for Communications & Signal equipment as well as lower inflation.

Reimbursable

- 2018-2019 increases of \$11.5 million and \$2.2 million, respectively, are due to the Turnouts Mainline High-Speed Project and the Harmon Shop Replacement Project.
- 2020 decrease of \$0.9 million is due to the Network Infrastructure Replacement.
- 2021 increase of \$1.4 million is due to the Turnouts Mainline High-Speed Projects and the Harmon Shop Replacement Project.

Cash

- 2018-2021 reflects cash adjustments for the difference between expense accruals and cash payments.

## **OTHER BUSINESS EXPENSES**

### Non-Reimbursable

- 2018 is higher by \$8.4 million due primarily to the re-timing of the Park Avenue Viaduct recovery partially offset by lower NJ Transit Subsidy expense due to reduced service levels associated with PTC implementation and identified budget savings related to lower spending trends and cost containment efforts.
- 2019 is lower by \$0.6 million due primarily to the projected insurance recovery for damages related to the 2017 fire in the Graybar Building that damaged the Grand Central Terminal Freight Elevator and identified budget savings related to lower spending trends and cost containment efforts.
- 2020 is lower by \$9.9 million primarily due to the re-timing of the Park Avenue Viaduct recovery.
- 2021 is lower by \$0.6 million due primarily to the rightsizing of winter gear costs and identified budget savings related to lower spending trends and cost containment efforts.

## **DEPRECIATION**

### Non-Reimbursable

- 2018-2021 includes provisions for changes in Metro-North's capital assets.

## **OPEB OBLIGATION (GASB 45)**

### Non-Reimbursable

- 2018-2021 costs reflect the liability for Post-Retirement Benefits (healthcare costs) for future retirees based on 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**  
**July Financial Plan 2019 - 2022**  
**Changes Between Financial Plans by Generic Categories**  
(\$ in millions)

NON-REIMBURSABLE	2018	2019	2020	2021
<b>2018 February Financial Plan - Net Operating Cash Surplus/(Deficit)</b>	<b>(\$573.082)</b>	<b>(\$607.735)</b>	<b>(\$641.126)</b>	<b>(\$626.855)</b>
<b>Baseline Changes</b>				
<b>Revenue</b>				
Farebox Revenue	(\$2.793)	\$1.444	\$3.828	(\$0.115)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000
Other Operating Revenue	(16.078)	(11.145)	(0.527)	27.517
Capital and Other Reimbursement	0.000	0.000	0.000	0.000
<b>Total Revenue Changes</b>	<b>(\$18.872)</b>	<b>(\$9.701)</b>	<b>\$3.301</b>	<b>\$27.402</b>
<b>Expenses</b>				
<i>Labor:</i>				
Payroll	\$3.074	\$10.245	\$4.674	\$2.203
Overtime	3.476	3.032	3.093	3.155
Health and Welfare	12.169	7.994	6.679	6.087
OPEB Current Payment	(1.000)	(1.000)	(1.000)	(1.000)
Pensions	(0.574)	2.306	4.421	6.293
Other Fringe Benefits	1.321	2.573	1.486	1.022
Reimbursable Overhead	(0.783)	3.428	2.470	3.760
<b>Total Labor Expense Changes</b>	<b>\$17.683</b>	<b>\$28.579</b>	<b>\$21.823</b>	<b>\$21.520</b>
<i>Non-Labor:</i>				
Electric Power	\$4.825	\$7.145	\$14.055	\$16.720
Fuel	(2.193)	(1.994)	(1.471)	(0.546)
Insurance	0.870	0.819	1.188	1.594
Claims	(3.716)	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(1.834)	2.747	2.389	3.075
Professional Service Contracts	5.800	3.449	0.797	3.002
Materials & Supplies	3.225	3.581	3.542	3.639
Other Business Expenses	(8.390)	0.632	9.864	0.627
<b>Total Non-Labor Expense Changes</b>	<b>(\$1.413)</b>	<b>\$16.379</b>	<b>\$30.363</b>	<b>\$28.111</b>
<b>Total Expenses before Depreciation and GASB Adjustments</b>	<b>\$16.270</b>	<b>\$44.958</b>	<b>\$52.186</b>	<b>\$49.631</b>
Depreciation	\$2.871	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	(0.000)	0.000	\$0.000	0.000
GASB 68 Pension Adjustment	(9.300)	21.500	\$19.800	18.600
Environmental Remediation	0.000	0.000	0.000	0.000
<b>Total Expense Changes</b>	<b>\$9.841</b>	<b>\$66.458</b>	<b>\$71.986</b>	<b>\$68.231</b>
<b>Cash Conversion Adjustment Changes</b>				
Depreciation	(\$2.871)	\$0.000	\$0.000	\$0.000
Operating/Capital	25.911	(38.037)	(15.213)	0.036
Other Cash Adjustments	(7.660)	(20.357)	(18.014)	(17.829)
<b>Total Cash Conversion Adjustments</b>	<b>\$15.381</b>	<b>(\$58.394)</b>	<b>(\$33.227)</b>	<b>(\$17.794)</b>
<b>Net Surplus/(Deficit) Changes</b>	<b>\$6.350</b>	<b>(\$1.637)</b>	<b>\$42.060</b>	<b>\$77.839</b>
<b>2018 July Financial Plan - Net Operating Cash Surplus/(Deficit)</b>	<b>(\$566.732)</b>	<b>(\$609.372)</b>	<b>(\$599.066)</b>	<b>(\$549.016)</b>

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan 2019 - 2022**  
**Changes Between Financial Plans by Generic Categories**  
(\$ in millions)

REIMBURSABLE	2018	2019	2020	2021
<b>2018 February Financial Plan - Net Operating Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Baseline Changes</b>				
<b>Revenue</b>				
Farebox Revenue				
Other Operating Revenue				
Capital and Other Reimbursement	16.771	38.575	28.039	20.813
<b>Total Revenue Changes</b>	<b>\$16.771</b>	<b>\$38.575</b>	<b>\$28.039</b>	<b>\$20.813</b>
<b>Expenses</b>				
<i>Labor:</i>				
Payroll	\$2.133	(\$2.701)	(\$4.244)	(\$5.053)
Overtime	0.141	0.276	0.430	0.588
Health and Welfare	1.013	0.033	(0.232)	(0.364)
OPEB Current Payment	0.000	0.000	0.000	0.000
Pensions	0.902	0.277	0.023	(0.091)
Other Fringe Benefits	0.162	(0.547)	(0.792)	(0.924)
Reimbursable Overhead	1.203	(1.467)	(2.429)	(2.911)
<b>Total Labor Expense Changes</b>	<b>\$5.554</b>	<b>(\$4.130)</b>	<b>(\$7.244)</b>	<b>(\$8.755)</b>
<i>Non-Labor:</i>				
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000
Insurance	(1.887)	(2.077)	(2.100)	(2.249)
Claims	0.000	0.000	0.000	0.000
Paratransit Service Contracts				
Maintenance and Other Operating Contracts	(0.851)	1.241	1.614	(0.309)
Professional Service Contracts	(7.994)	(31.604)	(21.121)	(8.130)
Materials & Supplies	(11.527)	(2.022)	0.932	(1.377)
Other Business Expenses	(0.066)	0.018	(0.121)	0.007
<b>Total Non-Labor Expense Changes</b>	<b>(\$22.325)</b>	<b>(\$34.445)</b>	<b>(\$20.795)</b>	<b>(\$12.058)</b>
<b>Total Expense Changes</b>	<b>(\$16.771)</b>	<b>(\$38.575)</b>	<b>(\$28.039)</b>	<b>(\$20.813)</b>
<b>2018 July Financial Plan - Net Operating Cash Surplus/(Deficit)</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan 2019 - 2022**  
**Changes Between Financial Plans by Generic Categories**  
(\$ in millions)

**NON-REIMBURSABLE and REIMBURSABLE**

	2018	2019	2020	2021
<b>2018 February Financial Plan - Net Operating Cash Surplus/(Deficit)</b>	<b>(\$573.082)</b>	<b>(\$607.735)</b>	<b>(\$641.126)</b>	<b>(\$626.855)</b>
<b>Baseline Changes</b>				
<b>Revenue</b>				
Farebox Revenue	(\$2.793)	\$1.444	\$3.828	(\$0.115)
Vehicle Toll Revenue	0.000	0.000	0.000	0.000
Other Operating Revenue	(16.078)	(11.145)	(0.527)	27.517
Capital and Other Reimbursement	16.771	38.575	28.039	20.813
<b>Total Revenue Changes</b>	<b>(\$2.100)</b>	<b>\$28.874</b>	<b>\$31.340</b>	<b>\$48.215</b>
<b>Expenses</b>				
<i>Labor:</i>				
Payroll	\$5.206	\$7.544	\$0.430	(\$2.850)
Overtime	3.617	3.309	3.523	3.743
Health and Welfare	13.182	8.027	6.447	5.723
OPEB Current Payment	(1.000)	(1.000)	(1.000)	(1.000)
Pensions	0.329	2.582	4.444	6.202
Other Fringe Benefits	1.483	2.026	0.694	0.098
Reimbursable Overhead	0.420	1.961	0.041	0.849
<b>Total Labor Expense Changes</b>	<b>\$23.237</b>	<b>\$24.449</b>	<b>\$14.579</b>	<b>\$12.765</b>
<i>Non-Labor:</i>				
Electric Power	\$4.825	\$7.145	\$14.055	\$16.720
Fuel	(2.193)	(1.994)	(1.471)	(0.546)
Insurance	(1.016)	(1.258)	(0.912)	(0.655)
Claims	(3.716)	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(2.685)	3.988	4.003	2.766
Professional Service Contracts	(2.194)	(28.156)	(20.323)	(5.128)
Materials & Supplies	(8.302)	1.559	4.473	2.262
Other Business Expenses	(8.457)	0.650	9.743	0.634
<b>Total Non-Labor Expense Changes</b>	<b>(\$23.738)</b>	<b>(\$18.066)</b>	<b>\$9.568</b>	<b>\$16.052</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>(\$0.501)</b>	<b>\$6.383</b>	<b>\$24.147</b>	<b>\$28.817</b>
Depreciation	\$2.871	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	(0.000)	0.000	0.000	0.000
GASB 68 Pension Adjustment	(9.300)	21.500	19.800	18.600
Environmental Remediation	0.000	0.000	0.000	0.000
<b>Total Expense Changes</b>	<b>(\$6.930)</b>	<b>\$27.883</b>	<b>\$43.947</b>	<b>\$47.417</b>
<b>Net Surplus/(Deficit) Changes</b>	<b>(\$9.031)</b>	<b>\$56.757</b>	<b>\$75.287</b>	<b>\$95.633</b>
<b>Cash Conversion Adjustment Changes</b>				
Depreciation	(\$2.871)	\$0.000	\$0.000	\$0.000
Operating/Capital	25.911	(38.037)	(15.213)	0.036
Other Cash Adjustments	(7.660)	(20.357)	(18.014)	(17.829)
<b>Total Cash Conversion Adjustments</b>	<b>\$15.381</b>	<b>(\$58.394)</b>	<b>(\$33.227)</b>	<b>(\$17.794)</b>
<b>Net Surplus/(Deficit) Changes</b>	<b>\$6.350</b>	<b>(\$1.637)</b>	<b>\$42.060</b>	<b>\$77.839</b>
<b>2018 July Financial Plan - Net Operating Cash Surplus/(Deficit)</b>	<b>(\$566.732)</b>	<b>(\$609.372)</b>	<b>(\$599.066)</b>	<b>(\$549.016)</b>

**MTA METRO-NORTH RAILROAD**  
**2019 Preliminary Budget**  
**July Financial Plan 2019 - 2022**  
**Summary of Major Plan-to-Plan Changes**

Revisions to Metro-North's Financial Plan for years 2018-2022 reflects the effect of evolving economic conditions, new needs, changes in the timing of cost assumptions and resource allocations, as well as the impact of recently implemented cost reduction plans.

**2018: JULY FINANCIAL PLAN vs. FEBRUARY FINANCIAL PLAN**

The 2018 Mid-Year Forecast cash subsidy requirement of \$566.7 million for Non-Reimbursable operations is \$6.4 million lower than the Adopted Budget. This reflects lower than forecasted cash expenditures by \$24.0 million partially offset by \$17.7 million in unfavorable receipts. Operating revenue of \$805.0 million reflects passenger revenue of \$751.0 million that is \$2.8 million unfavorable versus the Adopted Budget resulting from lower than anticipated ridership early in the year due to the adverse effects from \$24.6 million Winter Storm Grayson in January, the four March Nor'easters, and April's inclement weather and substitute busing on the Upper Harlem Line. Other Operating Revenue of \$54.0 million is \$16.1 million lower than the Adopted Budget due the re-timing of the Maybrook Trailway as well as additional scope for the Putnam County Segments, the re-timing of the New York State Grade Crossing reimbursement, and lower advertising and GCT net retail revenues. Non-Reimbursable operating expense of \$1,640.9 million reflects a decrease of \$9.8 million. This decrease is driven by lower Health and Welfare, Payroll, Overtime, Electric Power, Professional Services contracts and Materials and Supplies, and Depreciation costs partially offset by higher Other Business Expense, GASB 68 Pension Adjustments, Claims, and Fuel costs.

The 2018 Mid-Year Reimbursable Forecast of expenditures (and receipts) is \$289.7 million, which is \$16.8 million higher than the Adopted Budget. This increase largely reflects higher Materials and Supplies and Professional Service Contracts expenses.

**2019 - 2021: JULY FINANCIAL PLAN vs. FEBRUARY FINANCIAL PLAN**

The 2019-2021 July Financial Plan subsidy requirements are higher than the February Financial Plan by \$1.6 million in 2019 but lower in 2020 through 2022 by \$42.1 million, \$77.8 million and \$48.9 million, respectively. In 2019, the subsidy is higher due to increased disbursements offset by disproportionately higher revenues. Subsidies for the latter three years are lower due to higher revenues as well as lower expenses. Further specifics of individual categories will be covered below.

Reimbursable expenditures (and receipts) for the 2019-2021 July Financial Plan as compared to the February Financial Plan are higher by \$38.6 million in 2019, \$28.0 million in 2020, and \$20.8 million in 2021. These increases are largely due to the Waterbury Branch Cab Signal Project and the Connecticut Positive Train Control Program.

**MTA Metro-North Railroad**  
**July Financial Plan 2019 - 2022**  
**Summary of Major Programmatic Changes Between Financial Plans**  
(\$ in millions)

**NON-REIMBURSABLE and REIMBURSABLE**

	2018	2019	2020	2021
<b>2018 February Financial Plan - Net Operating Cash Surplus/(Deficit)</b>	<b>(\$573.082)</b>	<b>(\$607.735)</b>	<b>(\$641.126)</b>	<b>(\$626.855)</b>
<i>Non-Reimbursable Major Changes</i>				
<b>Revenue</b>				
Retiming of New York State Grade Crossing Reimbursement	(\$4.080)	\$0.000	\$0.000	\$4.080
Revised Advertising Projections	(2.234)	(2.362)	(2.431)	(2.502)
Maybrook Trailway Reimbursement	(9.164)	(7.651)	2.402	26.006
Revised Ridership Projections	(2.793)	1.444	3.828	(0.115)
GCT Net Retail Revenue Projections	(0.571)	(1.111)	(0.476)	(0.043)
Other Operating Revenue Changes	(0.030)	(0.022)	(0.023)	(0.024)
<b>Sub-Total Non-Reimbursable Revenue Changes</b>	<b>(\$18.872)</b>	<b>(\$9.701)</b>	<b>\$3.301</b>	<b>\$27.402</b>
<b>Expenses</b>				
Operating Expense - New Needs	(\$2.403)	(\$2.516)	(\$3.071)	(\$3.144)
Budget Reduction Program	10.648	19.796	19.635	19.551
Payroll - Rescheduling of Hiring Projections, Reimbursable Activity and increased reserve for Retiree Payouts	0.465	8.637	3.038	0.535
Reimbursable Overhead	(0.783)	3.428	2.470	3.760
Insurance	0.870	0.819	1.188	1.594
Revised Electricity Rates	3.525	5.845	12.755	15.420
Revised Fuel and Oil Rates	(2.193)	(1.994)	(1.471)	(0.546)
Re-timing of Maintenance of Equipment General Engineering Contract	0.500	(0.250)	(0.500)	0.000
Re-timing of New York Campus Transitional Training Space	0.351	0.015	(0.368)	0.000
Re-timing of EAM Consulting	1.848	0.358	(2.107)	(0.451)
Re-timing of Bridgeport Derailment Repairs of four M-8 cars from 2017 to 2018	(1.526)	0.000	0.000	0.000
Increased Claims Reserve for 2009 Hudson Line Incident	(3.716)	0.000	0.000	0.000
Re-timing of Park Avenue Viaduct Recovery	(9.700)	0.000	9.700	0.000
Revised Insurance Premiums	0.870	0.819	1.188	1.594
Lower 2018 NJT Subsidy due to temporary system-wide service reductions for PTC modifications	0.476	0.000	0.000	0.000
Changes to Inflation	0.904	2.041	2.472	3.276
OPEB Current Payment	(1.000)	(1.000)	(1.000)	(1.000)
Other Fringe Benefits	0.411	1.567	0.466	(0.012)
Health and Welfare	10.973	7.052	5.720	5.108
Revised Actuarially Determined Pension Guidance	(1.367)	1.680	3.784	5.643
Non-Cash Liability Adjustments	(6.429)	21.500	19.800	18.600
Other Net Expense Changes	7.118	(1.340)	(1.713)	(1.697)
<b>Sub-Total Non-Reimbursable Expense Changes</b>	<b>\$9.841</b>	<b>\$66.458</b>	<b>\$71.986</b>	<b>\$68.231</b>
<b>Total Non-Reimbursable Major Changes</b>	<b>(\$9.031)</b>	<b>\$56.757</b>	<b>\$75.287</b>	<b>\$95.633</b>
<i>Reimbursable Major Changes</i>				
<b>Revenue</b>				
Projections for 2018-2022 reflects the retiming of capital project activity levels	\$16.771	\$38.575	\$28.039	\$20.813
<b>Sub-Total Reimbursable Revenue Changes</b>	<b>\$16.771</b>	<b>\$38.575</b>	<b>\$28.039</b>	<b>\$20.813</b>
<b>Expenses</b>				
Projections for 2018-2022 reflects the retiming of capital project activity levels	(\$16.771)	(\$38.575)	(\$28.039)	(\$20.813)
<b>Sub-Total Reimbursable Expense Changes</b>	<b>(\$16.771)</b>	<b>(\$38.575)</b>	<b>(\$28.039)</b>	<b>(\$20.813)</b>
<b>Total Reimbursable Major Changes</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>
<b>Total Accrual Changes</b>	<b>(\$9.031)</b>	<b>\$56.757</b>	<b>\$75.287</b>	<b>\$95.633</b>
<i>Cash Adjustment Changes</i>				
<b>Operating Capital - New Needs</b>				
Maybrook Trailway	6.532	(13.668)	(4.455)	(2.602)
Revised Scheduling of Operating Capital Projects	23.590	(24.280)	(11.781)	2.637
Changes to MTA Five-Year Reimbursable Receipts	(16.560)	0.815	1.871	(0.624)
Non-Cash Liability Adjustments	6.429	(21.500)	(19.800)	(18.600)
HH Advertising Revenue Transferred to MTA	1.588	1.685	1.734	1.785
Other Adjustments	(3.899)	(0.837)	(0.796)	(0.390)
<b>Total Cash Adjustment Changes</b>	<b>\$15.381</b>	<b>(\$58.394)</b>	<b>(\$33.227)</b>	<b>(\$17.794)</b>
<b>Net Surplus/(Deficit) Changes</b>	<b>\$6.350</b>	<b>(\$1.637)</b>	<b>\$42.060</b>	<b>\$77.839</b>
<b>2018 July Financial Plan - Net Operating Cash Surplus/(Deficit)</b>	<b>(\$566.732)</b>	<b>(\$609.372)</b>	<b>(\$599.066)</b>	<b>(\$549.016)</b>

**MTA METRO-NORTH RAILROAD**  
**2019 Preliminary Budget**  
**July Financial Plan 2019 - 2022**  
**Ridership / (Utilization)**

Ridership projections are developed by line segment ridership forecasting models that incorporate current trends (excluding anomalies and other extraordinary events), the impact of economic and demographic factors, and the most current information for proposed parking, advertising, service expansion and connecting services as well as government-supported mass transit initiatives.

Total East and West of Hudson ridership is projected at 86.9 million in 2018, which is 0.5% lower than the 2018 Adopted Budget due to the adverse effects from Winter Storm Grayson in January, the four March Nor'easters, and April's inclement weather and substitute busing on the Upper Harlem Line.

East of Hudson ridership is projected at 85.3 million rides, which is 0.5% lower than the Adopted Budget due to the aforementioned winter storms. In 2019-2020, East of Hudson ridership is projected to grow by 0.2% and 0.5%, respectively. Growth versus the Adopted Budget in 2021 is flat while 2022 decreases by 0.2%. During this period, ridership growth is projected to grow modestly year-over-year. Assumptions for this period include no fare increases in New York State or Connecticut.

West of Hudson utilization, projected at 1.6 million in 2018, is 1.1% lower than the Adopted Budget reflecting lower growth in both commutation and non-commutation sectors as well as the impact of the aforementioned winter storms. In 2019-2022, West of Hudson ridership versus the Adopted Budget is projected to continue to decrease by 0.7%, 1.1%, 0.6%, and 0.2%, respectively. During this period, ridership growth is projected to grow modestly year-over-year.



**MTA METRO-NORTH RAILROAD**  
**July Financial Plan 2019 - 2022**  
**Ridership (Utilization)**  
(in millions)

	Actual	Mid-Year Forecast	Preliminary Budget			
	2017	2018	2019	2020	2021	2022

**RIDERSHIP**

<i>Harlem Line Ridership - Commutation</i>	16.683	16.723	17.038	17.221	17.242	17.434
<i>Harlem Line Ridership - Non-Commutation</i>	<u>11.129</u>	<u>11.248</u>	<u>11.366</u>	<u>11.488</u>	<u>11.502</u>	<u>11.630</u>
Harlem Line	27.812	27.971	28.404	28.709	28.744	29.064
<i>Hudson Line Ridership - Commutation</i>	9.309	9.344	9.560	9.679	9.711	9.832
<i>Hudson Line Ridership - Non-Commutation</i>	<u>7.589</u>	<u>7.727</u>	<u>7.793</u>	<u>7.890</u>	<u>7.916</u>	<u>8.015</u>
Hudson Line	16.897	17.071	17.352	17.569	17.627	17.847
<i>New Haven Line Ridership - Commutation</i>	22.201	22.147	22.460	22.633	22.669	22.877
<i>New Haven Line Ridership - Non-Commutation</i>	<u>17.968</u>	<u>18.144</u>	<u>18.178</u>	<u>18.318</u>	<u>18.347</u>	<u>18.515</u>
New Haven Line	40.169	40.292	40.637	40.951	41.016	41.392
<b>Total Commutation Ridership</b>	<b>48.193</b>	<b>48.215</b>	<b>49.057</b>	<b>49.533</b>	<b>49.622</b>	<b>50.143</b>
<b>Total Non-Commutation Ridership</b>	<b><u>36.686</u></b>	<b><u>37.119</u></b>	<b><u>37.336</u></b>	<b><u>37.696</u></b>	<b><u>37.765</u></b>	<b><u>38.160</u></b>
<b>Total East of Hudson Ridership</b>	<b>84.879</b>	<b>85.334</b>	<b>86.393</b>	<b>87.229</b>	<b>87.387</b>	<b>88.303</b>
<b>West of Hudson Ridership</b>	<b>1.617</b>	<b>1.590</b>	<b>1.614</b>	<b>1.625</b>	<b>1.638</b>	<b>1.667</b>
<b>Total Ridership</b>	<b>86.496</b>	<b>86.924</b>	<b>88.007</b>	<b>88.854</b>	<b>89.025</b>	<b>89.970</b>

**FAREBOX REVENUE**

<i>Harlem Line - Commutation Revenue</i>	111.009	112.690	114.970	116.385	116.515	117.865
<i>Harlem Line - Non-Commutation Revenue</i>	<u>101.292</u>	<u>103.648</u>	<u>104.906</u>	<u>106.197</u>	<u>106.316</u>	<u>107.548</u>
Harlem Line	\$212.301	\$216.337	\$219.876	\$222.582	\$222.831	\$225.413
<i>Hudson Line - Commutation Revenue</i>	72.539	73.785	75.542	76.630	76.880	77.856
<i>Hudson Line - Non-Commutation Revenue</i>	<u>84.843</u>	<u>87.297</u>	<u>88.355</u>	<u>89.627</u>	<u>89.920</u>	<u>91.061</u>
Hudson Line	\$157.383	\$161.082	\$163.897	\$166.257	\$166.799	\$168.917
<i>New Haven Line - Commutation Revenue</i>	156.827	162.456	162.578	163.987	164.447	166.044
<i>New Haven Line - Non-Commutation Revenue</i>	<u>192.543</u>	<u>196.782</u>	<u>199.604</u>	<u>201.334</u>	<u>201.899</u>	<u>203.859</u>
New Haven Line	\$349.371	\$359.238	\$362.181	\$365.322	\$366.346	\$369.903
<b>Total Commutation Revenue</b>	<b>\$340.376</b>	<b>\$348.931</b>	<b>\$353.090</b>	<b>\$357.002</b>	<b>\$357.842</b>	<b>\$361.765</b>
<b>Total Non-Commutation Revenue</b>	<b><u>378.679</u></b>	<b><u>387.727</u></b>	<b><u>392.865</u></b>	<b><u>397.159</u></b>	<b><u>398.134</u></b>	<b><u>402.468</u></b>
<b>Total East of Hudson Revenue</b>	<b>\$719.055</b>	<b>\$736.658</b>	<b>\$745.955</b>	<b>\$754.161</b>	<b>\$755.976</b>	<b>\$764.233</b>
<b>West of Hudson Revenue</b>	<b>\$14.354</b>	<b>\$14.355</b>	<b>\$14.634</b>	<b>\$14.737</b>	<b>\$14.863</b>	<b>\$15.133</b>
<b>Total Farebox Revenue</b>	<b>\$733.409</b>	<b>\$751.013</b>	<b>\$760.589</b>	<b>\$768.899</b>	<b>\$770.839</b>	<b>\$779.366</b>

Notes: West of Hudson total ridership is both Pascack Valley and Port Jervis lines.

**MTA Metro-North Railroad**  
**July Financial Plan 2019 - 2022**  
**2018 Budget Reduction Plan Summary**  
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022
<b>Administration</b>										
Reductions to Professional Service Contracts	-	1.676	-	2.341	-	2.237	-	2.322	-	2.558
Reductions to Other Business Expenses	-	<u>0.376</u>	-	<u>0.379</u>	-	<u>0.384</u>	-	<u>0.385</u>	-	<u>0.382</u>
<i>Subtotal Administration</i>	-	2.052	-	2.720	-	2.621	-	2.706	-	2.940
<b>Customer Convenience/Amenities</b>										
Elimination of GCT North End Signage Project	-	0.300	-	0.300	-	0.300	-	0.300	-	0.300
Elimination of Temperature Measurement Program	-	<u>0.203</u>	-	<u>0.203</u>	-	<u>0.203</u>	-	<u>0.203</u>	-	<u>0.203</u>
<i>Subtotal Customer Convenience/Amenities</i>	-	0.503	-	0.503	-	0.503	-	0.503	-	0.503
<b>Maintenance/Operations</b>										
Re-allocation of Infrastructure Improvement Repairs from Operating to Capital	-	0.000	-	3.538	-	3.538	-	3.538	-	3.538
Miscellaneous Maintenance and Other Operating Contracts Reduction	-	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	-	2.061	-	1.942	-	1.733	-	1.673	-	1.554
Renegotiation of Middleman Charges for New Haven Line Energy Expenses	-	1.300	-	1.300	-	1.300	-	1.300	-	1.300
Reductions to Materials & Supplies	-	0.985	-	0.985	-	0.985	-	0.985	-	0.985
Rightsizing of NYSGOER Annual Training and Policy Certifications Budget	-	0.940	-	0.940	-	0.940	-	0.940	-	0.940
Rightsizing of Engineering Services Budget for GCT Trained Inspector	-	0.500	-	0.500	-	0.500	-	0.500	-	0.500
Elimination of Engineering Consultant for P-32 RCM Phase ;	-	0.500	-	0.750	-	0.750	-	0.500	-	0.000
Elimination of Track Geometry Car Lease	-	<u>0.000</u>	-	<u>0.166</u>	-	<u>0.166</u>	-	<u>0.166</u>	-	<u>0.166</u>
<i>Subtotal Maintenance/Operations</i>	-	8.093	-	12.505	-	12.443	-	12.273	-	11.889
<b>Revenue Enhancement</b>										
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
<b>Safety/Security</b>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Safety</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<b>Service</b>										
Reductions to Overtime & Fringe	-	0.000	-	4.069	-	4.069	-	4.069	-	4.069
<i>Subtotal Service</i>	-	0.000	-	4.069	-	4.069	-	4.069	-	4.069
<b>Service Support</b>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Service Support</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<b>Other</b>										
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
<b>Agency Submission</b>	-	<b>\$10.648</b>	-	<b>\$19.796</b>	-	<b>\$19.635</b>	-	<b>\$19.551</b>	-	<b>\$19.401</b>

**MTA Metro-North Railroad  
July Financial Plan 2019 - 2022  
2018 Budget Reduction Plan Summary**

**Category by Function:** Administration  
**Program:** Reductions to Professional Service Contracts

<b>Background Details:</b>	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.
<b>Program Description/ Implementation Plan:</b>	Reductions will be reflected in the Professional Services category.
<b>Program Implementation Date:</b>	1/1/2018
<b>When will savings begin?:</b>	Jan-18
<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>	

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>	1.676	2.341	2.237	2.322	2.558
Net Cash Savings (in millions)	<b>\$1.676</b>	<b>\$2.341</b>	<b>\$2.237</b>	<b>\$2.322</b>	<b>\$2.558</b>
<i>Total Positions Required:</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

<b>Background Details:</b>	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.
<b>Program Description/Implementation Plan:</b>	Reductions will be reflected in the Other Business Expenses category.
<b>Program Implementation Date:</b>	1/1/2018
<b>When will savings begin?:</b>	Jan-18
<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>	

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>	0.376	0.379	0.384	0.385	0.382
Net Cash Savings (in millions)	<b>\$0.376</b>	<b>\$0.379</b>	<b>\$0.384</b>	<b>\$0.385</b>	<b>\$0.382</b>
<i>Total Positions Required:</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

<b>Background Details:</b>	This signage project has now been replaced by a larger capital project.		
<b>Program Description/ Implementation Plan:</b>	Reductions will be reflected in the Maintenance & Other Operating Contracts category.		
<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	Jan-18
<b>Other Issues:</b>		<b>Are these savings recurring?:</b>	Yes

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>	0.300	0.300	0.300	0.300	0.300
Net Cash Savings (in millions)	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>	<b>\$0.300</b>
<i>Total Positions Required:</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

<b>Background Details:</b>	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.
<b>Program Description/ Implementation Plan:</b>	Reductions will be reflected in the Professional Services category.
<b>Program Implementation Date:</b>	1/1/2018
<b>When will savings begin?:</b>	Jan-18
<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>	

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>	0.203	0.203	0.203	0.203	0.203
Net Cash Savings (in millions)	<b>\$0.203</b>	<b>\$0.203</b>	<b>\$0.203</b>	<b>\$0.203</b>	<b>\$0.203</b>
<i>Total Positions Required:</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:** Re-allocation of Infrastructure Improvement Repairs from Operating to Capital

<b>Background Details:</b>	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.
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<b>Program Description/ Implementation Plan:</b>	Re-allocation of Infrastructure Improvement Repairs from Operating to Capital		
<b>Program Implementation Date:</b>	1/1/2019	<b>When will savings begin?:</b>	Jan-19
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>	0.000	3.538	3.538	3.538	3.538
Net Cash Savings (in millions)	<b>\$0.000</b>	<b>\$3.538</b>	<b>\$3.538</b>	<b>\$3.538</b>	<b>\$3.538</b>
<i>Total Positions Required:</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

<b>Background Details:</b>	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.
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<b>Program Description/ Implementation Plan:</b>	Reductions will be reflected in the Maintenance & Other Operating Contracts category.		
<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	Jan-18
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>	1.806	2.383	2.531	2.671	2.906
Net Cash Savings (in millions)	<b>\$1.806</b>	<b>\$2.383</b>	<b>\$2.531</b>	<b>\$2.671</b>	<b>\$2.906</b>
<i>Total Positions Required:</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

<b>Background Details:</b>	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.
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<b>Program Description/ Implementation Plan:</b>	Revise and retime of M8 airbrake maintenance cycle.			
<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	Jan-18	
		<b>Are these savings recurring?:</b>	Yes	
<b>Other Issues:</b>				

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>	2.061	1.942	1.733	1.673	1.554
<b>Net Cash Savings (in millions)</b>	<b>\$2.061</b>	<b>\$1.942</b>	<b>\$1.733</b>	<b>\$1.673</b>	<b>\$1.554</b>
<i>Total Positions Required:</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

<b>Background Details:</b>	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.
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<b>Program Description/ Implementation Plan:</b>	Renegotiation of Middleman Charges for New Haven Line Energy Expenses		
<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	Jan-18
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>	1.300	1.300	1.300	1.300	1.300
Net Cash Savings (in millions)	<b>\$1.300</b>	<b>\$1.300</b>	<b>\$1.300</b>	<b>\$1.300</b>	<b>\$1.300</b>
<i>Total Positions Required:</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

<b>Background Details:</b>	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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<b>Program Description/ Implementation Plan:</b>	Reductions will be reflected in the Materials & Supplies category.		
<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	Jan-18
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>	0.985	0.985	0.985	0.985	0.985
Net Cash Savings (in millions)	<b>\$0.985</b>	<b>\$0.985</b>	<b>\$0.985</b>	<b>\$0.985</b>	<b>\$0.985</b>
<i>Total Positions Required:</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

<b>Background Details:</b>	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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<b>Program Description/ Implementation Plan:</b>	Reductions will be reflected in the Regular Pay and associated Fringe Cost categories.		
<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	Jan-18
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>	0.940	0.940	0.940	0.940	0.940
Net Cash Savings (in millions)	<b>\$0.940</b>	<b>\$0.940</b>	<b>\$0.940</b>	<b>\$0.940</b>	<b>\$0.940</b>
<i>Total Positions Required:</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 Trained Inspection

<b>Background Details:</b>	Rightsizing of engineering services for the GCT Trained Inspection Program.		
<b>Program Description/ Implementation Plan:</b>	Reductions will be reflected in the Professional Services category.		
<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	Jan-18
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	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	0.500
Net Cash Savings (in millions)	<b>\$0.500</b>	<b>\$0.500</b>	<b>\$0.500</b>	<b>\$0.500</b>	<b>\$0.500</b>
<i>Total Positions Required:</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

<b>Background Details:</b>	Outside engineering consultants will no longer be used for Phase 2 of the P-32 RCM Program.		
<b>Program Description/ Implementation Plan:</b>	Reductions will be reflected in the Professional Services category.		
<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	Jan-18
<b>Other Issues:</b>		<b>Are these savings recurring?:</b>	Yes

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>	0.500	0.750	0.750	0.500	0.000
Net Cash Savings (in millions)	<b>\$0.500</b>	<b>\$0.750</b>	<b>\$0.750</b>	<b>\$0.500</b>	<b>\$0.000</b>
<i>Total Positions Required:</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

<b>Background Details:</b>	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.
<b>Program Description/ Implementation Plan:</b>	Reductions will be reflected in the Maintenance & Other Operating Contracts category.
<b>Program Implementation Date:</b>	1/1/2019
<b>When will savings begin?:</b>	Jan-19
<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>	

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>	0.000	0.166	0.166	0.166	0.166
Net Cash Savings (in millions)	<b>\$0.000</b>	<b>\$0.166</b>	<b>\$0.166</b>	<b>\$0.166</b>	<b>\$0.166</b>
<i>Total Positions Required:</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

<b>Background Details:</b>	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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<b>Program Description/ Implementation Plan:</b>	Reductions will be reflected in the Overtime and associated Fringe Cost categories.		
<b>Program Implementation Date:</b>	1/1/2019	<b>When will savings begin?:</b>	Jan-19
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>	0.000	4.069	4.069	4.069	4.069
Net Cash Savings (in millions)	<b>\$0.000</b>	<b>\$4.069</b>	<b>\$4.069</b>	<b>\$4.069</b>	<b>\$4.069</b>
<i>Total Positions Required:</i>	0	0	0	0	0



**MTA METRO-NORTH RAILROAD**  
**2019 Preliminary Budget**  
**July Financial Plan 2019 - 2022**  
**Positions**

**POSITION ASSUMPTIONS**

**YEAR-TO-YEAR CHANGES**

**2018-2019**

The July Financial Plan for 2019 includes an increase of 12 positions. This increase consists of 7 authorized Procurement positions to support Enterprise Asset Management (5) and the Procurement Re-organization (2), 4 Maintenance of Way authorized positions including 3 Communication & Signal (C&S) positions to support several critical capital projects and 1 Administration position, and 1 Safety position to administer the Safety System application.

**2019-2020**

The July Financial Plan for 2020 includes an increase of 2 Maintenance of Way C&S authorized positions to support various capital projects.

**PLAN-TO-PLAN CHANGES**

**2018**

The 2018 Mid-Year Forecast shows an increase of 12 positions versus the Adopted Budget. This increase is due to the addition of 4 Maintenance of Way positions for FRA Testing & Service Protection Coverage, 5 Transportation positions to manage the CDOT Capital Walk Bridge Replacement Project (4) and Positive Train Control Coverage (1), 2 Operations Administration positions to support the Reorganization of the Drug and Alcohol Program (1) and the Rental Fleet within the Automotive Group (1) and 1 Diversity position to support Equal Employment Opportunity requirements.

**2019-2021**

The July Financial Plan for 2019 through 2021 shows an increase of 20 positions over the February Financial Plan. This increase is due to the addition of 7 authorized Procurement positions to support Enterprise Asset Management (5) and the Procurement Re-organization (2) as well as 1 Safety position to administer the Safety System application. There is also an increase of 12 positions carried forward from 2018.

<b>MTA METRO-NORTH RAILROAD</b>				
<b>July Financial Plan 2019 - 2022</b>				
Favorable/(Unfavorable)				
<b>Total Position Changes at a Glance</b>				
	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>2018 February Plan - Total Positions</b>	<b>7,006</b>	<b>7,010</b>	<b>7,012</b>	<b>7,012</b>
Total Plan-to-Plan Changes	(12)	(20)	(20)	(20)
<b>2018 July Plan - Total Positions</b>	<b>7,018</b>	<b>7,030</b>	<b>7,032</b>	<b>7,032</b>
Total Year-to-Year Changes, July Plan		(12)	(2)	0
<b>Total Plan-to-Plan Changes by Reporting Category:</b>				
<i>Non-Reimbursable</i>	(84)	3	(2)	12
<i>Reimbursable</i>	72	(23)	(18)	(32)
<b>Total</b>	<b>(12)</b>	<b>(20)</b>	<b>(20)</b>	<b>(20)</b>
<i>Full-Time</i>	(12)	(20)	(20)	(20)
<i>Full-Time Equivalents</i>	0	0	0	0
<b>Total</b>	<b>(12)</b>	<b>(20)</b>	<b>(20)</b>	<b>(20)</b>
<i>By Function Category</i>				
- Administration	1	0	0	0
- Operations	(8)	(8)	(8)	(8)
- Maintenance	(5)	(12)	(12)	(12)
- Engineering/Capital	0	0	0	0
- Public Safety	0	0	0	0
<b>Total</b>	<b>(12)</b>	<b>(20)</b>	<b>(20)</b>	<b>(20)</b>
<i>By Occupational Group</i>				
- Managers/Supervisors	(5)	(5)	(5)	(5)
- Professional, Technical, Clerical	(8)	(16)	(16)	(16)
- Operational Hourlies	1	1	1	1
<b>Total</b>	<b>(12)</b>	<b>(20)</b>	<b>(20)</b>	<b>(20)</b>
<b>Total Plan-to-Plan Changes by Major Category:</b>				
2018 BRPs	0	0	0	0
New Needs	(12)	(20)	(20)	(20)
Change in Reimbursable Positions	72	(23)	(18)	(32)
Re-estimates & All Other <sup>1</sup>	(72)	23	18	32
<b>Total</b>	<b>(12)</b>	<b>(20)</b>	<b>(20)</b>	<b>(20)</b>

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan 2019 - 2022**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

FUNCTION/DEPARTMENT	2017 Actual	2018 Mid-Year Forecast	2019 Preliminary Budget	2020	2021	2022
<b>Administration</b>						
President	2	3	3	3	3	3
Labor Relations	17	20	20	20	20	20
Safety	54	58	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	9	9	9	9	9
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
<b>Total Administration</b>	<b>515</b>	<b>608</b>	<b>609</b>	<b>609</b>	<b>609</b>	<b>609</b>
<b>Operations</b>						
Operations Administration	67	76	76	76	76	76
Transportation	1,614	1,522	1,522	1,522	1,522	1,522
Customer Service	280	294	294	294	294	294
Metro-North West	31	46	46	46	46	46
<b>Total Operations</b>	<b>1,992</b>	<b>1,938</b>	<b>1,938</b>	<b>1,938</b>	<b>1,938</b>	<b>1,938</b>
<b>Maintenance</b>						
Maintenance of Equipment	1,664	1,764	1,764	1,764	1,764	1,764
Maintenance of Way	2,116	2,438	2,442	2,444	2,444	2,444
Procurement & Material Management	120	134	141	141	141	141
<b>Total Maintenance</b>	<b>3,900</b>	<b>4,336</b>	<b>4,347</b>	<b>4,349</b>	<b>4,349</b>	<b>4,349</b>
<b>Engineering/Capital</b>						
Construction Management	40	44	44	44	44	44
Engineering & Design	72	92	92	92	92	92
<b>Total Engineering/Capital</b>	<b>112</b>	<b>136</b>	<b>136</b>	<b>136</b>	<b>136</b>	<b>136</b>
<b>Total Positions</b>	<b>6,519</b>	<b>7,018</b>	<b>7,030</b>	<b>7,032</b>	<b>7,032</b>	<b>7,032</b>
<b>Non-Reimbursable</b>						
Non-Reimbursable	5,995	6,339	6,259	6,261	6,264	6,274
Reimbursable	524	679	771	771	768	758
<b>Total Full-Time</b>						
Total Full-Time	6,518	7,017	7,029	7,031	7,031	7,031
Total Full-Time-Equivalents	1	1	1	1	1	1

**MTA METRO-NORTH RAILROAD**  
**July Financial Plan 2019 - 2022**  
**Total Positions by Function and Occupational Group**  
**Non-Reimbursable and Reimbursable**

FUNCTION / OCCUPATIONAL GROUP	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Administration</b>						
Managers/Supervisors	177	206	206	206	206	206
Professional/Technical/Clerical	338	402	403	403	403	403
Operational Hourlies	0	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>515</b>	<b>608</b>	<b>609</b>	<b>609</b>	<b>609</b>	<b>609</b>
<b>Operations</b>						
Managers/Supervisors	238	223	223	223	223	223
Professional/Technical/Clerical	175	218	218	218	218	218
Operational Hourlies	1,580	1,497	1,497	1,497	1,497	1,497
<b>Total Operations Headcount</b>	<b>1,992</b>	<b>1,938</b>	<b>1,938</b>	<b>1,938</b>	<b>1,938</b>	<b>1,938</b>
<b>Maintenance</b>						
Managers/Supervisors	625	682	682	682	682	682
Professional/Technical/Clerical	504	588	596	596	596	596
Operational Hourlies	2,770	3,066	3,069	3,071	3,071	3,071
<b>Total Maintenance Headcount</b>	<b>3,900</b>	<b>4,336</b>	<b>4,347</b>	<b>4,349</b>	<b>4,349</b>	<b>4,349</b>
<b>Engineering / Capital</b>						
Managers/Supervisors	46	47	47	47	47	47
Professional/Technical/Clerical	66	89	89	89	89	89
Operational Hourlies	0	0	0	0	0	0
<b>Total Engineering Headcount</b>	<b>112</b>	<b>136</b>	<b>136</b>	<b>136</b>	<b>136</b>	<b>136</b>
<b>Public Safety</b>						
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
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>						
Managers/Supervisors	<b>1,086</b>	<b>1,158</b>	<b>1,158</b>	<b>1,158</b>	<b>1,158</b>	<b>1,158</b>
Professional/Technical/ Clerical	<b>1,084</b>	<b>1,297</b>	<b>1,306</b>	<b>1,306</b>	<b>1,306</b>	<b>1,306</b>
Operational Hourlies	<b>4,350</b>	<b>4,563</b>	<b>4,566</b>	<b>4,568</b>	<b>4,568</b>	<b>4,568</b>
<b>Total Positions</b>	<b>6,519</b>	<b>7,018</b>	<b>7,030</b>	<b>7,032</b>	<b>7,032</b>	<b>7,032</b>

# **MTA Headquarters**

**MTA HEADQUARTERS  
2019 Preliminary Budget  
July 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' July 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' July Financial Plan provides funding for new MTA-wide initiatives considered to be the highest priority by executive management, while continuing to provide funding for initiatives begun in previous plans, 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:

- Grade crossing initiatives and other safety management projects;
- Personnel and support for 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;
- Priority initiatives that will provide enhancements and upgrades to customer information systems including MTA.info, eTix, Trip Planner and countdown clocks to NYCT B-Division stations; and
- MTA IT support for BusTrek, which allows managers and dispatchers to monitor and manage bus operations.

The Plan includes support for new initiatives and investments for the following:

- Funding to support an increased MTAPD presence;
- Support for planning and oversight of the Subway Action Plan; and
- IT initiatives for network upgrades, Transit Wireless needs, and threat intelligence and analysis.

### *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. As included in previous financial plans, officers have been hired to provide front-line counterterrorism policing and to also assist homeless New Yorkers through the Homeless Outreach Unit. The MTAPD will begin a hiring schedule for an average of 30 new officers each year in 2019 through 2021 to augment safety and security throughout the MTA system in the short-term and be available to deploy a fully-trained security presence for East Side Access (ESA) when it opens in 2022.

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.

### *Business Service Center*

This plan provides funding for the BSC PeopleSoft Update Manager (PUM), the lifecycle management process that is used by Oracle to provide bug fixes and new features that can be downloaded locally. Also included in this plan is the MTA Pension Project which will convert the Long Island Rail Road's (LIRR) closed plan, the Staten Island Rapid Transit Operating Authority (SIRTOA), the Manhattan and Bronx Surface Transit Operating Authority (MaBSTOA) Defined Benefit Pension Plan, and the MTA Bus plan into the centralized PeopleSoft system. This will provide the MTA BSC the ability to facilitate the automated management of all the MTA-controlled defined benefit plans.

### **2018 Mid-Year Forecast**

The MTA Headquarters Baseline Deficit of \$864.2 million in the July Plan includes total non-reimbursable operating revenues of \$59.6 million and total expenses before depreciation and other post-employment benefits of \$796.2 million, consisting of \$434.5 million in labor expenses and \$361.8 million in non-labor expenses. Total capital and other reimbursements are projected to be \$127.1 million. Total reimbursable labor expenses are \$65.7 million and non-labor expenses are \$61.4 million. Cash adjustments prior to depreciation, OPEB obligation and GASB 68 are unfavorable by \$24.6 million. The Baseline Cash Deficit is projected to be \$761.3 million, a \$100.5 million unfavorable variance from the Adopted Budget of \$660.9 million. The 2018 Forecast captures the timing delay of expenses that were accrued in 2017 but not paid until 2018; it also includes the re-scheduling of certain initiatives originally thought to occur in 2017. New and re-estimated needs are also reflected in the Forecast.

Major operating cash changes include:

#### **Unfavorable**

- Investments of \$43.5 million for information technology needs, which include support for the next generation fare payment system, additional BusTrek support costs, network upgrades, security and threat intelligence systems, and required data center expenses;
- MTAPD increases of \$13.2 million in overtime wages to reflect the higher levels of coverage from enhanced quality of life initiatives to assist the homeless population frequenting MTA terminals and efforts to combat littering;

- Timing of payments for 2017 operating expenses and re-scheduling of certain initiatives into 2018 of \$49.5 million;
- Additional needs for MTA marketing and advertising campaigns;
- Support of the Subway Action Plan and cost containment efforts;
- Revised operating capital expenditures for increased MTA IT systems and facility needs, which are offset by the rescheduling of previously planned projects and Budget Reduction Program (BRP) savings; and
- Additional costs due to continued ownership of Madison Avenue buildings.

**Favorable**

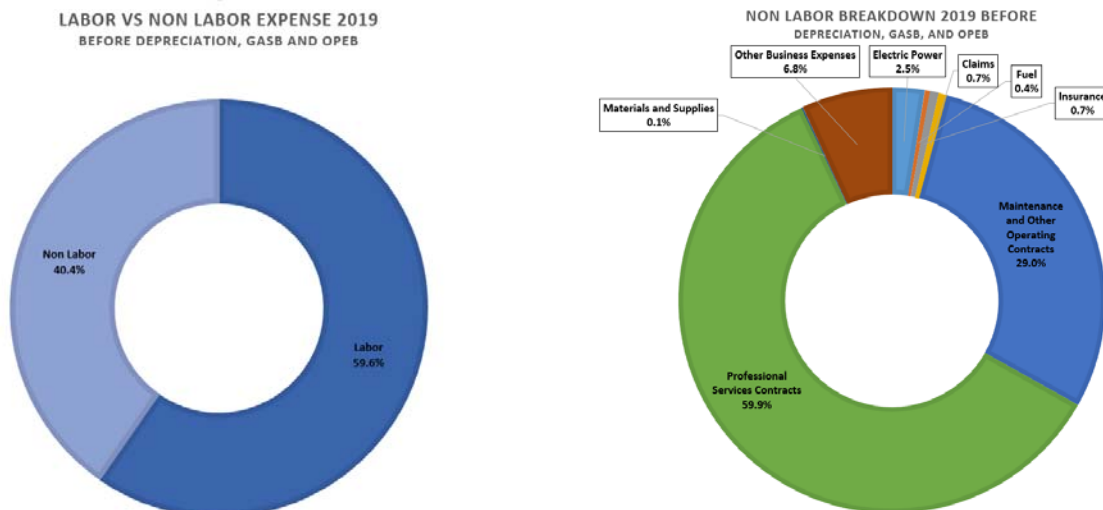
- Savings from BRPs of \$15.7 million mainly due to reductions in MTA IT operating capital needs, usage of consultants assisting MTA IT, revised MTAPD fleet replacement cycles, savings from hiring restrictions and reductions on spending across all Headquarters departments;
- Revised benefit rates for inter-agency employees working at Headquarters; and
- Slight adjustments to insurance premiums and advertising revenue.

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. These recoverable expenses are higher than February, reflecting additional current year costs at the North White Plains MNR facility, an increase in capitolly reimbursable New Fare Payment System (NFPS) employees and the recovery of Occupational Health and Safety (OHS) costs from Metro-North.

Total baseline positions are projected to increase by 19 positions to 3,149 positions. This increase is to support the design and implementation phases of the NFPS project.

**2019 Preliminary Budget - Baseline**

The MTA Headquarters Baseline Deficit of \$827.1 million in the July Plan includes total Non-Reimbursable Operating Revenues of \$53.2 million and total expenses before depreciation and other post-employment benefits of \$735.7 million, consisting of \$438.8 million in labor expenses and \$296.9 million in non-labor expenses. Depreciation, OPEB and GASB 68 adjustments total \$144.5 million.





Total capital and other reimbursements are projected to be \$117.4 million. Total reimbursable labor expenses are \$79.2 million and non-labor expenses are \$38.2 million. Cash adjustments prior to depreciation, OPEB obligation and GASB 68 are favorable by \$149.1 million primarily reflecting the anticipated recovery of Headquarters relocation expenses and advertising revenue receipts.

The Baseline Cash Deficit is projected to be \$533.4 million, \$73.9 million unfavorable variance from the Adopted Budget of \$459.5 million.

Major operating cash changes include:

### **Unfavorable**

- Investments of \$33.5 million for information technology needs, which include support for the next generation fare payment system, additional BusTrek support costs, network upgrades, security and threat intelligence systems, and required data center expenses;
- MTAPD increases of \$4.5 million in overtime wages to reflect the higher levels of coverage as a result of enhanced quality of life initiatives to assist the homeless population frequenting MTA terminals and efforts to combat littering;
- Additional needs for MTA marketing and advertising campaigns;
- Server replacement costs for the MTA Office of the Inspector General;
- Unfavorable operating capital expenditures for increased MTA IT systems, facility needs and the unfavorable impact of rescheduling of previously planned projects, partially offset by BRP savings;
- An additional \$4.7 million in costs resulting from the continuation of ownership of Madison Avenue buildings, partially offset by continued retail tenant revenue; and
- Higher facility maintenance costs of \$3.0 million.

### **Favorable**

- Savings from the Budget Reduction Program (BRPs) of \$17.7 million mainly due to reductions in MTA IT operating capital needs, reduced usage of IT consultants, extended MTAPD fleet replacement cycles, reductions on spending across all Headquarters departments and the elimination of a health and safety magazine subscription distributed to employees across all MTA Agencies;
- Revised benefit rates for inter-agency employees working at Headquarters; and
- Slight adjustments to insurance premiums and advertising revenue.

Reimbursable expenses, consisting of work done on behalf of the Agencies, Headquarters Risk and Insurance Management, Pension Department expenses, and West Side Yard development costs remain relatively unchanged from February. An increase of \$4.2 million is primarily attributable to the increase in NFPS employees and recovering OHS costs from Metro-North.

Total baseline positions are projected to increase by 19 positions to 3,172 positions. This increase is to support the design and implementation phases of the NFPS project.

### **2020 - 2022 Projections**

Operating cash deficits are projected to increase by \$5.8 million in 2020, \$13.2 million in 2021 and \$31.5 million in 2022 relative to the February Plan.

Major operating cash changes include:

**Unfavorable**

- Investments of \$25.5 million in 2020, \$25.9 million in 2021 and \$28.0 million in 2022 for information technology needs, which include support for the next generation fare payment system, network upgrades, security and threat intelligence systems, and required data center expenses;
- MTAPD overtime needs of \$4.5 million annually, to support enhanced quality of life initiatives to assist the homeless population frequenting MTA terminals and efforts to combat littering ;
- Re-estimated costs of \$3.1 million annually for higher facility maintenance costs; and
- Rescheduling of Operating Capital projects results in an unfavorable variance in 2022.

**Favorable**

- Rescheduling of Operating Capital projects, provides favorable variances in 2020 and 2021 from the February Plan; and
- Savings from the BRPs of \$18.2 million in 2020 and 2021 and \$18.3 million in 2022, mainly due to reductions in MTA IT operating and software costs, revised MTAPD fleet replacement cycles, reductions on spending across all Headquarters departments and the elimination of a health and safety magazine subscription distributed to employees across all MTA Agencies.

Reimbursable expenses, consisting of work done on behalf of the Agencies, Headquarters Risk and Insurance Management, Pension Department expenses, and West Side Yard development costs remain relatively flat from February. An average annual increase of \$6.4 million is primarily attributable to the increase in NFPS employees and recovering OHS costs from Metro-North.

Total baseline positions are projected to increase by 19 positions to 3,226 positions in 2020 and 3,236 in 2021. This increase is to support the design and implementation phases of the NFPS project.

The MTA Headquarters Baseline Deficit of \$827.5 million in 2020 includes total non-reimbursable operating revenues of \$53.3 million, total non-reimbursable expenses before depreciation and other post-employment benefits of \$731.0 million, consisting of \$453.4 million in labor expenses and \$277.5 million in non-labor expenses. Total capital and other reimbursements are projected to be \$115.3 million. Total reimbursable labor expenses are \$80.6 million and non-labor expenses are \$34.7 million. Cash adjustments prior to depreciation and OPEB obligation are favorable by \$90.8 million primarily reflecting advertising revenue receipts offset by operating capital adjustments. Total headcount is projected to be 3,226 positions in 2020.

Baseline operating deficits for 2021 and 2022 are \$836.2 million and \$851.9 million, respectively. Cash deficits for the same periods are \$611.5 million and \$631.3 million.

## **Budget Reduction Program (BRPs)**

The July Plan includes total Headquarters BRPs of \$15.7 million in 2018, then \$18.1 million in 2019 and growing to \$18.3 million by 2022.

Reductions were applied to operating capital project needs for MTA IT and adjustments made to the level of annual police vehicle replacements. Additional reductions identified and eliminated non-essential spending throughout all Headquarters departments, such as:

- Savings in 2018 from hiring restrictions;
- Reduction in the usage of consultant services within MTA IT;
- Reduction in software expense and support costs from increased enterprise-wide standardization;
- Elimination of a health and safety magazine subscription that was mailed to all MTA-Agency employees' homes;
- Reduction in usage of external contracts, supplies and outside training at the BSC;
- Rightsizing of budget levels necessary to support employee sleep apnea programs and awareness based on current experience; and
- Reduction in the need for outside Real Estate services.

**MTA HEADQUARTERS**  
**July Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Non-Reimbursable</b>						
<b>Operating Revenue</b>						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Other Operating Revenue:</i>						
Rental Income	47.774	47.446	47.708	47.739	49.629	51.594
Advertising	0.000	0.000	0.000	0.000	0.000	0.000
Other	8.114	12.120	5.444	5.576	5.743	5.912
Other Operating Revenue	55.888	59.566	53.151	53.316	55.372	57.506
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$55.888</b>	<b>\$59.566</b>	<b>\$53.151</b>	<b>\$53.316</b>	<b>\$55.372</b>	<b>\$57.506</b>
<b>Operating Expense</b>						
<i>Labor:</i>						
Payroll	\$269.709	\$290.770	\$304.700	\$313.708	\$320.681	\$327.455
Overtime	20.562	26.306	17.811	17.913	15.033	15.948
Health and Welfare	44.800	54.297	58.250	61.723	65.227	68.239
OPEB Current Payments	13.346	14.333	15.423	16.071	16.954	17.887
Pension	67.941	68.057	69.896	71.407	71.940	69.909
Other Fringe Benefits	30.165	34.469	37.748	38.849	41.156	42.018
Reimbursable Overhead	(77.246)	(53.760)	(65.028)	(66.229)	(67.451)	(68.513)
<b>Total Labor Expenses</b>	<b>\$369.278</b>	<b>\$434.472</b>	<b>\$438.800</b>	<b>\$453.442</b>	<b>\$463.541</b>	<b>\$472.943</b>
<i>Non-Labor:</i>						
Electric Power	\$4.895	\$7.707	\$7.293	\$6.912	\$7.040	\$7.359
Fuel	0.677	1.023	1.190	1.185	1.195	1.296
Insurance	2.253	4.765	1.952	2.061	2.235	2.484
Claims	1.354	4.534	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	82.642	86.395	86.649	88.899	91.240
Professional Services Contracts	202.251	234.947	177.458	157.319	156.225	158.876
Materials and Supplies	0.791	1.011	0.323	0.311	0.318	0.326
<i>Other Business Expenses</i>						
MTA Internal Subsidy	12.316	15.700	12.316	12.316	12.316	12.316
Other	6.646	9.422	7.995	8.648	8.780	8.985
Other Business Expenses	18.962	25.122	20.311	20.964	21.096	21.301
<b>Total Non-Labor Expenses</b>	<b>\$297.978</b>	<b>\$361.751</b>	<b>\$296.870</b>	<b>\$277.544</b>	<b>\$279.365</b>	<b>\$285.474</b>
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$667.256</b>	<b>\$796.223</b>	<b>\$735.669</b>	<b>\$730.985</b>	<b>\$742.906</b>	<b>\$758.417</b>
Depreciation	\$35.803	\$40.545	\$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	(2.166)	(1.585)	(2.890)	(7.194)	(2.896)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$787.144</b>	<b>\$923.743</b>	<b>\$880.208</b>	<b>\$880.784</b>	<b>\$891.593</b>	<b>\$909.356</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$731.256)</b>	<b>(\$864.177)</b>	<b>(\$827.057)</b>	<b>(\$827.469)</b>	<b>(\$836.221)</b>	<b>(\$851.850)</b>

**MTA HEADQUARTERS**  
**July Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Reimbursable</b>						
<b>Operating Revenue</b>						
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	127.128	117.414	115.333	111.621	113.810
<b>Total Revenues</b>	<b>\$123.232</b>	<b>\$127.128</b>	<b>\$117.414</b>	<b>\$115.333</b>	<b>\$111.621</b>	<b>\$113.810</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
Payroll	\$4.340	\$5.901	\$8.010	\$8.184	\$8.290	\$8.433
Overtime	7.107	3.652	2.815	2.771	2.727	2.681
Health and Welfare	0.495	1.227	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	0.556	1.085	1.123	1.166	1.209
Other Fringe Benefits	0.375	0.636	0.831	0.844	0.889	0.918
Reimbursable Overhead	77.246	53.760	65.028	66.229	67.451	68.513
<b>Total Labor Expenses</b>	<b>\$90.192</b>	<b>\$65.732</b>	<b>\$79.195</b>	<b>\$80.638</b>	<b>\$82.086</b>	<b>\$83.387</b>
<b>Non-Labor:</b>						
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	0.021	0.021	0.022	0.022	0.024
Professional Services Contracts	33.007	61.307	38.122	34.596	29.433	30.317
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
<b>Other Business Expenses</b>						
MTA Internal Subsidy	0.000	0.000	0.000	0.000	0.000	0.000
Other	0.032	0.068	0.075	0.077	0.080	0.082
Other Business Expenses	0.032	0.068	0.075	0.077	0.080	0.082
<b>Total Non-Labor Expenses</b>	<b>\$33.040</b>	<b>\$61.396</b>	<b>\$38.219</b>	<b>\$34.695</b>	<b>\$29.535</b>	<b>\$30.423</b>
<b>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$123.232</b>	<b>\$127.128</b>	<b>\$117.414</b>	<b>\$115.333</b>	<b>\$111.621</b>	<b>\$113.810</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA HEADQUARTERS**  
**July Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b><u>Non-Reimbursable / Reimbursable</u></b>						
<b>Operating Revenue</b>						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Other Operating Revenue:</i>						
Rental Income	47.774	47.446	47.708	47.739	49.629	51.594
Advertising	0.000	0.000	0.000	0.000	0.000	0.000
Other	8.114	12.120	5.444	5.576	5.743	5.912
Other Operating Revenue	55.888	59.566	53.151	53.316	55.372	57.506
Capital and Other Reimbursements	123.232	127.128	117.414	115.333	111.621	113.810
<b>Total Revenues</b>	<b>\$179.120</b>	<b>\$186.694</b>	<b>\$170.565</b>	<b>\$168.648</b>	<b>\$166.993</b>	<b>\$171.316</b>
<b>Operating Expense</b>						
<i>Labor:</i>						
Payroll	\$274.049	\$296.671	\$312.710	\$321.892	\$328.971	\$335.889
Overtime	27.669	29.958	20.626	20.684	17.760	18.629
Health and Welfare	45.295	55.524	59.676	63.210	66.790	69.871
OPEB Current Payments	13.346	14.333	15.423	16.071	16.954	17.887
Pension	68.572	68.613	70.981	72.530	73.106	71.118
Other Fringe Benefits	30.540	35.105	38.579	39.694	42.045	42.937
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$459.470</b>	<b>\$500.204</b>	<b>\$517.995</b>	<b>\$534.080</b>	<b>\$545.627</b>	<b>\$556.331</b>
<i>Non-Labor:</i>						
Electric Power	\$4.895	\$7.707	\$7.293	\$6.912	\$7.040	\$7.359
Fuel	0.677	1.023	1.190	1.185	1.195	1.296
Insurance	2.253	4.765	1.952	2.061	2.235	2.484
Claims	1.354	4.534	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	82.663	86.417	86.671	88.922	91.264
Professional Services Contracts	235.258	296.254	215.580	191.915	185.658	189.192
Materials and Supplies	0.791	1.011	0.323	0.311	0.318	0.326
<i>Other Business Expenses</i>						
MTA Internal Subsidy	12.316	15.700	12.316	12.316	12.316	12.316
Other	6.678	9.490	8.070	8.726	8.859	9.067
Other Business Expenses	18.994	25.189	20.386	21.042	21.175	21.383
<b>Total Non-Labor Expenses</b>	<b>\$331.017</b>	<b>\$423.147</b>	<b>\$335.088</b>	<b>\$312.239</b>	<b>\$308.900</b>	<b>\$315.896</b>
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$790.488</b>	<b>\$923.351</b>	<b>\$853.083</b>	<b>\$846.318</b>	<b>\$854.526</b>	<b>\$872.227</b>
Depreciation	\$35.803	\$40.545	\$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	(2.166)	(1.585)	(2.890)	(7.194)	(2.896)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$910.376</b>	<b>\$1,050.871</b>	<b>\$997.622</b>	<b>\$996.117</b>	<b>\$1,003.214</b>	<b>\$1,023.166</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$731.256)</b>	<b>(\$864.177)</b>	<b>(\$827.057)</b>	<b>(\$827.469)</b>	<b>(\$836.221)</b>	<b>(\$851.850)</b>

**MTA HEADQUARTERS**  
**July Financial Plan 2019 - 2022**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Cash Receipts and Expenditures</b>						
<b>Receipts</b>						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Other Operating Revenue:</i>						
Rental Income	47.377	47.446	47.708	47.739	49.629	51.594
Advertising Revenue	142.792	127.436	130.236	133.698	137.139	140.467
Other Revenue	<u>7.367</u>	<u>12.120</u>	<u>110.946</u>	<u>25.067</u>	<u>5.743</u>	<u>5.912</u>
Other Operating Revenue	197.537	187.002	288.889	206.504	192.510	197.973
Capital and Other Reimbursements	117.956	136.128	124.414	124.155	111.621	113.810
<b>Total Receipts</b>	<b>\$315.493</b>	<b>\$323.130</b>	<b>\$413.303</b>	<b>\$330.659</b>	<b>\$304.131</b>	<b>\$311.783</b>
<b>Expenditures</b>						
<i>Labor:</i>						
Payroll	\$259.300	\$303.171	\$306.210	\$315.392	\$322.471	\$329.389
Overtime	27.398	29.958	20.626	20.684	17.760	18.629
Health and Welfare	42.420	55.524	59.676	63.210	66.790	69.871
OPEB Current Payments	12.876	14.333	15.423	16.071	16.954	17.887
Pension	62.240	67.875	71.192	72.693	73.475	71.484
Other Fringe Benefits	24.030	36.738	38.579	39.694	42.045	42.937
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
<b>Total Labor Expenditures</b>	<b>\$428.264</b>	<b>\$507.599</b>	<b>\$511.706</b>	<b>\$527.743</b>	<b>\$539.496</b>	<b>\$550.197</b>
<i>Non-Labor:</i>						
Electric Power	\$5.951	\$9.051	\$7.293	\$6.912	\$7.040	\$7.359
Fuel	0.770	1.052	1.190	1.185	1.195	1.296
Insurance	2.087	6.865	1.925	2.032	2.203	2.452
Claims	0.887	4.534	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	80.862	83.417	83.571	85.822	88.064
Professional Services Contracts	211.501	310.718	209.680	186.315	180.458	183.892
Materials and Supplies	0.097	0.921	0.323	0.311	0.318	0.326
<i>Other Business Expenses:</i>						
MTA Internal Subsidy	12.316	15.700	12.316	12.316	12.316	12.316
Other	<u>10.672</u>	<u>18.876</u>	<u>11.748</u>	<u>8.146</u>	<u>8.279</u>	<u>8.467</u>
Other Business Expenses	22.987	34.575	24.064	20.462	20.595	20.783
<b>Total Non-Labor Expenditures</b>	<b>\$315.666</b>	<b>\$448.578</b>	<b>\$329.839</b>	<b>\$302.930</b>	<b>\$299.988</b>	<b>\$306.765</b>
<i>Other Expenditure Adjustments:</i>						
Operating Capital	45.727	128.259	105.181	86.850	76.107	86.080
<b>Total Other Expenditure Adjustments</b>	<b>\$45.727</b>	<b>\$128.259</b>	<b>\$105.181</b>	<b>\$86.850</b>	<b>\$76.107</b>	<b>\$86.080</b>
<b>Total Expenditures</b>	<b>\$789.658</b>	<b>\$1,084.437</b>	<b>\$946.726</b>	<b>\$917.522</b>	<b>\$915.591</b>	<b>\$943.042</b>
<b>Net Cash Balance</b>	<b>(\$474.165)</b>	<b>(\$761.307)</b>	<b>(\$533.423)</b>	<b>(\$586.864)</b>	<b>(\$611.460)</b>	<b>(\$631.259)</b>

**MTA HEADQUARTERS**  
**July Financial Plan 2019 - 2022**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Cash Flow Adjustments</b>						
<b>Receipts</b>						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Rent and Utilities</i>	(0.396)	0.000	0.000	0.000	0.000	0.000
<i>Advertising</i>	142.792	127.436	130.236	133.698	137.139	140.467
<i>Other Revenue</i>	(0.747)	0.000	105.502	19.490	0.000	0.000
Other Operating Revenue	141.649	127.436	235.738	153.188	137.139	140.467
Capital and Other Reimbursements	(5.276)	9.000	7.000	8.822	0.000	0.000
<b>Total Receipts</b>	<b>\$136.373</b>	<b>\$136.436</b>	<b>\$242.738</b>	<b>\$162.010</b>	<b>\$137.139</b>	<b>\$140.467</b>
<b>Expenditures</b>						
<b><u>Labor:</u></b>						
Payroll	\$14.749	(\$6.500)	\$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	0.000	0.000	0.000	0.000	0.000
Pension	6.331	0.738	(0.211)	(0.163)	(0.369)	(0.366)
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
<b>Total Labor Expenditures</b>	<b>\$31.206</b>	<b>(\$7.395)</b>	<b>\$6.289</b>	<b>\$6.337</b>	<b>\$6.131</b>	<b>\$6.134</b>
<b><u>Non-Labor:</u></b>						
Electric Power	(\$1.056)	(\$1.344)	0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.094)	(0.029)	0.000	0.000	0.000	0.000
Insurance	0.167	(2.100)	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)	1.801	3.000	3.100	3.100	3.200
Professional Services Contracts	23.757	(14.463)	5.900	5.600	5.200	5.300
Materials and Supplies	0.694	0.091	0.000	0.000	0.000	0.000
<b><u>Other Business Expenses</u></b>						
<i>MTA Internal Subsidy</i>	0.000	0.000	0.000	0.000	0.000	0.000
<i>Other Business Expenses</i>	(3.993)	(9.386)	(3.678)	0.580	0.580	0.600
Total Other Business Expenses	(3.993)	(9.386)	(3.678)	0.580	0.580	0.600
<b>Total Non-Labor Expenditures</b>	<b>\$15.351</b>	<b>(\$25.431)</b>	<b>\$5.249</b>	<b>\$9.309</b>	<b>\$8.912</b>	<b>\$9.132</b>
<b><u>Other Expenditure Adjustments:</u></b>						
Operating Capital	(45.727)	(128.259)	(105.181)	(86.850)	(76.107)	(86.080)
<b>Total Other Expenditure Adjustments</b>	<b>(\$45.727)</b>	<b>(\$128.259)</b>	<b>(\$105.181)</b>	<b>(\$86.850)</b>	<b>(\$76.107)</b>	<b>(\$86.080)</b>
<b>Total Expenditures</b>	<b>\$0.830</b>	<b>(\$161.085)</b>	<b>(\$93.643)</b>	<b>(\$71.204)</b>	<b>(\$61.064)</b>	<b>(\$70.815)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$137.202</b>	<b>(\$24.649)</b>	<b>\$149.095</b>	<b>\$90.806</b>	<b>\$76.074</b>	<b>\$69.652</b>
Depreciation	\$35.803	\$40.545	\$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	(2.166)	(1.585)	(2.890)	(7.194)	(2.896)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$257.091</b>	<b>\$102.870</b>	<b>\$293.634</b>	<b>\$240.605</b>	<b>\$224.762</b>	<b>\$220.592</b>



**MTA HEADQUARTERS**  
**2018 Mid-Year Forecast**  
**Non-Reimbursable/Reimbursable Overtime Hours and Expenses**  
(\$ in millions)

	Total		
	Hours	\$	%
<b><i>NON-REIMBURSABLE OVERTIME</i></b>			
Scheduled Service	0	\$0.000	0.0%
Unscheduled Service	0	0.000	0.0%
Programmatic/Routine Maintenance	0	0.000	0.0%
Unscheduled Maintenance	0	0.000	0.0%
Vacancy/Absentee Coverage	99,287	5.495	20.9%
Weather Emergencies	0	0.000	0.0%
Safety/Security/Law Enforcement	322,462	17.022	64.7%
Other	84,214	3.789	14.4%
<b>Subtotal</b>	<b>505,963</b>	<b>\$26.306</b>	<b>100.0%</b>
<b><i>REIMBURSABLE OVERTIME</i></b>	67,876	\$3.652	
<b>TOTAL OVERTIME</b>	<b>573,839</b>	<b>\$29.958</b>	

**MTA HEADQUARTERS**  
**JULY 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.
- Higher advertising revenue in 2019 and beyond grow by Consumer Price Index - Urban (CPI-U) from the prior year.
- Rental revenue grows annually for 2019 through 2022.
- Other Revenue includes one-time grant funding in 2018 for grade crossing safety work being performed by LIRR and MNR. For 2019 and beyond, Transit Museum revenues show growth resulting from the additional pop-up shops, while the remainder of other revenues grow by CPI-U. Additional adjustments in 2019 and 2020 reflect the reimbursement of consolidation/relocation expenses from the disposition of the Madison Avenue buildings.

**Expenditures:**

Payroll

- Payroll increases in 2019 over 2018 primarily reflects full-year staffing 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 patrol force necessary to provide greater coverage for officers to patrol the ESA Project with hiring beginning in 2019.

Overtime

- Overtime expenses throughout the July Financial Plan are primarily related to MTAPD operations with a lesser amount attributable to the operations of MTA IT and the BSC. Modest overtime costs are included annually for administrative personnel in other Headquarters' departments.
- Expenses in 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 beyond. Adjustments to MTAPD overtime beginning in 2020, recognize savings with the utilization of new police officers prior to ESA 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 revised 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%, 3.5% in 2020, 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 estimate is then inflated at a 3-year average CPI +1%. These rates are 3.56% in 2020, 3.43% in 2021 and 3.30% in 2022. Additional assumptions are made to capture Tier 6 employees who instead elect to participate in the Voluntary Defined Contribution program.
- MTA Defined Benefits contributions estimates are based on actuarial growth assumptions through 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 at 10% annually. Insurance charges in 2018 also include expenses related to on-going Superstorm 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 for BRP reductions, 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 services in 2018 include adjustments of related to payments for 2017 expenses, timing of work supporting on-going MTA initiatives, new needs and higher IT investments.
- Professional Service needs in 2019 are lower due to timing of expenses and the level of IT-related and other investments required when compared to 2018.
- Professional Services show continued decrease 2020 through 2021 and an increase in 2022. The majority of baseline expenses reflect the effect of CPI-U rates of 2.77%, 2.66% and 2.54%, 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 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 2.77%, 2.66% and 2.54%, respectively.

#### MTA Internal Subsidy

- In 2018 this category reflects \$3.3M 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 Verrazano-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 1.99%, 2.77%, 2.66% and 2.54%, respectively.
- Adjustments in 2017 through 2019 reflect some on-going expenditures resulting from the relocation of MTA Headquarters.

#### **Other Expenditure Adjustments:**

#### Capital Expenditures

- Capital expenditures from 2018 through 2022 fluctuate as a result of revised scheduling of existing projects and the addition of new IT projects.

**MTA HEADQUARTERS**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast	Preliminary Budget	Change	Change	Change	Change	Change	Change	Change
	2018	2019	2018 - 2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022
<b><u>Non-Reimbursable</u></b>									
<b>Operating Revenues</b>									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Rental Income	47.446	47.708	0.262	47.739	0.031	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	12.120	5.444	(6.677)	5.576	0.133	5.743	0.167	5.912	0.169
Other Operating Revenue	59.566	53.151	(6.415)	53.316	0.164	55.372	2.056	57.506	2.134
<b>Total Revenues</b>	<b>\$59.566</b>	<b>\$53.151</b>	<b>(\$6.415)</b>	<b>\$53.316</b>	<b>\$0.164</b>	<b>\$55.372</b>	<b>\$2.056</b>	<b>\$57.506</b>	<b>\$2.134</b>
<b>Operating Expenses</b>									
<b><u>Labor:</u></b>									
Payroll	\$290.770	\$304.700	(\$13.930)	\$313.708	(\$9.008)	\$320.681	(\$6.973)	\$327.455	(\$6.774)
Overtime	26.306	17.811	8.495	17.913	(0.102)	15.033	2.879	15.948	(0.914)
Health and Welfare	54.297	58.250	(3.953)	61.723	(3.472)	65.227	(3.504)	68.239	(3.012)
OPEB Current Payments	14.333	15.423	(1.089)	16.071	(0.648)	16.954	(0.884)	17.887	(0.932)
Pension	68.057	69.896	(1.839)	71.407	(1.511)	71.940	(0.532)	69.909	2.031
Other Fringe Benefits	34.469	37.748	(3.279)	38.849	(1.101)	41.156	(2.307)	42.018	(0.863)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(53.760)	(65.028)	11.268	(66.229)	1.201	(67.451)	1.222	(68.513)	1.063
<b>Total Labor Expenses</b>	<b>\$434.472</b>	<b>\$438.800</b>	<b>(\$4.327)</b>	<b>\$453.442</b>	<b>(\$14.642)</b>	<b>\$463.541</b>	<b>(\$10.099)</b>	<b>\$472.943</b>	<b>(\$9.403)</b>
<b><u>Non-Labor:</u></b>									
Electric Power	\$7.707	\$7.293	\$0.414	\$6.912	\$0.382	\$7.040	(\$0.128)	\$7.359	(\$0.319)
Fuel	1.023	1.190	(0.167)	1.185	0.005	1.195	(0.010)	1.296	(0.100)
Insurance	4.765	1.952	2.813	2.061	(0.108)	2.235	(0.175)	2.484	(0.249)
Claims	4.534	1.947	2.587	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	82.642	86.395	(3.753)	86.649	(0.254)	88.899	(2.250)	91.240	(2.341)
Professional Services Contracts	234.947	177.458	57.489	157.319	20.138	156.225	1.094	158.876	(2.650)
Materials and Supplies	1.011	0.323	0.688	0.311	0.012	0.318	(0.007)	0.326	(0.008)
Other Business Expenses	25.122	20.311	4.811	20.964	(0.654)	21.096	(0.131)	21.301	(0.205)
<b>Total Non-Labor Expenses</b>	<b>\$361.751</b>	<b>\$296.870</b>	<b>\$64.882</b>	<b>\$277.544</b>	<b>\$19.326</b>	<b>\$279.365</b>	<b>(\$1.821)</b>	<b>\$285.474</b>	<b>(\$6.109)</b>
<b><u>Other Expense Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$796.223</b>	<b>\$735.669</b>	<b>\$60.554</b>	<b>\$730.985</b>	<b>\$4.684</b>	<b>\$742.906</b>	<b>(\$11.920)</b>	<b>\$758.417</b>	<b>(\$15.512)</b>
Depreciation	\$40.545	\$50.210	(\$9.664)	\$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	(2.166)	(1.585)	(0.581)	(2.890)	1.305	(7.194)	4.304	(2.896)	(4.299)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$923.743</b>	<b>\$880.208</b>	<b>\$43.535</b>	<b>\$880.784</b>	<b>(\$0.576)</b>	<b>\$891.593</b>	<b>(\$10.809)</b>	<b>\$909.356</b>	<b>(\$17.763)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$864.177)</b>	<b>(\$827.057)</b>	<b>\$37.119</b>	<b>(\$827.469)</b>	<b>(\$0.411)</b>	<b>(\$836.221)</b>	<b>(\$8.753)</b>	<b>(\$851.850)</b>	<b>(\$15.629)</b>

**MTA HEADQUARTERS**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast	Preliminary Budget	Change	Change	Change	Change	Change	Change	Change
	2018	2019	2018 - 2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022
<b>Reimbursable</b>									
<b>Operating Revenues</b>									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Rental Income</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
<i>Advertising</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
<i>Other</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>	<i>0.000</i>
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	127.128	117.414	(9.714)	115.333	(2.081)	111.621	(3.712)	113.810	2.189
<b>Total Revenues</b>	<b>\$127.128</b>	<b>\$117.414</b>	<b>(\$9.714)</b>	<b>\$115.333</b>	<b>(\$2.081)</b>	<b>\$111.621</b>	<b>(\$3.712)</b>	<b>\$113.810</b>	<b>\$2.189</b>
<b>Operating Expenses</b>									
<b><u>Labor:</u></b>									
Payroll	\$5.901	\$8.010	(\$2.110)	\$8.184	(\$0.173)	\$8.290	(\$0.106)	\$8.433	(\$0.143)
Overtime	3.652	2.815	0.837	2.771	0.044	2.727	0.045	2.681	0.045
Health and Welfare	1.227	1.426	(0.199)	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	0.556	1.085	(0.528)	1.123	(0.038)	1.166	(0.044)	1.209	(0.043)
Other Fringe Benefits	0.636	0.831	(0.195)	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	53.760	65.028	(11.268)	66.229	(1.201)	67.451	(1.222)	68.513	(1.063)
<b>Total Labor Expenses</b>	<b>\$65.732</b>	<b>\$79.195</b>	<b>(\$13.463)</b>	<b>\$80.638</b>	<b>(\$1.443)</b>	<b>\$82.086</b>	<b>(\$1.448)</b>	<b>\$83.387</b>	<b>(\$1.301)</b>
<b><u>Non-Labor:</u></b>									
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	0.021	0.021	(0.001)	0.022	0.000	0.022	(0.001)	0.024	(0.001)
Professional Services Contracts	61.307	38.122	23.185	34.596	3.526	29.433	5.163	30.317	(0.884)
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.068	0.075	(0.008)	0.077	(0.002)	0.080	(0.002)	0.082	(0.002)
<b>Total Non-Labor Expenses</b>	<b>\$61.396</b>	<b>\$38.219</b>	<b>\$23.177</b>	<b>\$34.695</b>	<b>\$3.524</b>	<b>\$29.535</b>	<b>\$5.160</b>	<b>\$30.423</b>	<b>(\$0.888)</b>
<b><u>Other Expense Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$127.128</b>	<b>\$117.414</b>	<b>\$9.714</b>	<b>\$115.333</b>	<b>\$2.081</b>	<b>\$111.621</b>	<b>\$3.712</b>	<b>\$113.810</b>	<b>(\$2.189)</b>
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
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$127.128</b>	<b>\$117.414</b>	<b>\$9.714</b>	<b>\$115.333</b>	<b>\$2.081</b>	<b>\$111.621</b>	<b>\$3.712</b>	<b>\$113.810</b>	<b>(\$2.189)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA HEADQUARTERS**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast	Preliminary Budget	Change	Change	Change	Change	Change	Change	Change
	2018	2019	2018 - 2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022
<b><u>Non-Reimbursable and Reimbursable</u></b>									
<b>Operating Revenues</b>									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Rental Income	47.446	47.708	0.262	47.739	0.031	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	12.120	5.444	(6.677)	5.576	0.133	5.743	0.167	5.912	0.169
Other Operating Revenue	59.566	53.151	(6.415)	53.316	0.164	55.372	2.056	57.506	2.134
Capital and Other Reimbursements	127.128	117.414	(9.714)	115.333	(2.081)	111.621	(3.712)	113.810	2.189
<b>Total Revenues</b>	<b>\$186.694</b>	<b>\$170.565</b>	<b>(\$16.129)</b>	<b>\$168.648</b>	<b>(\$1.917)</b>	<b>\$166.993</b>	<b>(\$1.656)</b>	<b>\$171.316</b>	<b>\$4.323</b>
<b>Operating Expenses</b>									
<b><u>Labor:</u></b>									
Payroll	\$296.671	\$312.710	(\$16.039)	\$321.892	(\$9.182)	\$328.971	(\$7.080)	\$335.889	(\$6.917)
Overtime	29.958	20.626	9.332	20.684	(0.058)	17.760	2.924	18.629	(0.869)
Health and Welfare	55.524	59.676	(4.152)	63.210	(3.534)	66.790	(3.580)	69.871	(3.081)
OPEB Current Payments	14.333	15.423	(1.089)	16.071	(0.648)	16.954	(0.884)	17.887	(0.932)
Pension	68.613	70.981	(2.368)	72.530	(1.549)	73.106	(0.576)	71.118	1.987
Other Fringe Benefits	35.105	38.579	(3.474)	39.694	(1.115)	42.045	(2.351)	42.937	(0.892)
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
<b>Total Labor Expenses</b>	<b>\$500.204</b>	<b>\$517.995</b>	<b>(\$17.790)</b>	<b>\$534.080</b>	<b>(\$16.085)</b>	<b>\$545.627</b>	<b>(\$11.547)</b>	<b>\$556.331</b>	<b>(\$10.704)</b>
<b><u>Non-Labor:</u></b>									
Electric Power	\$7.707	\$7.293	\$0.414	\$6.912	\$0.382	\$7.040	(\$0.128)	\$7.359	(\$0.319)
Fuel	1.023	1.190	(0.167)	1.185	0.005	1.195	(0.010)	1.296	(0.100)
Insurance	4.765	1.952	2.813	2.061	(0.108)	2.235	(0.175)	2.484	(0.249)
Claims	4.534	1.947	2.587	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	82.663	86.417	(3.754)	86.671	(0.254)	88.922	(2.250)	91.264	(2.342)
Professional Services Contracts	296.254	215.580	80.675	191.915	23.665	185.658	6.257	189.192	(3.534)
Materials and Supplies	1.011	0.323	0.688	0.311	0.012	0.318	(0.007)	0.326	(0.008)
Other Business Expenses	25.189	20.386	4.803	21.042	(0.656)	21.175	(0.134)	21.383	(0.208)
<b>Total Non-Labor Expenses</b>	<b>\$423.147</b>	<b>\$335.088</b>	<b>\$88.059</b>	<b>\$312.239</b>	<b>\$22.850</b>	<b>\$308.900</b>	<b>\$3.339</b>	<b>\$315.896</b>	<b>(\$6.997)</b>
<b><u>Other Expense Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$923.351</b>	<b>\$853.083</b>	<b>\$70.268</b>	<b>\$846.318</b>	<b>\$6.765</b>	<b>\$854.526</b>	<b>(\$8.208)</b>	<b>\$872.227</b>	<b>(\$17.701)</b>
Depreciation	\$40.545	\$50.210	(\$9.664)	\$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	(2.166)	(1.585)	(0.581)	(2.890)	1.305	(7.194)	4.304	(2.896)	(4.299)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$1,050.871</b>	<b>\$997.622</b>	<b>\$53.249</b>	<b>\$996.117</b>	<b>\$1.505</b>	<b>\$1,003.214</b>	<b>(\$7.097)</b>	<b>\$1,023.166</b>	<b>(\$19.952)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$864.177)</b>	<b>(\$827.057)</b>	<b>\$37.119</b>	<b>(\$827.469)</b>	<b>(\$0.411)</b>	<b>(\$836.221)</b>	<b>(\$8.753)</b>	<b>(\$851.850)</b>	<b>(\$15.629)</b>

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**MTA HEADQUARTERS**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b>Cash Receipts and Expenditures</b>									
<b>Receipts</b>									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Rental Income	47.446	47.708	0.262	47.739	0.031	49.629	1.890	51.594	1.965
Advertising	127.436	130.236	2.800	133.698	3.462	137.139	3.441	140.467	3.328
Other	12.120	110.946	98.825	25.067	(85.879)	5.743	(19.324)	5.912	0.169
Other Operating Revenue	187.002	288.889	101.887	206.504	(82.385)	192.510	(13.994)	197.973	5.463
Capital and Other Reimbursements	136.128	124.414	(11.714)	124.155	(0.259)	111.621	(12.534)	113.810	2.189
<b>Total Receipts</b>	<b>\$323.130</b>	<b>\$413.303</b>	<b>\$90.173</b>	<b>\$330.659</b>	<b>(\$82.644)</b>	<b>\$304.131</b>	<b>(\$26.528)</b>	<b>\$311.783</b>	<b>\$7.652</b>
<b>Expenditures</b>									
<b><u>Labor Expenditures:</u></b>									
Payroll	\$303.171	\$306.210	(\$3.039)	\$315.392	(\$9.182)	\$322.471	(\$7.080)	\$329.389	(\$6.917)
Overtime	29.958	20.626	9.332	20.684	(0.058)	17.760	2.924	18.629	(0.869)
Health and Welfare	55.524	59.676	(4.152)	63.210	(3.534)	66.790	(3.580)	69.871	(3.081)
OPEB Current Payments	14.333	15.423	(1.089)	16.071	(0.648)	16.954	(0.884)	17.887	(0.932)
Pension	67.875	71.192	(3.317)	72.693	(1.501)	73.475	(0.782)	71.484	1.990
Other Fringe Benefits	36.738	38.579	(1.841)	39.694	(1.115)	42.045	(2.351)	42.937	(0.892)
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
<b>Total Labor Expenditures</b>	<b>\$507.599</b>	<b>\$511.706</b>	<b>(\$4.106)</b>	<b>\$527.743</b>	<b>(\$16.037)</b>	<b>\$539.496</b>	<b>(\$11.753)</b>	<b>\$550.197</b>	<b>(\$10.701)</b>
<b><u>Non-Labor Expenditures:</u></b>									
Electric Power	\$9.051	\$7.293	\$1.758	\$6.912	\$0.382	\$7.040	(\$0.128)	\$7.359	(\$0.319)
Fuel	1.052	1.190	(0.137)	1.185	0.005	1.195	(0.010)	1.296	(0.100)
Insurance	6.865	1.925	4.940	2.032	(0.106)	2.203	(0.172)	2.452	(0.249)
Claims	4.534	1.947	2.587	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	80.862	83.417	(2.555)	83.571	(0.154)	85.822	(2.250)	88.064	(2.242)
Professional Services Contracts	310.718	209.680	101.038	186.315	23.365	180.458	5.857	183.892	(3.434)
Materials and Supplies	0.921	0.323	0.597	0.311	0.012	0.318	(0.007)	0.326	(0.008)
Other Business Expenses	34.575	24.064	10.511	20.462	3.602	20.595	(0.134)	20.783	(0.188)
<b>Total Non-Labor Expenditures</b>	<b>\$448.578</b>	<b>\$329.839</b>	<b>\$118.739</b>	<b>\$302.930</b>	<b>\$26.910</b>	<b>\$299.988</b>	<b>\$2.942</b>	<b>\$306.765</b>	<b>(\$6.777)</b>
<b><u>Other Expenditure Adjustments:</u></b>									
Other	128.259	105.181	23.078	86.850	18.331	76.107	10.743	86.080	(9.973)
<b>Total Other Expenditure Adjustments</b>	<b>\$128.259</b>	<b>\$105.181</b>	<b>\$23.078</b>	<b>\$86.850</b>	<b>\$18.331</b>	<b>\$76.107</b>	<b>\$10.743</b>	<b>\$86.080</b>	<b>(\$9.973)</b>
<b>Total Expenditures</b>	<b>\$1,084.437</b>	<b>\$946.726</b>	<b>\$137.710</b>	<b>\$917.522</b>	<b>\$29.204</b>	<b>\$915.591</b>	<b>\$1.932</b>	<b>\$943.042</b>	<b>(\$27.451)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$761.307)</b>	<b>(\$533.423)</b>	<b>\$227.883</b>	<b>(\$586.864)</b>	<b>(\$53.441)</b>	<b>(\$611.460)</b>	<b>(\$24.596)</b>	<b>(\$631.259)</b>	<b>(\$19.799)</b>



**MTA HEADQUARTERS**  
**JULY FINANCIAL PLAN 2019 - 2022**  
**Summary of Plan-to-Plan Changes by Generic Category**

**2018: July Financial Plan vs. February Financial Plan**

**Operating Revenue Changes**

Other operating revenues are projected to increase from the Adopted Budget by \$10.6 million. Higher other miscellaneous revenues and an increase in recovery reflects additional current year costs at the North White Plains MNR facility, an increase in capially reimbursable NFPS employees and OHS costs from Metro-North. These increases are slightly offset by a decrease in rental revenue

**Operating Expense Changes**

Excluding decreases of \$31.8 million in depreciation, GASB 68 and post-employment benefits, total Non-Reimbursable and Reimbursable operating expenses increased by \$82.9 million.

Major generic category changes include:

- Professional services increase by \$68.8 million, of which \$9.1 million relates to timing of MTA initiatives from 2017. The remaining increase comes from a combination of new and re-estimated IT and Headquarters needs and transfers from other expense categories;
- Revised overtime expenses result in a \$14.0 million increase to address enhanced MTAPD coverage for homeless outreach and anti-littering patrols;
- Timing of \$3.4 million in reimbursement for the Verrazano-Narrows Bridge Truck Toll program from 2017;
- Higher Other Fringe of \$4.3 million offset by lower Health and Welfare costs of \$8.3 million is mainly attributable to higher than forecasted vacancies as well as a revision to the budgeted rates for other Agency employees working in Headquarters consolidated services.
- Lower Pension cost of \$7.9 million is mainly resulting from a revision to the budgeted rates for other Agency employees working in Headquarters consolidated services;
- Higher Maintenance and Other Operating Contracts of \$4.8 million due to re-estimated Gowanus Expressway High-Occupancy Vehicle (HOV) lane costs and higher facility costs partially offset by BRP savings; and
- Higher Claims activity of \$2.1 million.

**2019: July Financial Plan vs. February Financial Plan**

**Operating Revenue Changes**

Other operating revenues are projected to increase from the February Plan by \$1.9 million.

- Higher recovery revenue of \$4.2 million reflects an increase in capially reimbursable NFPS employees and OHS costs from Metro-North, and

- Rental income is projected to decrease by \$2.3 million due to lower rental revenue received from the Agencies based on occupancy levels of 2 Broadway and revised levels of commercial rental.

### **Operating Expense Changes**

Excluding decreases of \$22.2 million in depreciation, GASB 68 and post-employment benefits, total Non-Reimbursable and Reimbursable operating expenses increased by \$43.4 million.

Major generic category changes include:

- Revised Payroll of \$10.2 million due to the addition of NFPS employees, changes in the salary mix for MTA IT and MTAPD and an adjustment in vacancy rates;
- Revised overtime expenses result in a \$4.5 million to address increased MTAPD patrolling needs for Homeless Outreach support and Anti-Littering initiatives;
- Higher Other Fringe of \$6.7 million offset by lower Health and Welfare costs of \$7.7 million are mainly attributable to a revision to the budgeted rates for other Agency employees working in Headquarters consolidated services.
- Lower Pension cost of \$8.3 million is mainly resulting from a revision to the budgeted rates for other Agency employees working in Headquarters consolidated services;
- Higher Maintenance and Other Operating Contracts of \$8.5 million is primarily due to the continued ownership of Madison Avenue properties, higher facilities operating costs and higher annual support costs than originally anticipated for the Gowanus Expressway HOV lane; and
- Higher Professional Services of \$30.8 million is primarily from new and re-estimated MTA IT initiatives.

### **2020 and 2021: July Financial Plan vs. February Financial Plan**

#### **Operating Revenue Changes**

Operating revenues in 2020 and 2021 are projected to increase from the Adopted Budget by \$2.0 million and \$2.1 million respectively, due to higher recovery revenue for capitally reimbursable NFPS employees and OHS costs from Metro-North. This is partially offset by lower rental revenues.

#### **Operating Expense Changes**

Excluding depreciation and post-employment benefits decreases of \$22.6 million in 2020 and \$21.1 million in 2021, operating expenses are unfavorable by \$18.9 million in 2020, and \$20.8 million in 2021.

Major generic category changes include:

- Revised Payroll of \$10.2 million in 2020 and \$10.5 million in 2021 is due to the addition of NFPS employees, changes in the salary mix for MTA IT and MTAPD and an adjustment in vacancy rates;

- Revised overtime expenses result in a \$4.5 million annual increase to address MTAPD patrolling needs for Homeless Outreach support and Anti-Littering initiatives;
- Higher Other Fringe of \$6.5 million in 2020 and \$7.7 million in 2021 offset by lower Health and Welfare costs of \$7.8 million in 2020 and \$7.4 million in 2021 is mainly attributable to a revision to the budgeted rates for other Agency employees working in Headquarters consolidated services.
- Lower Pension cost of \$9.2 million in 2020 and \$9.8 million in 2021 results from a revised budgeted rates for other Agency employees working in Headquarters consolidated services and revised NYSLERS and MTA Defined Benefit plan forecasts;
- Higher Maintenance and Other Operating Contracts of \$5.2 million in 2020 and \$5.5 million in 2021 is due to higher facilities operating costs and higher annual support costs than originally anticipated for the Gowanus Expressway HOV lane; and
- Higher Professional Services of \$12.2 million in 2020 and \$12.6 million in 2021 are primarily from new and re-estimated MTA IT initiatives

**MTA HEADQUARTERS**  
**July Financial Plan 2019-2022**  
**Changes Between Financial Plans by Generic Categories**  
**(\$ in millions)**

**NON-REIMBURSABLE**

	2018	2019	2020	2021
<b>February Financial Plan - Cash Surplus/(Deficit)</b>	<b>(\$660.850)</b>	<b>(\$459.490)</b>	<b>(\$581.064)</b>	<b>(\$598.220)</b>
<b>Baseline Changes</b>				
<b>Revenue</b>				
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-
Rental Income	(0.138)	(2.299)	(4.268)	(4.459)
Advertising Revenue	-	-	-	-
Other	0.850	-	-	-
Capital and Other Reimbursement	-	-	-	-
<b>Total Revenue Changes</b>	<b>\$0.712</b>	<b>(\$2.299)</b>	<b>(\$4.268)</b>	<b>(\$4.459)</b>
<b>Expenses</b>				
<i>Labor:</i>				
Payroll	(\$2.751)	(\$8.542)	(\$8.485)	(\$8.782)
Overtime	(13.199)	(4.477)	(4.477)	(4.477)
Health and Welfare	8.256	7.796	7.903	7.492
OPEB Current Payment	(0.070)	(0.847)	(0.795)	(0.945)
Pensions	7.638	8.559	9.385	10.024
Other Fringe Benefits	(4.251)	(6.551)	(6.300)	(7.517)
Reimbursable Overhead	(5.138)	10.414	10.644	10.849
<b>Total Labor Expense Changes</b>	<b>(9.515)</b>	<b>6.352</b>	<b>7.876</b>	<b>6.644</b>
<i>Non-Labor:</i>				
Electric Power	0.130	0.314	1.057	1.269
Fuel	0.128	(0.078)	0.213	0.381
Insurance	0.183	0.218	0.253	0.290
Claims	(2.072)	0.528	0.277	-
Paratransit Service Contracts	-	-	-	-
Maintenance and Other Operating Contracts	(4.754)	(8.478)	(5.229)	(5.526)
Professional Service Contracts	(53.911)	(39.143)	(18.589)	(19.219)
Materials & Supplies	(0.013)	0.017	0.041	0.042
MTA Internal Subsidy	(3.384)	-	-	-
<u>Other Business Expenses</u>	<u>0.112</u>	<u>1.063</u>	<u>1.514</u>	<u>1.890</u>
<b>Total Non-Labor Expense Changes</b>	<b>(\$63.581)</b>	<b>(\$45.558)</b>	<b>(\$20.465)</b>	<b>(\$20.872)</b>
<b>Total Expenses before Depreciation and GASB Adjs.</b>	<b>(\$73.096)</b>	<b>(\$39.206)</b>	<b>(\$12.590)</b>	<b>(\$14.229)</b>
Depreciation	\$18.980	\$15.000	\$15.000	\$15.000
OPEB Liability Adjustment	\$5.274	\$0.577	\$1.180	\$0.537
GASB 68 Pension Expense Adjustment	\$7.533	\$6.633	\$6.380	\$5.549
<b>Total Expense Changes</b>	<b>(\$41.308)</b>	<b>(\$16.995)</b>	<b>\$9.971</b>	<b>\$6.857</b>
<b>Cash Adjustment Changes</b>				
Revenue Adjustments	11.168	8.431	10.242	1.376
Expense Adjustments	(\$71.028)	(\$63.069)	(\$21.745)	(\$17.013)
<b>Total Cash Adjustment Changes</b>	<b>(\$59.860)</b>	<b>(\$54.638)</b>	<b>(\$11.503)</b>	<b>(\$15.637)</b>
<b>Total Baseline Changes</b>	<b>(\$100.457)</b>	<b>(\$73.933)</b>	<b>(\$5.800)</b>	<b>(\$13.239)</b>
<b>July Financial Plan - Cash Surplus/(Deficit)</b>	<b>(\$761.307)</b>	<b>(\$533.423)</b>	<b>(\$586.864)</b>	<b>(\$611.460)</b>

**MTA HEADQUARTERS**  
**July Financial Plan 2019-2022**  
**Changes Between Financial Plans by Generic Categories**  
**(\$ in millions)**

**REIMBURSABLE**

	2018	2019	2020	2021
<b>February Financial Plan - Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Baseline Changes</b>				
<b>Revenue</b>				
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-
Rental Income	-	-	-	-
Advertising Revenue	-	-	-	-
Other	-	-	-	-
<u>Capital and Other Reimbursement</u>	<u>9.843</u>	<u>4.167</u>	<u>6.307</u>	<u>6.525</u>
<b>Total Revenue Changes</b>	<b>\$9.843</b>	<b>\$4.167</b>	<b>\$6.307</b>	<b>\$6.525</b>
<b>Expenses</b>				
<i>Labor:</i>				
Payroll	\$0.338	(\$1.669)	(\$1.735)	(\$1.735)
Overtime	(0.794)	-	-	-
Health and Welfare	0.054	(0.113)	(0.113)	(0.126)
OPEB Current Payment	-	-	-	-
Pensions	0.261	(0.231)	(0.236)	(0.244)
Other Fringe Benefits	(0.002)	(0.179)	(0.174)	(0.198)
<u>Reimbursable Overhead</u>	<u>5.138</u>	<u>(10.414)</u>	<u>(10.644)</u>	<u>(10.849)</u>
<b>Total Labor Expense Changes</b>	<b>\$4.995</b>	<b>(\$12.607)</b>	<b>(\$12.902)</b>	<b>(\$13.152)</b>
<i>Non-Labor:</i>				
Electric Power	-	-	-	-
Fuel	-	-	-	-
Insurance	-	-	-	-
Claims	-	-	-	-
Paratransit Service Contracts	-	-	-	-
Maintenance and Other Operating Contracts	-	(0.000)	0.000	0.000
Professional Services	(14.897)	8.387	6.539	6.570
Materials & Supplies	0.000	(0.000)	(0.000)	0.000
MTA Internal Subsidy	-	-	-	-
<u>Other Business Expenses</u>	<u>0.059</u>	<u>0.054</u>	<u>0.055</u>	<u>0.056</u>
<b>Total Non-Labor Expense Changes</b>	<b>(\$14.838)</b>	<b>\$8.440</b>	<b>\$6.595</b>	<b>\$6.627</b>
<b>Total Expenses before Depreciation</b>	<b>(\$9.843)</b>	<b>(\$4.167)</b>	<b>(\$6.307)</b>	<b>(\$6.525)</b>
Depreciation	-	-	-	-
<b>Total Expense Changes</b>	<b>(\$9.843)</b>	<b>(\$4.167)</b>	<b>(\$6.307)</b>	<b>(\$6.525)</b>
<b>Cash Adjustment Changes</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Cash Adjustment Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Baseline Changes</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>\$0.000</b>
<b>July Financial Plan - Cash Surplus/(Deficit)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>\$0.000</b>

**MTA HEADQUARTERS**  
**July Financial Plan 2019-2022**  
**Changes Between Financial Plans by Generic Categories**  
**(\$ in millions)**

**NON REIMBURSABLE/REIMBURSABLE**

	2018	2019	2020	2021
<b>February Financial Plan - Cash Surplus/(Deficit)</b>	<b>(\$660.850)</b>	<b>(\$459.490)</b>	<b>(\$581.064)</b>	<b>(\$598.220)</b>
<b>Baseline Changes</b>				
<b>Revenue</b>				
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-
Rental Income	(\$0.138)	(\$2.299)	(\$4.268)	(\$4.459)
Advertising Revenue	-	-	-	-
Other	0.850	-	-	-
<u>Capital and Other Reimbursement</u>	<u>9.843</u>	<u>4.167</u>	<u>6.307</u>	<u>6.525</u>
<b>Total Revenue Changes</b>	<b>\$10.555</b>	<b>\$1.867</b>	<b>\$2.039</b>	<b>\$2.066</b>
<b>Expenses</b>				
<i>Labor:</i>				
Payroll	(\$2.413)	(\$10.211)	(\$10.220)	(\$10.517)
Overtime	(13.993)	(4.477)	(4.477)	(4.477)
Health and Welfare	8.310	7.683	7.789	7.367
OPEB Current Payment	(0.070)	(0.847)	(0.795)	(0.945)
Pensions	7.899	8.328	9.150	9.780
Other Fringe Benefits	(4.253)	(6.730)	(6.473)	(7.716)
<u>Reimbursable Overhead</u>	<u>(0.000)</u>	<u>0.000</u>	<u>(0.000)</u>	<u>0.000</u>
<b>Total Labor Expense Changes</b>	<b>(\$4.520)</b>	<b>(\$6.255)</b>	<b>(\$5.027)</b>	<b>(\$6.508)</b>
<i>Non-Labor:</i>				
Electric Power	0.130	0.314	1.057	1.269
Fuel	0.128	(0.078)	0.213	0.381
Insurance	0.183	0.218	0.253	0.290
Claims	(2.072)	0.528	0.277	-
Paratransit Service Contracts	-	-	-	-
Maintenance and Other Operating Contracts	(4.754)	(8.478)	(5.229)	(5.526)
Professional Services	(68.808)	(30.757)	(12.050)	(12.649)
Materials & Supplies	(0.013)	0.017	0.041	0.042
MTA Internal Subsidy	(3.384)	-	-	-
<u>Other Business Expenses</u>	<u>0.171</u>	<u>1.117</u>	<u>1.569</u>	<u>1.947</u>
<b>Total Non-Labor Expense Changes</b>	<b>(\$78.419)</b>	<b>(\$37.118)</b>	<b>(\$13.870)</b>	<b>(\$14.246)</b>
<b>Total Expenses before Depreciation</b>	<b>(\$82.939)</b>	<b>(\$43.372)</b>	<b>(\$18.897)</b>	<b>(\$20.754)</b>
Depreciation	18.980	15.000	15.000	15.000
OPEB Liability Adjustment	5.274	0.577	1.180	0.537
GASB 68 Pension Expense Adjustment	7.533	6.633	6.380	5.549
<b>Total Expense Changes</b>	<b>(\$51.152)</b>	<b>(\$21.162)</b>	<b>\$3.663</b>	<b>\$0.332</b>
<b>Cash Adjustment Changes</b>				
Revenue Adjustments	11.168	8.431	10.242	1.376
Expense Adjustments	(71.028)	(63.069)	(21.745)	(17.013)
<b>Total Cash Adjustment Changes</b>	<b>(\$59.860)</b>	<b>(\$54.638)</b>	<b>(\$11.503)</b>	<b>(\$15.637)</b>
<b>Total Baseline Changes</b>	<b>(\$100.457)</b>	<b>(\$73.933)</b>	<b>(\$5.800)</b>	<b>(\$13.239)</b>
<b>July Financial Plan - Cash Surplus/(Deficit)</b>	<b>(\$761.307)</b>	<b>(\$533.423)</b>	<b>(\$586.864)</b>	<b>(\$611.460)</b>

**MTA HEADQUARTERS**  
**JULY FINANCIAL PLAN 2019 - 2022**  
**Summary of Major Plan-to-Plan Changes**

**2018: July Financial Plan vs. February Financial Plan**

**Revenue Changes**

Other operating revenues are projected to increase from the Adopted Budget by \$10.6 million. Higher other miscellaneous revenues and an increase in recovery reflects additional current year costs at the North White Plains MNR facility, an increase in capially reimbursable NFPS employees and OHS costs from Metro-North. These increases are slightly offset by a decrease in rental revenue

**Expense Changes**

Total accrued expenses increased by \$51.2 million in 2018 from the Adopted Budget.

Major changes include:

**Unfavorable**

- Planning support for the Subway Action Plan, additional IT costs for BusTrek and MTA Cost Containment Task Force;
- Timing of MTA initiatives from 2017;
- New and re-estimated IT and Headquarters needs;
- MTAPD overtime patrolling primarily supporting Homeless Outreach and Anti-Littering initiatives;
- Revised Payroll due to the addition of NFPS employees, changes in the salary mix for MTA IT and MTAPD and an adjustment in vacancy rates;
- Higher Gowanus HOV Lane costs and timing of Verrazano-Narrows Bridge Truck Toll support from 2017; and
- Continued ownership of Madison Avenue buildings and higher facility costs.

**Favorable**

- Operating BRPs of \$8.9 million as discussed in detail in the BRP section;
- Revised budgeted fringe benefit and pension rates for other Agency employees working in Headquarters consolidated services; and
- Changes in depreciation, OPEB liability and GASB 68 assumptions.

**Cash Adjustments**

- Cash adjustments are unfavorable by \$71.0 million. Unfavorable timing of payments for 2017 expenses, changes in non-cash adjustments and MTA IT new operating capital needs are offset by \$6.8 million in BRP operating capital savings.

## **2019: July Financial Plan vs. February Financial Plan**

### **Revenue Changes**

Other operating revenues are projected to increase from the February Plan by \$1.9 million. Higher recovery revenue is somewhat offset by lower rental revenue received from the Agencies based on occupancy levels of 2 Broadway and revised levels of commercial rental.

### **Expense Changes**

Total Non-Reimbursable and Reimbursable expenses are projected to increase by \$21.2 million.

Major changes include:

#### **Unfavorable**

- Additional IT costs for BusTrek;
- New and re-estimated IT and Headquarters needs;
- Enhanced MTAPD overtime patrolling supporting assistance to the homeless and anti-littering quality of life initiatives;
- Revised Payroll due to the addition of NFPS employees, changes in the salary mix for MTA IT and MTAPD and an adjustment in vacancy rates;
- Higher Gowanus HOV Lane costs; and
- Continued ownership of Madison Avenue buildings and higher facility costs.

#### **Favorable**

- Operating BRPs of \$9.4 million as discussed in detail in the BRP section;
- Revised budgeted fringe benefit and pension rates for other Agency employees working in Headquarters consolidated services; and
- Changes in depreciation, OPEB liability and GASB 68 assumptions.

#### **Cash Adjustments**

- Cash adjustments are unfavorable by \$63.1 million. Unfavorable changes in non-cash adjustments, re-alignment of existing baseline operating capital projects and MTA IT new operating capital needs are offset by \$8.3 million in BRP operating capital savings.

## **2020 and 2021: July Financial Plan vs. February Financial Plan**

### **Revenue Changes**

Operating revenues in 2020 and 2021 are projected to increase from the February Plan by \$2.0 million and \$2.1 million respectively, due to higher recovery revenue which is partially offset by lower rental revenues.

### **Expense Changes**

Total Non-Reimbursable and Reimbursable expenses decrease by \$3.7 million in 2020 and \$0.3 million in 2021.



Major changes include:

**Unfavorable**

- Additional IT costs for BusTrek;
- New and re-estimated IT and Headquarters needs;
- Enhanced MTAPD overtime patrolling supporting assistance to the homeless and anti-littering quality of life initiatives;
- Revised Payroll due to the addition of NFPS employees, changes in the salary mix for MTA IT and MTAPD and an adjustment in vacancy rates;
- Higher Gowanus HOV Lane costs; and
- Higher facility costs.

**Favorable**

- Operating BRPs of \$12.2 million in 2020 and \$12.3 million in 2021 as discussed in detail in the BRP section;
- Revised budgeted fringe benefit and pension rates for other Agency employees working in Headquarters consolidated services; and
- Changes in depreciation, OPEB liability and GASB 68 assumptions.

**Cash Adjustments**

- Cash adjustments are projected to be unfavorable by \$21.7 million in 2020 and \$17.0 million in 2021. Unfavorable changes in non-cash adjustments, and MTA IT new operating capital needs are offset by the re-alignment of existing baseline operating capital projects and \$5.5 million in BRP operating capital savings each year.

**MTA HEADQUARTERS**  
**July Financial Plan 2019-2022**  
**Summary of Major Programmatic Changes Between Financial Plans**  
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE	2018	2019	2020	2021
<b>February Financial Plan - Cash Surplus/(Deficit)</b>	<b>(\$660.850)</b>	<b>(\$459.490)</b>	<b>(\$581.064)</b>	<b>(\$598.220)</b>
<b>Non-Reimbursable Major Changes</b>				
<b>Revenue</b>				
Adjustment to Rental Revenues	(\$0.264)	(\$2.299)	(\$4.268)	(\$4.459)
All other	0.976	-	-	-
<b>Sub-Total Non-Reimbursable Revenue Changes</b>	<b>\$0.712</b>	<b>(\$2.299)</b>	<b>(\$4.268)</b>	<b>(\$4.459)</b>
<b>Expenses</b>				
Higher Contractual costs for property leasing and revenue manager	(0.824)	(0.849)	(0.874)	(0.900)
Higher Gowanus Expressway HOV lane maintenance costs	(3.329)	(0.934)	(0.934)	(0.934)
Inspector General lease expense	-	(0.163)	(0.168)	(0.172)
Continued ownership of Madison Avenue properties	(1.000)	(4.671)	-	-
Higher facility operating expenses	(0.374)	(2.956)	(3.020)	(3.100)
Re-estimate of current year PWEF charge	(0.151)	-	-	-
Re-estimate of MTA IT expenses	(10.931)	(11.798)	(2.363)	(2.426)
Timing of HQ projects and initiatives	(10.700)	(1.400)	-	-
Other timing impacts	(9.041)	-	-	-
Timing of Truck Toll Reduction payment to MTA B&T	(3.346)	-	-	-
Effect of MTA IT employees shifting to Non-reimbursable	(1.300)	(1.900)	(1.900)	(2.000)
Change in Salary Mix (MTA IT)	(4.000)	(4.036)	(4.428)	(4.682)
Revision to MTAPD Vacancy Rate	(2.817)	(1.643)	(1.138)	(1.722)
Change in Salary Mix (MTA PD)	(0.464)	(0.904)	(1.217)	(1.755)
Revised OPEB Payments	(0.070)	(0.847)	(0.795)	(0.945)
Revised Insurance Premiums	0.187	0.218	0.252	0.290
Revised Claims	(2.072)	0.528	0.277	-
Revised Employee Benefits (primarily budgeted YOGI amounts)	3.800	3.300	3.400	2.400
Change in Medical Insurance rates	-	(2.286)	(2.129)	(2.696)
Revised Pension (Accrued)	7.638	8.559	9.385	10.024
BRPs	8.885	9.429	12.249	12.336
Additional MTA IT Support for BusTrek	(0.262)	(0.366)	(0.103)	(0.301)
MTA IT Operating Needs	(13.963)	(12.681)	(16.512)	(17.007)
Outside Council to Support Cost Containment Task Force	(5.000)	-	-	-
IG IT server replacement	-	(1.136)	(0.094)	(0.093)
WSP Contract to support oversight and planning of SAP	(0.900)	-	-	-
Additional MTA Advertising/Marketing costs	(2.700)	(0.500)	(0.500)	(0.500)
Police Overtime	(13.199)	(4.477)	(4.477)	(4.477)
Reclass of expenses from Operating Capital	(7.162)	(7.221)	-	-
Changes in Non-Cash Items	31.787	22.210	22.560	21.086
Effect of revised CPI assumptions on outyears	-	(0.823)	0.501	0.477
Effect of revised Electric Inflator assumptions on outyears	-	0.203	0.942	1.151
Effect of revised Fuel Inflator assumptions on outyears	-	(0.289)	(0.007)	0.177
All Other	-	0.437	1.062	2.627
<b>Sub-Total Non-Reimbursable Expense Changes</b>	<b>(\$41.307)</b>	<b>(\$16.996)</b>	<b>\$9.970</b>	<b>\$6.857</b>
<b>Total Non-Reimbursable Major Changes</b>	<b>(\$40.596)</b>	<b>(\$19.295)</b>	<b>\$5.702</b>	<b>\$2.398</b>
<b>Reimbursable Major Changes</b>				
Change in Recoverable Revenue	9.843	4.167	6.307	6.525
<b>Sub-Total Reimbursable Revenue Changes</b>	<b>\$9.843</b>	<b>\$4.167</b>	<b>\$6.307</b>	<b>\$6.525</b>
Change in Recoverable Expenses	(9.843)	(4.167)	(6.307)	(6.525)
<b>Sub-Total Reimbursable Expense Changes</b>	<b>(\$9.843)</b>	<b>(\$4.167)</b>	<b>(\$6.307)</b>	<b>(\$6.525)</b>
<b>Total Reimbursable Major Changes</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>(\$0.000)</b>	<b>\$0.000</b>
<b>Total Accrual Changes</b>	<b>(\$40.596)</b>	<b>(\$19.295)</b>	<b>\$5.702</b>	<b>\$2.398</b>
<b>Cash Adjustment Changes</b>				
Revised Advertising Revenue (cash basis) captured at HQ	2.168	1.431	1.420	1.375
Timing of recovery for prior year expenses	9.000	7.000	8.822	-
<b>Total Revenue CFA</b>	<b>11.168</b>	<b>8.431</b>	<b>10.242</b>	<b>1.375</b>
Operating Capital BRPs	6.785	8.288	5.511	5.511
MTA IT Operating Capital Project New Needs	(18.981)	(8.694)	(6.494)	(6.205)
Revised schedule of Operating Capital baseline projects	4.931	(44.477)	4.995	7.724
Reclass of expenses to Operating	7.162	7.221	-	-
Timing of payments for 2017 expenses	(46.274)	-	-	-
Elimination of GASB 45 contributions	0.238	0.301	0.441	0.587
Changes in Non-Cash Items	(31.787)	(22.210)	(22.560)	(21.086)
All Other	6.898	(3.498)	(3.638)	(3.544)
<b>Total Expense CFA</b>	<b>(71.028)</b>	<b>(63.069)</b>	<b>(21.745)</b>	<b>(17.012)</b>
<b>Total Cash Adjustment Changes</b>	<b>(\$59.860)</b>	<b>(\$54.638)</b>	<b>(\$11.503)</b>	<b>(\$15.637)</b>
<b>Total Baseline Changes</b>	<b>(\$100.456)</b>	<b>(\$73.933)</b>	<b>(\$5.801)</b>	<b>(\$13.239)</b>
<b>July Financial Plan - Cash Surplus/(Deficit)</b>	<b>(\$761.306)</b>	<b>(\$533.423)</b>	<b>(\$586.864)</b>	<b>(\$611.460)</b>

**MTA HEADQUARTERS**  
**July 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
<b>Administration</b>										
BSC Contracts, Supplies and Training Reduction	-	0.500	-	0.500	-	0.514	-	0.528	-	0.541
Real Estate Professional Service Contracts	-	2.500	-	2.575	-	2.652	-	2.732	-	2.814
HQ Expense Reduction	-	0.377	-	0.828	-	0.765	-	0.752	-	0.739
OHS reduction in Prof. Svcs and Travel	-	0.750	-	0.755	-	0.755	-	0.755	-	0.755
Reduction of Consultant Usage and Software Needs	-	2.741	-	7.148	-	7.148	-	7.148	-	7.148
Elimination of Safety Magazine Subscription	-	-	-	0.400	-	0.400	-	0.400	-	0.400
<i>Savings from Hiring Restrictions</i>	-	2.900	-	-	-	-	-	-	-	-
<b>Subtotal Administration</b>	-	<b>\$9.768</b>	-	<b>\$12.206</b>	-	<b>\$12.234</b>	-	<b>\$12.315</b>	-	<b>\$12.397</b>
<b>Customer Convenience/Amenities</b>										
None	-	-	-	-	-	-	-	-	-	-
<i>Subtotal Customer Convenience/Amenities</i>	-	-	-	-	-	-	-	-	-	-
<b>Maintenance</b>										
None	-	-	-	-	-	-	-	-	-	-
<i>Subtotal Maintenance</i>	-	-	-	-	-	-	-	-	-	-
<b>Revenue Enhancement</b>										
None	-	-	-	-	-	-	-	-	-	-
<i>Subtotal Revenue Enhancement</i>	-	-	-	-	-	-	-	-	-	-
<b>Safety</b>										
None	-	-	-	-	-	-	-	-	-	-
<i>Subtotal Safety</i>	-	-	-	-	-	-	-	-	-	-
<b>Security</b>										
MTA PD - Contract and Maintenance Reductions	-	0.290	-	0.297	-	0.305	-	0.313	-	0.322
MTA PD - Fuel and Vehicle Expense Reduction	-	0.100	-	0.103	-	0.110	-	0.108	-	0.111
<b>Subtotal Security</b>	-	<b>\$0.390</b>	-	<b>\$0.400</b>	-	<b>\$0.415</b>	-	<b>\$0.421</b>	-	<b>\$0.433</b>
<b>Service</b>										
None	-	-	-	-	-	-	-	-	-	-
<i>Subtotal Services</i>	-	-	-	-	-	-	-	-	-	-
<b>Service Support</b>										
None	-	-	-	-	-	-	-	-	-	-
<i>Subtotal Service Support</i>	-	-	-	-	-	-	-	-	-	-
<b>Other</b>										
MTA PD - Fleet replacement cycle	-	0.411	-	0.411	-	0.411	-	0.411	-	0.411
MTA IT - Operating Capital Reductions	-	5.100	-	5.100	-	5.100	-	5.100	-	5.100
<b>Subtotal Other</b>	-	<b>\$5.511</b>	-	<b>\$5.511</b>	-	<b>\$5.511</b>	-	<b>\$5.511</b>	-	<b>\$5.511</b>
<b>Total</b>	-	<b>\$15.669</b>	-	<b>\$18.117</b>	-	<b>\$18.160</b>	-	<b>\$18.247</b>	-	<b>\$18.341</b>

**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:**

**Program Description/ Implementation Plan:** Savings in various budget categories

**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

*Total Positions Required:*  
 (List specific titles of positions )

**MTA HEADQUARTERS**  
**July Financial Plan 2019 - 2022**  
**2018 Budget Reduction Plan Worksheet**

**Category by Function:** Administration  
**Program:** Real Estate Professional Service Contracts

**Background Details:**

**Program Description/ Implementation Plan:** Reduction of various professional service contracts.

**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

*Total Positions Required:*  
*(List specific titles of positions )*

**MTA HEADQUARTERS**  
**July Financial Plan 2019 - 2022**  
**2018 Budget Reduction Plan Worksheet**

**Category by Function:** Administration  
**Program:** MTAHQ Expense Reduction

<b>Background Details:</b>	HQ Expense Reduction
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<b>Program Description/ Implementation Plan:</b>	Various expense reductions throughout MTA HQ administrative departments
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<b>Program Implementation Date:</b>	<b>When will savings begin?:</b>	07/01/18
	<b>Are these savings recurring?</b>	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

*Total Positions Required:*  
*(List specific titles of positions )*

**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:**

<b>Program Description/ Implementation Plan:</b>	Reduced needs to support all-Agency sleep apnea testing and miscellaneous expenses		
<b>Program Implementation Date:</b>	<b>When will savings begin?:</b>	07/01/18	
	<b>Are these savings recurring?</b>	Yes	
<b>Other Issues:</b>			

	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

*Total Positions Required:*  
*(List specific titles of positions )*

**MTA HEADQUARTERS**  
**July Financial Plan 2019 - 2022**  
**2018 Budget Reduction Plan Worksheet**

**Category by Function:** Administration  
**Program:** Reduction of Consultant Usage and Software Needs

<b>Background Details:</b>	HQ Expense Reduction
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<b>Program Description/ Implementation Plan:</b>	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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<b>Program Implementation Date:</b>	<b>When will savings begin?:</b>	07/01/18
	<b>Are these savings recurring?</b>	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

*Total Positions Required:*  
*(List specific titles of positions )*



**MTA HEADQUARTERS**  
**July Financial Plan 2019 - 2022**  
**2018 Budget Reduction Plan Worksheet**

**Category by Function:** Administration  
**Program:** Elimination of Safety Magazine Subscription

**Background Details:**

**Program Description/ Implementation Plan:** Elimination of subscription to Family Safety Magazine mailed to all MTA employees

**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>
Financial Impact (Operating)	\$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

*Total Positions Required:*  
(List specific titles of positions )

**MTA HEADQUARTERS**  
**July Financial Plan 2019 - 2022**  
**2018 Budget Reduction Plan Worksheet**

**Category by Function:** Administration  
**Program:** Savings from Hiring Restrictions

**Background Details:**

<b>Program Description/ Implementation Plan:</b>	Restrictions placed on the hiring of personnel not essential for safety or operations.		
<b>Program Implementation Date:</b>	<b>When will savings begin?:</b>	01/01/18	
	<b>Are these savings recurring?</b>	No	
<b>Other Issues:</b>			

	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

*Total Positions Required:*  
*(List specific titles of positions )*

**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:**

<b>Program Description/ Implementation Plan:</b>	Reduced maintenance needs		
<b>Program Implementation Date:</b>	<b>When will savings begin?:</b>	07/01/18	
	<b>Are these savings recurring?</b>	Yes	
<b>Other Issues:</b>			

	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

*Total Positions Required:*  
*(List specific titles of positions )*

**MTA HEADQUARTERS**  
**July Financial Plan 2019 - 2022**  
**2018 Budget Reduction Plan Worksheet**

**Category by Function:** Security  
**Program:** MTA PD - Fuel and Vehicle Expense Reduction

<b>Background Details:</b>					
<b>Program Description/ Implementation Plan:</b>	Reduced usage of fuel for MTA PD fleet				
<b>Program Implementation Date:</b>	<table style="width: 100%; border: none;"> <tr> <td style="width: 40%;"><b>When will savings begin?:</b></td> <td style="text-align: right;">07/01/18</td> </tr> <tr> <td><b>Are these savings recurring?</b></td> <td style="text-align: right;">Yes</td> </tr> </table>	<b>When will savings begin?:</b>	07/01/18	<b>Are these savings recurring?</b>	Yes
<b>When will savings begin?:</b>	07/01/18				
<b>Are these savings recurring?</b>	Yes				
<b>Other Issues:</b>					

	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

*Total Positions Required:*  
*(List specific titles of positions )*

**MTA HEADQUARTERS**  
**July Financial Plan 2019 - 2022**  
**2018 Budget Reduction Plan Worksheet**

**Category by Function:** Other  
**Program:** MTA PD - Fleet replacement cycle

**Background Details:**

<b>Program Description/ Implementation Plan:</b>	Reduction to the planned annual vehicle replacement cycle (CapOp)		
<b>Program Implementation Date:</b>	<b>When will savings begin?:</b>	07/01/18	
	<b>Are these savings recurring?</b>	Yes	
<b>Other Issues:</b>			

	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

*Total Positions Required:*  
*(List specific titles of positions )*

**MTA HEADQUARTERS**  
**July Financial Plan 2019 - 2022**  
**2018 Budget Reduction Plan Worksheet**

**Category by Function:** Other  
**Program:** MTA IT - Operating Capital Reductions

**Background Details:**

<b>Program Description/ Implementation Plan:</b>	Reductions to existing Operating Capital projet needs.		
<b>Program Implementation Date:</b>	<b>When will savings begin?:</b>	07/01/18	
	<b>Are these savings recurring?</b>	Yes	
<b>Other Issues:</b>			

	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

*Total Positions Required:*  
*(List specific titles of positions )*

**MTA HEADQUARTERS  
2019 Preliminary Budget  
July Financial Plan 2019 - 2022  
Positions**

**POSITION ASSUMPTIONS**

**2018-2021: July Financial Plan vs. February Plan**

Total baseline positions are projected to increase by 19 to support the design and implementation phases of the New Fare Payment System (NFPS) project.

The net increase of 19 positions are administrative and reimbursable. In 2018, a total of 27 reimbursable positions are no longer performing capitolly eligible work and have been reclassified as non-reimbursable.

Position changes by occupational group are: Managers/Supervisors increase by 95 positions; and Professional, Technical, Clerical positions decrease by 76 positions in 2018. These changes align the budget with current staffing.

**Year over Year**

**2019 over 2018**

In 2019, total headcount increases by 23 positions to 3,172 positions due to the addition of four non-reimbursable Information Technology positions, 20 Police officers to support ESA and the elimination of an Excelsior Program position. Non-reimbursable positions are 3,041 in 2019, and reimbursable positions are 131. Occupational group increases include three positions for Professional, Technical, and Clerical to 1,752 positions. Managers/Supervisors increase to 775 positions and Operational Hourlies increase by 20 positions to 645 positions.

**2020 over 2019**

In 2020, total headcount increases by 54 positions to 3,226 positions mainly due to the addition of 54 non-reimbursable Public Safety positions to support the opening of ESA. Non-reimbursable positions are 3,095 in 2020, and 131 reimbursable positions. Occupational group increases include one position for Professional, Technical, and Clerical to 1,753 positions. Managers/Supervisors increase by 14 positions to 789 positions and Operational Hourlies increase by 39 positions to 684 positions.

**2021 over 2020**

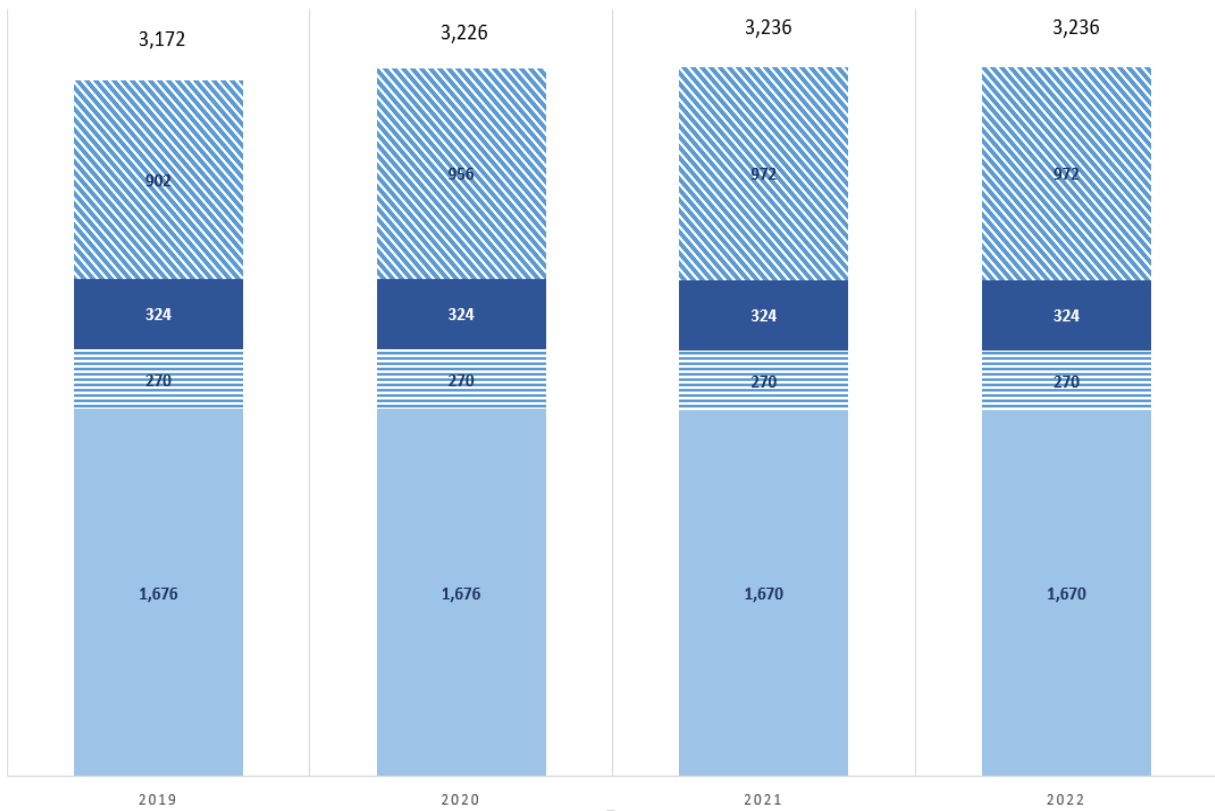
In 2021, headcount increases by 10 non-reimbursable positions due to the MTAPD hiring plan for ESA that anticipates a projected opening in 2022 offset by the elimination of six MTA IT positions, totaling 3,236 positions. Total non-reimbursable headcount increases to 3,105 positions while reimbursable positions remain unchanged at 131. Operational Hourly positions increase by 16 positions to 700, Managers/Supervisors remain unchanged at 789 and Professional, Technical, Clerical decreases by six.

## 2022 over 2021

In 2022, headcount remains unchanged from 2021 in all categories.

### MTA HEADQUARTERS TOTAL HEADCOUNT BY FUNCTIONAL AREA

■ MTA Consolidated ■ MTA HQ, Policy & Oversight ■ BSC ■ Public Safety





**MTA HEADQUARTERS**  
**July Financial Plan 2019-2022**  
Favorable/(Unfavorable)

**Total Position Changes at a Glance**

	2018	2019	2020	2021
<b>2018 February Plan - Total Baseline Positions</b>	<b>3,130</b>	<b>3,153</b>	<b>3,207</b>	<b>3,217</b>
Total Plan-to-Plan Changes	(19)	(19)	(19)	(19)
<b>2018 July Plan - Total Baseline Positions</b>	<b>3,149</b>	<b>3,172</b>	<b>3,226</b>	<b>3,236</b>
Total Year-to-Year Changes, July Plan		(23)	(54)	(10)

**Total Plan-to-Plan Changes by Reporting Category:**

<i>Non-Reimbursable</i>	(27)	(27)	(27)	(27)
<i>Reimbursable</i>	8	8	8	8
<b>Total</b>	<b>(19)</b>	<b>(19)</b>	<b>(19)</b>	<b>(19)</b>
<i>Full-Time</i>	(19)	(19)	(19)	(19)
<i>Full-Time Equivalents</i>				
<b>Total</b>	<b>(19)</b>	<b>(19)</b>	<b>(19)</b>	<b>(19)</b>
<i>By Function Category</i>				
- Administration	(19)	(19)	(19)	(19)
- Operations				
- Maintenance				
- Engineering/Capital				
- Public Safety				
<b>Total</b>	<b>(19)</b>	<b>(19)</b>	<b>(19)</b>	<b>(19)</b>
<i>By Occupational Group</i>				
- Managers/Supervisors	(95)	(95)	(95)	(98)
- Professional, Technical, Clerical	76	76	76	79
- Operational Hourlies				
<b>Total</b>	<b>(19)</b>	<b>(19)</b>	<b>(19)</b>	<b>(19)</b>

**Total Plan-to-Plan Changes by Major Category:**

<i>2018 BRPs</i>				
<i>New Needs</i>	(19)	(19)	(19)	(19)
<i>Change in Reimbursable Positions</i>	8	8	8	8
<i>Re-estimates &amp; All Other</i>	(8)	(8)	(8)	(8)
<b>Total</b>	<b>(19)</b>	<b>(19)</b>	<b>(19)</b>	<b>(19)</b>

<sup>1</sup> Includes Full-time Equivalents

**MTA HEADQUARTERS**  
**July Financial Plan 2019-2022**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

FUNCTION/DEPARTMENT	2017 Actual	2018 Year Forecast	Mid-2019 Preliminary Budget	2020	2021	2022
<b>Administration</b>						
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	12	12	12	12	12
Office of Counselor to the Chairman	2	2	2	2	2	2
Office of Chief of Staff	6	7	7	7	7	7
Federal Affairs	1	1	1	1	1	1
Intergovernmental Relations	5	5	5	5	5	5
Spec. Project Develop/Planning	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
<b>Chief Operating Officer</b>						
Chief Operating Officer	3	4	3	3	3	3
New Fare Payment System	11	40	40	40	40	40
<b>Chief Operating Officer</b>	<b>14</b>	<b>44</b>	<b>43</b>	<b>43</b>	<b>43</b>	<b>43</b>
<b>Labor Relations</b>						
Office of Labor Relations	13	14	14	14	14	14
<b>Labor Relations</b>	<b>13</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>
<b>General Counsel</b>						
Office of Ded General Counsel	30	37	37	37	37	37
Record Management	2	2	2	2	2	2
<b>General Counsel</b>	<b>32</b>	<b>39</b>	<b>39</b>	<b>39</b>	<b>39</b>	<b>39</b>
<b>Office of Diversity</b>						
Office of Diversity	4	2	2	2	2	2
Office of Civil Rights	13	15	15	15	15	15
<b>Office of Diversity</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>17</b>
<b>Corporate &amp; Internal Communications</b>						
Office of DED Corp. Affairs and Comm.	2	2	2	2	2	2
Marketing	8	10	10	10	10	10
<b>Corporate &amp; Internal Communications</b>	<b>10</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>12</b>
<b>Chief Financial Officer</b>						
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
<b>Chief Financial Officer</b>	<b>53</b>	<b>55</b>	<b>55</b>	<b>55</b>	<b>55</b>	<b>55</b>
<b>Capital Programs</b>						
Environmental, Sustainability & Compliance	3	6	6	6	6	6
<b>Capital Programs</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>

**MTA HEADQUARTERS**  
**July Financial Plan 2019-2022**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

FUNCTION/DEPARTMENT	2017 Actual	2018 Year Forecast	Mid-2019 Preliminary Budget	2020	2021	2022
<b>Total MTA HQ, Policy &amp; Oversight</b>	208	271	270	270	270	270
<b>MTA Consolidated Functions</b>						
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
<b>Chief Operating Officer</b>						
Procurement	59	104	104	104	104	104
Information Technology	1,007	1,135	1,139	1,139	1,133	1,133
<b>Chief Operating Officer</b>	1,066	1,239	1,243	1,243	1,237	1,237
<b>General Counsel/Compliance</b>						
Compliance	10	11	11	11	11	11
<b>Chief Financial Officer</b>						
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
<b>Chief Financial Officer</b>	45	47	47	47	47	47
<b>Chief Development Officer</b>						
Dir. Of Facilities and Support	3	5	5	5	5	5
Office Services	14	14	14	14	14	14
Facilities Management	0	0	0	0	0	0
Transit Oriented Development	1	8	8	8	8	8
Real Estate Operations	44	39	39	39	39	39
Chief Administrative Office	0	1	1	1	1	1
Deputy CDO, Operations	0	1	1	1	1	1
Deputy CDO, Planning	1	4	4	4	4	4
Transit Advertising & Media	0	11	11	11	11	11
New Technology Implementation	0	2	2	2	2	2
Office of Chief Development Officer	0	0	0	0	0	0
GCT Development	2	2	2	2	2	2
	65	87	87	87	87	87
<b>Capital Programs</b>						
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
<b>Total Capital Programs</b>	37	45	45	45	45	45
<b>Corporate and Internal Communications</b>						
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
<b>Corporate and Internal Communications</b>	26	31	31	31	31	31
<b>Total MTA Consolidated Functions</b>	1,432	1,672	1,676	1,676	1,670	1,670
<b>Business Service Center</b>	293	324	324	324	324	324
<b>Total Administration Positions</b>	1,933	2,267	2,270	2,270	2,264	2,264
<b>Public Safety</b>	799	882	902	956	972	972
<b>Baseline Total Positions</b>	2,732	3,149	3,172	3,226	3,236	3,236
<i>Non-Reimbursable</i>	2,593	3,018	3,041	3,095	3,105	3,105
<i>Reimbursable</i>	139	131	131	131	131	131
<i>Full-Time</i>	2,732	3,149	3,172	3,226	3,236	3,236
<i>Full-Time Equivalents</i>	-	-	-	-	-	-

**MTA HEADQUARTERS**  
**July Financial Plan 2019 - 2022**  
**Total Positions by Function and Occupational Group**  
**Non-Reimbursable and Reimbursable**

FUNCTION / OCCUPATIONAL GROUP	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Administration</b>						
Managers/Supervisors	475	597	597	597	597	597
Professional/Technical/Clerical	1,458	1,670	1,673	1,673	1,667	1,667
Operational Hourlies	0	0	0	0	0	0
<b>Total Administration Headcount</b>	<b>1,933</b>	<b>2,267</b>	<b>2,270</b>	<b>2,270</b>	<b>2,264</b>	<b>2,264</b>
<b>Operations</b>						
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
<b>Total Operations Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Maintenance</b>						
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
<b>Total Maintenance Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Engineering / Capital</b>						
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
<b>Total Engineering Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Public Safety</b>						
Managers/Supervisors	168	178	178	192	192	192
Professional, Technical, Clerical	67	79	79	80	80	80
Operational Hourlies	564	625	645	684	700	700
<b>Total Public Safety Headcount</b>	<b>799</b>	<b>882</b>	<b>902</b>	<b>956</b>	<b>972</b>	<b>972</b>
<b>Total Positions</b>						
Managers/Supervisors	<b>643</b>	<b>775</b>	<b>775</b>	<b>789</b>	<b>789</b>	<b>789</b>
Professional, Technical, Clerical	<b>1,525</b>	<b>1,749</b>	<b>1,752</b>	<b>1,753</b>	<b>1,747</b>	<b>1,747</b>
Operational Hourlies	<b>564</b>	<b>625</b>	<b>645</b>	<b>684</b>	<b>700</b>	<b>700</b>
<b>Total Positions</b>	<b>2,732</b>	<b>3,149</b>	<b>3,172</b>	<b>3,226</b>	<b>3,236</b>	<b>3,236</b>

## **MTA Headquarters**

MTA Headquarters includes four distinct components: Policy & Oversight, MTA Consolidated Functions including Information Technology and Non-Information Technology, the Business Service Center, and MTA Security:

- MTA HQ, Policy & Oversight includes MTA Executive Leadership and policy/oversight functions. All aspects of Administration strive to identify opportunities to streamline expenses and increase efficiencies.
- MTA Consolidated Functions includes areas where savings have been achieved through function consolidations or areas where the work can be more efficiently performed at Headquarters. This Plan includes the consolidation of the Information Technology functions. Future consolidations will include the Procurement and Treasury functions. As MTA consolidates functions across the Agencies, it is likely that the net budget change associated with those functions will increase Headquarters' costs, while staffing and expense levels decrease at a higher level at the Agencies.
- The Business Service Center provides shared back-office financial, payroll, procurement, and human resource services to all agencies.
- Public Safety includes the MTAPD which patrols the MTA's commuter railroads, and provides MTA-wide oversight of security and safety services. Public Safety also leads emergency preparedness, and interfaces with multiple city, state and federal law enforcement agencies.

The following table breaks out the MTA HQ Financial Plan by these categories.

**MTA HEADQUARTERS**  
**July Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Major Function**  
(\$ in Millions)

Non-Reimbursable	2018 Mid-Year Forecast	2019 Preliminary Budget	2020	2021	2022
<b><u>MTA Consolidated Functions</u></b>					
<b>Total Revenue</b>	<b>\$10.338</b>	<b>\$7.229</b>	<b>\$5.576</b>	<b>\$5.743</b>	<b>\$5.912</b>
Labor Expenses (non-IT)	29.057	32.842	33.674	34.701	35.683
Labor Expenses (IT Transformation)	151.951	163.034	167.048	171.615	175.857
Non-Labor Expenses (non-IT)	25.596	19.154	14.403	14.761	15.192
Non-Labor Expenses (IT Transformation)	173.414	150.271	135.050	138.978	142.429
Depreciation / OPEB Liability Adjustment (non-IT)	0.315	0.000	0.000	-	-
Depreciation / OPEB Liability Adjustment (IT Transformation)	21.692	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
<b>Total Expenses</b>	<b>\$402.024</b>	<b>\$402.434</b>	<b>\$391.321</b>	<b>\$398.915</b>	<b>\$400.176</b>
<b>Baseline Deficit</b>	<b>(\$391.686)</b>	<b>(\$395.205)</b>	<b>(\$385.745)</b>	<b>(\$393.172)</b>	<b>(\$394.264)</b>
<b><u>MTA HQ, Policy &amp; Oversight</u></b>					
<b>Total Revenue</b>	<b>\$49.228</b>	<b>\$45.922</b>	<b>\$47.739</b>	<b>\$49.629</b>	<b>\$51.594</b>
Labor Expenses	62.067	57.751	58.994	59.865	61.527
Non-Labor Expenses	147.910	111.240	109.575	107.428	109.233
Labor Expenses / Non-Labor Expenses	100.869	102.989	107.018	112.515	118.314
GASB 68 Pension Expense Adjustment	(\$2.166)	(\$1.585)	(\$2.890)	(\$7.194)	(\$2.896)
<b>Total Expenses</b>	<b>\$308.680</b>	<b>\$270.396</b>	<b>\$272.697</b>	<b>\$272.614</b>	<b>\$286.178</b>
<b>Baseline Deficit</b>	<b>(\$259.452)</b>	<b>(\$224.473)</b>	<b>(\$224.958)</b>	<b>(\$222.985)</b>	<b>(\$234.584)</b>
<b><u>Business Service Center</u></b>					
<b>Total Revenue</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
Labor Expenses	32.378	34.276	35.320	36.479	37.425
Non-Labor Expenses	6.126	6.371	6.767	6.954	7.144
Depreciation / OPEB Liability Adjustment	-	-	-	-	-
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$38.505</b>	<b>\$40.646</b>	<b>\$42.087</b>	<b>\$43.433</b>	<b>\$44.569</b>
<b>Baseline Deficit</b>	<b>(\$38.505)</b>	<b>(\$40.646)</b>	<b>(\$42.087)</b>	<b>(\$43.433)</b>	<b>(\$44.569)</b>
<b><u>Public Safety</u></b>					
<b>Total Revenue</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
Labor Expenses	159.020	150.897	158.405	160.881	162.452
Non-Labor Expenses	8.705	9.834	11.748	11.244	11.475
Depreciation / OPEB Liability Adjustment	6.809	6.002	4.526	4.506	4.506
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$174.535</b>	<b>\$166.733</b>	<b>\$174.679</b>	<b>\$176.631</b>	<b>\$178.433</b>
<b>Baseline Deficit</b>	<b>(\$174.535)</b>	<b>(\$166.733)</b>	<b>(\$174.679)</b>	<b>(\$176.631)</b>	<b>(\$178.433)</b>

**MTA HEADQUARTERS**  
**July Financial Plan 2019-2022**  
**Total Positions by Function**  
**Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents**

<b>FUNCTION</b>	<b>2017 Actual</b>	<b>2018 Mid-Year Forecast</b>	<b>2019 Preliminary Budget</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
MTA Consolidated Functions	1,364	1,586	1,590	1,590	1,584	1,584
MTA HQ, Policy & Oversight	276	357	356	356	356	356
Business Service Center	293	324	324	324	324	324
Public Safety	799	882	902	956	972	972
<b>Baseline Total Positions</b>	<b>2,732</b>	<b>3,149</b>	<b>3,172</b>	<b>3,226</b>	<b>3,236</b>	<b>3,236</b>
<b>Non-Reimbursable</b>						
MTA Consolidated Functions						
MTA HQ, Policy & Oversight	276	357	356	356	356	356
Business Service Center	293	324	324	324	324	324
Public Safety	799	882	902	956	972	972
<b>Reimbursable</b>						
MTA Consolidated Functions	100	131	131	131	131	131
MTA HQ, Policy & Oversight	-	-	-	-	-	-
Business Service Center	-	-	-	-	-	-
Public Safety	-	-	-	-	-	-
<i>Full-Time</i>	2,732	3,149	3,172	3,226	3,236	3,236
<i>Full-Time Equivalents</i>	-	-	-	-	-	-

**MTA INSPECTOR GENERAL**  
**2019 Preliminary Budget**  
**July 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 Mid-Year Forecast**

In the 2018 Mid-Year Forecast a total of \$13.3 million is projected in baseline expenses, compared to \$14.2 million in the 2018 Adopted Budget. The favorable variance is the mainly the result of vacancy savings.

**2019 Preliminary Budget – Baseline**

In the 2019 Preliminary Budget, a total of \$16.0 million is projected in baseline expenses compared to \$14.5 million in the February Plan. The unfavorable variance results from a re-estimation of OIG rent based on the lease and a life cycle scheduled IT Data Center refresh.

**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.



**MTA INSPECTOR GENERAL**  
**July Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Reimbursable</b>						
<b>Operating Revenue</b>						
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	13.273	16.004	15.302	15.688	16.071
<b>Total Revenues</b>	<b>\$11.663</b>	<b>\$13.273</b>	<b>\$16.004</b>	<b>\$15.302</b>	<b>\$15.688</b>	<b>\$16.071</b>
<b>Operating Expense</b>						
<i>Labor:</i>						
Payroll	\$6.827	\$8.084	\$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	1.101	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	0.231	0.663	0.688	0.716	0.742
Other Fringe Benefits	0.486	0.594	0.623	0.636	0.650	0.663
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$8.637</b>	<b>\$10.009</b>	<b>\$11.352</b>	<b>\$11.620</b>	<b>\$11.913</b>	<b>\$12.200</b>
<i>Non-Labor:</i>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.017	0.032	0.039	0.037	0.036	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	2.850	3.086	3.151	3.233	3.313
Professional Services Contracts	0.218	0.240	1.380	0.341	0.349	0.357
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.113	0.117	0.123	0.125	0.128	0.131
<b>Total Non-Labor Expenses</b>	<b>\$3.026</b>	<b>\$3.264</b>	<b>\$4.652</b>	<b>\$3.682</b>	<b>\$3.775</b>	<b>\$3.870</b>
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$11.663</b>	<b>\$13.273</b>	<b>\$16.004</b>	<b>\$15.302</b>	<b>\$15.688</b>	<b>\$16.071</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA INSPECTOR GENERAL**  
**July Financial Plan 2019 - 2022**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Cash Receipts and Expenditures</b>						
<b>Receipts</b>						
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	11.663	13.273	16.004	15.302	15.688	16.071
<b>Total Receipts</b>	<b>\$11.663</b>	<b>\$13.273</b>	<b>\$16.004</b>	<b>\$15.302</b>	<b>\$15.688</b>	<b>\$16.071</b>
<b>Expenditures</b>						
<b><u>Labor:</u></b>						
Payroll	\$6.827	\$8.084	\$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	1.101	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	0.231	0.663	0.688	0.716	0.742
Other Fringe Benefits	0.486	0.594	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
<b>Total Labor Expenditures</b>	<b>\$8.637</b>	<b>\$10.009</b>	<b>\$11.352</b>	<b>\$11.620</b>	<b>\$11.913</b>	<b>\$12.200</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.017	0.032	0.039	0.037	0.036	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	2.850	3.086	3.151	3.233	3.313
Professional Services Contracts	0.218	0.240	1.380	0.341	0.349	0.357
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.113	0.117	0.123	0.125	0.128	0.131
<b>Total Non-Labor Expenditures</b>	<b>\$3.026</b>	<b>\$3.264</b>	<b>\$4.652</b>	<b>\$3.682</b>	<b>\$3.775</b>	<b>\$3.870</b>
<b><u>Other Expenditure Adjustments:</u></b>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$11.663</b>	<b>\$13.273</b>	<b>\$16.004</b>	<b>\$15.302</b>	<b>\$15.688</b>	<b>\$16.071</b>
<b>Net Cash Balance</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA INSPECTOR GENERAL**  
**July Financial Plan 2019 - 2022**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Cash Flow Adjustments</b>						
<b>Receipts</b>						
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
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenditures</b>						
<b>Labor:</b>						
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
<b>Total Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Non-Labor:</b>						
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
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Other Expenditure Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
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
<b>Total Cash Conversion Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA Inspector General**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b>Reimbursable</b>									
<b>Operating Revenues</b>									
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	13.273	16.004	2.731	15.302	(0.702)	15.688	0.387	16.071	0.383
<b>Total Revenues</b>	<b>\$13.273</b>	<b>\$16.004</b>	<b>\$2.731</b>	<b>\$15.302</b>	<b>(\$0.702)</b>	<b>\$15.688</b>	<b>\$0.387</b>	<b>\$16.071</b>	<b>\$0.383</b>
<b>Operating Expenses</b>									
<b><u>Labor:</u></b>									
Payroll	\$8.084	\$8.831	(\$0.747)	\$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	1.101	1.234	(0.133)	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	0.231	0.663	(0.433)	0.688	(0.025)	0.716	(0.028)	0.742	(0.026)
Other Fringe Benefits	0.594	0.623	(0.029)	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
<b>Total Labor Expenses</b>	<b>\$10.009</b>	<b>\$11.352</b>	<b>(\$1.343)</b>	<b>\$11.620</b>	<b>(\$0.268)</b>	<b>\$11.913</b>	<b>(\$0.293)</b>	<b>\$12.200</b>	<b>(\$0.287)</b>
<b><u>Non-Labor:</u></b>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.032	0.039	(0.007)	0.037	0.002	0.036	0.002	0.038	(0.002)
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	2.850	3.086	(0.236)	3.151	(0.065)	3.233	(0.082)	3.313	(0.080)
Professional Services Contracts	0.240	1.380	(1.140)	0.341	1.038	0.349	(0.008)	0.357	(0.008)
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	0.123	(0.006)	0.125	(0.002)	0.128	(0.003)	0.131	(0.003)
<b>Total Non-Labor Expenses</b>	<b>\$3.264</b>	<b>\$4.652</b>	<b>(\$1.388)</b>	<b>\$3.682</b>	<b>\$0.971</b>	<b>\$3.775</b>	<b>(\$0.093)</b>	<b>\$3.870</b>	<b>(\$0.095)</b>
<b><u>Other Expense Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$13.273</b>	<b>\$16.004</b>	<b>(\$2.731)</b>	<b>\$15.302</b>	<b>\$0.702</b>	<b>\$15.688</b>	<b>(\$0.387)</b>	<b>\$16.071</b>	<b>(\$0.383)</b>
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
<b>Total Expenses After Depreciation and GASB Adj.</b>	<b>\$13.273</b>	<b>\$16.004</b>	<b>(\$2.731)</b>	<b>\$15.302</b>	<b>\$0.702</b>	<b>\$15.688</b>	<b>(\$0.387)</b>	<b>\$16.071</b>	<b>(\$0.383)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA Inspector General**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b><u>Cash Receipts and Expenditures</u></b>									
<b>Receipts</b>									
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	13.273	16.004	2.731	15.302	(0.702)	15.688	0.387	16.071	0.383
<b>Total Receipts</b>	<b>\$13.273</b>	<b>\$16.004</b>	<b>\$2.731</b>	<b>\$15.302</b>	<b>(\$0.702)</b>	<b>\$15.688</b>	<b>\$0.387</b>	<b>\$16.071</b>	<b>\$0.383</b>
<b>Expenditures</b>									
<b><u>Labor Expenditures:</u></b>									
Payroll	\$8.084	\$8.831	(\$0.747)	\$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	1.101	1.234	(0.133)	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	0.231	0.663	(0.433)	0.688	(0.025)	0.716	(0.028)	0.742	(0.026)
Other Fringe Benefits	0.594	0.623	(0.029)	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
<b>Total Labor Expenditures</b>	<b>\$10.009</b>	<b>\$11.352</b>	<b>(\$1.343)</b>	<b>\$11.620</b>	<b>(\$0.268)</b>	<b>\$11.913</b>	<b>(\$0.293)</b>	<b>\$12.200</b>	<b>(\$0.287)</b>
<b><u>Non-Labor Expenditures:</u></b>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.032	0.039	(0.007)	0.037	0.002	0.036	0.002	0.038	(0.002)
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	2.850	3.086	(0.236)	3.151	(0.065)	3.233	(0.082)	3.313	(0.080)
Professional Services Contracts	0.240	1.380	(1.140)	0.341	1.038	0.349	(0.008)	0.357	(0.008)
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	0.123	(0.006)	0.125	(0.002)	0.128	(0.003)	0.131	(0.003)
<b>Total Non-Labor Expenditures</b>	<b>\$3.264</b>	<b>\$4.652</b>	<b>(\$1.388)</b>	<b>\$3.682</b>	<b>\$0.971</b>	<b>\$3.775</b>	<b>(\$0.093)</b>	<b>\$3.870</b>	<b>(\$0.095)</b>
<b><u>Other Expenditure Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$13.273</b>	<b>\$16.004</b>	<b>(\$2.731)</b>	<b>\$15.302</b>	<b>\$0.702</b>	<b>\$15.688</b>	<b>(\$0.387)</b>	<b>\$16.071</b>	<b>(\$0.383)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA INSPECTOR GENERAL**  
**July Financial Plan 2019 - 2022**  
**Summary of Changes Between Financial Plans by Generic Categories**  
**(\$ in millions)**

**REIMBURSABLE**

	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>2018 February Financial Plan - Operating Cash Income/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Revenue:</b>				
Capital and Other Reimbursements	(\$0.904)	\$1.514	\$0.446	\$0.463
<b>Sub-Total Revenue Changes</b>	<b>(\$0.904)</b>	<b>\$1.514</b>	<b>\$0.446</b>	<b>\$0.463</b>
<b>Expenses:</b>				
Payroll	\$0.337	(\$0.241)	(\$0.246)	(\$0.251)
Overtime	-	-	-	-
Health and Welfare	0.113	0.010	0.015	0.005
OPEB Current Payment	-	-	-	-
Pensions	0.462	0.063	0.065	0.067
Other Fringe Benefits	(0.009)	(0.027)	(0.028)	(0.030)
Reimbursable Overhead	-	-	-	-
Fuel	0.000	(0.008)	0.000	0.004
Insurance	0.001	0.004	0.004	0.005
Claims	-	-	-	-
Paratransit Service Contracts	-	-	-	-
Maintenance and Other				
Operating Contracts	0.000	(0.175)	(0.162)	(0.167)
Professional Service Contracts	(0.002)	(1.138)	(0.093)	(0.095)
Materials & Supplies	-	-	-	-
Other Business Expenses	0.002	(0.002)	(0.001)	(0.001)
Depreciation	0.000	0.000	0.000	0.000
<b>Sub-Total Expense Changes</b>	<b>\$0.904</b>	<b>(\$1.514)</b>	<b>(\$0.446)</b>	<b>(\$0.463)</b>
<b>Sub-Total Cash Adjustment Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Baseline Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>2018 July Financial Plan - Operating Cash Income/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA INSPECTOR GENERAL**  
**July 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 Mid-Year Forecast	2019 Preliminary Budget	2020	2021	2022
<b>Administration</b>						
Office of the Inspector General	70	86	86	86	86	86
<b>Total Administration</b>	<b>70</b>	<b>86</b>	<b>86</b>	<b>86</b>	<b>86</b>	<b>86</b>
<b>Baseline Total Positions</b>	<b>70</b>	<b>86</b>	<b>86</b>	<b>86</b>	<b>86</b>	<b>86</b>
<b>Non-Reimbursable</b>	-	-	-	-	-	-
<b>Reimbursable</b>	70	86	86	86	86	86
<b>Total</b>	<b>70</b>	<b>86</b>	<b>86</b>	<b>86</b>	<b>86</b>	<b>86</b>
<b>Total Full-Time</b>	70	86	86	86	86	86
<b>Total Full-Time Equivalents</b>	-	-	-	-	-	-

**First Mutual Transportation Assurance Co.  
(FMTAC)**



**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**2019 Preliminary Budget**  
**July 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 an average of 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 Preliminary Budget**  
**July Financial Plan 2019 - 2022**

**2018 Mid-Year Forecast**

In the 2018 Mid-Year Forecast, a total of \$23.2 million is projected in baseline surplus compared to the \$2.4 million Baseline Surplus in the 2018 Adopted Budget. This consists of a \$3.9 million increase in revenues and \$16.8 million decrease in expenses. Claims are based on actuarial analysis of claim activity on an estimated basis. Estimated claim expense is \$15.8 million lower than the 2018 Adopted Budget. In addition, insurance income increased by \$6.2 million. Revenue is based on prior year actual results. Other Business Expenses are based on actual results from 2017 and were higher due to additional OCIP safety costs.

**2019 Preliminary Budget**

In the 2019 Preliminary Budget, a total of \$20.9 million is projected in Baseline Surplus compared to the \$5.2 million Baseline Surplus in the February Plan. This consists of a \$3.9 million increase in revenues and \$11.9 million decrease in expenses. The favorable outcome is a result of lower claims which are based on actuarial analysis of claim activity on an estimated basis and higher insurance income. Investment Income and Other Operating Revenue are estimated to increase over 2018 projections at a rate equal to CPI. Other Business Expenses are estimated to increase over 2018 at a rate of 2% each year.

**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**

**July Financial Plan 2019 - 2022**

**Accrual Statement of Operations By Category**

(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b><u>Non-Reimbursable</u></b>						
<b>Operating Revenue</b>						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	13.998	18.100	18.402	18.897	19.387	19.854
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	4.157	2.538	2.580	2.650	2.718	2.784
<b>Total Revenues</b>	<b>\$18.155</b>	<b>\$20.638</b>	<b>\$20.982</b>	<b>\$21.547</b>	<b>\$22.105</b>	<b>\$22.638</b>
<b>Operating Expense</b>						
<b><u>Labor:</u></b>						
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
<b>Total Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Non-Labor:</u></b>						
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
<b>Total Non-Labor Expenses</b>	<b>\$14.544</b>	<b>(\$2.519)</b>	<b>\$0.092</b>	<b>\$4.389</b>	<b>\$1.752</b>	<b>(\$3.358)</b>
<b><u>Other Expense Adjustments:</u></b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$14.544</b>	<b>(\$2.519)</b>	<b>\$0.092</b>	<b>\$4.389</b>	<b>\$1.752</b>	<b>(\$3.358)</b>
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
<b>Total Expenses</b>	<b>\$14.544</b>	<b>(\$2.519)</b>	<b>\$0.092</b>	<b>\$4.389</b>	<b>\$1.752</b>	<b>(\$3.358)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$3.611</b>	<b>\$23.157</b>	<b>\$20.890</b>	<b>\$17.158</b>	<b>\$20.353</b>	<b>\$25.996</b>

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**July Financial Plan 2019 - 2022**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Cash Receipts and Expenditures</b>						
<b>Receipts</b>						
Other Operating Revenue	\$13.999	\$18.100	\$18.402	\$18.897	\$19.387	\$19.854
Investment Income	4.158	2.538	2.580	2.650	2.718	2.784
<b>Total Receipts</b>	<b>\$18.157</b>	<b>\$20.638</b>	<b>\$20.982</b>	<b>\$21.547</b>	<b>\$22.105</b>	<b>\$22.638</b>
<b>Expenditures</b>						
<b><u>Labor:</u></b>						
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
<b>Total Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Non-Labor:</u></b>						
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
<b>Total Non-Labor Expenditures</b>	<b>\$14.542</b>	<b>(\$10.356)</b>	<b>(\$8.853)</b>	<b>(\$5.219)</b>	<b>(\$8.073)</b>	<b>(\$13.360)</b>
<b><u>Other Expenditure Adjustments:</u></b>						
Other	\$3.615	\$30.994	\$29.835	\$26.766	\$30.178	\$35.998
<b>Total Other Expenditure Adjustments</b>	<b>\$3.615</b>	<b>\$30.994</b>	<b>\$29.835</b>	<b>\$26.766</b>	<b>\$30.178</b>	<b>\$35.998</b>
<b>Total Expenditures</b>	<b>\$18.157</b>	<b>\$20.638</b>	<b>\$20.982</b>	<b>\$21.547</b>	<b>\$22.105</b>	<b>\$22.638</b>
<b>Net Cash Balance</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

# MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY

## July Financial Plan 2019 - 2022 Cash Conversion (Cash Flow Adjustments) (\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Cash Flow Adjustments</b>						
<b>Receipts</b>						
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
<b>Total Receipts</b>	<b>\$0.002</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenditures</b>						
<b>Labor:</b>						
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
<b>Total Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Non-Labor:</b>						
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
<b>Total Non-Labor Expenditures</b>	<b>\$0.002</b>	<b>\$7.837</b>	<b>\$8.945</b>	<b>\$9.608</b>	<b>\$9.825</b>	<b>\$10.002</b>
<b>Other Expenditure Adjustments:</b>						
Other Expense Adjustments	(\$3.615)	(\$30.994)	(\$29.835)	(\$26.766)	(\$30.178)	(\$35.998)
<b>Total Other Expenditure Adjustments</b>	<b>(\$3.615)</b>	<b>(\$30.994)</b>	<b>(\$29.835)</b>	<b>(\$26.766)</b>	<b>(\$30.178)</b>	<b>(\$35.998)</b>
<b>Total Expenditures</b>	<b>(\$3.613)</b>	<b>(\$23.157)</b>	<b>(\$20.890)</b>	<b>(\$17.158)</b>	<b>(\$20.353)</b>	<b>(\$25.996)</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$3.611)</b>	<b>(\$23.157)</b>	<b>(\$20.890)</b>	<b>(\$17.158)</b>	<b>(\$20.353)</b>	<b>(\$25.996)</b>
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
<b>Total Cash Conversion Adjustments</b>	<b>(\$3.611)</b>	<b>(\$23.157)</b>	<b>(\$20.890)</b>	<b>(\$17.158)</b>	<b>(\$20.353)</b>	<b>(\$25.996)</b>

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**July 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.
- Due to a change in investment managers, accurate investment detail is not yet available for 2018. Investment income is being held constant from the February Plan.

**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 March 5, 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 an average of 10%.

**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**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b>Non-Reimbursable</b>									
<b>Operating Revenues</b>									
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	18.402	0.302	18.897	0.495	19.387	0.490	19.854	0.467
Investment Income	2.538	2.580	0.042	2.650	0.070	2.718	0.068	2.784	0.066
<b>Total Revenues</b>	<b>\$20.638</b>	<b>\$20.982</b>	<b>\$0.344</b>	<b>\$21.547</b>	<b>\$0.565</b>	<b>\$22.105</b>	<b>\$0.558</b>	<b>\$22.638</b>	<b>\$0.533</b>
<b>Operating Expenses</b>									
<b><u>Labor:</u></b>									
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
<b>Total Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Non-Labor:</u></b>									
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)
<b>Total Non-Labor Expenses</b>	<b>(\$2.519)</b>	<b>\$0.092</b>	<b>(\$2.611)</b>	<b>\$4.389</b>	<b>(\$4.297)</b>	<b>\$1.752</b>	<b>\$2.637</b>	<b>(\$3.358)</b>	<b>\$5.110</b>
<b><u>Other Expense Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>(\$2.519)</b>	<b>\$0.092</b>	<b>(\$2.611)</b>	<b>\$4.389</b>	<b>(\$4.297)</b>	<b>\$1.752</b>	<b>\$2.637</b>	<b>(\$3.358)</b>	<b>\$5.110</b>
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
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>(\$2.519)</b>	<b>\$0.092</b>	<b>(\$2.611)</b>	<b>\$4.389</b>	<b>(\$4.297)</b>	<b>\$1.752</b>	<b>\$2.637</b>	<b>(\$3.358)</b>	<b>\$5.110</b>
<b>Net Surplus/(Deficit)</b>	<b>\$23.157</b>	<b>\$20.890</b>	<b>(\$2.267)</b>	<b>\$17.158</b>	<b>(\$3.732)</b>	<b>\$20.353</b>	<b>\$3.195</b>	<b>\$25.996</b>	<b>\$5.643</b>



**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b><u>Cash Receipts and Expenditures</u></b>									
<b>Receipts</b>									
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	18.402	0.302	18.897	0.495	19.387	0.490	19.854	0.467
Investment Income	2.538	2.580	0.042	2.650	0.070	2.718	0.068	2.784	0.066
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Receipts</b>	<b>\$20.638</b>	<b>\$20.982</b>	<b>\$0.344</b>	<b>\$21.547</b>	<b>\$0.565</b>	<b>\$22.105</b>	<b>\$0.558</b>	<b>\$22.638</b>	<b>\$0.533</b>
<b>Expenditures</b>									
<b><u>Labor Expenditures:</u></b>									
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
<b>Total Labor Expenditures</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Non-Labor Expenditures:</u></b>									
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)
<b>Total Non-Labor Expenditures</b>	<b>(\$10.356)</b>	<b>(\$8.853)</b>	<b>(\$1.503)</b>	<b>(\$5.219)</b>	<b>(\$3.634)</b>	<b>(\$8.073)</b>	<b>\$2.854</b>	<b>(\$13.360)</b>	<b>\$5.287</b>
<b><u>Other Expenditure Adjustments:</u></b>									
Other	30.994	29.835	1.159	26.766	3.069	30.178	(3.412)	35.998	(5.820)
<b>Total Other Expenditure Adjustments</b>	<b>\$30.994</b>	<b>\$29.835</b>	<b>\$1.159</b>	<b>\$26.766</b>	<b>\$3.069</b>	<b>\$30.178</b>	<b>(\$3.412)</b>	<b>\$35.998</b>	<b>(\$5.820)</b>
<b>Total Expenditures</b>	<b>\$20.638</b>	<b>\$20.982</b>	<b>(\$0.344)</b>	<b>\$21.547</b>	<b>(\$0.565)</b>	<b>\$22.105</b>	<b>(\$0.558)</b>	<b>\$22.638</b>	<b>(\$0.533)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**July Financial Plan 2019 - 2022**  
**Summary of Changes Between Financial Plans by Category**

**2018 – 2022 July Financial Plan vs. February Financial Plan**

**Revenue**

Revenue changes from the February Plan over the 2018 – 2022 periods include:

- Due to a change in investment managers, accurate investment income detail is not yet available for 2018. Investment income is being held constant from the February Plan.
- For 2019 – 2022, 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 March 05, 2018.

**Expenses**

Expense changes from the February Plan over the 2018 – 2022 periods include:

- A decrease in Insurance (premium revenue) as projected in the 2018 Mid-Year Forecast of the MTA Summary & Detailed Agency Insurance Cash Budgets.
- Claim expenses resulted in favorable developments due to updated loss projections from actuarial projections.
- Other Business Expenses increased due to updated estimates based prior year actual results. Expenses are based on trending actual results through April 2018 and were higher due to additional OCIP safety costs. The inflation rate for Other Business Expenses is expected to increase 2% per year.

**MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY**  
**July Financial Plan 2019 - 2022**  
**Changes Between Financial Plans by Generic Categories**  
(\$ in millions)

<b>NON-REIMBURSABLE</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>February Financial Plan - Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Baseline Changes</b>				
<b>Revenue</b>				
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-
Other Operating Revenue	3.893	3.881	3.971	4.063
Investment Income	0.000	(0.014)	(0.016)	(0.020)
Capital and Other Reimbursement	-	-	-	-
<b>Total Revenue Changes</b>	<b>\$3.893</b>	<b>\$3.868</b>	<b>\$3.955</b>	<b>\$4.043</b>
<b>Expenses</b>				
<i>Labor:</i>				
Payroll	\$0.000	\$0.000	\$0.000	\$0.000
Health and Welfare	-	-	-	-
OPEB Current Payment	-	-	-	-
Pensions	-	-	-	-
Other Fringe Benefits	-	-	-	-
Reimbursable Overhead	-	-	-	-
<b>Total Labor Expense Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<i>Non-Labor:</i>				
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	6.186	(1.331)	(8.624)	(15.865)
Claims	15.812	18.476	10.421	8.147
Paratransit Service Contracts	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-
Materials & Supplies	-	-	-	-
Other Business Expenses	(5.175)	(5.279)	(5.384)	(5.492)
<b>Total Non-Labor Expense Changes</b>	<b>\$16.823</b>	<b>\$11.866</b>	<b>(\$3.587)</b>	<b>(\$13.210)</b>
<i>Total Expenses before Depreciation and GASB Adjs.</i>				
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	-	-	-	-
Environmental Remediation	-	-	-	-
<b>Total Expense Changes</b>	<b>\$16.823</b>	<b>\$11.866</b>	<b>(\$3.587)</b>	<b>(\$13.210)</b>
<b>Cash Adjustment Changes</b>				
<i>Revenue:</i>				
Other Operating Revenue	\$0.000	\$0.000	\$0.000	\$0.000
<i>Expenses:</i>				
Claims	(\$4.025)	(\$3.577)	(\$2.832)	(\$2.628)
Other Business Expenses	0.000	0.000	0.000	0.000
<b>Total Expense Changes</b>	<b>(4.025)</b>	<b>(3.577)</b>	<b>(2.832)</b>	<b>(2.628)</b>
Restricted Cash Adjustment	(\$16.691)	(\$12.157)	\$2.464	\$11.794
<b>Total Cash Adjustment Changes</b>	<b>(\$20.716)</b>	<b>(\$15.734)</b>	<b>(\$0.368)</b>	<b>\$9.166</b>
<b>Total Baseline Changes</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>July Financial Plan - Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

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# **New York City Transit**

**MTA NEW YORK CITY TRANSIT**  
**2019 Preliminary Budget**  
**July Financial Plan 2019 – 2022**

**FINANCIAL OVERVIEW**

NYC Transit's July Financial Plan provides funding to sustain current operations, fully support Subway Action Plan (SAP) initiatives, and advance NYCT's Bus Plan, 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 baseline revenue reflecting current unfavorable ridership trends
- Recognition of a full commitment in funding for the Subway Action Plan (SAP) and identification of additional work to be accomplished in 2018
- Initial funding for key elements of the Bus Plan
- Operating Budget impacts resulting from L Tunnel Reconstruction in 2019-2020

**Baseline Ridership**

The recent ridership trend has been unfavorable:

- For subways, years of ridership growth leveled-off in 2016 followed by a slight decline in 2017 and a larger decline in the early months of 2018. The declines have been greatest in the off-peak and weekend periods. Significant contributing factors are competition from for-hire vehicles, and increased service disruptions due to capital reconstruction projects and SAP track access requirements.
- NYCT Bus ridership has experienced a longer-term trend of ridership declines, and, based on preliminary data, this negative trend has continued in the early months of 2018.
- Transit systems nationwide have been experiencing similar ridership declines, including Chicago, Boston, San Francisco, and others.

**NYCT Subway Action Plan (SAP)**

The Subway Action Plan (SAP) 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. The February 2018 financial plan reflected SAP program costing of approximately 50% of the original estimate. In April of this year, however, full funding of the SAP program at the original estimated level was approved as part of the State Budget. Full funding supports 1,480 SAP positions in 2018, 1,249 positions in 2019, and 1,229 positions for 2020 through 2022.

The increase in projected subsidy funding is \$251.0 million in 2018, \$192.0 million in 2019, \$150.7 million in 2020 and \$149.7 million for both 2021 and 2022. In 2018, the increase in funding results in a major expansion of SAP planned work highlighted as follows:

- Car Equipment (\$85.2 million) - Overhaul cars, customer amenities, increase train repair capacity, and additional emergency car response teams
- Signals (\$41.4 million) - Signal maintenance & repair, including required track access and support costs
- Water Management (\$34.2 million) - Clean and repair street grates, seal and grout leaks, maintain clear drains, and track access support
- Stations/Elevator & Escalators (\$34.7 million) - Increase Stations cleaning staff, improve stations with additional painting and repair teams, repair major issues with Washington Heights station elevators
- Track (\$28.9 million) - Track repairs, rail grinding, add Combined Action Teams (CAT) and Infrastructure (ICERT) Emergency Response Teams
- Power (\$14.9 million) - Power defect repairs, and track access support costs

## **NYCT Bus Plan**

New York buses' travel times are some of the slowest in the country due mostly to traffic density. Similar to the SAP initiated in 2017, this year a comprehensive bus plan was developed to address ridership declines and improve bus service through a series of pro-active initiatives. Highlights include creating a modern network through optimization of route design, expanding bus priority to speed up service and boarding, improving the customer experience with increased information availability, and evaluating options to enhance our world-class fleet.

The July Financial Plan includes funding to advance priority Bus Plan initiatives including network redesign, expanded use of bus lanes and bus lane enforcement cameras to speed-up service, and assessing a plan to transition to a zero emissions fleet. Additionally, security and technology upgrades will continue to enhance customer and operator safety. The initial investment in July adds 42 positions and consultant funding of \$3.3 million in 2018, \$15.7 million in 2019, \$9.9 million in both 2020 and 2021, and \$9.2 million in 2022. It is expected that the complete plan will include needed refinements which will be incorporated into the November Plan.

## **NYCT Budget Reduction Plan (BRP)**

The 2018 budget reduction plan is the most extensive plan developed since 2010. Total BRP position reductions and savings by year are projected as follows:

- 2018 >> Position reductions of 248, savings of \$81.2 million
- 2019 >> Position reductions of 468, savings of \$123.4 million
- 2020 >> Position reductions of 468, savings of \$123.9 million
- 2021 >> Position reductions of 466, savings of \$122.2 million

- 2022 >> Position reductions of 468, savings of \$111.8 million

Significant savings have been identified in Administration, Maintenance and Service.

Administrative savings are projected at \$51.1 million in 2018, \$41.3 million in 2019, \$24.6 million in 2020, \$24.9 million in 2021 and \$25.2 million in 2022, due primarily to:

- Hiring Restriction Savings of \$28.2 million in 2018 and \$17.7 million in 2019. This process was enacted by MTA effective the beginning of 2018 to help mitigate costs and remain within budget. The restriction guidelines exempted those hires related to safety & security as well as essential operating positions.
- Administrative Staffing Reduction savings of \$9.3 million in 2018, and \$9.2 million in subsequent years, to be realized principally through the elimination of vacant positions.
- OTPS (other than personal service) savings are projected at \$3.5 million in 2018 and \$5.5 million in subsequent years. Highlights include savings from less bus material usage with the arrival of new bus deliveries, stringent control over discretionary expenditures for training, dues, and subscriptions, and the timely payment of vendor invoices in order to increase cash discounts.
- Mandated NYS Training for supervisory and hourly personnel is proposed to be reduced from an annual cycle to a less frequent cycle, with projected annual savings of \$4.8 million per year.

Maintenance savings are projected at \$14.4 million in 2018, \$33.6 million in 2019, and \$34.1 million for the years 2020-2022, due mainly to:

- Track Inspection savings of \$5.7 million per year beginning 2019 will be achieved by eliminating 1 of 2 manual track inspections weekly to be replaced with camera-equipped Track Geometry Car (TGC) runs doing video track inspections on approximately one-third of the system. Additionally, special inspection in critical corridors with type 2 track will be eliminated with the completion of Continuous Welded Rail (CWR) work.
- Bus Shop Plan Maintenance Efficiency savings of \$5.9 million in 2019 and \$5.8 million in subsequent years will be achieved by extending the shop program cycle from 4-year and 8-year maintenance cycles to mid-life or 6-year cycles for certain fleets.
- Depot Maintenance and Cleaning Efficiencies are expected to achieve efficiencies with the replacement of aging buses with new buses, thus eliminating 38 positions with savings of \$1.8 million in 2018 and \$3.8 million in subsequent years.
- The Enterprise Asset Management (EAM) Program growth rate is being slowed down while still maintaining future growth projections in subsequent plan years. Savings are projected at \$2.8 million in 2018, \$5.4 million in 2019 and \$5.9 million in subsequent years.

Service-Related savings are projected at \$9.8 million in 2018, \$30.8 million in 2019, \$47.6 million in 2020, \$45.7 million in 2021, and \$34.9 million in 2022, due largely to:



- Paratransit savings of \$8.3 million in 2018, \$21.3 million in 2019, \$27.1 million in 2020, \$25.2 million in 2021, and \$20.4 million in 2022 are projected, resulting from a reduction in the projected growth of trips and a significant diversion of trips to non-primary carrier services.

## **2018 Mid-Year Forecast**

NYCT's 2018 Mid-Year-Forecast includes total expenses before Depreciation, OPEB, and GASB #68 Pension Adjustment, of \$10,019.0 million, consisting of \$8,603.0 million of non-reimbursable expenses and \$1,416.0 million of reimbursable expenses. Total revenues are projected to be \$6,312.3 million, of which \$4,896.3 million are operating revenues and \$1,415.9 million are capital reimbursements. Total baseline full-time and full-time equivalent positions are 50,881 (45,257 non-reimbursable positions and 5,624 reimbursable positions).

The 2018 net operating cash deficit is projected to increase by a net \$275.2 million from the 2018 Adopted Budget.

Major operating cash changes include:

- Programmatic initiative requirements, mostly represented by the SAP, of \$257.2 million (corresponding subsidy funding from NYS/NYC is not reflected in the following financial operating tables).
- Lower projected operating revenue of \$99.1 million, due mostly to underruns in ridership, reflecting recent adverse trends and the impact of adverse weather.
- Budget Reduction Program savings of \$81.2 million (as detailed at the beginning of this narrative), driven mostly by administrative-related actions.

Reimbursable expenses are projected to increase in 2018 by \$56.3 million, due to the unfavorable timing of 2017 expenses of \$36.3 million and subway programmatic capital support requirements.

Plan-to-Plan, total baseline positions are projected to increase by 752, including a non-reimbursable increase of 505 and a reimbursable increase of 247. The non-reimbursable position increase includes 42 in new needs for the bus plan, and 711 in re-estimates (including SAP requirements), partly offset by a decrease of 248 from BRPs (see beginning of this narrative for more detailed information and the position assumptions section for a detailed listing). The reimbursable position increase is due mostly to increased in-house capital workforce requirements.

## **2019 Preliminary Budget**

MTA New York City Transit's 2019 Preliminary Budget includes total expenses before depreciation, other post-employment benefits, and GASB #68 Pension Adjustment, of \$10,139.0 million, consisting of \$8,728.0 million of non-reimbursable expenses and \$1,411.0 million of reimbursable expenses. Total revenues are projected to be \$6,346.6 million, of which \$4,935.5 million are operating revenues and \$1,411.0 million are capital reimbursements. Total baseline

full-time and full-time equivalent positions are 51,246, including 44,980 non-reimbursable positions and 6,266 reimbursable positions.

The 2019 net operating cash deficit is projected to increase by \$166.8 million from the February Financial Plan.

Major operating cash variances include:

- Programmatic initiative requirements, mostly represented by the Subway Action Plan, of \$209.6 million (corresponding subsidy funding from NYS/NYC not reflected in the following financial operating tables).
- Lower operating revenue of \$96.2 million, due mostly to projected underruns in ridership, reflecting recent adverse trends, and the impact of adverse weather.
- Budget Reduction Program savings of \$123.4 million (as detailed at the beginning of this narrative), driven by several categories of projected savings.
- Inflation-related savings of \$22.4 million.

Reimbursable expenses are projected to increase in 2019 by \$142.6 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 increase by 1,225, including a non-reimbursable increase of 59 and a reimbursable increase of 1,166. The non-reimbursable increase includes an increase of 42 in support of new programmatic initiatives and 485 in support of re-estimates (including SAP requirements), partly offset by a decrease of 468 due to BRPs (see beginning of this narrative for more detailed information and the position assumptions section for a detailed breakout). The reimbursable increase is due mostly to additional capital program resources.

## **2020-2021 Projections**

Net operating cash deficits are projected to increase by \$31.6 million in 2020 and by a net \$3.7 million in 2021, relative to the February Financial Plan.

Major operating cash changes include:

- Programmatic initiative requirements, mostly represented by the SAP, of \$165.2 million in 2020 and \$164.2 million in 2021 (corresponding subsidy funding from NYS/NYC are not reflected in the attached financial operating tables).
- Lower operating revenue of \$97.4 million in 2020 and \$102.1 million in 2021, due mostly to projected underruns in ridership, reflecting recent adverse trends, and the impact of adverse weather.
- BRP savings of \$123.9 million in 2020 and \$122.2 million in 2021 (as detailed at the beginning of this narrative), driven by several categories of projected savings.

- Inflation-related savings of \$67.8 million in 2020 and \$98.0 million in 2021.
- Favorable cash adjustments of \$35.2 million in 2020 and \$52.4 million in 2021, mostly attributable to the elimination of GASB Account funding and the timing of capital reimbursements.

Reimbursable expenses are projected to increase in 2020 by \$89.9 million and \$3.7 million in 2021, 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 59 in 2020 and decrease by 38 in 2021, including non-reimbursable net decreases of 154 in 2020 and 115 in 2021. Reimbursable increases are 213 in 2020 and 77 in 2021. Non-reimbursable decreases are due mostly to BRPs while reimbursable increases are due mostly to additional capital program support.

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Non-Reimbursable</b>						
<b>Operating Revenue</b>						
<i>Farebox Revenue:</i>						
Subway	\$3,441.124	\$3,433.554	\$3,458.612	\$3,486.110	\$3,482.263	\$3,488.365
Bus	952.363	928.525	930.914	933.254	929.653	930.076
Paratransit	17.526	18.255	18.802	19.367	19.948	20.546
Fare Media Liability	75.743	78.500	78.500	78.500	78.500	78.500
Farebox Revenue	\$4,486.756	\$4,458.834	\$4,486.828	\$4,517.231	\$4,510.364	\$4,517.487
<i>Other Operating Revenue:</i>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	164.340	188.218	184.422	188.920	202.087	213.435
Other	176.522	165.280	180.278	191.426	197.030	196.538
Other Operating Revenue	\$424.879	\$437.514	\$448.716	\$464.362	\$483.133	\$493.989
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Revenues</b>	<b>\$4,911.635</b>	<b>\$4,896.348</b>	<b>\$4,935.544</b>	<b>\$4,981.593</b>	<b>\$4,993.497</b>	<b>\$5,011.476</b>
<b>Operating Expense</b>						
<i>Labor:</i>						
Payroll	\$3,308.713	\$3,455.738	\$3,543.638	\$3,624.728	\$3,672.548	\$3,754.824
Overtime	592.050	584.873	474.442	482.519	491.719	501.747
Total Salaries and Wages	\$3,900.763	\$4,040.610	\$4,018.080	\$4,107.247	\$4,164.267	\$4,256.571
Health and Welfare	860.115	939.170	1,026.825	1,087.979	1,150.080	1,232.083
OPEB Current Payments	413.712	460.751	509.652	562.024	619.089	681.625
Pension	926.786	933.656	948.394	926.660	918.649	900.372
Other Fringe Benefits	409.671	506.597	498.580	530.362	557.830	571.201
Total Fringe Benefits	\$2,610.284	\$2,840.174	\$2,983.451	\$3,107.025	\$3,245.647	\$3,385.282
Reimbursable Overhead	(304.409)	(293.450)	(297.172)	(266.251)	(245.781)	(248.376)
<b>Total Labor Expenses</b>	<b>\$6,206.639</b>	<b>\$6,587.335</b>	<b>\$6,704.359</b>	<b>\$6,948.021</b>	<b>\$7,164.133</b>	<b>\$7,393.477</b>
<i>Non-Labor:</i>						
Electric Power	\$265.304	\$310.406	\$294.980	\$306.690	\$319.173	\$335.768
Fuel	95.440	110.474	103.480	99.439	95.519	98.498
Insurance	72.101	67.988	71.671	78.008	85.880	94.799
Claims	278.671	171.333	177.669	179.244	179.244	179.244
Paratransit Service Contracts	392.849	412.244	408.500	418.963	452.896	488.216
Maintenance and Other Operating Contracts	245.875	309.243	366.934	331.995	326.668	313.237
Professional Services Contracts	172.184	192.890	176.671	167.771	167.416	170.931
Materials and Supplies	319.469	358.577	339.983	345.893	333.179	336.156
Other Business Expenses	82.909	82.480	83.713	85.317	85.764	86.686
<b>Total Non-Labor Expenses</b>	<b>\$1,924.802</b>	<b>\$2,015.635</b>	<b>\$2,023.602</b>	<b>\$2,013.321</b>	<b>\$2,045.739</b>	<b>\$2,103.536</b>
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$8,131.441</b>	<b>\$8,602.970</b>	<b>\$8,727.961</b>	<b>\$8,961.343</b>	<b>\$9,209.872</b>	<b>\$9,497.013</b>
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
<b>Total Expenses</b>	<b>\$10,703.217</b>	<b>\$11,475.689</b>	<b>\$11,746.291</b>	<b>\$12,114.914</b>	<b>\$12,505.577</b>	<b>\$12,948.191</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$5,791.582)</b>	<b>(\$6,579.341)</b>	<b>(\$6,810.747)</b>	<b>(\$7,133.321)</b>	<b>(\$7,512.080)</b>	<b>(\$7,936.715)</b>

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Reimbursable</b>						
<b>Operating Revenue</b>						
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	1,415.982	1,411.018	1,272.637	1,182.259	1,194.842
<b>Total Revenues</b>	<b>\$1,378.752</b>	<b>\$1,415.982</b>	<b>\$1,411.018</b>	<b>\$1,272.637</b>	<b>\$1,182.259</b>	<b>\$1,194.842</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
Payroll	\$481.483	\$534.928	\$574.685	\$512.022	\$467.095	\$472.311
Overtime	184.026	133.732	122.791	117.279	113.357	115.499
Total Salaries and Wages	\$665.510	\$668.659	\$697.476	\$629.301	\$580.452	\$587.809
Health and Welfare	24.126	25.154	26.878	26.869	26.873	28.403
OPEB Current Payments	9.771	9.923	10.786	11.480	12.198	12.961
Pension	36.408	36.386	39.650	37.130	35.116	33.496
Other Fringe Benefits	206.279	216.230	230.854	207.302	189.513	191.472
Total Fringe Benefits	\$276.585	\$287.694	\$308.169	\$282.781	\$263.701	\$266.332
Reimbursable Overhead	304.409	293.450	297.172	266.251	245.781	248.376
<b>Total Labor Expenses</b>	<b>\$1,246.503</b>	<b>\$1,249.803</b>	<b>\$1,302.817</b>	<b>\$1,178.333</b>	<b>\$1,089.934</b>	<b>\$1,102.517</b>
<b>Non-Labor:</b>						
Electric Power	(\$0.113)	\$0.252	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	0.015	0.027	1.380	0.912	(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	71.463	34.705	32.775	32.198	32.198
Professional Services Contracts	15.060	23.633	9.472	9.472	9.472	9.472
Materials and Supplies	77.317	71.246	62.789	51.305	50.868	50.868
Other Business Expenses	1.815	(0.441)	(0.397)	(0.412)	(0.442)	(0.442)
<b>Total Non-Labor Expenses</b>	<b>\$132.248</b>	<b>\$166.179</b>	<b>\$108.201</b>	<b>\$94.304</b>	<b>\$92.325</b>	<b>\$92.325</b>
<b>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$1,378.752</b>	<b>\$1,415.982</b>	<b>\$1,411.018</b>	<b>\$1,272.637</b>	<b>\$1,182.259</b>	<b>\$1,194.842</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b><u>Non-Reimbursable / Reimbursable</u></b>						
<b>Operating Revenue</b>						
<i>Farebox Revenue:</i>						
Subway	\$3,441.124	\$3,433.554	\$3,458.612	\$3,486.110	\$3,482.263	\$3,488.365
Bus	952.363	928.525	930.914	933.254	929.653	930.076
Paratransit	17.526	18.255	18.802	19.367	19.948	20.546
Fare Media Liability	75.743	78.500	78.500	78.500	78.500	78.500
Farebox Revenue	\$4,486.756	\$4,458.834	\$4,486.828	\$4,517.231	\$4,510.364	\$4,517.487
<i>Other Operating Revenue:</i>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	164.340	188.218	184.422	188.920	202.087	213.435
Other	176.522	165.280	180.278	191.426	197.030	196.538
Other Operating Revenue	\$424.879	\$437.514	\$448.716	\$464.362	\$483.133	\$493.989
Capital and Other Reimbursements	1,378.752	1,415.982	1,411.018	1,272.637	1,182.259	1,194.842
<b>Total Revenues</b>	<b>\$6,290.387</b>	<b>\$6,312.330</b>	<b>\$6,346.563</b>	<b>\$6,254.230</b>	<b>\$6,175.756</b>	<b>\$6,206.319</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
Payroll	\$3,790.197	\$3,990.666	\$4,118.324	\$4,136.750	\$4,139.643	\$4,227.135
Overtime	776.076	718.604	597.233	599.798	605.076	617.245
Total Salaries and Wages	\$4,566.273	\$4,709.270	\$4,715.556	\$4,736.548	\$4,744.719	\$4,844.380
Health and Welfare	884.241	964.325	1,053.703	1,114.848	1,176.953	1,260.487
OPEB Current Payments	423.483	470.675	520.437	573.504	631.288	694.586
Pension	963.195	970.042	988.044	963.790	953.764	933.868
Other Fringe Benefits	615.950	722.827	729.435	737.664	747.343	762.673
Total Fringe Benefits	\$2,886.869	\$3,127.868	\$3,291.620	\$3,389.807	\$3,509.348	\$3,651.614
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$7,453.142</b>	<b>\$7,837.138</b>	<b>\$8,007.176</b>	<b>\$8,126.354</b>	<b>\$8,254.067</b>	<b>\$8,495.994</b>
<b>Non-Labor:</b>						
Electric Power	\$265.191	\$310.658	\$295.232	\$306.942	\$319.425	\$336.020
Fuel	95.455	110.501	104.860	100.351	95.496	98.475
Insurance	72.101	67.988	71.671	78.008	85.880	94.799
Claims	278.671	171.333	177.669	179.244	179.244	179.244
Paratransit Service Contracts	392.849	412.244	408.500	418.963	452.896	488.216
Maintenance and Other Operating Contracts	284.028	380.706	401.639	364.770	358.866	345.435
Professional Services Contracts	187.245	216.522	186.143	177.243	176.888	180.403
Materials and Supplies	396.786	429.822	402.772	397.198	384.047	387.024
Other Business Expenses	84.724	82.039	83.317	84.906	85.322	86.245
<b>Total Non-Labor Expenses</b>	<b>\$2,057.051</b>	<b>\$2,181.814</b>	<b>\$2,131.804</b>	<b>\$2,107.625</b>	<b>\$2,138.065</b>	<b>\$2,195.861</b>
<b>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$9,510.193</b>	<b>\$10,018.952</b>	<b>\$10,138.980</b>	<b>\$10,233.980</b>	<b>\$10,392.131</b>	<b>\$10,691.855</b>
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
<b>Total Expenses</b>	<b>\$12,081.969</b>	<b>\$12,891.671</b>	<b>\$13,157.310</b>	<b>\$13,387.551</b>	<b>\$13,687.836</b>	<b>\$14,143.034</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$5,791.582)</b>	<b>(\$6,579.341)</b>	<b>(\$6,810.747)</b>	<b>(\$7,133.321)</b>	<b>(\$7,512.080)</b>	<b>(\$7,936.715)</b>

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan 2019 - 2022**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Cash Receipts and Expenditures</b>						
<b>Receipts</b>						
Farebox Revenue	\$4,490.430	\$4,459.034	\$4,487.028	\$4,517.431	\$4,510.564	\$4,517.687
<u>Other Operating Revenue:</u>						
Fare Reimbursement	97.852	40.250	84.016	84.016	84.016	84.016
Paratransit Reimbursement	167.124	188.099	184.328	188.838	201.970	213.317
Other Revenue	<u>59.683</u>	<u>60.207</u>	<u>72.953</u>	<u>81.245</u>	<u>84.013</u>	<u>80.779</u>
Other Operating Revenue	324.659	288.556	341.297	354.099	369.999	378.112
Capital and Other Reimbursements	1,369.149	1,552.313	1,441.543	1,300.938	1,200.139	1,191.711
<b>Total Receipts</b>	<b>\$6,184.238</b>	<b>\$6,299.903</b>	<b>\$6,269.868</b>	<b>\$6,172.468</b>	<b>\$6,080.702</b>	<b>\$6,087.511</b>
<b>Expenditures</b>						
<u>Labor:</u>						
Payroll	\$3,739.330	\$3,968.426	\$4,085.752	\$4,104.273	\$4,104.633	\$4,190.982
Overtime	<u>776.076</u>	<u>718.604</u>	<u>597.233</u>	<u>599.798</u>	<u>605.076</u>	<u>617.245</u>
Total Salaries & Wages	\$4,515.406	\$4,687.030	\$4,682.984	\$4,704.071	\$4,709.709	\$4,808.227
Health and Welfare	885.732	947.636	1,045.314	1,105.830	1,167.258	1,250.064
OPEB Current Payments	423.483	470.675	520.437	573.504	631.288	694.586
Pension	963.045	970.042	988.044	963.790	953.764	933.868
Other Fringe Benefits	<u>493.387</u>	<u>496.177</u>	<u>495.500</u>	<u>499.107</u>	<u>503.873</u>	<u>514.299</u>
Total Fringe Benefits	\$2,765.647	\$2,884.530	\$3,049.296	\$3,142.231	\$3,256.183	\$3,392.818
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
<b>Total Labor Expenditures</b>	<b>\$7,281.053</b>	<b>\$7,571.560</b>	<b>\$7,732.280</b>	<b>\$7,846.302</b>	<b>\$7,965.891</b>	<b>\$8,201.045</b>
<u>Non-Labor:</u>						
Electric Power	\$272.947	\$310.658	\$295.232	\$306.942	\$319.425	\$336.020
Fuel	89.401	110.501	104.860	100.351	95.496	98.475
Insurance	74.540	67.659	70.578	78.917	84.188	92.988
Claims	103.474	130.117	127.566	130.055	132.594	135.185
Paratransit Service Contracts	390.165	410.244	406.500	416.963	450.896	486.216
Maintenance and Other Operating Contracts	272.643	400.268	410.569	373.700	367.796	354.365
Professional Services Contracts	163.854	209.854	174.143	165.243	164.888	168.403
Materials and Supplies	397.166	428.322	401.272	395.698	382.547	385.524
Other Business Expenses	85.967	82.039	83.317	84.906	85.322	86.245
<b>Total Non-Labor Expenditures</b>	<b>\$1,850.157</b>	<b>\$2,149.663</b>	<b>\$2,074.038</b>	<b>\$2,052.775</b>	<b>\$2,083.153</b>	<b>\$2,143.421</b>
<u>Other Expenditure Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$9,131.210</b>	<b>\$9,721.223</b>	<b>\$9,806.318</b>	<b>\$9,899.077</b>	<b>\$10,049.044</b>	<b>\$10,344.466</b>
<b>Net Cash Balance</b>	<b>(\$2,946.972)</b>	<b>(\$3,421.320)</b>	<b>(\$3,536.449)</b>	<b>(\$3,726.609)</b>	<b>(\$3,968.342)</b>	<b>(\$4,256.955)</b>

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan 2019 - 2022**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Cash Flow Adjustments</b>						
<b>Receipts</b>						
Farebox Revenue	\$3.674	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200
<i>Other Operating Revenue:</i>						
Fare Reimbursement	13.836	(43.766)	0.000	0.000	0.000	0.000
Paratransit Reimbursement	2.784	(0.119)	(0.094)	(0.082)	(0.117)	(0.118)
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)	(\$148.958)	(\$107.419)	(\$110.263)	(\$113.134)	(\$115.877)
Capital and Other Reimbursements	(9.603)	136.331	30.524	28.301	17.880	(3.131)
<b>Total Receipts</b>	<b>(\$106.149)</b>	<b>(\$12.427)</b>	<b>(\$76.695)</b>	<b>(\$81.762)</b>	<b>(\$95.054)</b>	<b>(\$118.808)</b>
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	\$50.867	\$22.240	\$32.572	\$32.477	\$35.010	\$36.153
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	\$22.240	\$32.572	\$32.477	\$35.010	\$36.153
Health and Welfare	(1.490)	16.688	8.389	9.019	9.695	10.422
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>226.650</u>	<u>233.935</u>	<u>238.557</u>	<u>243.470</u>	<u>248.374</u>
Total Fringe Benefits	\$121.222	\$243.338	\$242.324	\$247.576	\$253.165	\$258.796
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
<b>Total Labor Expenditures</b>	<b>\$172.089</b>	<b>\$265.578</b>	<b>\$274.896</b>	<b>\$280.052</b>	<b>\$288.175</b>	<b>\$294.949</b>
<b>Non-Labor:</b>						
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	41.216	50.103	49.189	46.650	44.059
Paratransit Service Contracts	2.684	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	11.385	(19.562)	(8.930)	(8.930)	(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	(1.243)	0.000	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expenditures</b>	<b>\$206.894</b>	<b>\$32.151</b>	<b>\$57.766</b>	<b>\$54.850</b>	<b>\$54.912</b>	<b>\$52.440</b>
<b>Other Expenditure Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$378.983</b>	<b>\$297.729</b>	<b>\$332.662</b>	<b>\$334.902</b>	<b>\$343.087</b>	<b>\$347.389</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$272.834</b>	<b>\$285.302</b>	<b>\$255.967</b>	<b>\$253.141</b>	<b>\$248.033</b>	<b>\$228.581</b>
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
<b>Total Cash Conversion Adjustments</b>	<b>\$2,844.610</b>	<b>\$3,158.021</b>	<b>\$3,274.297</b>	<b>\$3,406.712</b>	<b>\$3,543.738</b>	<b>\$3,679.760</b>



**MTA NEW YORK CITY TRANSIT**  
**2018 Mid-Year Forecast**  
**Non-Reimbursable/Reimbursable Overtime Hours and Expenses**  
(\$ in millions)

	Total		
	Hours	\$	%
<b><i>NON-REIMBURSABLE OVERTIME</i></b>			
Scheduled Service	4,478,035	\$147.251	25.2%
Unscheduled Service	4,001,489	134.889	23.1%
Programmatic/Routine Maintenance	6,904,293	248.238	42.4%
Unscheduled Maintenance	0	0.000	-
Vacancy/Absentee Coverage	627,640	20.370	3.5%
Weather Emergencies	930,939	30.874	5.3%
Safety/Security/Law Enforcement	115,390	3.426	0.6%
Other	-15,544	-0.176	0.0%
<b>Subtotal</b>	<b>17,042,243</b>	<b>\$584.873</b>	<b>100.0%</b>
<b><i>REIMBURSABLE OVERTIME</i></b>	3,696,586	\$133.732	
<b>TOTAL OVERTIME</b>	<b>20,738,828</b>	<b>\$718.604</b>	

No hours for PTEs are included.

**MTA NEW YORK CITY TRANSIT**  
**2019 Preliminary Budget**  
**July Financial Plan 2019 – 2022**  
**Year-to-Year Changes by Category-Baseline**

**TOTAL REVENUE/RECEIPTS**

**Farebox Revenue**

- Subway/bus farebox revenue annual growth is based largely on the regional economy and updated NYC employment projections. Year-over-year changes in farebox revenue are also impacted by adverse winter weather early in 2018.
- Farebox cash receipts include adjustments for expired MetroCards and the timing of cash receipts from counting and depositing, which can cause some fluctuations in cash received from year to year.

**Other Operating Revenue**

- NYC paratransit reimbursements are calculated based essentially on 33% of the current year net deficit in paratransit operations.
- Other revenues include annual increases mostly from advertising, real estate, Urban Tax, and MetroCard surcharge revenues along with student/senior fare reimbursements.

**Capital and Other Reimbursements**

- Annual reimbursement levels fluctuate year-to-year based upon reimbursable expense levels driven mostly by capital project requirements.
- Annual cash adjustments are included to recognize changes in the timing of receipts.

**TOTAL EXPENSES/EXPENDITURES**

**Payroll**

- Represented employee wage increase assumptions are contracts in place, followed by 2.00% for each plan.
- Wage increases for non-represented employees are projected at 2.00% for each plan year.
- The increase in 2018 payroll over 2017 of \$147.0 million includes the 2.00% wage increase assumption and the impact of new needs, as well as the effect of 2017 vacancies not recurring in the 2018 plan. Subsequent year over year increases are primarily due to wage inflation impacts.
- 2018 includes \$8.9 million of unfavorable cash timing adjustments from 2017.

**Overtime**

- 2018-2022 payroll wage rate increase assumptions apply.
- 2018 expenses are lower than in 2017 due primarily to projected lower adverse weather and vacancy coverage requirements. Subsequent year-over-year increases are due mostly to planned wage increases.
- 2018 includes \$0.2 million of favorable cash timing adjustments from 2017.

**Health & Welfare**

- Inflation assumptions for 2019-2022: Annual employees: 7.5% in 2019, 5.3% in subsequent years; hourly employees: 7.5% per year.
- 2018 includes \$8.9 million of favorable cash timing adjustments from 2017.

**Pension**

- Projections are consistent with current actuarial information.

**Other Fringe Benefits**

- Projected increases year-to-year reflect staffing levels, programmatic changes, inflationary payroll rate assumptions and Workers' Compensation cost assumptions.
- 2018 includes \$0.7 million of unfavorable cash timing adjustments from 2017.

**Electric Power**

- The financial plan reflects projected New York Power Authority and Con Edison energy rate increases for both traction and non-traction power.

**Fuel**

- The financial plan reflects diesel, CNG, and heating fuel price assumptions.

**Insurance**

- Annual expenses include premium rates provided by MTA.

**Paratransit Service Contracts**

- The primary driver of expense increases is projected annual ridership growth of 3.0% effective 2018.
- Cost-per-trip inflation projections reflect carrier contracts, which provide for annual rate increases based on CPI.
- 2018 includes \$1.4 million of unfavorable cash timing adjustments from 2017.

**Maintenance and Other Operating Contracts**

- Inflation assumptions are as follows: 2019=1.99%, 2020=2.77%, 2021=2.66% and 2022=2.54%.
- The increase of \$57.7 million in 2019 over 2018 is mostly due to SAP requirements. In 2020 versus 2019, the decrease of \$34.9 million represents a scale-down of SAP requirements.
- 2018 includes \$31.3 million of unfavorable cash timing adjustments from 2017.

**Professional Service Contracts**

- Inflation assumptions are as follows: 2019=1.99%, 2020=2.77%, 2021=2.66% and 2022=2.54%.
- Expenses of \$192.9 million in 2018 decrease by \$16.2 million in 2019, due mostly to a reclassification of \$38.0 million of drain cleaning maintenance requirements to maintenance contracts.
- 2018 includes \$28.8 million of unfavorable cash timing adjustments from 2017.

**Materials and Supplies**

- Inflation assumptions are as follows: 2019=0.047%, 2020=0.74%, 2021=0.56% and 2022=0.98%.
- 2018 includes \$1.7 million of unfavorable cash timing adjustments from 2017.

- Non-reimbursable expense levels fluctuate year-to-year, primarily due to the timing of subway and bus fleet maintenance program requirements.
- 2018 expenses of \$358.6 million decrease by \$18.6 million in 2019, due mostly to the favorable timing of SAP and subway car maintenance requirements.

**Other Business Expenses**

- Inflation assumptions are as follows: 2019=1.99%, 2020=2.77%, 2021=2.66% and 2022=2.54%.

**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**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b>Non-Reimbursable</b>									
<b>Operating Revenues</b>									
Subway	3,433.554	3,458.612	25.058	3,486.110	27.498	3,482.263	(3.847)	3,488.365	6.102
Bus	928.525	930.914	2.389	933.254	2.340	929.653	(3.601)	930.076	0.423
Paratransit	18.255	18.802	0.547	19.367	0.565	19.948	0.581	20.546	0.598
Fare Media Liability	78.500	78.500	0.000	78.500	0.000	78.500	0.000	78.500	0.000
<b>Total Farebox Revenue</b>	<b>\$4,458.834</b>	<b>\$4,486.828</b>	<b>\$27.994</b>	<b>\$4,517.231</b>	<b>\$30.403</b>	<b>\$4,510.364</b>	<b>(\$6.867)</b>	<b>\$4,517.487</b>	<b>\$7.123</b>
Fare Reimbursement	84.016	84.016	0.000	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	188.218	184.422	(3.796)	188.920	4.498	202.087	13.167	213.435	11.348
Other	165.280	180.278	14.998	191.426	11.148	197.030	5.604	196.538	(0.492)
<b>Total Other Operating Revenue</b>	<b>437.514</b>	<b>448.716</b>	<b>11.202</b>	<b>464.362</b>	<b>15.646</b>	<b>483.133</b>	<b>18.771</b>	<b>493.989</b>	<b>10.856</b>
<b>Total Revenues</b>	<b>\$4,896.348</b>	<b>\$4,935.544</b>	<b>\$39.196</b>	<b>\$4,981.593</b>	<b>\$46.049</b>	<b>\$4,993.497</b>	<b>\$11.904</b>	<b>\$5,011.476</b>	<b>\$17.979</b>
<b>Operating Expenses</b>									
<b>Labor:</b>									
Payroll	\$3,455.738	\$3,543.638	(\$87.901)	\$3,624.728	(\$81.090)	\$3,672.548	(\$47.820)	\$3,754.824	(\$82.277)
Overtime	584.873	474.442	110.431	482.519	(8.077)	491.719	(9.201)	501.747	(10.027)
Health and Welfare	939.170	1,026.825	(87.655)	1,087.979	(61.154)	1,150.080	(62.100)	1,232.083	(82.004)
OPEB Current Payments	460.751	509.652	(48.900)	562.024	(52.372)	619.089	(57.065)	681.625	(62.536)
Pension	933.656	948.394	(14.738)	926.660	21.734	918.649	8.011	900.372	18.276
Other Fringe Benefits	506.597	498.580	8.017	530.362	(31.782)	557.830	(27.468)	571.201	(13.371)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(293.450)	(297.172)	3.722	(266.251)	(30.921)	(245.781)	(20.469)	(248.376)	2.595
<b>Total Labor Expenses</b>	<b>\$6,587.335</b>	<b>\$6,704.359</b>	<b>(\$117.024)</b>	<b>\$6,948.021</b>	<b>(\$243.662)</b>	<b>\$7,164.133</b>	<b>(\$216.111)</b>	<b>\$7,393.477</b>	<b>(\$229.344)</b>
<b>Non-Labor:</b>									
Electric Power	\$310.406	\$294.980	\$15.426	\$306.690	(\$11.710)	\$319.173	(\$12.483)	\$335.768	(\$16.595)
Fuel	110.474	103.480	6.994	99.439	4.041	95.519	3.920	98.498	(2.979)
Insurance	67.988	71.671	(3.683)	78.008	(6.337)	85.880	(7.872)	94.799	(8.919)
Claims	171.333	177.669	(6.336)	179.244	(1.575)	179.244	0.000	179.244	0.000
Paratransit Service Contracts	412.244	408.500	3.744	418.963	(10.463)	452.896	(33.933)	488.216	(35.320)
Maintenance and Other Operating Contracts	309.243	366.934	(57.691)	331.995	34.939	326.668	5.327	313.237	13.431
Professional Services Contracts	192.890	176.671	16.218	167.771	8.900	167.416	0.355	170.931	(3.515)
Materials and Supplies	358.577	339.983	18.594	345.893	(5.910)	333.179	12.714	336.156	(2.977)
Other Business Expenses	82.480	83.713	(1.233)	85.317	(1.604)	85.764	(0.447)	86.686	(0.922)
<b>Total Non-Labor Expenses</b>	<b>\$2,015.635</b>	<b>\$2,023.602</b>	<b>(\$7.967)</b>	<b>\$2,013.321</b>	<b>\$10.281</b>	<b>\$2,045.739</b>	<b>(\$32.418)</b>	<b>\$2,103.536</b>	<b>(\$57.797)</b>
<b>Other Expense Adjustments:</b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$8,602.970</b>	<b>\$8,727.961</b>	<b>(\$124.991)</b>	<b>\$8,961.343</b>	<b>(\$233.381)</b>	<b>\$9,209.872</b>	<b>(\$248.530)</b>	<b>\$9,497.013</b>	<b>(\$287.141)</b>
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
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$11,475.689</b>	<b>\$11,746.291</b>	<b>(\$270.602)</b>	<b>\$12,114.914</b>	<b>(\$368.622)</b>	<b>\$12,505.577</b>	<b>(\$390.664)</b>	<b>\$12,948.191</b>	<b>(\$442.614)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$6,579.341)</b>	<b>(\$6,810.747)</b>	<b>(\$231.406)</b>	<b>(\$7,133.321)</b>	<b>(\$322.574)</b>	<b>(\$7,512.080)</b>	<b>(\$378.759)</b>	<b>(\$7,936.715)</b>	<b>(\$424.635)</b>

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast	Preliminary Budget	Change		Change		Change		Change
	2018	2019	2018 - 2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022
<b>Reimbursable</b>									
<b>Operating Revenues</b>									
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
<b>Total Farebox Revenue</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
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
<b>Total Other Operating Revenue</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
Capital and Other Reimbursements	1,415.982	1,411.018	(4.964)	1,272.637	(138.381)	1,182.259	(90.378)	1,194.842	12.584
<b>Total Revenues</b>	<b>\$1,415.982</b>	<b>\$1,411.018</b>	<b>(\$4.964)</b>	<b>\$1,272.637</b>	<b>(\$138.381)</b>	<b>\$1,182.259</b>	<b>(\$90.378)</b>	<b>\$1,194.842</b>	<b>\$12.584</b>
<b>Operating Expenses</b>									
<b>Labor:</b>									
Payroll	\$534.928	\$574.685	(\$39.757)	\$512.022	\$62.664	\$467.095	\$44.927	\$472.311	(\$5.216)
Overtime	133.732	122.791	10.940	117.279	5.512	113.357	3.922	115.499	(2.142)
Health and Welfare	25.154	26.878	(1.724)	26.869	0.009	26.873	(0.004)	28.403	(1.530)
OPEB Current Payments	9.923	10.786	(0.863)	11.480	(0.694)	12.198	(0.718)	12.961	(0.762)
Pension	36.386	39.650	(3.264)	37.130	2.520	35.116	2.014	33.496	1.620
Other Fringe Benefits	216.230	230.854	(14.624)	207.302	23.553	189.513	17.789	191.472	(1.959)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	293.450	297.172	(3.722)	266.251	30.921	245.781	20.469	248.376	(2.595)
<b>Total Labor Expenses</b>	<b>\$1,249.803</b>	<b>\$1,302.817</b>	<b>(\$53.014)</b>	<b>\$1,178.333</b>	<b>\$124.484</b>	<b>\$1,089.934</b>	<b>\$88.399</b>	<b>\$1,102.517</b>	<b>(\$12.584)</b>
<b>Non-Labor:</b>									
Electric Power	\$0.252	\$0.252	\$0.000	\$0.252	\$0.000	\$0.252	\$0.000	\$0.252	\$0.000
Fuel	0.027	1.380	(1.353)	0.912	0.468	(0.023)	0.935	(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	71.463	34.705	36.758	32.775	1.930	32.198	0.577	32.198	0.000
Professional Services Contracts	23.633	9.472	14.161	9.472	0.000	9.472	0.000	9.472	0.000
Materials and Supplies	71.246	62.789	8.457	51.305	11.484	50.868	0.437	50.868	0.000
Other Business Expenses	(0.441)	(0.397)	(0.044)	(0.412)	0.015	(0.442)	0.030	(0.442)	0.000
<b>Total Non-Labor Expenses</b>	<b>\$166.179</b>	<b>\$108.201</b>	<b>\$57.978</b>	<b>\$94.304</b>	<b>\$13.897</b>	<b>\$92.325</b>	<b>\$1.979</b>	<b>\$92.325</b>	<b>\$0.000</b>
<b>Other Expense Adjustments:</b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$1,415.982</b>	<b>\$1,411.018</b>	<b>\$4.964</b>	<b>\$1,272.637</b>	<b>\$138.381</b>	<b>\$1,182.259</b>	<b>\$90.378</b>	<b>\$1,194.842</b>	<b>(\$12.584)</b>
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
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$1,415.982</b>	<b>\$1,411.018</b>	<b>\$4.964</b>	<b>\$1,272.637</b>	<b>\$138.381</b>	<b>\$1,182.259</b>	<b>\$90.378</b>	<b>\$1,194.842</b>	<b>(\$12.584)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast	Preliminary Budget	Change	Change	Change	Change	Change	Change	
	2018	2019	2018 - 2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022
<b>Non-Reimbursable and Reimbursable</b>									
<b>Operating Revenues</b>									
Subway	3,433.554	3,458.612	25.058	3,486.110	27.498	3,482.263	(3.847)	3,488.365	6.102
Bus	928.525	930.914	2.389	933.254	2.340	929.653	(3.601)	930.076	0.423
Paratransit	18.255	18.802	0.547	19.367	0.565	19.948	0.581	20.546	0.598
Fare Media Liability	78.500	78.500	0.000	78.500	0.000	78.500	0.000	78.500	0.000
<b>Total Farebox Revenue</b>	<b>\$4,458.834</b>	<b>\$4,486.828</b>	<b>\$27.994</b>	<b>\$4,517.231</b>	<b>\$30.403</b>	<b>\$4,510.364</b>	<b>(\$6.867)</b>	<b>\$4,517.487</b>	<b>\$7.123</b>
Fare Reimbursement	84.016	84.016	0.000	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	188.218	184.422	(3.796)	188.920	4.498	202.087	13.167	213.435	11.348
Other	165.280	180.278	14.998	191.426	11.148	197.030	5.604	196.538	(0.492)
<b>Total Other Operating Revenue</b>	<b>437.514</b>	<b>448.716</b>	<b>11.202</b>	<b>464.362</b>	<b>15.646</b>	<b>483.133</b>	<b>18.771</b>	<b>493.989</b>	<b>10.856</b>
Capital and Other Reimbursements	1,415.982	1,411.018	(4.964)	1,272.637	(138.381)	1,182.259	(90.378)	1,194.842	12.584
<b>Total Revenues</b>	<b>\$6,312.330</b>	<b>\$6,346.563</b>	<b>\$34.233</b>	<b>\$6,254.230</b>	<b>(\$92.332)</b>	<b>\$6,175.756</b>	<b>(\$78.474)</b>	<b>\$6,206.319</b>	<b>\$30.563</b>
<b>Operating Expenses</b>									
<b>Labor:</b>									
Payroll	\$3,990.666	\$4,118.324	(\$127.658)	\$4,136.750	(\$18.426)	\$4,139.643	(\$2.893)	\$4,227.135	(\$87.492)
Overtime	718.604	597.233	121.371	599.798	(2.565)	605.076	(5.278)	617.245	(12.169)
Health and Welfare	964.325	1,053.703	(89.379)	1,114.848	(61.145)	1,176.953	(62.104)	1,260.487	(83.534)
OPEB Current Payments	470.675	520.437	(49.763)	573.504	(53.067)	631.288	(57.784)	694.586	(63.298)
Pension	970.042	988.044	(18.002)	963.790	24.254	953.764	10.026	933.868	19.896
Other Fringe Benefits	722.827	729.435	(6.608)	737.664	(8.229)	747.343	(9.679)	762.673	(15.330)
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
<b>Total Labor Expenses</b>	<b>\$7,837.138</b>	<b>\$8,007.176</b>	<b>(\$170.038)</b>	<b>\$8,126.354</b>	<b>(\$119.178)</b>	<b>\$8,254.067</b>	<b>(\$127.712)</b>	<b>\$8,495.994</b>	<b>(\$241.927)</b>
<b>Non-Labor:</b>									
Electric Power	\$310.658	\$295.232	\$15.426	\$306.942	(\$11.710)	\$319.425	(\$12.483)	\$336.020	(\$16.595)
Fuel	110.501	104.860	5.641	100.351	4.509	95.496	4.855	98.475	(2.979)
Insurance	67.988	71.671	(3.683)	78.008	(6.337)	85.880	(7.872)	94.799	(8.919)
Claims	171.333	177.669	(6.336)	179.244	(1.575)	179.244	0.000	179.244	0.000
Paratransit Service Contracts	412.244	408.500	3.744	418.963	(10.463)	452.896	(33.933)	488.216	(35.320)
Maintenance and Other Operating Contracts	380.706	401.639	(20.934)	364.770	36.869	358.866	5.904	345.435	13.431
Professional Services Contracts	216.522	186.143	30.379	177.243	8.900	176.888	0.355	180.403	(3.515)
Materials and Supplies	429.822	402.772	27.051	397.198	5.574	384.047	13.151	387.024	(2.977)
Other Business Expenses	82.039	83.317	(1.278)	84.906	(1.589)	85.322	(0.417)	86.245	(0.922)
<b>Total Non-Labor Expenses</b>	<b>\$2,181.814</b>	<b>\$2,131.804</b>	<b>\$50.011</b>	<b>\$2,107.625</b>	<b>\$24.178</b>	<b>\$2,138.065</b>	<b>(\$30.439)</b>	<b>\$2,195.861</b>	<b>(\$57.797)</b>
<b>Other Expense Adjustments:</b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$10,018.952</b>	<b>\$10,138.980</b>	<b>(\$120.028)</b>	<b>\$10,233.980</b>	<b>(\$95.000)</b>	<b>\$10,392.131</b>	<b>(\$158.151)</b>	<b>\$10,691.855</b>	<b>(\$299.724)</b>
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
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$12,891.671</b>	<b>\$13,157.310</b>	<b>(\$265.639)</b>	<b>\$13,387.551</b>	<b>(\$230.241)</b>	<b>\$13,687.836</b>	<b>(\$300.285)</b>	<b>\$14,143.034</b>	<b>(\$455.198)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$6,579.341)</b>	<b>(\$6,810.747)</b>	<b>(\$231.406)</b>	<b>(\$7,133.321)</b>	<b>(\$322.574)</b>	<b>(\$7,512.080)</b>	<b>(\$378.759)</b>	<b>(\$7,936.715)</b>	<b>(\$424.635)</b>

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b><u>Cash Receipts and Expenditures</u></b>									
<b>Receipts</b>									
Farebox Receipts	\$4,459.034	\$4,487.028	\$27.994	\$4,517.431	\$30.403	\$4,510.564	(\$6.867)	\$4,517.687	\$7.123
Fare Reimbursement	40.250	84.016	43.766	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	188.099	184.328	(3.771)	188.838	4.510	201.970	13.132	213.317	11.347
Other	60.207	72.953	12.746	81.245	8.292	84.013	2.768	80.779	(3.234)
<b>Total Other Operating Revenue</b>	<b>288.556</b>	<b>341.297</b>	<b>52.741</b>	<b>354.099</b>	<b>12.802</b>	<b>369.999</b>	<b>15.900</b>	<b>378.112</b>	<b>8.113</b>
Capital and Other Reimbursements	1,552.313	1,441.543	(110.770)	1,300.938	(140.605)	1,200.139	(100.800)	1,191.711	(8.427)
<b>Total Receipts</b>	<b>\$6,299.903</b>	<b>\$6,269.868</b>	<b>(\$30.035)</b>	<b>\$6,172.468</b>	<b>(\$97.400)</b>	<b>\$6,080.702</b>	<b>(\$91.766)</b>	<b>\$6,087.511</b>	<b>\$6.809</b>
<b>Expenditures</b>									
<b><u>Labor Expenditures:</u></b>									
Payroll	\$3,968.426	\$4,085.752	(\$117.326)	\$4,104.273	(\$18.521)	\$4,104.633	(\$0.360)	\$4,190.982	(\$86.349)
Overtime	718.604	597.233	121.371	599.798	(2.565)	605.076	(5.278)	617.245	(12.169)
Health and Welfare	947.636	1,045.314	(97.677)	1,105.830	(60.516)	1,167.258	(61.428)	1,250.064	(82.807)
OPEB Current Payments	470.675	520.437	(49.763)	573.504	(53.067)	631.288	(57.784)	694.586	(63.298)
Pension	970.042	988.044	(18.002)	963.790	24.254	953.764	10.026	933.868	19.896
Other Fringe Benefits	496.177	495.500	0.677	499.107	(3.607)	503.873	(4.766)	514.299	(10.426)
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
<b>Total Labor Expenditures</b>	<b>\$7,571.560</b>	<b>\$7,732.280</b>	<b>(\$160.721)</b>	<b>\$7,846.302</b>	<b>(\$114.022)</b>	<b>\$7,965.891</b>	<b>(\$119.589)</b>	<b>\$8,201.045</b>	<b>(\$235.153)</b>
<b><u>Non-Labor Expenditures:</u></b>									
Electric Power	\$310.658	\$295.232	\$15.426	\$306.942	(\$11.710)	\$319.425	(\$12.483)	\$336.020	(\$16.595)
Fuel	110.501	104.860	5.641	100.351	4.509	95.496	4.855	98.475	(2.979)
Insurance	67.659	70.578	(2.919)	78.917	(8.339)	84.188	(5.271)	92.988	(8.800)
Claims	130.117	127.566	2.551	130.055	(2.489)	132.594	(2.539)	135.185	(2.591)
Paratransit Service Contracts	410.244	406.500	3.744	416.963	(10.463)	450.896	(33.933)	486.216	(35.320)
Maintenance and Other Operating Contracts	400.268	410.569	(10.302)	373.700	36.869	367.796	5.904	354.365	13.431
Professional Services Contracts	209.854	174.143	35.711	165.243	8.900	164.888	0.355	168.403	(3.515)
Materials and Supplies	428.322	401.272	27.051	395.698	5.574	382.547	13.151	385.524	(2.977)
Other Business Expenses	82.039	83.317	(1.278)	84.906	(1.589)	85.322	(0.417)	86.245	(0.922)
<b>Total Non-Labor Expenditures</b>	<b>\$2,149.663</b>	<b>\$2,074.038</b>	<b>\$75.626</b>	<b>\$2,052.775</b>	<b>\$21.262</b>	<b>\$2,083.153</b>	<b>(\$30.377)</b>	<b>\$2,143.421</b>	<b>(\$60.269)</b>
<b><u>Other Expenditure Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$9,721.223</b>	<b>\$9,806.318</b>	<b>(\$85.095)</b>	<b>\$9,899.077</b>	<b>(\$92.760)</b>	<b>\$10,049.044</b>	<b>(\$149.967)</b>	<b>\$10,344.466</b>	<b>(\$295.422)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$3,421.320)</b>	<b>(\$3,536.449)</b>	<b>(\$115.130)</b>	<b>(\$3,726.609)</b>	<b>(\$190.160)</b>	<b>(\$3,968.342)</b>	<b>(\$241.733)</b>	<b>(\$4,256.955)</b>	<b>(\$288.613)</b>



**MTA NEW YORK CITY TRANSIT**  
**2019 Preliminary Budget**  
**July Financial Plan 2019 – 2022**  
**Summary of Major Plan-to-Plan Changes by Generic Categories**

**2018: July Financial Plan vs. February Financial Plan**

**Operating Revenue Changes**

Operating revenues are projected to decrease from the February Financial Plan by \$99.1 million.

Major generic category changes include:

- Farebox revenue decreased by \$91.5 million, caused by lower than projected ridership, reflecting a lower ridership trend and adverse weather.
- Other operating revenue was lower by \$7.6 million, due mostly to the unfavorable timing of real estate project revenues.

**Operating Expense Changes**

Operating expenses are projected to increase by \$185.6 million from the February Financial Plan.

Major generic category changes include:

- Overtime expenses are projected to increase by \$119.4 million, due primarily to support for the SAP implementation.
- Maintenance contract expenses are projected to increase by \$73.3 million, also in support of the SAP.
- Materials & supplies expenses are also projected to increase by \$40.4 million, again in support of the SAP implementation.
- Pension expenses are projected to decrease with savings of \$21.5 million, due to current actuarial information.

**2019-2021: July Financial Plan vs. February Financial Plan**

**Operating Revenue Changes**

Operating revenues are projected to decrease from the February Financial Plan by \$96.2 million in 2019, \$97.4 million in 2020, and \$102.1 million in 2021:

Major generic category changes include:

- Farebox revenue is projected to decrease by \$84.5 million in 2019, \$83.7 million in 2020 and \$88.0 million in 2021, caused largely by lower than projected ridership, reflecting a lower ridership trend and adverse weather.
- Other operating revenue is projected to be lower by \$11.7 million in 2019, \$13.7 million in 2020, and \$14.0 million in 2021, due mostly to reduced levels of NYC reimbursements of paratransit expenses, based upon a reduced base of expenses.

### **Operating Expense Changes**

Operating expenses are projected to increase versus the February Financial Plan by \$66.0 million in 2019, and decrease by \$30.6 million in 2020 and \$46.0 million in 2021.

Major generic category changes include:

- Maintenance contract expenses are projected to increase by \$140.0 million in 2019, \$114.7 million in 2020, and \$108.5 million in 2021, largely in support of the SAP.
- Overtime expenses are projected to increase by \$11.2 million in 2019, \$10.3 million in 2020 and \$11.0 million in 2021, due primarily to support for the SAP.
- Paratransit service contract expenses are projected to decrease by \$31.0 million in 2019, \$48.5 million in 2020 and \$39.2 million in 2021, resulting from a significant increase in E-Hail and other alternative modes of transportation, thus significantly reducing the use and cost associated with current more expensive service vehicles.
- Reimbursable overhead credits are projected to be favorable by \$32.3 million in 2019 and \$19.6 million in 2020, driven by increased reimbursable requirements.
- Pension expenses are projected to be favorable by \$25.3 million in 2020 and \$46.3 million in 2021, based on current actuarial valuations.

**MTA New York City Transit**  
**July Financial Plan 2019-2022**  
**Changes Between Financial Plans by Generic Categories**  
(\$ in millions)

NON-REIMBURSABLE	2018	2019	2020	2021
February Financial Plan - Cash Surplus/(Deficit)	(\$3,146.075)	(\$3,369.651)	(\$3,694.988)	(\$3,964.663)
<b>Baseline Changes</b>				
<b>Revenue</b>				
Farebox Revenue	(\$91.527)	(\$84.547)	(\$83.748)	(\$88.046)
Other Operating Revenue	(7.578)	(11.681)	(13.663)	(14.024)
Capital and Other Reimbursement	0.000	0.000	0.000	0.000
<b>Total Revenue Changes</b>	(\$99.105)	(\$96.228)	(\$97.411)	(\$102.070)
<b>Expenses</b>				
<i>Labor:</i>				
Payroll	\$0.450	\$3.770	\$9.811	\$10.584
Overtime	(119.438)	(11.157)	(10.284)	(10.976)
Health and Welfare	(2.868)	(19.164)	(10.750)	(5.114)
OPEB Current Payment	1.712	0.254	(1.164)	(2.603)
Pensions	21.502	8.085	25.319	46.256
Other Fringe Benefits	(4.135)	22.236	16.475	1.787
Reimbursable Overhead	17.228	32.261	19.631	2.919
<b>Total Labor Expense Changes</b>	(\$85.549)	\$36.285	\$49.038	\$42.853
<i>Non-Labor:</i>				
Electric Power	(\$1.364)	\$21.192	\$28.709	\$34.397
Fuel	(19.130)	(12.960)	8.062	18.798
Insurance	7.724	12.872	17.168	21.301
Claims	0.000	(4.760)	(4.760)	(4.760)
Paratransit Service Contracts	4.237	31.034	48.506	39.204
Maintenance and Other Operating Contracts	(73.316)	(139.966)	(114.722)	(108.548)
Professional Service Contracts	21.500	(7.478)	0.562	0.968
Materials & Supplies	(40.417)	(3.196)	(3.059)	0.516
Other Business Expenses	0.688	0.998	1.094	1.258
<b>Total Non-Labor Expense Changes</b>	(\$100.078)	(\$102.264)	(\$18.440)	\$3.134
Depreciation				
<b>Total Expense Changes</b>	(\$185.627)	(\$65.979)	\$30.598	\$45.987
<b>Cash Adjustment Changes</b>				
Revenue	31.188	(19.678)	9.664	15.809
Expense	(21.701)	15.087	25.528	36.595
Depreciation				
<b>Total Cash Adjustment Changes</b>	\$9.487	(\$4.591)	\$35.192	\$52.404
<b>Total Baseline Changes</b>	(\$275.245)	(\$166.798)	(\$31.621)	(\$3.679)
July Financial Plan - Cash Surplus/(Deficit)	(\$3,421.320)	(\$3,536.449)	(\$3,726.609)	(\$3,968.342)

**MTA New York City Transit**  
**July Financial Plan 2019-2022**  
**Changes Between Financial Plans by Generic Categories**  
(\$ in millions)

REIMBURSABLE	2018	2019	2020	2021
February Financial Plan - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000
<b>Baseline Changes</b>				
<b>Revenue</b>				
Farebox Revenue				
Other Operating Revenue				
Capital and Other Reimbursement	56.300	142.562	89.880	3.690
<b>Total Revenue Changes</b>	<b>\$56.300</b>	<b>\$142.562</b>	<b>\$89.880</b>	<b>\$3.690</b>
<b>Expenses</b>				
<i>Labor:</i>				
Payroll	(\$19.420)	(\$71.549)	(\$44.569)	\$0.501
Overtime	(9.938)	(4.502)	(2.496)	(0.189)
Health and Welfare	(0.700)	(1.349)	(1.717)	(0.519)
OPEB Current Payment	0.217	(0.064)	(0.173)	(0.274)
Pensions	1.251	(1.671)	(0.410)	2.063
Other Fringe Benefits	(8.069)	(28.180)	(18.755)	(1.800)
Reimbursable Overhead	(17.228)	(32.261)	(19.631)	(2.919)
<b>Total Labor Expense Changes</b>	<b>(\$53.887)</b>	<b>(\$139.576)</b>	<b>(\$87.751)</b>	<b>(\$3.137)</b>
<i>Non-Labor:</i>				
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	(1.403)	(0.935)	0.000
Insurance	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(2.376)	(1.030)	(0.672)	(0.095)
Professional Service Contracts	0.031	(0.458)	(0.458)	(0.458)
Materials & Supplies	(0.068)	(0.050)	(0.033)	0.000
Other Business Expenses	0.000	(0.045)	(0.031)	0.000
<b>Total Non-Labor Expense Changes</b>	<b>(\$2.413)</b>	<b>(\$2.986)</b>	<b>(\$2.129)</b>	<b>(\$0.553)</b>
<b>Total Expense Changes</b>	<b>(\$56.300)</b>	<b>(\$142.562)</b>	<b>(\$89.880)</b>	<b>(\$3.690)</b>
<b>Cash Adjustment Changes</b>				
Capital Reimbursement Timing	0.000	0.000	0.000	0.000
<b>Total Cash Adjustment Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Baseline Changes</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>
<b>July Financial Plan - Cash Surplus/(Deficit)</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>\$0.000</b>

**MTA New York City Transit**  
**July Financial Plan 2019-2022**  
**Changes Between Financial Plans by Generic Categories**  
(\$ in millions)

<b>NON-REIMBURSABLE and REIMBURSABLE</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>February Financial Plan - Cash Surplus/(Deficit)</b>	<b>(\$3,146.075)</b>	<b>(\$3,369.651)</b>	<b>(\$3,694.988)</b>	<b>(\$3,964.663)</b>
<b>Baseline Changes</b>				
<b>Revenue</b>				
Farebox Revenue	(\$91.527)	(\$84.547)	(\$83.748)	(\$88.046)
Other Operating Revenue	(7.578)	(11.681)	(13.663)	(14.024)
Capital and Other Reimbursement	56.300	142.562	89.880	3.690
<b>Total Revenue Changes</b>	<b>(\$42.805)</b>	<b>\$46.334</b>	<b>(\$7.531)</b>	<b>(\$98.380)</b>
<b>Expenses</b>				
<i>Labor:</i>				
Payroll	(\$18.970)	(\$67.779)	(\$34.758)	\$11.085
Overtime	(129.376)	(15.659)	(12.780)	(11.165)
Health and Welfare	(3.568)	(20.513)	(12.467)	(5.633)
OPEB Current Payment	1.929	0.190	(1.337)	(2.877)
Pensions	22.753	6.414	24.909	48.319
Other Fringe Benefits	(12.204)	(5.944)	(2.280)	(0.013)
Reimbursable Overhead	0.000	0.000	0.000	0.000
<b>Total Labor Expense Changes</b>	<b>(\$139.436)</b>	<b>(\$103.291)</b>	<b>(\$38.713)</b>	<b>\$39.716</b>
<i>Non-Labor:</i>				
Electric Power	(\$1.364)	\$21.192	\$28.709	\$34.397
Fuel	(19.130)	(14.363)	7.127	18.798
Insurance	7.724	12.872	17.168	21.301
Claims	0.000	(4.760)	(4.760)	(4.760)
Paratransit Service Contracts	4.237	31.034	48.506	39.204
Maintenance and Other Operating Contracts	(75.692)	(140.996)	(115.394)	(108.643)
Professional Service Contracts	21.531	(7.936)	0.104	0.510
Materials & Supplies	(40.485)	(3.246)	(3.092)	0.516
Other Business Expenses	0.688	0.953	1.063	1.258
<b>Total Non-Labor Expense Changes</b>	<b>(\$102.491)</b>	<b>(\$105.250)</b>	<b>(\$20.569)</b>	<b>\$2.581</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expense Changes</b>	<b>(\$241.927)</b>	<b>(\$208.541)</b>	<b>(\$59.282)</b>	<b>\$42.297</b>
<b>Cash Adjustment Changes</b>				
Revenue	31.188	(19.678)	9.664	15.809
Expense	(21.701)	15.087	25.528	36.595
Capital Reimbursement Timing	0.000	0.000	0.000	0.000
Depreciation	0.000	0.000	0.000	0.000
<b>Total Cash Adjustment Changes</b>	<b>\$9.487</b>	<b>(\$4.591)</b>	<b>\$35.192</b>	<b>\$52.404</b>
<b>Total Baseline Changes</b>	<b>(\$275.245)</b>	<b>(\$166.798)</b>	<b>(\$31.621)</b>	<b>(\$3.679)</b>
<b>July Financial Plan - Cash Surplus/(Deficit)</b>	<b>(\$3,421.320)</b>	<b>(\$3,536.449)</b>	<b>(\$3,726.609)</b>	<b>(\$3,968.342)</b>

**MTA NEW YORK CITY TRANSIT**  
**2019 Preliminary Budget**  
**July Financial Plan 2019 – 2022**  
**Summary of Major Plan-to-Plan Changes**

**2018: July Financial Plan vs. February Financial Plan**

**Revenue Changes**

Total revenue changes from the February Financial Plan decreased by \$42.8 million.

**Major changes include:**

- Farebox revenue decreased by \$91.5 million, caused by lower than projected ridership, mostly from a lower ridership trend and adverse weather.
- Other operating revenue was lower by \$7.6 million, due mostly to the unfavorable timing of real estate project revenues.
- Capital reimbursements increase by \$56.3 million to provide for reimbursement of reimbursable expense increases.

**Expense Changes**

Total expenses increase from the February Financial Plan by \$241.9 million.

**Major changes include:**

- Programmatic initiatives-mostly SAP-projected expenses of \$257.2 million
- Budget Reduction Program-projected savings of \$81.2 million
- Reimbursable expenses are projected to increase by \$56.3 million in support of various subway capital projects as well as the unfavorable timing of expenses from 2017.

**2019-2021: July Financial Plan vs. February Financial Plan**

**Revenue Changes**

Total revenue changes from the February Financial Plan represent a net increase of \$46.3 million in 2019 and net decreases of \$7.5 million in 2020 and \$98.4 million in 2021.

**Major changes include:**

- Farebox revenue is projected to decrease in 2019 by \$84.5 million, \$83.7 million in 2020, and \$88.0 million in 2021, caused largely by lower than projected ridership, mostly from a lower ridership trend and adverse weather.

- Other operating revenue is projected to be lower by \$11.7 million in 2019, \$13.7 million in 2020 and \$14.0 million in 2021, due mostly to reduced levels of NYC reimbursements of paratransit expenses, based upon a reduced base of expenses.
- Capital reimbursements increase by \$142.6 million in 2019 and \$89.9 million in 2020, to provide for reimbursement of reimbursable expense increases.

## **Expense Changes**

Total expenses increase by \$208.5 million in 2019, \$59.3 million in 2020 and decrease by \$42.3 million in 2021

Major changes include:

- Programmatic initiatives-mostly SAP-projected expenses of \$209.6 million in 2019, \$165.2 million in 2020 and \$164.2 million in 2021
- Budget Reduction Program-projected savings of \$123.4 million in 2019, \$123.9 million in 2020 and \$122.2 million in 2021
- Projected inflation-related savings of \$22.4 million in 2019, \$67.8 million in 2020 and \$98.0 million in 2021
- Reimbursable expenses are projected to increase by \$142.6 million in 2019 and \$89.9 million in 2020 in support of various subway capital support requirements.

**MTA New York City Transit**  
**July Financial Plan 2019-2022**  
**Summary of Major Programmatic Changes Between Financial Plans**  
(\$ in millions)

**TOTAL NON-REIMBURSABLE and REIMBURSABLE**

	2018	2019	2020	2021
<b>February Financial Plan - Cash Surplus/(Deficit)</b>	(\$3,146.075)	(\$3,369.651)	(\$3,694.988)	(\$3,964.663)
<b>Non-Reimbursable Major Changes</b>				
<b>Revenue</b>				
Farebox Revenue	(\$91.527)	(\$84.547)	(\$83.748)	(\$88.046)
Other Operating Revenue	(7.578)	(11.681)	(13.663)	(14.024)
<b>Sub-Total Non-Reimbursable Revenue Changes</b>	<b>(\$99.105)</b>	<b>(\$96.228)</b>	<b>(\$97.411)</b>	<b>(\$102.070)</b>
<b>Expenses</b>				
<b>Inflation-Related:</b>				
Energy-Electric Power	(\$1.364)	\$21.193	\$28.710	\$34.398
Energy-Fuel	(20.075)	(19.467)	1.317	11.867
Pension	21.502	16.667	30.483	47.100
Health & Welfare/OPEB	3.556	(0.092)	(0.891)	(7.414)
Insurance	0.624	2.178	3.503	4.877
Changes in Inflation-Other	0.000	1.916	4.649	7.181
<b>Sub-total Inflation-Related</b>	<b>\$4.243</b>	<b>\$22.395</b>	<b>\$67.771</b>	<b>\$98.009</b>
<b>Programmatic Initiatives:</b>				
Subways Action Plan (SAP) Additional Requirements (See NYS/NYC Subsidy Funding in Financial Plan Narrative)	(\$251.000)	(\$192.000)	(\$150.700)	(\$149.700)
Bus Service Plan	(3.281)	(15.650)	(9.854)	(9.880)
Oil Tank Testing/Remediation	(2.889)	(1.953)	(4.653)	(4.653)
<b>Sub-total Programmatic Initiatives</b>	<b>(\$257.170)</b>	<b>(\$209.603)</b>	<b>(\$165.207)</b>	<b>(\$164.233)</b>
<b>Budget Reduction Program:</b>				
Administration-Related	\$51.132	\$41.317	\$24.606	\$24.886
Maintenance-Related	14.397	33.638	34.082	34.059
Service-Related	9.781	30.831	47.614	45.728
Service-Support Related	3.435	13.360	13.360	13.360
Security-Related	1.626	2.471	2.471	2.471
Customer Convenience	0.820	1.739	1.739	1.739
<b>Sub-total Budget Reduction Program</b>	<b>\$81.191</b>	<b>\$123.356</b>	<b>\$123.872</b>	<b>\$122.243</b>
<b>Technical Adjustments/Re-estimates:</b>				
Platform Budget-RTO Delay-Overtime	(5.377)	(6.096)	(6.096)	(6.096)
Platform Budget-Normal Business	(3.100)	(8.142)	(8.142)	(8.142)
2018 Expense Timing	(11.977)	0.930	0.000	0.000
All Other-Net	6.563	11.180	18.400	4.205
<b>Sub-total Technical Adjustments/Re-estimates</b>	<b>(\$13.891)</b>	<b>(\$2.128)</b>	<b>\$4.162</b>	<b>(\$10.033)</b>
<b>Sub-Total Non-Reimbursable Expense Changes</b>	<b>(\$185.627)</b>	<b>(\$65.980)</b>	<b>\$30.598</b>	<b>\$45.986</b>
<b>Total Non-Reimbursable Major Changes</b>	<b>(\$284.732)</b>	<b>(\$162.208)</b>	<b>(\$66.813)</b>	<b>(\$56.084)</b>
<b>Reimbursable Major Changes</b>				
<b>Revenue</b>				
<b>Sub-Total Reimbursable Revenue Changes</b>	<b>\$56.300</b>	<b>\$142.562</b>	<b>\$89.880</b>	<b>\$3.690</b>
<b>Expenses</b>				
<b>Sub-Total Reimbursable Expense Changes</b>	<b>(\$56.300)</b>	<b>(\$142.600)</b>	<b>(\$89.900)</b>	<b>(\$3.700)</b>
<b>Total Reimbursable Major Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Accrual Changes</b>	<b>(\$284.732)</b>	<b>(\$162.208)</b>	<b>(\$66.813)</b>	<b>(\$56.084)</b>
<b>Cash Adjustment Changes (including Timing From 2017,</b>				
Other Operating Revenue	(\$2.333)	(\$1.727)	(\$1.732)	(\$1.708)
Capital Reimbursements	33.520	(17.952)	11.398	17.517
Payroll Expense	(9.772)	0.000	0.000	0.000
Maintenance Contracts	(10.632)	0.000	0.000	0.000
Professional Service Contracts	(5.332)	0.000	0.000	0.000
Health & Welfare	8.884	0.001	(0.001)	0.000
GASB Account Funding Elimination	6.296	15.785	25.976	37.101
Public Liability Claims	(9.750)	0.000	0.000	0.000
Other	(1.394)	(0.697)	(0.449)	(0.505)
<b>Total Cash Adjustment Changes/Timing</b>	<b>\$9.487</b>	<b>(\$4.590)</b>	<b>\$35.192</b>	<b>\$52.405</b>
<b>Total Baseline Changes</b>	<b>(\$275.245)</b>	<b>(\$166.798)</b>	<b>(\$31.621)</b>	<b>(\$3.679)</b>
<b>July Financial Plan - Cash Surplus/(Deficit)</b>	<b>(\$3,421.320)</b>	<b>(\$3,536.449)</b>	<b>(\$3,726.609)</b>	<b>(\$3,968.342)</b>



**MTA NEW YORK CITY TRANSIT**  
**2019 Preliminary Budget**  
**July Financial Plan 2019 – 2022**

**RIDERSHIP/ (UTILIZATION)**

The July 2018 financial plan takes into consideration the negative ridership trends on subway and bus. Actual ridership through April 2018 was below budget on subway and bus by 5.3 percent and 7.6 percent respectively. The negative variance is mainly due to the unfavorable ridership trends as well as impacts from snowstorms in January and March. An additional factor in the bus ridership decline is due to an increase in fare evasion. The July 2018 Financial Plan ridership forecast projects that 2018 ridership will be below the budget on subway by 3.7 percent and on bus by 5.9 percent. As a result of lower subway and bus baseline ridership, projected 2018 subway and bus ridership is 101 million lower than the February 2018 Plan.

In developing the 2019 ridership forecast, subway ridership is projected to increase by approximately 0.6 percent over 2018, due to a stronger 2019 employment projection, partially offset by projected weather impacts that are now incorporated into the forecast and impact from the L Tunnel Reconstruction. 2019 bus ridership is projected to increase by approximately 0.2 percent, based on positive calendar adjustments, which are partially offset by projected weather impacts now incorporated into the forecast.

Compared with employment projections used in the February Plan, employment growth is now expected to be stronger through 2020, with slower growth in 2021 and 2022; overall through 2022, employment projections are higher than in the February Plan. Additionally, projected weather impacts are now incorporated into the forecast. As a result of these adjustments, projected 2019 subway and bus ridership is 100 million lower than the February Plan.

Working off the revised 2019 baseline projection, the 2020 – 2022 subway and bus ridership growth forecasts are based on the factored employment growth projections, which result in weaker growth in 2020 – 2022 compared to the forecast used in the February Plan. The 2020 subway projection includes impacts from the L Tunnel Reconstruction. The resulting ridership is expected to be 99.7 million lower than the February Plan in 2020, 101.5 million lower in 2021, and 107.9 million lower in 2022.

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan 2019 - 2022**  
**Ridership (Utilization)**  
(in millions)

	<b>Actual</b>	<b>Mid-Year</b>	<b>Preliminary</b>			
	<b>2017</b>	<b>Forecast</b>	<b>Budget</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
		<b>2018</b>	<b>2019</b>			

**RIDERSHIP**

Subway	1,727.367	1,691.708	1,701.518	1,714.674	1,712.992	1,715.894
Bus	602.620	574.015	575.171	576.507	574.451	574.692
Paratransit	8.921	8.717	8.978	9.248	9.525	9.811
<b>Total Ridership</b>	<b>2,338.908</b>	<b>2,274.440</b>	<b>2,285.668</b>	<b>2,300.428</b>	<b>2,296.968</b>	<b>2,300.397</b>

**FAREBOX REVENUE (Excluding fare media liability)**

Subway	\$3,441.124	\$3,433.554	\$3,458.612	\$3,486.110	\$3,482.263	\$3,488.365
Bus	952.363	928.525	930.914	933.254	929.653	930.076
Paratransit	17.526	18.255	18.802	19.367	19.948	20.546
<b>Total Revenue</b>	<b>\$4,411.013</b>	<b>\$4,380.334</b>	<b>\$4,408.328</b>	<b>\$4,438.731</b>	<b>\$4,431.864</b>	<b>\$4,438.987</b>

**NEW YORK CITY TRANSIT**  
**July Financial Plan 2019-2022**  
**2018 Budget Reduction Plan Summary**  
**(\$ in millions)**

	Favorable/(Unfavorable)									
	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022
<b>Administration</b>										
Administrative Staffing Reductions	54	9,265	65	9,221	65	9,221	65	9,221	65	9,221
Hiring Restriction Savings		28,198		17,663						
OTPS Reductions		3,542		5,546		5,546		5,546		5,546
Traffic Checking Efficiencies	4	0,533	4	0,705	4	0,705	4	0,705	4	0,705
Reduce Wellness Program		2,095		2,139		2,139		2,139		2,139
Mandated Training Reduction		4,848		4,854		4,854		4,854		4,854
<i>Subtotal Administration</i>	<i>58</i>	<i>48,481</i>	<i>69</i>	<i>40,128</i>	<i>69</i>	<i>22,465</i>	<i>69</i>	<i>22,465</i>	<i>69</i>	<i>22,465</i>
<b>Customer Convenience/Amenities</b>										
Priority Initiative Efficiency	9	0,821	9	1,739	9	1,739	9	1,739	9	1,739
<i>Subtotal Customer Convenience/Amenities</i>	<i>9</i>	<i>0,821</i>	<i>9</i>	<i>1,739</i>	<i>9</i>	<i>1,739</i>	<i>9</i>	<i>1,739</i>	<i>9</i>	<i>1,739</i>
<b>Maintenance</b>										
Depot Water Payment Savings		5,000		2,254		2,254		2,254		2,254
EAM Reductions	16	2,805	36	5,372	36	5,879	36	5,879	36	5,879
Depot Maintenance and Cleaning Efficiencies	10	1,846	38	3,788	38	3,788	38	3,788	38	3,788
Shop Plan Maintenance Efficiency			27	5,896	27	5,833	27	5,810	27	5,827
Terminal Car Cleaning Reduction	91	3,746	91	8,358	91	8,358	91	8,358	91	8,358
Washington Heights Elevator Staffing Reduction	26	1,000	26	2,249	26	2,249	26	2,249	26	2,249
Track Inspection Savings	-	0,000	53	5,721	53	5,721	53	5,721	53	5,721
<i>Subtotal Maintenance</i>	<i>143</i>	<i>14,397</i>	<i>271</i>	<i>33,638</i>	<i>271</i>	<i>34,082</i>	<i>271</i>	<i>34,059</i>	<i>271</i>	<i>34,076</i>
<b>Revenue Enhancement</b>										
<i>Subtotal Revenue Enhancement</i>	<i>-</i>	<i>0,000</i>	<i>-</i>	<i>0,000</i>	<i>-</i>	<i>0,000</i>	<i>-</i>	<i>0,000</i>	<i>-</i>	<i>0,000</i>
<b>Safety</b>										
None	-	0,000	-	0,000	-	0,000	-	0,000	-	0,000
<i>Subtotal Safety</i>	<i>-</i>	<i>0,000</i>	<i>-</i>	<i>0,000</i>	<i>-</i>	<i>0,000</i>	<i>-</i>	<i>0,000</i>	<i>-</i>	<i>0,000</i>
<b>Security</b>										
Security-SBS Eagle Team Efficiency	22	1,626	22	2,471	22	2,471	22	2,471	22	2,471
<i>Subtotal Security</i>	<i>22</i>	<i>1,626</i>	<i>22</i>	<i>2,471</i>	<i>22</i>	<i>2,471</i>	<i>22</i>	<i>2,471</i>	<i>22</i>	<i>2,471</i>
<b>Service</b>										
Paratransit Savings	(2)	10,868	(2)	27,125	(2)	38,860	(2)	37,254	(2)	32,767
SI Ferry Service Reduction	6	0,546	9	1,144	9	1,144	9	1,144	9	1,144
SBS Defer New Routes	(7)	1,018	(7)	3,751	(7)	9,751	(7)	9,751	(7)	3,751
Other	-	0,000	-	0,000	-	0,000	-	0,000	-	0,000
<i>Subtotal Service</i>	<i>(3)</i>	<i>12,432</i>	<i>-</i>	<i>32,020</i>	<i>-</i>	<i>49,755</i>	<i>-</i>	<i>48,149</i>	<i>-</i>	<i>37,662</i>
<b>Service Support</b>										
Revenue Collection Efficiencies	14	1,166	11	1,047	11	1,047	11	1,047	11	1,047
Reduce Mobile Sales Program			3	0,328	3	0,328	3	0,328	3	0,328
Eliminate Police Fare Evasion Overtime		2,000		4,000		4,000		4,000		4,000
Auxiliary Booth Staffing Reduction			75	7,074	75	7,074	75	7,074	75	7,074
Tower Operator/TSS Economy	5	0,269	8	0,911	8	0,911	8	0,911	8	0,911
Other	-	0,000	-	0,000	-	0,000	-	0,000	-	0,000
<i>Subtotal Service Support</i>	<i>19</i>	<i>3,435</i>	<i>97</i>	<i>13,360</i>	<i>97</i>	<i>13,360</i>	<i>97</i>	<i>13,360</i>	<i>97</i>	<i>13,360</i>
<b>Other</b>										
None	-	(0,001)	-	0,000	-	0,000	-	0,000	-	0,000
<i>Subtotal Other</i>	<i>-</i>	<i>(0,001)</i>	<i>-</i>	<i>0,000</i>	<i>-</i>	<i>0,000</i>	<i>-</i>	<i>0,000</i>	<i>-</i>	<i>0,000</i>
<b>Agency Submission</b>	<b>248</b>	<b>\$81,191</b>	<b>468</b>	<b>\$123,356</b>	<b>468</b>	<b>\$123,872</b>	<b>468</b>	<b>\$122,243</b>	<b>468</b>	<b>\$111,773</b>

NEW YORK CITY TRANSIT  
 July Financial Plan 2019-2022  
 2018 Budget Reduction Plan Worksheet

**Category by Function:** Administrative  
**Program:** Administrative Staffing Reductions

<b>Background Details:</b>	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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<b>Program Description/ Implementation Plan:</b>	Reduce the budget for administrative positions to account for vacancies. Savings began in January of 2018.
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<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	1/1/2018
		<b>Are these savings recurring?:</b>	Yes

<b>Other Issues:</b>	
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	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

**Category by Function:** Administration  
**Program:** Hiring Restriction Savings

<b>Background Details:</b>	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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<b>Program Description/ Implementation Plan:</b>	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.
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<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	1/1/2018
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	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

*Total Positions Required:*

NEW YORK CITY TRANSIT  
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**Category by Function:** Administration  
**Program:** OTPS Reductions

<b>Background Details:</b>	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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<b>Program Description/ Implementation Plan:</b>	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.
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<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	1/1/2018
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	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

*Total Positions Required:*

NEW YORK CITY TRANSIT  
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 2018 Budget Reduction Plan Worksheet

**Category by Function:** Administration  
**Program:** Traffic Checking Efficiencies

<b>Background Details:</b>	Reduce Traffic Checking Operations through staffing efficiencies.
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<b>Program Description/ Implementation Plan:</b>	Eliminate four full time and five part time positions.
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<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	1/1/2018
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	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)	<b>\$0.533</b>	<b>\$0.705</b>	<b>\$0.705</b>	<b>\$0.705</b>	<b>\$0.705</b>
<i>Total Positions Required: - FT</i>	4	4	4	4	4

NEW YORK CITY TRANSIT  
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**Category by Function:** Administration  
**Program:** Reduce Wellness Program

<b>Background Details:</b>	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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<b>Program Description/Implementation Plan:</b>	Eliminate the wellness portal and risk assessment, coaching and communications campaign.
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<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	1/1/2018
<b>Other Issues:</b>		<b>Are these savings recurring?:</b>	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)	\$2.095	\$2.139	\$2.139	\$2.139	\$2.139

*Total Positions Required:*



NEW YORK CITY TRANSIT  
 July Financial Plan 2019-2022  
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**Category by Function:** Administration  
**Program:** Mandated Training Reduction

<b>Background Details:</b>	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.
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<b>Program Description/ Implementation Plan:</b>	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.
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<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	1/1/2018
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	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  
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**Category by Function:** Customer Convenience/Amenities

**Program:** Priority Initiative Efficiency

<b>Background Details:</b>	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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<b>Program Description/ Implementation Plan:</b>	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.
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<b>Program Implementation Date:</b>	7/1/2018	<b>When will savings begin?:</b>	7/1/2018
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	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  
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**Category by Function:** Maintenance  
**Program:** DEP Water Payment Savings

<b>Background Details:</b>	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.
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<b>Program Description/ Implementation Plan:</b>	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.
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<b>Program Implementation Date:</b>	8/1/2018	<b>When will savings begin?:</b>	8/1/2018
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	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  
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**Category by Function:** Administration  
**Program:** EAM Reductions

<b>Background Details:</b>	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.
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<b>Program Description/ Implementation Plan:</b>	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.
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<b>Program Implementation Date:</b>	<b>1/1/2018</b>	<b>When will savings begin?:</b>	<b>1/1/2018</b>
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	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  
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**Category by Function:** Maintenance  
**Program:** Depot Maintenance and Cleaning Efficiencies

<b>Background Details:</b>	With the retirement of aging buses and delivery of new buses, NYCT is benefiting from improved fleet reliabilities and efficiencies.
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<b>Program Description/ Implementation Plan:</b>	Reduce one Bus Maintainer-B and one Cleaner per depot due to fleet reliability efficiency.		
<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	1/1/2018
<b>Other Issues:</b>		<b>Are these savings recurring?:</b>	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)	\$1.846	\$3.788	\$3.788	\$3.788	\$3.788
<i>Total Positions Required:</i>	10	38	38	38	38

NEW YORK CITY TRANSIT  
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**Category by Function:** Maintenance  
**Program:** Shop Plan Maintenance Efficiency

<b>Background Details:</b>	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.
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<b>Program Description/ Implementation Plan:</b>	Shop program cycle extension results in maintenance and material savings.
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<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	1/1/2018
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	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  
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**Category by Function:** Maintenance  
**Program:** Terminal Car Cleaning Reduction

<b>Background Details:</b>	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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<b>Program Description/ Implementation Plan:</b>	This proposal is to reduce second terminal car cleaning staff and trim night staffing at the first terminal at certain locations.
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<b>Program Implementation Date:</b>	7/1/2018	<b>When will savings begin?:</b>	7/1/2018
		<b>Are these savings recurring?:</b>	Yes

<b>Other Issues:</b>	
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	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 2018-2021  
 2017 Budget Reduction Plan Worksheet

**Category by Function:** Maintenance  
**Program:** Washington Heights Elevator Staffing Reduction

<b>Background Details:</b>	All elevators in the subway system, including the five stations in Washington Heights, are automatic and are equipped with a customer talkback system that allows customers to communicate with the Station Agent at the station's full time booth. Only the Washington Heights station elevators continue to be staffed, despite their automatic operation.
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<b>Program Description/ Implementation Plan:</b>	Eliminate Cleaners operating Washington Heights elevators - one cleaner 24/7 at 5 stations, 168 St A Line, 181 St A Line, 190 St A Line, 181 St 1 Line and 191 St 1 Line. Dedicated vendor maintenance has improved reliability and provides back-up to NYCT maintenance staff.
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<b>Program Implementation Date:</b>	<b>7/1/2018</b>	<b>When will savings begin?:</b>	<b>7/1/2018</b>
		<b>Are these savings recurring?:</b>	yes
<b>Other Issues:</b>			

	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	\$2.249	\$2.249	\$2.249	\$2.249
<i>Total Positions Required:</i>	26	26	26	26	26



NEW YORK CITY TRANSIT  
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**Category by Function:** Maintenance  
**Program:** Track Inspections Savings

<b>Background Details:</b>	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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<b>Program Description/ Implementation Plan:</b>	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.
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<b>Program Implementation Date:</b>	1/1/2019	<b>When will savings begin?:</b>	1/1/2019
		<b>Are these savings recurring?:</b>	Yes

<b>Other Issues:</b>	
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	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  
 July Financial Plan 2019-2022  
 2018 Budget Reduction Plan Worksheet

**Category by Function:** Security  
**Program:** Security - SBS Eagle Team Efficiency

<b>Background Details:</b>	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.
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<b>Program Description/ Implementation Plan:</b>	Elimiante 3 eagle teams.
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<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	1/1/2018
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	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**  
**July Financial Plan 2019-2022**  
**2018 Budget Reduction Plan Worksheet**

**Category by Function:** Service  
**Program:** Paratransit Savings

<b>Background Details:</b>	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.
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<b>Program Description/ Implementation Plan:</b>	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.
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<b>Program Implementation Date:</b>	<b>7/1/2018</b>	<b>When will savings begin?:</b>	<b>7/1/2018</b>
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	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)	<b>\$10.868</b>	<b>\$27.125</b>	<b>\$38.860</b>	<b>\$37.254</b>	<b>\$32.767</b>
<i>Total Positions Required:</i>	(2)	(2)	(2)	(2)	(2)

NEW YORK CITY TRANSIT  
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**Category by Function:** Service  
**Program:** SI Ferry Service Reduction

<b>Background Details:</b>	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.
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<b>Program Description/ Implementation Plan:</b>	Modifying frequency of service to meet every other SI Ferry will reduce Bus Operator requirements.
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<b>Program Implementation Date:</b>	<b>7/1/2018</b>	<b>When will savings begin?:</b>	<b>7/1/2018</b>
<b>Other Issues:</b>		<b>Are these savings recurring?:</b>	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)	\$0.546	\$1.144	\$1.144	\$1.144	\$1.144
<i>Total Positions Required:</i>	6	9	9	9	9

NEW YORK CITY TRANSIT  
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 2018 Budget Reduction Plan Worksheet

**Category by Function:** Service  
**Program:** SBS Defer New Routes

<b>Background Details:</b>	The SBS budget assumes 2 new routes per year. Following implementation of the B82, defer new routes to 2021.
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<b>Program Description/Implementation Plan:</b>	Defer new SBS routes until 2021.
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<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	1/1/2018
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	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)	<b>\$1.018</b>	<b>\$3.751</b>	<b>\$9.751</b>	<b>\$9.751</b>	<b>\$3.751</b>
<i>Total Positions Required:</i>	(7)	(7)	(7)	(7)	(7)

NEW YORK CITY TRANSIT  
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**Category by Function:** Service Support  
**Program:** Revenue Collection Efficiencies

<b>Background Details:</b>	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.
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<b>Program Description/ Implementation Plan:</b>	Reduce 14 positions in 2018 and 11 positions in 2019 and out.
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<b>Program Implementation Date:</b>	1/1/2018	<b>When will savings begin?:</b>	1/1/2018
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	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  
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**Category by Function:** Service Support  
**Program:** Reduce Mobile Sales Program

<b>Background Details:</b>	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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<b>Program Description/ Implementation Plan:</b>	Reduce mobile sales van visits by 50%.
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<b>Program Implementation Date:</b>	7/1/2018	<b>When will savings begin?:</b>	7/1/2018
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	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  
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**Category by Function:** Service Support  
**Program:** Eliminate Police Fare Evasion Overtime

<b>Background Details:</b>	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.
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<b>Program Description/ Implementation Plan:</b>	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.
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<b>Program Implementation Date:</b>	7/1/2018	<b>When will savings begin?:</b>	7/1/2018
		<b>Are these savings recurring?:</b>	Yes
<b>Other Issues:</b>			

	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)	<b>\$2.000</b>	<b>\$4.000</b>	<b>\$4.000</b>	<b>\$4.000</b>	<b>\$4.000</b>

*Total Positions Required:*



NEW YORK CITY TRANSIT  
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**Category by Function:** Service Support  
**Program:** Auxiliary Booth Staffing Reduction

<b>Background Details:</b>	NYCT has reduced and/or eliminated staffing at auxiliary booths and has maintained at least one full-time booth in each station and/or station complex. This auxiliary booth staffing reduction expands upon a prior plan and will de-staff 8 full-time and 4 part-time auxiliary booths and reduce coverage at 7 auxiliary booths from full-time to part-time.
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<b>Program Description/ Implementation Plan:</b>	Based on ridership data and proximity to a full-time booth, de-staff 8 full-time and 4 part-time auxiliary booths. Reduce coverage at 7 auxiliary booths from full-time to part-time.
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<b>Program Implementation Date:</b>	1/1/2019	<b>When will savings begin?:</b>	1/1/2019
		<b>Are these savings recurring?:</b>	yes
<b>Other Issues:</b>			

	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	\$7.074	\$7.074	\$7.074	\$7.074
<i>Total Positions Required:</i>	-	75	75	75	75

NEW YORK CITY TRANSIT  
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 2017 Budget Reduction Plan Worksheet

**Category by Function:** Service Support  
**Program:** Tower Operator/TSS Economy

<b>Background Details:</b>	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.
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<b>Program Description/Implementation Plan:</b>	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.
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<b>Program Implementation Date:</b>	7/1/2018	<b>When will savings begin?:</b>	7/1/2018
		<b>Are these savings recurring?:</b>	yes
<b>Other Issues:</b>			

	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

**MTA NEW YORK CITY TRANSIT  
2019 Preliminary Budget  
July Financial Plan 2019 – 2022  
Positions**

**POSITION ASSUMPTIONS**

**2018: July Financial Plan vs. February Financial Plan (increased headcount of 752 positions)**

Total baseline positions are projected to increase by 752, including a non-reimbursable increase of 505 and a reimbursable increase of 247. Specifically:

New Needs (total increase of 42 positions) includes:

- 42 positions for Bus Plan

Reimbursable (total increase of 247 positions) includes:

- 92 positions for DOS Capital Support – Infrastructure
  - includes in-house construction resources for Employee Facility Rehab per TWU agreement and platform modification to meet ADA requirements
- 12 positions for DOS Capital Support – Power
  - Includes upgrade of RCC/PCC and Sandy recovery work
- 53 positions for DOS Capital Support – EMD
  - includes in-house upgrades to the enhanced station locations, Emergency Booth System Communications, and Help Point wrap-up
- 15 positions for DOS Capital Support
- 37 positions for Corporate Plan, primarily CPM
- 40 positions for CPM – right-size staffing
- -2 positions for Miscellaneous Other

Re-estimates (increase of 711 positions) include:

- 643 positions for Subway Action Plan (SAP)
  - 227 DCE, SMS; 186 station cleaning & maintenance; 91 CAT teams; 87 Power; 86 Water management; 13 other; -47 Track cleaning economy offset
- 45 positions for Platform Budget Normal Business
- 10 positions for MTA Consolidated Services
- 5 positions for L Tunnel Reconstruction-Operating Impact
- 8 positions for Miscellaneous Other

BRPs (total decrease of 248 positions) includes:

- -91 positions for Terminal Car Cleaning Reduction
- -54 positions for Administrative Savings
- -26 positions for Washington Heights Elevator Staffing Reduction

- -22 positions for Security-SBS Eagle Team Efficiency
- -16 positions for EAM Reductions
- -14 positions for Revenue Collection Efficiencies
- -10 positions for Depot Maintenance & Cleaning Efficiencies
- -15 positions for Miscellaneous Other

The breakdown of the 752 position increase by function is as follows:

Administration (total decrease of 61 positions) includes:

- -87 positions for reorganization to Operations (MetroCard Customer Relations to Revenue Control)
- -16 positions for Administrative Savings
- 17 positions for Corporate Plan
- 10 positions for MTA-Consolidated Services
- 7 positions for Materiel Support
- 8 positions for Miscellaneous Other

Operations (total increase of 124 positions) include:

- 87 positions for reorganization (MetroCard Customer Relations to Revenue Control)
- 40 positions for Bus Plan
- 45 positions for Platform Budget Normal Business
- -14 positions for Revenue Collection Efficiencies
- -11 positions for Administrative Savings
- -6 positions for SI Ferry Service Reduction
- -5 positions for Tower Operator/TSS Economy
- -12 positions for Miscellaneous Other

Maintenance (total increase of 635 positions) includes:

- 643 positions for Subway Action Plan (SAP)
- 92 positions for DOS Capital Support – Infrastructure
- 12 positions for DOS Capital Support – Power
- 53 positions for DOS Capital Support – EMD
- 15 positions for DOS Capital Support
- -91 positions for Terminal Car Cleaning Reduction
- -26 positions for Washington Heights Elevator Staffing Reduction (in-house resources supplemented by vendor support)
- -16 positions for EAM Reductions
- -10 positions for Depot Maintenance & Cleaning Efficiencies
- -25 positions for Administrative Savings
- -9 positions for Priority Initiative Efficiency
- -3 positions for Miscellaneous Other

Engineering (total increase of 70 positions) includes:

- 37 positions for Corporate Plan, primarily CPM
- 40 positions for CPM – right-size staffing
- -7 positions for Miscellaneous Other

Public Safety (total decrease of 16 positions) includes:

- -22 positions for Security-SBS Eagle Team Efficiency
- -2 positions for Administrative Savings
- 7 positions for SBS Defer New Routes
- 1 positions for Miscellaneous Other

Position increases by occupational group are: Managers/Supervisors +132, Professional, Technical, Clerical +47, and Operational Hourlies +573.

For further details, please see position tables.

**2019: July Financial Plan vs. February Financial Plan (increased headcount of 1,225 positions)**

New Needs (total increase of 42 positions) includes:

- 42 positions for Bus Plan

Reimbursable (total increase of 1,166 positions) includes:

- 843 positions for L Tunnel Reconstruction
- 147 positions for DOS Capital Support - Infrastructure
- 12 positions for DOS Capital Support - Power
- 49 positions for DOS Capital Support - EMD
- 9 positions for DOS/DOB Capital Support
- 37 positions for Corporate Plan, primarily CPM
- 40 positions for CPM – right-size staffing
- 34 positions for Bus Plan – Part-time Traffic Checking Staff
- -5 positions for Miscellaneous Other

Re-estimates (increase of 485 positions) include:

- 365 positions for Subway Action Plan (SAP)
- 58 positions for Platform Budget Normal Business
- 56 positions for L Tunnel Reconstruction-Operating Impact
- 11 positions for Other Re-Estimates
- -5 positions for Miscellaneous Other

BRPs (total decrease of 468 positions) includes:

- -91 positions for Terminal Car Cleaning Reduction
- -75 positions for Auxiliary Booth Staffing Reduction

- -65 positions for Administrative Savings
- -53 positions for Track Inspections Savings
- -38 positions for Depot Maintenance & Cleaning Efficiencies
- -36 positions for EAM Reductions
- -27 positions for Shop Plan Maintenance Efficiency
- -26 positions for Washington Heights Elevator Staffing Reduction
- -22 positions for Security-SBS Eagle Team Efficiency
- -11 positions for Revenue Collection Efficiencies
- -24 positions for Miscellaneous Other

The breakdown of the 1,225 position increase by function is as follows:

- Administration - (total decrease of 71 positions) is mainly due to reorganization changes and administrative reductions
- Operations (total increase of 763 positions) is mainly due to L Tunnel Reconstruction, reorganization changes, Platform Budget - Normal Business, and Bus Plan changes
- Maintenance (total increase of 435 positions) is mainly due to Subway Action Plan and L Tunnel Reconstruction
- Engineering (total increase of 70 positions) is mainly due to Corporate Plan adjustments, and right-sizing of CPM staff
- Public Safety (total increase of 28 positions) is mainly due to L Tunnel Reconstruction

Position increases by occupational group are: Managers/Supervisors +192, Professional, Technical, Clerical +17, and Operational Hourlies +1,016.

**2020 - 2021: July Financial Plan vs. February Financial Plan (increased headcount of 59 positions in 2020 and decreased headcount of 38 positions in 2021)**

New Needs (total increase of 42 positions in 2020/21 & 41 positions in 2022) includes:

- 42 positions for Bus Plan (41 positions in 2022)

Reimbursable (total increase of 213 positions in 2020 and 77 positions in 2021) includes:

- 99 positions for DOS Capital Support – Infrastructure (42 positions in 2021)
- 5 positions for DOS Capital Support (4 positions in 2021)
- 3 positions for DOB Capital Support (2 positions in 2021)
- 37 positions for Corporate Plan, primarily CPM (0 positions in 2021)
- 40 positions for CPM – right-size staffing (0 positions in 2021)
- 34 positions for Bus Plan – Part-time Traffic Checking Staff
- -5 positions for Miscellaneous Other

Re-estimates (total increase of 272 positions in 2020 and 309 positions in 2021) include:

- 245 positions for Subway Action Plan

- 58 positions for Platform Budget Normal Business
- -37 positions for L Tunnel Reconstruction (0 positions in 2021)
- 11 positions for Other Re-Estimates
- -5 positions for Miscellaneous Other

BRPs (total decrease of 468 positions in 2020 and 466 positions in 2021 includes:

- -91 positions for Terminal Car Cleaning Reduction
- -75 positions for Auxiliary Booth Staffing Reduction
- -65 positions for Administrative Savings
- -53 positions for Track Inspections Savings
- -38 positions for Depot Maintenance & Cleaning Efficiencies
- -36 positions for EAM Reductions
- -27 positions for Shop Plan Maintenance Efficiency (25 positions in 2021)
- -26 positions for Washington Heights Elevator Staffing Reduction
- -22 positions for Security-SBS Eagle Team Efficiency
- -11 positions for Revenue Collection Efficiencies
- -24 positions for Miscellaneous Other

The breakdown of the 59 position increase in 2020 and 38 position decrease in 2021 is as follows:

- Administration (total decrease of 71 positions in 2020 and 79 positions in 2021) is mainly due to reorganization changes and administrative reductions
- Operations (total increase of 1 position in 2020 and no change in 2021)
- Maintenance (total increase of 75 positions in 2020 and 57 positions in 2021) is mainly due to the SAP
- Engineering (total increase of 70 positions in 2020 and no change in 2021) is due to Corporate Plan adjustments/CPM staffing right-sizing
- Public Safety (total decrease of 16 positions in 2020-21) is mainly due to SBS Eagle Team Efficiencies

Position increases by occupational group in 2020 are: Managers/Supervisors +22, Professional, Technical, Clerical -6, and Operational Hourlies +43. In 2021, positions increase among Managers/Supervisors -13, and Professional, Technical, Clerical -65 and Operational Hourlies +40.

**Year over Year**

**2019 over 2018**

Total positions increase by 365 positions, mainly due to L Tunnel Reconstruction

**2020 over 2019**

Total positions decrease by 1,485 positions, mainly due to changes in L Tunnel Reconstruction and Subway Action Plan

**2021 over 2020**

Total positions decrease by 354 positions, mainly due to changes in various capital support projects and L Tunnel Reconstruction – Operating Impact

**2022 over 2021**

Total positions decrease by 16 positions, mainly due to changes in various capital support projects



**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan 2019 - 2022**  
Favorable/(Unfavorable)

**Total Position Changes at a Glance**

	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<b>2018 February Plan - Total Baseline Positions</b>	<b>50,129</b>	<b>50,021</b>	<b>49,702</b>	<b>49,445</b>
Total Plan-to-Plan Changes	(752)	(1,225)	(59)	38
<b>2018 July Plan - Total Baseline Positions</b>	<b>50,881</b>	<b>51,246</b>	<b>49,761</b>	<b>49,407</b>
Total Year-to-Year Changes, July Plan		(365)	1,485	354

**Total Plan-to-Plan Changes by Reporting Category:**

<i>Non-Reimbursable</i>	(505)	(59)	154	115
<i>Reimbursable</i>	(247)	(1,166)	(213)	(77)
<b>Total</b>	<b>(752)</b>	<b>(1,225)</b>	<b>(59)</b>	<b>38</b>
<i>Full-Time</i>	(757)	(1,196)	(30)	67
<i>Full-Time Equivalents</i>	5	(29)	(29)	(29)
<b>Total</b>	<b>(752)</b>	<b>(1,225)</b>	<b>(59)</b>	<b>38</b>
<i>By Function Category</i>				
- Administration	61	71	71	79
- Operations	(124)	(763)	(1)	0
- Maintenance	(635)	(435)	(75)	(57)
- Engineering/Capital	(70)	(70)	(70)	0
- Public Safety	16	(28)	16	16
<b>Total</b>	<b>(752)</b>	<b>(1,225)</b>	<b>(59)</b>	<b>38</b>
<i>By Occupational Group</i>				
- Managers/Supervisors	(132)	(192)	(22)	13
- Professional, Technical, Clerical	(47)	(17)	6	65
- Operational Hourlies	(573)	(1,016)	(43)	(40)
<b>Total</b>	<b>(752)</b>	<b>(1,225)</b>	<b>(59)</b>	<b>38</b>

**Total Plan-to-Plan Changes by Major Category:**

<i>2018 BRPs</i>	248	468	468	466
<i>New Needs</i>	(42)	(42)	(42)	(42)
<i>Change in Reimbursable Positions</i>	(247)	(1,166)	(213)	(77)
<i>Re-estimates &amp; All Other<sup>1</sup></i>	(711)	(485)	(272)	(309)
<b>Total</b>	<b>(752)</b>	<b>(1,225)</b>	<b>(59)</b>	<b>38</b>

<sup>1</sup> Includes NR Full-time Equivalents

**MTA New York City Transit**  
**July Financial Plan 2019 - 2022**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

	2017 Actual	2018 Mid-Year Forecast	2019 Preliminary Budget	2020	2021	2022
<b>Administration</b>						
Office of the President	31	38	38	38	38	38
Law	290	320	320	320	320	320
Office of the EVP	44	36	36	34	34	34
Human Resources	253	252	250	250	250	250
Office of Management and Budget	39	43	44	43	43	43
Capital Planning & Budget	31	36	36	36	35	35
Strategy & Customer Experience*	264	214	214	212	212	211
Non-Departmental	(1)	(24)	(24)	(24)	(24)	(24)
Labor Relations	87	100	100	100	100	100
Materiel	256	261	249	220	213	213
Controller	119	125	125	122	122	122
<b>Total Administration</b>	<b>1,413</b>	<b>1,401</b>	<b>1,388</b>	<b>1,351</b>	<b>1,343</b>	<b>1,342</b>
<b>Operations</b>						
Subways Rapid Transit Operations	8,724	8,696	8,864	8,435	8,432	8,412
Subways Operation Support /Admin	473	411	411	411	411	411
Subways Stations	2,551	2,741	2,687	2,619	2,619	2,619
<b>Subtotal - Subways</b>	<b>11,748</b>	<b>11,848</b>	<b>11,962</b>	<b>11,465</b>	<b>11,462</b>	<b>11,442</b>
Buses	11,050	11,046	11,410	11,012	11,012	11,012
Paratransit	204	213	213	213	213	213
Operations Planning	394	407	441	429	428	428
Revenue Control	544	643	650	643	643	643
Non-Departmental	-	-	-	-	-	-
<b>Total Operations</b>	<b>23,940</b>	<b>24,157</b>	<b>24,676</b>	<b>23,762</b>	<b>23,758</b>	<b>23,738</b>
<b>Maintenance</b>						
Subways Operation Support /Admin	179	188	174	168	167	167
Subways Engineering	365	398	363	314	306	305
Subways Car Equipment	5,274	5,165	5,092	5,168	5,041	5,018
Subways Infrastructure	1,759	1,842	1,908	1,822	1,748	1,748
Subways Elevator & Escalators	397	482	462	459	488	488
Subways Stations	3,423	3,454	3,446	3,452	3,457	3,457
Subways Track	3,001	3,348	3,161	3,046	3,028	3,028
Subways Power	633	723	711	679	650	650
Subways Signals	1,586	1,652	1,638	1,579	1,579	1,579
Subways Electronics Maintenance	1,590	1,724	1,715	1,613	1,613	1,613
<b>Subtotal - Subways</b>	<b>18,207</b>	<b>18,976</b>	<b>18,670</b>	<b>18,300</b>	<b>18,077</b>	<b>18,053</b>
Buses	3,660	3,660	3,782	3,740	3,691	3,720
Supply Logistics	571	597	584	584	584	584
System Safety	95	97	97	94	94	94
Non-Departmental	(1)	(89)	(67)	(67)	(67)	(67)
<b>Total Maintenance</b>	<b>22,532</b>	<b>23,241</b>	<b>23,066</b>	<b>22,651</b>	<b>22,379</b>	<b>22,384</b>
<b>Engineering/Capital</b>						
Capital Program Management	1,420	1,438	1,428	1,353	1,283	1,283
<b>Total Engineering/Capital</b>	<b>1,420</b>	<b>1,438</b>	<b>1,428</b>	<b>1,353</b>	<b>1,283</b>	<b>1,283</b>
<b>Public Safety</b>						
Security	646	644	688	644	644	644
<b>Total Public Safety</b>	<b>646</b>	<b>644</b>	<b>688</b>	<b>644</b>	<b>644</b>	<b>644</b>
<b>Total Baseline Positions</b>	<b>49,951</b>	<b>50,881</b>	<b>51,246</b>	<b>49,761</b>	<b>49,407</b>	<b>49,391</b>
Non-Reimbursable	45,141	45,257	44,980	44,986	44,846	44,876
Reimbursable	4,810	5,624	6,266	4,775	4,561	4,515
Total Full-Time	49,715	50,684	51,015	49,530	49,176	49,160
Total Full-Time Equivalents	236	197	231	231	231	231

\*Formerly Corporate Communications. 2017 Actuals are not restated to reflect reorganization changes

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan 2019 - 2022**  
**Total Positions by Function and Occupational Group**  
**Non-Reimbursable and Reimbursable**

FUNCTION / OCCUPATIONAL GROUP	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Administration</b>						
Managers/Supervisors	439	523	519	500	494	494
Professional/Technical/Clerical	950	842	833	815	813	812
Operational Hourlies	24	36	36	36	36	36
<b>Total Administration Headcount</b>	<b>1,413</b>	<b>1,401</b>	<b>1,388</b>	<b>1,351</b>	<b>1,343</b>	<b>1,342</b>
<b>Operations</b>						
Managers/Supervisors	2,804	2,851	2,877	2,766	2,763	2,763
Professional/Technical/Clerical	499	588	593	586	585	585
Operational Hourlies	20,637	20,718	21,206	20,410	20,410	20,390
<b>Total Operations Headcount</b>	<b>23,940</b>	<b>24,157</b>	<b>24,676</b>	<b>23,762</b>	<b>23,758</b>	<b>23,738</b>
<b>Maintenance</b>						
Managers/Supervisors	4,052	4,179	4,172	4,068	4,030	4,024
Professional/Technical/Clerical	1,077	1,155	1,120	1,040	1,017	1,016
Operational Hourlies	17,403	17,907	17,774	17,543	17,332	17,344
<b>Total Maintenance Headcount</b>	<b>22,532</b>	<b>23,241</b>	<b>23,066</b>	<b>22,651</b>	<b>22,379</b>	<b>22,384</b>
<b>Engineering / Capital</b>						
Managers/Supervisors	346	360	359	303	283	283
Professional/Technical/Clerical	1,072	1,076	1,067	1,048	998	998
Operational Hourlies	2	2	2	2	2	2
<b>Total Engineering Headcount</b>	<b>1,420</b>	<b>1,438</b>	<b>1,428</b>	<b>1,353</b>	<b>1,283</b>	<b>1,283</b>
<b>Public Safety</b>						
Managers/Supervisors	271	264	293	264	264	264
Professional, Technical, Clerical	38	44	44	44	44	44
Operational Hourlies	337	336	351	336	336	336
<b>Total Public Safety Headcount</b>	<b>646</b>	<b>644</b>	<b>688</b>	<b>644</b>	<b>644</b>	<b>644</b>
<b>Total Positions</b>						
Managers/Supervisors	7,912	8,177	8,220	7,901	7,834	7,828
Professional, Technical, Clerical	3,636	3,705	3,657	3,533	3,457	3,455
Operational Hourlies	38,403	38,999	39,369	38,327	38,116	38,108
<b>Total Positions</b>	<b>49,951</b>	<b>50,881</b>	<b>51,246</b>	<b>49,761</b>	<b>49,407</b>	<b>49,391</b>

**MTA Bus Company**

**MTA BUS COMPANY  
2019 Preliminary Budget  
July Financial Plan 2019 – 2022**

**FINANCIAL OVERVIEW**

MTA Bus Company 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 July 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:**

- **Lift Replacement** – Replace College Point's 22-year-old in-ground lifts with portable lifts in 2018 and replace all remaining lifts over 12 years old in other MTABC depots in 2019. This will cost \$0.7 million in 2018 and \$0.6 million in 2019.
- **Wi-Fi Cable Termination & Testing** – Additional funding to complete depot Wi-Fi installation. This will cost \$0.2 million in 2018.
- **Video Data Analysis** – Contract for video data retrieval to download bus camera footage to meet investigative/legal needs. This will cost \$0.1 million annually from 2018 to 2022.
- **Overage Fleet** – There are no new bus purchases scheduled for MTABC until the 4th Quarter of 2019. As a result, a large part of the fleet continues to be overaged, a situation that is not expected to improve until the end of 2020. At the end of 2018, approximately 600 buses (50% of the fleet), will be over 12 years of age. In order to maintain this aging fleet in a state of good repair, additional funding of \$0.5 million for overtime in 2018 and 2019, and \$0.6 million annually from 2020-2022 is needed.
- **Underground Tank Testing (UST)** – Ongoing testing and inspection of underground storage tanks to meet new EPA and DEC testing guidelines for underground tanks. This will cost \$0.2 million annually from 2019-2022.
- **College Aide (P/T)** – Five Part-Time College Aides (3 FTE), to work 35 hours per week in the summer, and 28 hours per week in the Fall and Spring (during school). This will cost \$0.1 million annually from 2018 to 2022.
- **Traffic Engineering-** Renewal of Traffic Engineering Contract. This will cost \$0.1 million annually in 2018-2022.

**Action Plan: Bus Action Plan (BAP)** – Specific elements of the NYC Transit Bus Plan include a completely redesigned bus route network, working with traffic engineering consultants to develop and support new priority infrastructure, increased collaboration with NYCDOT, NYPD, & 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 proactive management to improve service delivery.

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.

Funding is included and consistent with the MTA consolidated bottom line.

**The 2019 BUDGET REDUCTION PROGRAM (BRP)** includes the following primary reductions:

- **Reduction Bus Operator (BO) Relief** - TWU depots Bus Operator relief reduction. A 1% reduction of Bus Operators will save \$0.5 million in 2018, \$1.4 million in 2019 to 2021 and \$1.5 million in 2022.
- **FMLA Outsourcing** - Board approval of FMLA outsourcing to a third-party provider in June 2018; start of the program is scheduled for January 2019. The program assumes a 1% reduction in FMLA usage for hourly and supervisors. This will save \$0.1 million in 2020, \$0.2 million in 2021 and \$0.3 million in 2022.
- **Facility Hourly OT Reduction** - Hourly overtime savings due to improved management of projects monitoring. This will save \$0.1 million annually from 2018 to 2022.
- **OTPS** - These savings are based on a review of controllable non-labor categories resulting in a saving of \$7.6 million (cash only) in 2018 and recurring savings of \$0.4 million annually from 2018 to 2022.
- **Maintainer reductions** – Reduction of 11 bus maintainers will save \$1.1 million in 2019 and \$1.2 million annually from 2020 - to 2022.
- **General Superintendent of Safety Environmental Management (GSSEM)** – Reduction of Two GSSEMs, one will manage two locations saving \$0.4 million annually from 2018 to 2022.
- **Fuel Efficiencies** - Diesel Fuel Usage savings due to improved fuel efficiency and miles per gallon (mpg). This will save \$0.2 million annually from 2018 to 2022.

## **2018 Mid-Year Forecast**

MTA Bus Company's 2018 Mid-Year Forecast includes Total Expenses before Depreciation and Other Post-Employment Benefits of \$815.4 million, consisting of \$809.4 million of non-reimbursable expenses and \$6.0 million of reimbursable expenses. Total Revenue is projected to be \$243.7 million, of which \$217.2 million is Farebox Revenue, \$20.5 million is Other Operating Revenue, and \$6.0 million is Capital and Other Reimbursements. There is a total baseline of 3,974 Full-Time and Full-Time Equivalent positions (3,934 non-reimbursable positions and 40 reimbursable positions).

The 2018 net operating cash deficit is projected to increase by \$36.3 million from the Adopted Budget.

Major operating cash changes include:

- A Farebox Revenue decrease of \$1.9 million due to lower projected ridership.
- Investment increases of \$31.0 million, which include initiatives discussed previously.
- Unfavorable re-estimates/Technical Adjustments of \$6.1 million primarily due to increased fuel cost.
- Favorable cash adjustment of \$2.7 million consisting of a favorable Claims adjustment of \$30.0 million, BRP savings of \$7.2 million, and a GASB 68 pension adjustment of \$0.7 million, partially offset by \$35.2 million in unfavorable cash timing from 2017 year-end results.

Plan-to-Plan, total baseline non-reimbursable positions are projected to decrease by 10.

## **2019 Preliminary Budget**

MTA Bus Company's 2019 Preliminary Budget includes Total Expenses before Depreciation and Other Post-Employment Benefits of \$823.7 million, consisting of \$817.8 million of non-reimbursable expenses and \$5.9 million of reimbursable expenses. Total Revenue is projected to be \$244.2 million, of which \$217.6 million is Farebox Revenue, \$20.7 million is Other Operating Revenue, and \$5.9 million is Capital and Other Reimbursements. There is a total baseline of 3,972 Full-Time and Full-Time Equivalent positions (3,932 non-reimbursable positions and 40 reimbursable positions).

The 2019 net operating cash deficit is projected to increase by \$4.4 million from the February Financial Plan.

Major operating cash changes include:

- Farebox Revenue decrease of \$2.5 million due to projected lower ridership.
- Investment increases of \$29.6 million, which include the Overage Fleet, Lift Replacement, Claims Adjustment, and changes to the Shop Program.

- Re-estimate decreases of \$7.1 million, primarily due to a \$10.1 million GASB 68 Pension adjustment, H&W/OPEB reduction of \$1.6 million, and a Pension adjustment of \$1.5 million, partially offset by energy increases of \$4.3 million.
- Favorable cash adjustment of \$20.6 million consisting of a favorable Claims adjustment of \$30.6 million and a GASB 56 pension adjustment of \$0.1 million, partially offset by a \$10.1 million unfavorable GASB 68 pension adjustment.

Plan-to-Plan, total baseline positions are projected to decrease by 40.

### **2020 – 2021 Projections**

Net operating cash deficits are projected to decrease by \$6.2 million in 2020 and \$4.9 million in 2021, relative to the February Plan.

Major operating cash changes include:

- Farebox Revenue decrease of \$2.7 million in 2020 and \$3.0 million in 2021, mainly due to lower ridership.
- Investment increases of \$22.6 million in 2020 and \$26.7 million in 2021, which are a continuation of the initiatives discussed above.
- Re-estimates/inflationary decreases of \$9.8 million in 2020 and \$11.4 million in 2021, which include changes in Pension, H&W/OPEB, Insurance, and Fuel.
- Cash adjustment decreases of \$21.8 million in 2020 and \$23.1 million in 2021, primarily due to Claims, partially offset by GASB 68 Pension.

Plan-to-Plan, total baseline positions are projected to decrease by 45 in 2020 and 61 in 2021.



**MTA BUS COMPANY**  
**July Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b><u>Non-Reimbursable</u></b>						
<b>Operating Revenue</b>						
Farebox Revenue	\$217.164	\$217.159	\$217.614	\$218.449	\$217.689	\$217.926
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
<b>Total Revenues</b>	<b>\$236.998</b>	<b>\$237.695</b>	<b>\$238.271</b>	<b>\$239.246</b>	<b>\$239.200</b>	<b>\$240.292</b>
<b>Operating Expense</b>						
<b><u>Labor:</u></b>						
Payroll	\$284.677	\$286.617	\$288.801	\$289.602	\$291.417	\$305.006
Overtime	66.202	65.117	65.158	63.534	65.204	67.224
Health and Welfare	68.946	73.021	77.774	80.909	85.022	91.332
OPEB Current Payments	21.186	23.446	25.227	26.287	27.733	29.258
Pension	50.544	53.149	52.776	50.755	48.394	43.471
Other Fringe Benefits	63.833	70.686	72.315	71.649	72.234	74.521
Reimbursable Overhead	(1.462)	(1.002)	(1.003)	(1.004)	(1.015)	(1.046)
<b>Total Labor Expenses</b>	<b>\$553.926</b>	<b>\$571.032</b>	<b>\$581.049</b>	<b>\$581.731</b>	<b>\$588.989</b>	<b>\$609.766</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$1.772	\$2.096	\$1.984	\$2.069	\$2.161	\$2.277
Fuel	19.537	26.395	25.949	25.445	24.546	25.163
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	45.060	43.051	33.257	38.462	34.757
Professional Services Contracts	23.750	30.513	34.490	34.996	35.675	37.061
Materials and Supplies	47.968	63.221	57.904	45.721	48.744	51.596
Other Business Expenses	3.994	5.024	5.301	5.384	5.543	5.947
<b>Total Non-Labor Expenses</b>	<b>\$217.471</b>	<b>\$238.388</b>	<b>\$236.716</b>	<b>\$216.771</b>	<b>\$227.257</b>	<b>\$231.557</b>
<b><u>Other Expense Adjustments:</u></b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$771.397</b>	<b>\$809.420</b>	<b>\$817.765</b>	<b>\$798.502</b>	<b>\$816.246</b>	<b>\$841.323</b>
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	34.500	30.500	21.200	21.700
Environmental Remediation	0.222	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$957.929</b>	<b>\$1,010.211</b>	<b>\$1,006.756</b>	<b>\$983.493</b>	<b>\$992.374</b>	<b>\$1,022.480</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$720.931)</b>	<b>(\$772.515)</b>	<b>(\$768.485)</b>	<b>(\$744.247)</b>	<b>(\$753.174)</b>	<b>(\$782.188)</b>

**MTA BUS COMPANY**  
**July Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Reimbursable</b>						
<b>Operating Revenue</b>						
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
<b>Total Revenues</b>	<b>\$4.383</b>	<b>\$5.960</b>	<b>\$5.925</b>	<b>\$5.871</b>	<b>\$5.966</b>	<b>\$6.151</b>
<b>Operating Expense</b>						
<b>Labor:</b>						
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
<b>Total Labor Expenses</b>	<b>\$4.263</b>	<b>\$4.855</b>	<b>\$4.803</b>	<b>\$4.748</b>	<b>\$4.832</b>	<b>\$4.981</b>
<b>Non-Labor:</b>						
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
<b>Total Non-Labor Expenses</b>	<b>\$0.121</b>	<b>\$1.105</b>	<b>\$1.122</b>	<b>\$1.123</b>	<b>\$1.134</b>	<b>\$1.170</b>
<b>Other Expense Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$4.383</b>	<b>\$5.960</b>	<b>\$5.925</b>	<b>\$5.871</b>	<b>\$5.966</b>	<b>\$6.151</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA BUS COMPANY**  
**July Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b><u>Non-Reimbursable / Reimbursable</u></b>						
<b>Operating Revenue</b>						
Farebox Revenue	\$217.164	\$217.159	\$217.614	\$218.449	\$217.689	\$217.926
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
<b>Total Revenues</b>	<b>\$241.381</b>	<b>\$243.655</b>	<b>\$244.196</b>	<b>\$245.117</b>	<b>\$245.166</b>	<b>\$246.443</b>
<b>Operating Expense</b>						
<b><u>Labor:</u></b>						
Payroll	\$287.328	\$289.348	\$291.387	\$292.032	\$293.812	\$307.475
Overtime	66.202	65.117	65.158	63.534	65.204	67.224
Health and Welfare	69.095	74.142	78.988	82.222	86.445	92.798
OPEB Current Payments	21.186	23.446	25.227	26.287	27.733	29.258
Pension	50.544	53.149	52.776	50.755	48.394	43.471
Other Fringe Benefits	63.833	70.686	72.315	71.649	72.234	74.521
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$558.188</b>	<b>\$575.887</b>	<b>\$585.852</b>	<b>\$586.479</b>	<b>\$593.821</b>	<b>\$614.747</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$1.772	\$2.096	\$1.984	\$2.069	\$2.161	\$2.277
Fuel	19.537	26.395	25.949	25.445	24.546	25.163
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	45.298	43.293	33.499	38.706	35.009
Professional Services Contracts	23.750	30.513	34.490	34.996	35.675	37.061
Materials and Supplies	48.088	64.088	58.784	46.602	49.634	52.514
Other Business Expenses	3.994	5.024	5.301	5.384	5.543	5.947
<b>Total Non-Labor Expenses</b>	<b>\$217.591</b>	<b>\$239.493</b>	<b>\$237.838</b>	<b>\$217.894</b>	<b>\$228.391</b>	<b>\$232.727</b>
<b><u>Other Expense Adjustments:</u></b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$775.780</b>	<b>\$815.379</b>	<b>\$823.690</b>	<b>\$804.373</b>	<b>\$822.212</b>	<b>\$847.474</b>
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	34.500	30.500	21.200	21.700
Environmental Remediation	0.222	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses</b>	<b>\$962.313</b>	<b>\$1,016.170</b>	<b>\$1,012.681</b>	<b>\$989.364</b>	<b>\$998.340</b>	<b>\$1,028.631</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$720.931)</b>	<b>(\$772.515)</b>	<b>(\$768.485)</b>	<b>(\$744.247)</b>	<b>(\$753.174)</b>	<b>(\$782.188)</b>

**MTA BUS COMPANY**  
**July Financial Plan 2019 - 2022**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Cash Receipts and Expenditures</b>						
<b>Receipts</b>						
Farebox Revenue	\$215.980	\$217.159	\$217.614	\$218.449	\$217.689	\$217.926
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
<b>Total Receipts</b>	<b>\$240.918</b>	<b>\$245.737</b>	<b>\$249.579</b>	<b>\$250.493</b>	<b>\$250.528</b>	<b>\$252.013</b>
<b>Expenditures</b>						
<b><u>Labor:</u></b>						
Payroll	\$272.085	\$292.186	\$292.766	\$293.570	\$293.406	\$307.056
Overtime	66.214	65.117	65.158	63.534	65.204	67.224
Health and Welfare	72.848	73.714	78.988	82.223	86.445	92.799
OPEB Current Payments	22.256	23.446	25.227	26.287	27.733	29.258
Pension	51.022	52.975	52.602	50.581	48.218	43.290
Other Fringe Benefits	51.657	55.509	57.138	56.472	57.055	59.336
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
<b>Total Labor Expenditures</b>	<b>\$536.082</b>	<b>\$562.946</b>	<b>\$571.880</b>	<b>\$572.667</b>	<b>\$578.060</b>	<b>\$598.963</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$1.771	\$2.096	\$1.984	\$2.069	\$2.161	\$2.277
Fuel	19.246	26.395	24.526	24.022	24.547	25.163
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	57.798	41.804	32.010	38.707	35.009
Professional Services Contracts	21.847	40.513	34.490	34.996	35.675	37.061
Materials and Supplies	48.047	64.688	58.785	46.602	49.634	52.513
Other Business Expenses	3.357	5.023	5.301	5.384	5.543	5.947
<b>Total Non-Labor Expenditures</b>	<b>\$163.604</b>	<b>\$228.456</b>	<b>\$200.195</b>	<b>\$179.403</b>	<b>\$191.936</b>	<b>\$195.319</b>
<b><u>Other Expenditure Adjustments:</u></b>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$699.686</b>	<b>\$791.402</b>	<b>\$772.075</b>	<b>\$752.069</b>	<b>\$769.996</b>	<b>\$794.282</b>
<b>Net Cash Balance</b>	<b>(\$458.768)</b>	<b>(\$545.665)</b>	<b>(\$522.496)</b>	<b>(\$501.577)</b>	<b>(\$519.468)</b>	<b>(\$542.269)</b>

**MTA BUS COMPANY**  
**July Financial Plan 2019 - 2022**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Cash Flow Adjustments</b>						
<b>Receipts</b>						
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
<b>Total Receipts</b>	<b>(\$0.463)</b>	<b>\$2.082</b>	<b>\$5.383</b>	<b>\$5.376</b>	<b>\$5.362</b>	<b>\$5.570</b>
<b>Expenditures</b>						
<b>Labor:</b>						
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
<b>Total Labor Expenditures</b>	<b>\$22.106</b>	<b>\$12.941</b>	<b>\$13.972</b>	<b>\$13.812</b>	<b>\$15.761</b>	<b>\$15.784</b>
<b>Non-Labor:</b>						
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
<b>Total Non-Labor Expenditures</b>	<b>\$53.987</b>	<b>\$11.036</b>	<b>\$37.643</b>	<b>\$38.492</b>	<b>\$36.455</b>	<b>\$37.408</b>
<b>Other Expenditure Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$76.094</b>	<b>\$23.977</b>	<b>\$51.615</b>	<b>\$52.304</b>	<b>\$52.216</b>	<b>\$53.192</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>\$75.630</b>	<b>\$26.059</b>	<b>\$56.998</b>	<b>\$57.680</b>	<b>\$57.578</b>	<b>\$58.762</b>
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	34.500	30.500	21.200	21.700
Environmental Remediation	0.222	0.000	0.000	0.000	0.000	0.000
<b>Total Cash Conversion Adjustments</b>	<b>\$262.163</b>	<b>\$226.850</b>	<b>\$245.989</b>	<b>\$242.671</b>	<b>\$233.706</b>	<b>\$239.919</b>

**MTA BUS COMPANY**  
**2018 Mid-Year Forecast**  
**Non-Reimbursable/Reimbursable Overtime Hours and Expenses**  
(\$ in millions)

	Total		
	Hours	\$	%
<b><i>NON-REIMBURSABLE OVERTIME</i></b>			
Scheduled Service	658,271	\$26.694	41.0%
Unscheduled Service	147,256	6.468	9.9%
Programmatic/Routine Maintenance	300,256	13.323	20.5%
Unscheduled Maintenance	0	0.000	0.0%
Vacancy/Absentee Coverage	307,561	16.470	25.3%
Weather Emergencies	45,130	1.718	2.6%
Safety/Security/Law Enforcement	3,030	0.157	0.2%
Other	3,413	0.287	0.4%
<b>Subtotal</b>	<b>1,464,917</b>	<b>\$65.117</b>	<b>100.0%</b>
<b><i>REIMBURSABLE OVERTIME</i></b>	0	\$0.000	
<b>TOTAL OVERTIME</b>	<b>1,464,917</b>	<b>\$65.117</b>	

**MTA BUS COMPANY**  
**2018 Preliminary Budget**  
**July Financial Plan 2018 – 2021**  
**Year-to-Year Changes by Category-Baseline**

**TOTAL REVENUE/RECEIPTS**

**Farebox Revenue**

- MTA Bus Farebox Revenue is tied to annual growth forecasts based largely on the regional economy and updated NYC employment projections.
- Changes in Farebox Revenue are as follows: increases of \$0.5 million or 0.2% in 2019, \$0.8 million or 0.4% in 2020, a decrease of \$0.8 million or 0.3% in 2021, and an increase of \$0.2 million or 0.1% in 2022.

**Other Operating Revenue**

- Year-to-Year increases in Other Operating Revenue are as follows: \$0.1 million in 2019 and 2020, \$0.7 million in 2021, and \$0.9 million in 2022. The year-to-year changes are primarily due to annual increases in advertising revenues, which are based on current contracts.

**Capital and Other Reimbursements**

- Capital and Other Reimbursements are projected to essentially remain the same.

**TOTAL EXPENSES/EXPENDITURES**

**Payroll**

- Non-Reimbursable payroll expenses are projected to increase by \$2.2 million in 2019, \$0.8 million in 2020, \$1.8 million in 2021, and \$13.6 million in 2022.
- 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 after May 2019.
- Wage increases for non-represented employees are projected at 2.0% for each Plan year.

**Overtime**

- Non-Reimbursable Overtime Expenses are flat in 2019, decrease by \$1.6 million in 2020, increase by \$1.7 million in 2021, and increase by \$2.0 million in 2022. The year-to-year increases in 2021 and 2022 are mainly due to the impact of maintaining the Overage Fleet, while the decrease in 2020 is due to the completion of the “Bus Technology” projects.

**Health & Welfare and OPEB Current**

- Inflation assumptions in 2019 - 2022 are: 7.4% in 2018, 7.6% in 2019, 4.2% in 2020, and 5.5% in 2021 and beyond.

**Pension**

- Pension expenses are projected to decrease by \$0.4 million in 2019, \$2.0 million in 2020, \$2.4 million in 2021, and \$4.9 million in 2022, consistent with current actuarial information and headcount-related program changes.

**Other Fringe Benefits**

- Projected year-to-year increases reflect staffing levels, programmatic changes, and inflationary payroll rate assumptions.

**Electric Power**

- The financial plan reflects the projected NYPA, LIPA, and Con Ed delivery energy forecast guidelines.

**Fuel**

- Changes in fuel costs are primarily due to revised diesel fuel year-to-year guideline changes of 1.7% in 2019, 1.9% in 2020, 3.6% in 2021, and 2.4% in 2022.

**Insurance**

- Insurance expenses reflect paid and revised insurance premium estimates.

**Claims**

- Projections are consistent with current actuarial information.

**Maintenance and Other Operating Contracts**

- Expenses are projected to decrease by \$2.0 million in 2019 mainly due to the Shop Program, and CPI factors; and \$9.8 million in 2020 due to the end of the Articulated Bus loan program for the Q52 and Q53 SBS, facility Wi-Fi, Bus Camera, Shop Program changes and reclassification of SBS Routes to Material & Supplies. An increase of \$5.2 million in 2021 is due to changes in the Shop Program, Bus Technology, and CPI factors; and the decrease of \$3.7 million in 2022 is due to changes in the Shop Program.

**Professional Service Contracts**

- The increase in 2019 of \$4.0 million is primarily due to the Bus Technology Program, while increases of \$0.5 million in 2020, \$0.7 million in 2021, and \$1.4 million in 2022 are mainly due to SBS Route, Bus Diagnostic, and software licensing.

**Materials and Supplies**

- Expenses are projected to decrease by \$5.3 million in 2019 due to the New Fare System and changes in the Shop Program; \$12.2 million in 2020 due to SBS Routes reclassification from Maintenance & Other Operating Contracts, Bus Technology, and Shop Program changes. Partially offsetting these results are increases of \$3.0 million in 2021 due to changes in the Shop Program and \$2.9 million in 2022 due to New Bus Material and changes in the Shop Program.

**Other Business Expenses**

- Expenses are relatively unchanged over the 2019 - 2022 time period.

**Depreciation (non-cash)**

- Annual expense changes are due to projections of additional assets reaching beneficial use.



**MTA BUS COMPANY**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b><u>Non-Reimbursable</u></b>									
<b>Operating Revenues</b>									
Farebox Revenue	\$217.159	\$217.614	\$0.455	\$218.449	\$0.835	\$217.689	(\$0.760)	\$217.926	\$0.237
Other Operating Revenue	20.536	20.657	0.121	20.797	0.140	21.511	0.714	22.366	0.855
<b>Total Revenues</b>	<b>\$237.695</b>	<b>\$238.271</b>	<b>\$0.576</b>	<b>\$239.246</b>	<b>\$0.975</b>	<b>\$239.200</b>	<b>(\$0.046)</b>	<b>\$240.292</b>	<b>\$1.092</b>
<b>Operating Expenses</b>									
<b><u>Labor:</u></b>									
Payroll	\$286.617	\$288.801	(\$2.185)	\$289.602	(\$0.801)	\$291.417	(\$1.815)	\$305.006	(\$13.590)
Overtime	65.117	65.158	(0.042)	63.534	1.624	65.204	(1.670)	67.224	(2.020)
Health and Welfare	73.021	77.774	(4.753)	80.909	(3.135)	85.022	(4.114)	91.332	(6.309)
OPEB Current Payments	23.446	25.227	(1.782)	26.287	(1.060)	27.733	(1.446)	29.258	(1.526)
Pension	53.149	52.776	0.373	50.755	2.022	48.394	2.361	43.471	4.923
Other Fringe Benefits	70.686	72.315	(1.629)	71.649	0.667	72.234	(0.585)	74.521	(2.287)
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
<b>Total Labor Expenses</b>	<b>\$571.032</b>	<b>\$581.049</b>	<b>(\$10.017)</b>	<b>\$581.731</b>	<b>(\$0.682)</b>	<b>\$588.989</b>	<b>(\$7.258)</b>	<b>\$609.766</b>	<b>(\$20.777)</b>
<b><u>Non-Labor:</u></b>									
Electric Power	\$2.096	\$1.984	\$0.112	\$2.069	(\$0.085)	\$2.161	(\$0.092)	\$2.277	(\$0.116)
Fuel	26.395	25.949	0.446	25.445	0.504	24.546	0.900	25.163	(0.617)
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	45.060	43.051	2.009	33.257	9.794	38.462	(5.205)	34.757	3.705
Professional Services Contracts	30.513	34.490	(3.978)	34.996	(0.505)	35.675	(0.679)	37.061	(1.386)
Materials and Supplies	63.221	57.904	5.317	45.721	12.183	48.744	(3.023)	51.596	(2.852)
Other Business Expenses	5.024	5.301	(0.278)	5.384	(0.082)	5.543	(0.159)	5.947	(0.404)
<b>Total Non-Labor Expenses</b>	<b>\$238.388</b>	<b>\$236.716</b>	<b>\$1.672</b>	<b>\$216.771</b>	<b>\$19.945</b>	<b>\$227.257</b>	<b>(\$10.486)</b>	<b>\$231.557</b>	<b>(\$4.300)</b>
<b><u>Other Expense Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$809.420</b>	<b>\$817.765</b>	<b>(\$8.345)</b>	<b>\$798.502</b>	<b>\$19.263</b>	<b>\$816.246</b>	<b>(\$17.744)</b>	<b>\$841.323</b>	<b>(\$25.077)</b>
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	34.500	11.800	30.500	4.000	21.200	9.300	21.700	(0.500)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$1,010.211</b>	<b>\$1,006.756</b>	<b>\$3.455</b>	<b>\$983.493</b>	<b>\$23.263</b>	<b>\$992.374</b>	<b>(\$8.881)</b>	<b>\$1,022.480</b>	<b>(\$30.106)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$772.515)</b>	<b>(\$768.485)</b>	<b>\$4.031</b>	<b>(\$744.247)</b>	<b>\$24.238</b>	<b>(\$753.174)</b>	<b>(\$8.927)</b>	<b>(\$782.188)</b>	<b>(\$29.014)</b>

**MTA BUS COMPANY**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b>Reimbursable</b>									
<b>Operating Revenues</b>									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	5.960	5.925	(0.034)	5.871	(0.054)	5.966	0.096	6.151	0.185
<b>Total Revenues</b>	<b>\$5.960</b>	<b>\$5.925</b>	<b>(\$0.034)</b>	<b>\$5.871</b>	<b>(\$0.054)</b>	<b>\$5.966</b>	<b>\$0.096</b>	<b>\$6.151</b>	<b>\$0.185</b>
<b>Operating Expenses</b>									
<b><u>Labor:</u></b>									
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)
<b>Total Labor Expenses</b>	<b>\$4.855</b>	<b>\$4.803</b>	<b>\$0.051</b>	<b>\$4.748</b>	<b>\$0.055</b>	<b>\$4.832</b>	<b>(\$0.085)</b>	<b>\$4.981</b>	<b>(\$0.149)</b>
<b><u>Non-Labor:</u></b>									
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
<b>Total Non-Labor Expenses</b>	<b>\$1.105</b>	<b>\$1.122</b>	<b>(\$0.017)</b>	<b>\$1.123</b>	<b>(\$0.001)</b>	<b>\$1.134</b>	<b>(\$0.011)</b>	<b>\$1.170</b>	<b>(\$0.036)</b>
<b><u>Other Expense Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$5.960</b>	<b>\$5.925</b>	<b>\$0.034</b>	<b>\$5.871</b>	<b>\$0.054</b>	<b>\$5.966</b>	<b>(\$0.096)</b>	<b>\$6.151</b>	<b>(\$0.185)</b>
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
<b>Total Expenses After Depreciation and GASB Adj.</b>	<b>\$5.960</b>	<b>\$5.925</b>	<b>\$0.034</b>	<b>\$5.871</b>	<b>\$0.054</b>	<b>\$5.966</b>	<b>(\$0.096)</b>	<b>\$6.151</b>	<b>(\$0.185)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA BUS COMPANY**  
**July Financial Plan 2019 - 2022**  
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**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b>Non-Reimbursable and Reimbursable</b>									
<b>Operating Revenues</b>									
Farebox Revenue	\$217.159	\$217.614	\$0.455	\$218.449	\$0.835	\$217.689	(\$0.760)	\$217.926	\$0.237
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
<b>Total Revenues</b>	<b>\$243.655</b>	<b>\$244.196</b>	<b>\$0.541</b>	<b>\$245.117</b>	<b>\$0.921</b>	<b>\$245.166</b>	<b>\$0.050</b>	<b>\$246.443</b>	<b>\$1.277</b>
<b>Operating Expenses</b>									
<b>Labor:</b>									
Payroll	\$289.348	\$291.387	(\$2.040)	\$292.032	(\$0.645)	\$293.812	(\$1.780)	\$307.475	(\$13.664)
Overtime	65.117	65.158	(0.042)	63.534	1.624	65.204	(1.670)	67.224	(2.020)
Health and Welfare	74.142	78.988	(4.846)	82.222	(3.235)	86.445	(4.222)	92.798	(6.353)
OPEB Current Payments	23.446	25.227	(1.782)	26.287	(1.060)	27.733	(1.446)	29.258	(1.526)
Pension	53.149	52.776	0.373	50.755	2.022	48.394	2.361	43.471	4.923
Other Fringe Benefits	70.686	72.315	(1.629)	71.649	0.667	72.234	(0.585)	74.521	(2.287)
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
<b>Total Labor Expenses</b>	<b>\$575.887</b>	<b>\$585.852</b>	<b>(\$9.965)</b>	<b>\$586.479</b>	<b>(\$0.627)</b>	<b>\$593.821</b>	<b>(\$7.343)</b>	<b>\$614.747</b>	<b>(\$20.926)</b>
<b>Non-Labor:</b>									
Electric Power	\$2.096	\$1.984	\$0.112	\$2.069	(\$0.085)	\$2.161	(\$0.092)	\$2.277	(\$0.116)
Fuel	26.395	25.949	0.446	25.445	0.504	24.546	0.900	25.163	(0.617)
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	45.298	43.293	2.005	33.499	9.794	38.706	(5.207)	35.009	3.697
Professional Services Contracts	30.513	34.490	(3.978)	34.996	(0.505)	35.675	(0.679)	37.061	(1.386)
Materials and Supplies	64.088	58.784	5.303	46.602	12.183	49.634	(3.032)	52.514	(2.880)
Other Business Expenses	5.024	5.301	(0.278)	5.384	(0.082)	5.543	(0.159)	5.947	(0.404)
<b>Total Non-Labor Expenses</b>	<b>\$239.493</b>	<b>\$237.838</b>	<b>\$1.655</b>	<b>\$217.894</b>	<b>\$19.944</b>	<b>\$228.391</b>	<b>(\$10.497)</b>	<b>\$232.727</b>	<b>(\$4.336)</b>
<b>Other Expense Adjustments:</b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$815.379</b>	<b>\$823.690</b>	<b>(\$8.311)</b>	<b>\$804.373</b>	<b>\$19.317</b>	<b>\$822.212</b>	<b>(\$17.839)</b>	<b>\$847.474</b>	<b>(\$25.262)</b>
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	34.500	11.800	30.500	4.000	21.200	9.300	21.700	(0.500)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$1,016.170</b>	<b>\$1,012.681</b>	<b>\$3.489</b>	<b>\$989.364</b>	<b>\$23.317</b>	<b>\$998.340</b>	<b>(\$8.976)</b>	<b>\$1,028.631</b>	<b>(\$30.291)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$772.515)</b>	<b>(\$768.485)</b>	<b>\$4.031</b>	<b>(\$744.247)</b>	<b>\$24.238</b>	<b>(\$753.174)</b>	<b>(\$8.927)</b>	<b>(\$782.188)</b>	<b>(\$29.014)</b>

**MTA BUS COMPANY**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b><u>Cash Receipts and Expenditures</u></b>									
<b>Receipts</b>									
Farebox Revenue	\$217.159	\$217.614	\$0.455	\$218.449	\$0.835	\$217.689	(\$0.760)	\$217.926	\$0.237
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
<b>Total Receipts</b>	<b>\$245.737</b>	<b>\$249.579</b>	<b>\$3.842</b>	<b>\$250.493</b>	<b>\$0.914</b>	<b>\$250.528</b>	<b>\$0.036</b>	<b>\$252.013</b>	<b>\$1.485</b>
<b>Expenditures</b>									
<b><u>Labor Expenditures:</u></b>									
Payroll	\$292.186	\$292.766	(\$0.581)	\$293.570	(\$0.804)	\$293.406	\$0.164	\$307.056	(\$13.650)
Overtime	65.117	65.158	(0.042)	63.534	1.624	65.204	(1.670)	67.224	(2.020)
Health and Welfare	73.714	78.988	(5.274)	82.223	(3.236)	86.445	(4.221)	92.799	(6.354)
OPEB Current Payments	23.446	25.227	(1.782)	26.287	(1.060)	27.733	(1.446)	29.258	(1.525)
Pension	52.975	52.602	0.373	50.581	2.022	48.218	2.363	43.290	4.928
Other Fringe Benefits	55.509	57.138	(1.629)	56.472	0.667	57.055	(0.583)	59.336	(2.281)
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
<b>Total Labor Expenditures</b>	<b>\$562.946</b>	<b>\$571.880</b>	<b>(\$8.935)</b>	<b>\$572.667</b>	<b>(\$0.786)</b>	<b>\$578.060</b>	<b>(\$5.393)</b>	<b>\$598.963</b>	<b>(\$20.903)</b>
<b><u>Non-Labor Expenditures:</u></b>									
Electric Power	\$2.096	\$1.984	\$0.112	\$2.069	(\$0.085)	\$2.161	(\$0.092)	\$2.277	(\$0.116)
Fuel	26.395	24.526	1.869	24.022	0.504	24.547	(0.524)	25.163	(0.617)
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	57.798	41.804	15.994	32.010	9.794	38.707	(6.697)	35.009	3.698
Professional Services Contracts	40.513	34.490	6.022	34.996	(0.505)	35.675	(0.679)	37.061	(1.386)
Materials and Supplies	64.688	58.785	5.903	46.602	12.183	49.634	(3.032)	52.513	(2.879)
Other Business Expenses	5.023	5.301	(0.279)	5.384	(0.082)	5.543	(0.159)	5.947	(0.404)
<b>Total Non-Labor Expenditures</b>	<b>\$228.456</b>	<b>\$200.195</b>	<b>\$28.261</b>	<b>\$179.403</b>	<b>\$20.792</b>	<b>\$191.936</b>	<b>(\$12.533)</b>	<b>\$195.319</b>	<b>(\$3.383)</b>
<b><u>Other Expenditure Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$791.402</b>	<b>\$772.075</b>	<b>\$19.327</b>	<b>\$752.069</b>	<b>\$20.006</b>	<b>\$769.996</b>	<b>(\$17.927)</b>	<b>\$794.282</b>	<b>(\$24.286)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$545.665)</b>	<b>(\$522.496)</b>	<b>\$23.169</b>	<b>(\$501.577)</b>	<b>\$20.919</b>	<b>(\$519.468)</b>	<b>(\$17.891)</b>	<b>(\$542.269)</b>	<b>(\$22.801)</b>

**MTA BUS COMPANY**  
**2019 Preliminary Budget**  
**July Financial Plan 2019 – 2022**  
**Summary of Major Plan-to-Plan Changes by Generic Category**

**2018: Mid-Year Forecast vs. Adopted Budget**

**Operating Revenue Changes**

Operating Revenues are projected to decrease from the Adopted Budget by \$1.9 million.

Major generic category changes include:

- A decrease of \$1.9 million in Farebox Revenue due to lower ridership as a result of winter storms in the first quarter of 2018 and lower ridership projections for the remainder of 2018.

**Operating Expense Changes**

Total Expenses before Depreciation & GASB Adjustment increase from the Adopted Budget by \$36.4 million.

Major generic category changes include:

- Payroll is projected to decrease by \$0.1 million. The July Plan assumes the TWU pattern settlement for employees represented by unions without contract agreements and includes the investment initiatives discussed previously.
- Overtime is projected to increase by \$0.6 million primarily due to new needs.
- Health & Welfare/OPEB current payment expenses are projected to remain relatively unchanged.
- Pension expenses are projected to decrease by \$0.1 million based on the latest third party actuarial report.
- Fuel expenses are projected to increase by \$4.5 million as a result of revised forecast assumptions.
- Claims expenses increase by \$30.2 million based on the latest third party actuarial re-estimate report.
- Maintenance and Other Operating Contract expenses are projected to increase by \$1.9 million due to the Palo Alto firewall, Depot Wi-Fi, Lift Replacement, Traffic Engineering and CPI factors.
- Professional Service Contract expenses are projected to increase by \$0.5 million due to additional summer service buses loaned for the Q52 and Q53 SBS under the 40 Articulated Bus program and CPI factors.

- Material and Supplies expenses are projected to increase by \$0.5 million as a result of the timing of planned work.

## **2019 - 2021: July Financial Plan vs. February Financial Plan**

### **Operating Revenue Changes**

Operating Revenues are projected to decrease from the February Financial Plan by \$2.5 million in 2019, \$2.7 million in 2020, and \$3.0 million in 2021.

Major generic category changes include:

- A decrease in Farebox Revenue of \$2.5 million in 2019, \$2.7 million in 2020, and \$3.0 million in 2021 in accordance with the latest ridership projections.
- There are no changes to Other Operating Revenue projections.

### **Operating Expense Changes**

Total Expenses before Depreciation & GASB Adjustments increase from the February Plan by \$32.6 million in 2019, \$22.7 million in 2020, and \$24.7 million in 2021.

Major generic category changes include:

- Payroll is projected to decrease by \$3.0 million in 2019, \$3.4 million in 2020, and \$4.7 million in 2021, primarily due to the Shop Program, Bus Operator Relief, and maintenance hourly reductions programs.
- Overtime is projected to increase by \$0.3 million in 2019, decrease by \$0.7 million in 2020, and increase by \$0.2 million in 2021, primarily due to requirements for the overage fleet.
- Health & Welfare/OPEB current payment expenses are based on the latest projected inflation rates: 7.4% in 2018, 7.6% in 2019, 4.2% in 2020, and 5.5% in 2021.
- Pension expenses, based on the current actuarial re-estimate, are projected to decrease by \$1.5 million in 2019, \$2.6 million in 2020, and \$3.4 million in 2021.
- Fuel expenses are projected to increase by \$4.1 million in 2019, decrease by \$0.3 million in 2020, and \$2.6 million in 2021, due to revised forecast assumptions.
- Claims expenses increase by \$30.8 million in 2019, \$32.5 million in 2020, and \$33.9 million in 2021, based on the latest third-party actuarial re-estimate report.
- Maintenance and Other Operating Contract expenses are projected to increase by \$2.0 million in 2019 and 2020, and \$3.2 million in 2021, primarily due to the changes in CPI factors.
- Materials and Supplies expenses are projected to increase by \$3.3 million in 2019, decrease by \$2.6 million in 2020, and increase by \$0.4 million in 2021, mainly due to the changes in the Shop Program.

- Professional Services Contracts expenses are projected to increase by \$0.9 million in 2019, \$1.4 million in 2020, and \$1.8 million in 2021, primarily due to changes in CPI factors.

**MTA Bus Company**  
**July Financial Plan 2019 - 2022**  
**Changes Between Financial Plans by Generic Categories**  
(\$ in millions)

NON-REIMBURSABLE	2018	2019	2020	2021
<b>February Financial Plan - Net Cash Surplus/(Deficit)</b>	<b>(\$509.352)</b>	<b>(\$518.090)</b>	<b>(\$507.735)</b>	<b>(\$524.343)</b>
<b>Baseline Changes</b>				
<b>Revenue</b>				
Farebox Revenue	(\$1.872)	(\$2.484)	(\$2.746)	(\$3.015)
Vehicle Toll Revenue	-	-	-	-
Other Operating Revenue	-	-	-	-
Capital and Other Reimbursements	-	-	-	-
<b>Total Revenue Changes</b>	<b>(\$1.872)</b>	<b>(\$2.484)</b>	<b>(\$2.746)</b>	<b>(\$3.015)</b>
<b>Expenses</b>				
<b>Labor:</b>				
Payroll	\$0.114	\$2.998	\$3.431	\$4.713
Overtime	(0.566)	(0.334)	0.692	(0.193)
Health and Welfare	(4.283)	(2.681)	(4.081)	(4.310)
OPEB Current Payment	4.379	5.160	4.910	5.050
Pensions	0.133	1.450	2.627	3.416
Other Fringe Benefits	(0.527)	(0.220)	(0.076)	(0.042)
Reimbursable Overhead	1.002	1.003	1.004	1.015
<b>Total Labor Expense Changes</b>	<b>\$2.53</b>	<b>\$7.376</b>	<b>\$8.507</b>	<b>\$9.649</b>
<b>Non-Labor:</b>				
Electric Power	\$0.066	\$0.219	\$0.269	\$0.308
Fuel	(4.462)	(4.123)	0.335	2.631
Insurance	0.637	1.009	1.499	2.042
Claims	(30.162)	(30.846)	(32.533)	(33.904)
Paratransit Service Contracts	-	-	-	-
Maintenance and Other Operating Contracts	(1.859)	(2.022)	(2.025)	(3.178)
Professional Service Contracts	(0.479)	(0.941)	(1.362)	(1.799)
Materials & Supplies	(0.514)	(3.318)	2.597	(0.355)
Other Business Expenses	0.096	0.033	(0.033)	(0.103)
<b>Total Non-Labor Expense Changes</b>	<b>(\$36.677)</b>	<b>(\$39.989)</b>	<b>(\$31.252)</b>	<b>(\$34.358)</b>
<b>Other Expenditure Adjustments:</b>				
Other	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and GASB Adjustments</b>	<b>(\$36.424)</b>	<b>(\$32.613)</b>	<b>(\$22.745)</b>	<b>(\$24.709)</b>
Depreciation	-	-	-	-
OPEB Liability Adjustment	-	-	-	-
GASB 68 Pension Expense Adjustment	(0.700)	10.100	9.900	9.500
Environmental Remediation	-	-	-	-
<b>Total Expense Changes</b>	<b>(\$37.124)</b>	<b>(\$22.513)</b>	<b>(\$12.845)</b>	<b>(\$15.209)</b>
<b>Cash Adjustment Changes</b>				
Claim	\$30.000	\$30.597	\$31.445	\$32.281
GASB 56	0.000	0.094	0.205	0.318
GASB 68 Pension Expense Adjustment	0.700	(10.100)	(9.900)	(9.500)
Revenue Cash Adjustment	0.000	0.000	0.000	0.000
Cash BRP	7.200	0.000	0.000	0.000
2017 Cash Timing	(35.217)	0.000	0.000	0.000
<b>Total Expense Changes</b>	<b>\$2.683</b>	<b>\$20.591</b>	<b>\$21.750</b>	<b>\$23.099</b>
<b>Total Cash Adjustment Changes</b>	<b>\$2.683</b>	<b>\$20.591</b>	<b>\$21.750</b>	<b>\$23.099</b>
<b>Total Baseline Changes</b>	<b>(\$36.313)</b>	<b>(\$4.406)</b>	<b>\$6.158</b>	<b>\$4.875</b>
<b>July Financial Plan - Net Cash Surplus/(Deficit)</b>	<b>(\$545.665)</b>	<b>(\$522.496)</b>	<b>(\$501.577)</b>	<b>(\$519.468)</b>



**MTA Bus Company**  
**July Financial Plan 2019 - 2022**  
**Changes Between Financial Plans by Generic Categories**  
(\$ in millions)

**REIMBURSABLE**

	2018	2019	2020	2021
<b>February Financial Plan - Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Baseline Changes</b>				
<b>Revenue</b>				
Farebox Revenue	-	-	-	-
Vehicle Toll Revenue	-	-	-	-
Capital and Other Reimbursements	-	-	-	-
<b>Total Revenue Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenses</b>				
<b>Labor:</b>				
Payroll	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-
Health and Welfare	-	-	-	-
OPEB Current Payment	-	-	-	-
Pensions	0.508	0.508	0.509	0.514
Other Fringe Benefits	0.495	0.495	0.495	0.501
Reimbursable Overhead	(1.002)	(1.003)	(1.004)	(1.015)
<b>Total Labor Expense Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Non-Labor:</b>				
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-
Insurance	-	-	-	-
Claims	-	-	-	-
Paratransit Service Contracts	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-
Professional Service Contracts	-	-	-	-
Materials & Supplies	-	-	-	-
Other Business Expenses	-	-	-	-
<b>Total Non-Labor Expense Changes</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<i>Total Expenses before Depreciation</i>				
Depreciation				
<b>Total Expense Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Cash Adjustment Changes</b>				
Claim	\$0.000	\$0.000	\$0.000	\$0.000
Cash BRP	0.000	0.000	0.000	0.000
2017 Cash Timing	0.000	0.000	0.000	0.000
<b>Total Cash Adjustment Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Baseline Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>July Financial Plan - Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA Bus Company**  
**July Financial Plan 2019 - 2022**  
**Changes Between Financial Plans by Generic Categories**  
(\$ in millions)

**NON-REIMBURSABLE/REIMBURSABLE**

	2018	2019	2020	2021
<b>February Financial Plan - Net Cash Surplus/(Deficit)</b>	(\$509.352)	(\$518.090)	(\$507.735)	(\$524.343)
<b>Baseline Changes</b>				
<b>Revenue</b>				
Farebox Revenue	(\$1.872)	(\$2.484)	(\$2.746)	(\$3.015)
Vehicle Toll Revenue	-	-	-	-
Other Operating Revenue	-	-	-	-
Capital and Other Reimbursements	-	-	-	-
<b>Total Revenue Changes</b>	(\$1.872)	(\$2.484)	(\$2.746)	(\$3.015)
<b>Expenses</b>				
<b>Labor:</b>				
Payroll	\$0.114	\$2.998	\$3.431	\$4.713
Overtime	(0.566)	(0.334)	0.692	(0.193)
Health and Welfare	(4.283)	(2.681)	(4.081)	(4.310)
OPEB Current Payment	4.379	5.160	4.910	5.050
Pensions	0.641	1.958	3.135	3.930
Other Fringe Benefits	(0.032)	0.275	0.420	0.459
Reimbursable Overhead	-	(0.000)	(0.000)	0.000
<b>Total Labor Expense Changes</b>	\$0.253	\$7.376	\$8.507	\$9.649
<b>Non-Labor:</b>				
Electric Power	\$0.066	\$0.219	\$0.269	\$0.308
Fuel	(4.462)	(4.123)	0.335	2.631
Insurance	0.637	1.009	1.499	2.042
Claims	(30.162)	(30.846)	(32.533)	(33.904)
Paratransit Service Contracts	-	-	-	-
Maintenance and Other Operating Contracts	(1.859)	(2.022)	(2.025)	(3.178)
Professional Service Contracts	(0.479)	(0.941)	(1.362)	(1.799)
Materials & Supplies	(0.514)	(3.318)	2.597	(0.355)
Other Business Expenses	0.096	0.033	(0.033)	(0.103)
<b>Total Non-Labor Expense Changes</b>	(\$36.677)	(\$39.989)	(\$31.252)	(\$34.358)
Other Expenditure Adjustments:				
Other	-	-	-	-
Total Other Expenditure Adjustments	-	-	-	-
<b>Total Expenses before Depreciation and GASB A</b>	(\$36.424)	(\$32.613)	(\$22.745)	(\$24.709)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	-	-	-	-
GASB 68 Pension Expense Adjustment	(0.700)	10.100	9.900	9.500
Environmental Remediation	-	-	-	-
<b>Total Expense Changes</b>	(\$38.996)	(\$24.997)	(\$15.591)	(\$18.224)
<b>Cash Adjustment Changes</b>				
Claim	\$30.000	\$30.597	\$31.445	\$32.281
GASB 56	0.000	0.094	0.205	0.318
GASB 68 Pension Expense Adjustment	0.700	(10.100)	(9.900)	(9.500)
Revenue Cash Adjustment	0.000	0.000	0.000	0.000
Cash BRP	7.200	0.000	0.000	0.000
2017 Cash Timing	(35.217)	0.000	0.000	0.000
<b>Total Cash Adjustment Changes</b>	\$2.683	\$20.591	\$21.750	\$23.099
<b>Total Baseline Changes</b>	(\$36.313)	(\$4.406)	\$6.158	\$4.875
<b>July Financial Plan - Net Cash Surplus/(Deficit)</b>	(\$545.665)	(\$522.496)	(\$501.577)	(\$519.468)

**MTA BUS COMPANY**  
**2019 Preliminary Budget**  
**July Financial Plan 2019 – 2022**  
**Summary of Major Plan-to-Plan Changes**

**2018: Mid-Year Forecast vs. Adopted Budget**

**Revenue Changes**

Total Revenue decreases from the Adopted Budget by \$1.9 million.

Major changes include:

- A decrease of \$1.9 million in Farebox Revenue due to lower ridership as a result of winter storms in the first quarter of 2018 and lower ridership projections.

**Expense Changes**

Total Expenses increase from the Adopted Budget by \$37.1 million.

Major changes include:

- An unfavorable Claim Expense adjustment of \$30.0 million.
- Unfavorable CPI inflation and fuel assumptions resulting in costs of \$6.7 million.
- The net favorable decrease of \$1.4 million for pension, insurance, and H&W.
- Investment initiatives of \$1.0 million, mainly to meet contractual agreements, service and administrative requirements.
- GASB 68 Pension Adjustment cost of \$0.7 million.

**Cash Adjustments**

Cash Adjustments are projected to be favorable by \$2.7 million.

Major changes include:

- Cash adjustment of \$2.7 million consisting of \$35.2 million unfavorable cash timing from 2017 year-end results, offset by favorable Claims expense adjustment of \$30.0 million, BRP savings of \$7.2 million, and GASB 68 Pension Adjustment of \$0.7 million.

## **2019-2021: July Financial Plan vs. February Financial Plan**

### **Revenue Changes**

Total Revenue changes from the February Financial Plan result in a decrease of \$2.5 million in 2019, \$2.7 million in 2020, and \$3.0 million in 2021.

Major changes include:

- A decrease in Farebox Revenue of \$2.5 million in 2019, \$2.7 million in 2020, and \$3.0 million in 2021, due to revised lower ridership projections.
- There are no changes to the Other Operating Revenue projections.

### **Expense Changes**

Total Expenses increase by \$22.5 million in 2019, \$12.8 million in 2020, and \$15.2 million in 2021. Changes are due to the latest projected inflation rates, forecast assumptions, and other operating initiatives.

Major Program and changes include:

- Investment initiatives costing \$29.6 million in 2019, \$22.6 million in 2020, and \$26.7 million in 2021, mainly to meet contractual agreements, service and administrative requirements.
- A pension decrease of \$1.5 million in 2019, \$2.5 million in 2020, and \$3.2 million in 2021, based on updated pension rates.
- Unfavorable CPI inflation assumptions resulting in a cost of \$7.1 million in 2019, \$3.9 million in 2020, and \$2.7 million in 2021, mainly from a revised energy forecast.
- Insurance decreases of \$1.0 million in 2019, \$1.5 million in 2020, and \$2.0 million in 2021, based on updated projections.
- Health and Welfare decreases of \$1.6 million in 2019, followed by increases of \$0.2 million in 2020 and \$0.6 million in 2021, based on updated projection rates.
- GASB 68 Pension Adjustment savings of \$10.1 million in 2019, \$9.9 million in 2020, and \$9.5 million in 2021.

**MTA BUS COMPANY**  
**July Financial Plan 2019 - 2022**  
**Summary of Major Programmatic Changes Between Financial Plans**  
(\$ in millions)

TOTAL NON-REIMBURSABLE and REIMBURSABLE	2018	2019	2020	2021
<b>February Financial Plan - Net Cash Surplus/(Deficit)</b>	<b>(\$509.352)</b>	<b>(\$518.090)</b>	<b>(\$507.735)</b>	<b>(\$524.343)</b>
<b>Non-Reimbursable Major Changes</b>				
<b>Revenue</b>				
Farebox Revenue	(1.872)	(2.484)	(2.746)	(3.015)
Other Operating Revenue	-	-	-	-
<b>Sub-Total Non-Reimbursable Revenue Changes</b>	<b>(\$1.872)</b>	<b>(\$2.484)</b>	<b>(\$2.746)</b>	<b>(\$3.015)</b>
<b>Expenses</b>				
<b>Programs:</b>				
Palo Alto Firewall	(0.140)	-	-	-
Video Data Analysis	(0.066)	(0.132)	(0.136)	(0.139)
Camera Relocation for DIS	(0.050)	-	-	-
Wi-Fi Cable Termination & Testing	(0.184)	-	-	-
Storeroom PIP	(0.085)	-	-	-
Digital Manual	-	(0.093)	(0.013)	(0.013)
Lift Replacement	(0.658)	(0.564)	-	-
Shop Program	-	(0.891)	6.241	3.587
Traffic Engineering	(0.108)	(0.110)	(0.113)	(0.116)
40 Bus Loan Additional Buses	(0.196)	-	-	-
Underground Tank Testing	-	(0.194)	(0.188)	(0.887)
Overage Fleet	(0.531)	(0.540)	(0.550)	(0.561)
Claims Adjustment	(30.000)	(30.597)	(31.445)	(32.281)
Bus Operator Relief	0.453	1.380	1.408	1.435
FMLA Outsourcing	-	0.035	0.070	0.180
College Aides	(0.127)	(0.130)	(0.132)	(0.135)
Facilities OT Reduction	0.081	0.083	0.084	0.085
OTPS BRP	0.400	0.400	0.400	0.400
Maintenance Hourly Reduction	-	1.145	1.168	1.193
Manager / GSSEM	-	0.355	0.363	0.371
Diesel Fuel Efficiencies	0.226	0.226	0.221	0.212
<b>Sub-Total Programs</b>	<b>(\$30.985)</b>	<b>(\$29.627)</b>	<b>(\$22.622)</b>	<b>(\$26.671)</b>
<b>Major Re-estimates/Technical Adjustments/Other:</b>				
Pension	0.690	1.534	2.490	3.224
Insurance	0.637	1.009	1.499	2.042
Energy - Electric Power	0.066	0.219	0.269	0.308
Energy - Fuel	(4.688)	(4.349)	0.114	2.419
Claim	(\$0.162)	(\$0.249)	(\$1.088)	(\$1.624)
CPI - Maintenance and Other Operating Contracts - CPI	(0.881)	(1.365)	(1.752)	(2.204)
CPI - Materials & Supplies - CPI	(0.414)	(0.228)	0.154	0.551
CPI - Other Business Expense - CPI	(0.104)	(0.167)	(0.233)	(0.303)
CPI - Professional Service Contracts - CPI	(0.613)	(1.009)	(1.426)	(1.860)
H&W/OPEB	0.030	1.619	(0.150)	(0.592)
GASB 68 Pension Expense Adjustment	(0.700)	10.100	9.900	9.500
Sub-Total Non-Reimbursable Expense Changes	(\$6.139)	\$7.114	\$9.776	\$11.461
<b>Total Non-Reimbursable Major Changes</b>	<b>(\$37.124)</b>	<b>(\$22.513)</b>	<b>(\$12.845)</b>	<b>(\$15.209)</b>
<b>Reimbursable Major Changes</b>				
<b>Revenue</b>				
Reimbursement of Increased Expense Requirements	0.000	0.000	0.000	0.000
<b>Sub-Total Reimbursable Revenue Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenses</b>				
<b>Sub-Total Reimbursable Expense Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Reimbursable Major Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Accrual Changes</b>	<b>(\$39.00)</b>	<b>(\$25.00)</b>	<b>(\$15.59)</b>	<b>(\$18.22)</b>
<b>Cash Adjustment Changes</b>				
Claim	\$30.000	\$30.597	\$31.445	\$32.281
GASB 56	0.000	0.094	0.205	0.318
GASB 68 Pension Expense Adjustment	0.700	(10.100)	(9.900)	(9.500)
Revenue Cash Adjustment	0.000	0.000	0.000	0.000
Cash BRP	7.200	-	-	-
2017 Cash Timing	(35.217)	-	-	-
<b>Total Cash Adjustment Changes</b>	<b>\$2.683</b>	<b>\$20.591</b>	<b>\$21.750</b>	<b>\$23.099</b>
<b>Total Baseline Changes</b>	<b>(\$36.313)</b>	<b>(\$4.406)</b>	<b>\$6.158</b>	<b>\$4.875</b>
<b>July Financial Plan - Net Cash Surplus/(Deficit)</b>	<b>(\$545.665)</b>	<b>(\$522.496)</b>	<b>(\$501.577)</b>	<b>(\$519.468)</b>

**MTA BUS COMPANY**  
**2019 Preliminary Budget**  
**July Financial Plan 2019 – 2022**

**RIDERSHIP / (UTILIZATION)**

**Ridership**

The July 2018 Financial Plan ridership forecast assumes that the February – April 2018 weather-adjusted, non-student local bus ridership variance from the budget (down 3.1%), and the February – April 2018 express bus variance (up 6.4%), will continue through the remainder of the year. As a result of the year-to-date unfavorable local bus ridership results – including the impact of the January and March snowstorms and nor'easters – and the lower ridership forecast on local buses for the remainder of the year, the 2018 Mid-Year Forecast for ridership is 5.2 million lower than the Adopted Budget projection.

Ridership for 2019 is projected to increase by 0.2% over 2018, reflecting a positive baseline ridership adjustment to account for the January and March 2018 snowstorms and nor'easters and employment growth. The resulting 2019 ridership is 5.3 million lower than the February Plan forecast due to a lower projected employment growth (reflecting the weakening relationship between ridership and employment).

Ridership forecasts for 2020 through 2022 are based on the revised 2019 ridership forecast and the February 2018 employment forecast, which projects lower employment increases than projected in the February Plan. The resulting ridership is expected to be 5.5 million lower than the February Plan in 2020, 5.6 million lower in 2021, and 5.8 million lower in 2022.

**Revenue**

Projected farebox revenue is \$1.9 million lower than the February Plan in 2018, \$2.5 million lower in 2019, \$2.8 million lower in 2020, \$3.0 million lower in 2021, and \$3.4 million lower in 2022. These changes reflect lower ridership levels. Partially offsetting the reduction in ridership is an increase in the assumed average fare per pass, which is based on recent usage statistics showing fewer trips per pass.

**MTA BUS COMPANY**  
**July Financial Plan 2019 - 2022**  
**Ridership (Utilization)**  
(in millions)

	<b>Actual</b>	<b>Mid-Year</b>	<b>Preliminary</b>			
	<b>2017</b>	<b>Forecast</b>	<b>Budget</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
		<b>2018</b>	<b>2019</b>			

**RIDERSHIP**

Fixed Route	122.214	119.216	119.547	119.964	119.584	119.702
<b>Total Ridership</b>	<b>122.214</b>	<b>119.216</b>	<b>119.547</b>	<b>119.964</b>	<b>119.584</b>	<b>119.702</b>

**FAREBOX REVENUE**

Fixed Route Farebox Revenue	\$217.164	\$217.159	\$217.614	\$218.449	\$217.689	\$217.926
<b>Farebox Revenue</b>	<b>\$217.164</b>	<b>\$217.159</b>	<b>\$217.614</b>	<b>\$218.449</b>	<b>\$217.689</b>	<b>\$217.926</b>

**MTA BUS COMPANY**  
**July Financial Plan 2019 - 2022**  
**2018 Budget Reduction Plan Summary**  
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2018	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022
<b>Administration</b>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Administration</i>	-	0.000	-	0.000	-	\$0.000	-	\$0.000	-	\$0.000
<b>Customer Convenience/Amenities</b>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
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
<b>Maintenance</b>	-	0.000	11	1.145	11	1.168	11	1.193	11	1.216
Maintainer Reduction	-	0.000	11	1.145	11	1.168	11	1.193	11	1.216
Facility OT Reduction	-	0.081	-	0.082	-	0.084	-	0.086	-	0.088
Fuel Efficiencies	-	0.226	-	0.226	-	0.221	-	0.212	-	0.218
<i>Subtotal Maintenance</i>	-	0.307	11	1.453	11	1.473	11	1.491	11	1.522
<b>Revenue Enhancement</b>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
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
<b>Safety</b>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Safety</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<b>Security</b>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<i>Subtotal Security</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<b>Service</b>	13	0.453	13	1.380	13	1.408	13	1.436	13	1.464
Bus Operator Relief Reduction	13	0.453	13	1.380	13	1.408	13	1.436	13	1.464
FMLA Outsourcing	-	0.000	-	0.035	-	0.070	-	0.180	-	0.256
<i>Subtotal Service</i>	13	0.453	13	1.415	13	1.478	13	1.616	13	1.720
<b>Service Support</b>	-	0.000	2	0.355	2	0.363	2	0.370	2	0.378
Superintendent Safety Environmental (GSSEM)	-	0.000	2	0.355	2	0.363	2	0.370	2	0.378
<i>Subtotal Service Support</i>	-	0.000	2	0.355	2	0.363	2	0.370	2	0.378
<b>Other</b>	-	7.600	-	0.400	-	0.400	-	0.400	-	0.400
OTPS	-	7.600	-	0.400	-	0.400	-	0.400	-	0.400
<i>Subtotal Other</i>	-	7.600	-	0.400	-	0.400	-	0.400	-	0.400
<b>Agency Submission</b>	13	\$8.360	26	\$3.623	26	\$3.714	26	\$3.877	26	\$4.020



**MTA BUS COMPANY  
July Financial Plan 2019 - 2022  
2018 Budget Reduction Plan Worksheet**

**Category by Function:** Maintenance  
**Program:** Maintainer Reduction

<b>Background Details:</b>	Hourly reduction: 7 Maintainers, 2 Helpers, 2 Cleaners		
<b>Program Description/ Implementation Plan:</b>			
<b>Program Implementation Date:</b>	<b>When will savings begin?:</b>	9/1/2018	
	<b>Are these savings recurring?:</b>	Yes	
<b>Other Issues:</b>			

	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
<hr style="border: 1px solid gray;"/>					
<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

<b>Background Details:</b>	Hourly overtime savings due to improved monitoring.		
<b>Program Description/ Implementation Plan:</b>			
<b>Program Implementation Date:</b>	<b>When will savings begin?:</b>	7/1/2018	
	<b>Are these savings recurring?:</b>	Yes	
<b>Other Issues:</b>			

	<u>Favorable/(Unfavorable)</u>				
	<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

<b>Background Details:</b>	MTABC fuel efficiencies are based on improved MPG resulting from the newer additions to the MTABC fleet, improved maintenance practices, and the deployment of new bus technologies which enable MTABC maintenance staff to closely monitor bus performance.
<b>Program Description/ Implementation Plan:</b>	
<b>Program Implementation Date:</b>	<b>When will savings begin?:</b> 1/1/2018
	<b>Are these savings recurring?:</b>
<b>Other Issues:</b>	

	Favorable/(Unfavorable)				
	2018	2019	2020	2021	2022
<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**  
**July Financial Plan 2019 - 2022**  
**2018 Budget Reduction Plan Worksheet**

**Category by Function:** Service  
**Program:** Bus Operator Relief Reduction

<b>Background Details:</b>	TWU depots Bus Operator relief reduction		
<b>Program Description/ Implementation Plan:</b>			
<b>Program Implementation Date:</b>	<b>When will savings begin?:</b>	9/1/2018	
	<b>Are these savings recurring?:</b>	Yes	
<b>Other Issues:</b>			

	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: (List Title of Positions)</i>	13	13	13	13	13

**MTA BUS COMPANY  
July Financial Plan 2019 - 2022  
2018 Budget Reduction Plan Worksheet**

**Category by Function:** Service  
**Program:** FMLA Outsourcing

<b>Background Details:</b>	Board approval of FMLA outsourcing to third party June 2018, assume start of program January 2019. Assumes 1 % reduction in FMLA usage for hourly and supervisors.
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<b>Program Description/ Implementation Plan:</b>		
<b>Program Implementation Date:</b>	<b>When will savings begin?:</b>	<b>1/1/2019</b>
	<b>Are these savings recurring?:</b>	<b>Yes</b>
<b>Other Issues:</b>		

	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)

<b>Background Details:</b>	One General Superintendent Safety Environmental Management (GSSEM) for two locations.
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<b>Program Description/ Implementation Plan:</b>
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<b>Program Implementation Date:</b>	<b>When will savings begin?:</b>	<b>1/1/2019</b>
	<b>Are these savings recurring?:</b>	<b>Yes</b>

<b>Other Issues:</b>
----------------------

	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: (List Title of Positions)</i>		2	2	2	2

**MTA BUS COMPANY**  
**July Financial Plan 2019 - 2022**  
**2018 Budget Reduction Plan Worksheet**

Category by Function: Other

Program: OTPS

<b>Background Details:</b>	Rightsizing of accounts based on a 4 year review of account activity.
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<b>Program Description/ Implementation Plan:</b>
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<b>Program Implementation Date:</b>	<b>When will savings begin?:</b>	1/1/2018
	<b>Are these savings recurring?:</b>	Yes

<b>Other Issues:</b>
----------------------

	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 Preliminary Budget**  
**July Financial Plan 2019 – 2022**  
**Positions**

**POSITION ASSUMPTIONS**

**2018: July Financial Plan vs. February Financial Plan**

Total positions are projected to decrease by 10, (all non-reimbursable). The changes are as follows:

New Needs (total increase of 3 FTE positions) include:

- 3 positions - College Aides

(These initiatives are summarized at the beginning of the introductory narrative.)

BRPs (total decrease of 13 positions) include:

- -13 positions - Bus Operator Relief

**2019: July Financial Plan vs. February Financial Plan**

Total positions are projected to decrease by 40, (all non-reimbursable). The changes are as follows:

New Needs (total increase of 3 FTE positions) include:

- 3 positions - College Aides

(These initiatives are summarized at the beginning of the introductory narrative.)

BRPs (total decrease of 26 positions) include:

- -13 positions - Bus Operator Relief
- -11 positions - Maintenance Hourlies
- -2 positions - Managers / GSSEM

Other decreases (total of 17 positions) include:

- -17 positions - Shop program

**2020: July Financial Plan vs. February Financial Plan**

Total positions are projected to decrease by 45, (all non-reimbursable). The changes are as follows:

New Needs (total increase of 3 FTE positions) include:

- 3 positions - College Aides



(These initiatives are summarized at the beginning of the introductory narrative.)

BRPs (total decrease of 26 positions) include:

- -13 positions - Bus Operator Relief
- -11 positions - Maintenance Hourlies
- -2 positions - Managers / GSSEM

Other decreases (total of 22 positions) include:

- -22 positions – Shop program

### **2021: July Financial Plan vs. February Financial Plan**

Total positions are projected to decrease by 61 (all non-reimbursable). The changes are as follows:

New Needs (total increase of 3 FTE positions) include:

- 3 positions - College Aides

(These initiatives are summarized at the beginning of the introductory narrative.)

BRPs (total decrease of 26 positions) include:

- -13 positions - Bus Operator Relief
- -11 positions - Maintenance Hourlies
- -2 positions - Managers / GSSEM

Other decreases (total of 38 positions) include:

- -38 positions – Shop program

### **Year-to-Year Changes**

#### **2019 over 2018:**

Total positions decrease by 2. The changes are as follows:

- Increase of 3 positions in Facilities
- Increase of 2 positions for Asset Management
- Decrease of 4 positions for Shop Program
- Decrease of 1 position in Bus Technology
- Decrease of 2 positions in Administrative staff

**2020 over 2019:**

Total positions decrease by 12. The changes are as follows:

- Increase of 3 positions in Facilities
- Decrease of 15 positions for Shop Program

**2021 over 2020:**

Total positions decrease by 12. The changes are as follows:

- Decrease of 2 positions in Facilities
- Decrease of 10 positions for Shop Program

**2022 over 2021:**

Total positions increase by 64. The changes are as follows:

- Increase of 64 positions for Shop Program

**MTA BUS COMPANY**  
**July Financial Plan 2019-2022**  
Favorable/(Unfavorable)

**Total Position Changes at a Glance**

	2018	2019	2020	2021
<b>2018 February Plan - Total Baseline Positions</b>	<b>3,984</b>	<b>4,012</b>	<b>4,005</b>	<b>4,009</b>
Total Plan-to-Plan Changes	10	40	45	61
<b>2018 July Plan - Total Baseline Positions</b>	<b>3,974</b>	<b>3,972</b>	<b>3,960</b>	<b>3,948</b>
Total Year-to-Year Changes, July Plan		2	12	12

**Total Plan-to-Plan Changes by Reporting Category:**

<i>Non-Reimbursable</i>	10	40	45	61
<i>Reimbursable</i>	0	0	0	0
<b>Total</b>	<b>10</b>	<b>40</b>	<b>45</b>	<b>61</b>
<i>Full-Time</i>	13	43	48	64
<i>Full-Time Equivalents</i>	(3)	(3)	(3)	(3)
<b>Total</b>	<b>10</b>	<b>40</b>	<b>45</b>	<b>61</b>
<i>By Function Category</i>				
- Administration	(6)	0	0	0
- Operations	40	42	42	42
- Maintenance	(36)	(14)	(9)	7
- Engineering/Capital	0	0	0	0
- Public Safety	12	12	12	12
<b>Total</b>	<b>10</b>	<b>40</b>	<b>45</b>	<b>61</b>
<i>By Occupational Group</i>				
- Managers/Supervisors	0	2	2	2
- Professional, Technical, Clerical	(3)	(3)	(3)	(3)
- Operational Hourlies	13	41	46	62
<b>Total</b>	<b>10</b>	<b>40</b>	<b>45</b>	<b>61</b>

**Total Plan-to-Plan Changes by Major Category:**

<i>2018 BRPs</i>	13	26	26	26
<i>New Needs</i>	(3)	(3)	(3)	(3)
<i>Change in Reimbursable Positions</i>	0	0	0	0
<i>Re-estimates &amp; All Other</i> <sup>1</sup>	0	17	22	38
<b>Total</b>	<b>10</b>	<b>40</b>	<b>45</b>	<b>61</b>

<sup>1</sup>Includes Full Time Equivalents

**MTA BUS COMPANY**  
**July Financial Plan 2019 - 2022**  
**Total Positions by Function & Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

FUNCTION/DEPARTMENT	2017 Actual	2018 Mid-Year Forecast	2019 Preliminary Budget	2020	2021	2022
<b>Administration</b>						
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	29	30	30	30	30
Labor Relations	3	-	-	-	-	-
Non Departmental	-	12	33	38	6	11
<b>Total Administration</b>	<b>110</b>	<b>152</b>	<b>174</b>	<b>179</b>	<b>147</b>	<b>152</b>
<b>Operations</b>						
Buses	2,372	2,314	2,312	2,312	2,312	2,312
Office of the Executive Vice President, Regional	4	4	4	4	4	4
Safety & Training	40	56	56	56	56	56
Road Operations	125	123	123	123	123	123
Transportation Support	25	22	22	22	22	22
Operations Planning	33	33	33	33	33	33
Revenue Control	28	4	4	4	4	4
<b>Total Operations</b>	<b>2,627</b>	<b>2,556</b>	<b>2,554</b>	<b>2,554</b>	<b>2,554</b>	<b>2,554</b>
<b>Maintenance</b>						
Buses	760	764	753	753	753	753
Maintenance Support/CMF	238	270	256	236	258	317
Facilities	71	77	80	83	81	81
Supply Logistics	99	100	100	100	100	100
<b>Total Maintenance</b>	<b>1,168</b>	<b>1,211</b>	<b>1,189</b>	<b>1,172</b>	<b>1,192</b>	<b>1,251</b>
<b>Engineering/Capital</b>						
Capital Program Management	27	37	37	37	37	37
<b>Public Safety</b>						
Office of the Senior Vice President	20	18	18	18	18	18
<b>Total Positions</b>	<b>3,952</b>	<b>3,974</b>	<b>3,972</b>	<b>3,960</b>	<b>3,948</b>	<b>4,012</b>
Non-Reimbursable	3,914	3,934	3,932	3,920	3,908	3,972
Reimbursable	38	40	40	40	40	40
Total Full-Time	3,941	3,956	3,954	3,942	3,930	3,994
Total Full-Time Equivalents	11	18	18	18	18	18

**MTA BUS COMPANY**  
**July Financial Plan 2019 - 2022**  
**Total Positions by Function and Occupational Group**  
**Non-Reimbursable and Reimbursable**

FUNCTION / OCCUPATIONAL GROUP	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Administration</b>						
Managers/Supervisors	47	66	66	66	66	66
Professional/Technical/Clerical	63	76	77	77	77	77
Operational Hourlies	0	10	31	36	4	9
<b>Total Administration Headcount</b>	<b>110</b>	<b>152</b>	<b>174</b>	<b>179</b>	<b>147</b>	<b>152</b>
<b>Operations</b>						
Managers/Supervisors	309	306	304	304	304	304
Professional/Technical/Clerical	53	51	51	51	51	51
Operational Hourlies	2,265	2,199	2,199	2,199	2,199	2,199
<b>Total Operations Headcount</b>	<b>2,627</b>	<b>2,556</b>	<b>2,554</b>	<b>2,554</b>	<b>2,554</b>	<b>2,554</b>
<b>Maintenance</b>						
Managers/Supervisors	231	245	245	245	245	245
Professional/Technical/Clerical	35	33	33	33	31	31
Operational Hourlies	902	933	911	894	916	975
<b>Total Maintenance Headcount</b>	<b>1,168</b>	<b>1,211</b>	<b>1,189</b>	<b>1,172</b>	<b>1,192</b>	<b>1,251</b>
<b>Engineering / Capital</b>						
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
<b>Total Engineering Headcount</b>	<b>27</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>	<b>37</b>
<b>Public Safety</b>						
Managers/Supervisors	18	9	9	9	9	9
Professional/Technical/Clerical	2	6	6	6	6	6
Operational Hourlies	0	3	3	3	3	3
<b>Total Public Safety Headcount</b>	<b>20</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>18</b>
<b>Total Positions</b>						
Managers/Supervisors	<b>619</b>	<b>647</b>	<b>645</b>	<b>645</b>	<b>645</b>	<b>645</b>
Professional/Technical/ Clerical	<b>166</b>	<b>182</b>	<b>183</b>	<b>183</b>	<b>181</b>	<b>181</b>
Operational Hourlies	<b>3,167</b>	<b>3,145</b>	<b>3,144</b>	<b>3,132</b>	<b>3,122</b>	<b>3,186</b>
<b>Total Positions</b>	<b>3,952</b>	<b>3,974</b>	<b>3,972</b>	<b>3,960</b>	<b>3,948</b>	<b>4,012</b>

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# **Staten Island Railway**

**MTA STATEN ISLAND RAILWAY**  
**2019 Preliminary Budget**  
**July Financial Plan 2019 - 2022**

**FINANCIAL OVERVIEW**

The 2018 Mid-Year Forecast, 2019 Preliminary 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. Performance indicators including mean distance between failures and on-time performance remain within targeted levels.

**Primary changes included in this financial plan are summarized as follows:**

- In recent history, SIR has overrun budgeted overtime expenses each year; this is mostly attributable to adverse winter weather events. Included in this plan is a provision for estimated overtime expenses of \$0.374 million in 2018, \$0.381 million in 2019, \$0.389 million in 2020, \$0.397 million in 2021 and \$0.404 million in 2022, in order to attempt to cover this plan risk.
- Through the February 2018 Financial Plan, it was planned that SIR required 14 reimbursable positions to cover current capital project requirements. At that time, no subsequent year positions were projected, pending an update in requirements. It is now understood that at least these 14 positions will be required in the subsequent plan years of this July plan with an update on capital project requirements to be provided in the November 2018 Financial Plan cycle.

**2018 Mid-Year Forecast**

MTA Staten Island Railway's 2018 Mid-Year Forecast reflects total expenses, before depreciation, other post-employment benefits (OPEB) and GASB #68 Pension Expense Adjustment, of \$65.193 million, including \$63.183 million of non-reimbursable expenses and \$2.010 million of reimbursable expenses. Total revenues are projected to be \$11.458 million, of which \$9.448 million are operating revenues and \$2.010 million represent capital reimbursements. Total full-time positions are 342, including 328 non-reimbursable positions and 14 reimbursable positions.

The 2018 Mid-Year Forecast operating cash deficit is projected to increase by \$3.309 million, in comparison with the 2018 Adopted Budget. Major variances include:

- An unfavorable timing of expenses from year-end 2017 of \$1.887 million, including \$0.787 million of residual SMS car fleet local maintenance work requirements, \$0.700 million representing the timing of non-revenue vehicle purchases, and \$0.400 million of timing regarding the non-revenue shop roof and HVAC repairs.
- A provision of \$0.374 million for projected overtime requirements to address adverse weather impacts.
- Net unfavorable inflation adjustments of \$0.898 million.
- Year-end 2017 unfavorable cash timing adjustments of \$0.434 million.



- Elimination of 1 EAM Manager with savings of \$0.153 million.
- Increased operating revenue of \$0.131 million.

Reimbursable expenses did not change in 2018.

### **2019 Preliminary Budget**

MTA Staten Island Railway's 2019 Preliminary Budget reflects total expenses before depreciation, other post-employment benefits (OPEB) and GASB #68 Pension Expense Adjustment, of \$62.371 million, including \$59.739 million of non-reimbursable expenses and \$2.632 million of reimbursable expenses. Total revenues are projected to be \$12.182 million, of which \$9.550 million are operating revenues and \$2.632 million represent capital reimbursements. Total full-time positions are 322, including 308 non-reimbursable positions and 14 reimbursable positions.

The 2019 Preliminary Budget operating cash deficit is projected to decrease by a net \$0.741 million. Major changes include:

- Net favorable inflation adjustments of \$0.720 million.
- Elimination of 1 EAM Manager with savings of \$0.156 million.
- Increased operating revenue of \$0.195 million.
- A provision of \$0.381 million for projected overtime requirements to address adverse weather impacts.

Reimbursable expenses increased by a net \$0.622 million, due to the maintaining of 14 current positions in support of projected capital project work requirements.

### **Financial Plan 2020-2021 Projections**

Operating cash deficits are projected to decrease by \$1.105 million in 2020 and by \$1.315 million in 2021. Major changes include:

- Net favorable inflation adjustments of \$1.059 million in 2020 and \$1.261 million in 2021.
- Elimination of 1 EAM Manager with savings of \$0.160 million in 2020 and \$0.164 million in 2021.
- Increased operating revenue of \$0.201 million in 2020 and \$0.189 million in 2021.
- A provision of \$0.389 million in 2020 and \$0.397 million in 2021 for projected overtime requirements to address adverse weather impacts.

Reimbursable expenses increase by a net \$1.713 million in 2020 and \$1.763 million in 2021, due to the maintaining of 14 positions in support of projected capital project work requirements.

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b><u>Non-Reimbursable</u></b>						
<b>Operating Revenue</b>						
Farebox Revenue	\$6.893	\$7.001	\$7.082	\$7.140	\$7.128	\$7.145
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
<b>Total Revenues</b>	<b>\$9.433</b>	<b>\$9.448</b>	<b>\$9.550</b>	<b>\$9.608</b>	<b>\$9.597</b>	<b>\$9.614</b>
<b>Operating Expense</b>						
<b><u>Labor:</u></b>						
Payroll	\$22.396	\$24.850	\$25.221	\$24.082	\$24.553	\$25.032
Overtime	3.881	2.371	2.199	1.998	1.923	1.944
Health and Welfare	4.267	6.518	6.586	6.461	6.783	7.122
OPEB Current Payments	2.582	2.589	2.585	2.692	2.824	2.964
Pension	6.132	7.100	7.002	6.595	6.294	5.493
Other Fringe Benefits	7.707	5.740	5.732	5.692	5.787	5.886
Reimbursable Overhead	(1.376)	(0.489)	(0.489)	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$45.588</b>	<b>\$48.679</b>	<b>\$48.836</b>	<b>\$47.520</b>	<b>\$48.164</b>	<b>\$48.441</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$3.809	\$5.012	\$4.156	\$4.297	\$4.454	\$4.669
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	4.474	2.005	1.877	1.948	2.022
Professional Services Contracts	1.001	1.039	1.041	1.061	1.084	1.104
Materials and Supplies	2.917	2.432	2.131	1.894	1.704	1.713
Other Business Expenses	0.317	0.030	0.030	0.030	0.029	0.028
<b>Total Non-Labor Expenses</b>	<b>\$24.930</b>	<b>\$14.504</b>	<b>\$10.903</b>	<b>\$10.657</b>	<b>\$10.790</b>	<b>\$11.129</b>
<b><u>Other Expense Adjustments:</u></b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$70.519</b>	<b>\$63.183</b>	<b>\$59.739</b>	<b>\$58.177</b>	<b>\$58.954</b>	<b>\$59.570</b>
Depreciation	\$10.472	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
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
<b>Total Expenses</b>	<b>\$88.616</b>	<b>\$79.583</b>	<b>\$76.039</b>	<b>\$73.877</b>	<b>\$73.654</b>	<b>\$74.270</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$79.183)</b>	<b>(\$70.135)</b>	<b>(\$66.489)</b>	<b>(\$64.269)</b>	<b>(\$64.057)</b>	<b>(\$64.656)</b>

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Reimbursable</b>						
<b>Operating Revenue</b>						
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	2.010	2.632	2.613	2.663	2.714
<b>Total Revenues</b>	<b>\$3.066</b>	<b>\$2.010</b>	<b>\$2.632</b>	<b>\$2.613</b>	<b>\$2.663</b>	<b>\$2.714</b>
<b>Operating Expense</b>						
<b><u>Labor:</u></b>						
Payroll	\$1.018	\$0.521	\$0.652	\$1.197	\$1.221	\$1.245
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	0.000	0.090	0.092	0.093	0.095
Reimbursable Overhead	1.376	0.489	0.489	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$3.033</b>	<b>\$2.010</b>	<b>\$2.632</b>	<b>\$2.613</b>	<b>\$2.663</b>	<b>\$2.714</b>
<b><u>Non-Labor:</u></b>						
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
<b>Total Non-Labor Expenses</b>	<b>\$0.033</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expense Adjustments:</u></b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$3.066</b>	<b>\$2.010</b>	<b>\$2.632</b>	<b>\$2.613</b>	<b>\$2.663</b>	<b>\$2.714</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan 2019 - 2022**  
**Accrual Statement of Operations By Category**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b><u>Non-Reimbursable / Reimbursable</u></b>						
<b>Operating Revenue</b>						
Farebox Revenue	\$6.893	\$7.001	\$7.082	\$7.140	\$7.128	\$7.145
Other Operating Revenue	2.540	2.447	2.468	2.468	2.469	2.469
Capital and Other Reimbursements	3.066	2.010	2.632	2.613	2.663	2.714
<b>Total Revenues</b>	<b>\$12.499</b>	<b>\$11.458</b>	<b>\$12.182</b>	<b>\$12.221</b>	<b>\$12.260</b>	<b>\$12.328</b>
<b>Operating Expense</b>						
<b><u>Labor:</u></b>						
Payroll	\$23.413	\$25.371	\$25.873	\$25.279	\$25.774	\$26.277
Overtime	4.513	3.371	3.199	2.898	2.823	2.844
Health and Welfare	4.267	6.518	6.865	6.761	7.105	7.467
OPEB Current Payments	2.589	2.589	2.585	2.692	2.824	2.964
Pension	6.132	7.100	7.124	6.719	6.421	5.622
Other Fringe Benefits	7.707	5.740	5.822	5.784	5.880	5.981
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$48.621</b>	<b>\$50.689</b>	<b>\$51.468</b>	<b>\$50.133</b>	<b>\$50.827</b>	<b>\$51.155</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$3.814	\$5.012	\$4.156	\$4.297	\$4.454	\$4.669
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	4.474	2.005	1.877	1.948	2.022
Professional Services Contracts	1.012	1.039	1.041	1.061	1.084	1.104
Materials and Supplies	2.935	2.432	2.131	1.894	1.704	1.713
Other Business Expenses	0.317	0.030	0.030	0.030	0.029	0.028
<b>Total Non-Labor Expenses</b>	<b>\$24.963</b>	<b>\$14.504</b>	<b>\$10.903</b>	<b>\$10.657</b>	<b>\$10.790</b>	<b>\$11.129</b>
<b><u>Other Expense Adjustments:</u></b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$73.585</b>	<b>\$65.193</b>	<b>\$62.371</b>	<b>\$60.790</b>	<b>\$61.617</b>	<b>\$62.284</b>
Depreciation	\$10.472	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
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
<b>Total Expenses</b>	<b>\$91.682</b>	<b>\$81.593</b>	<b>\$78.671</b>	<b>\$76.490</b>	<b>\$76.317</b>	<b>\$76.984</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$79.183)</b>	<b>(\$70.135)</b>	<b>(\$66.489)</b>	<b>(\$64.269)</b>	<b>(\$64.057)</b>	<b>(\$64.656)</b>

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan 2019 - 2022**  
**Cash Receipts and Expenditures**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Cash Receipts and Expenditures</b>						
<b>Receipts</b>						
Farebox Revenue	\$6.861	\$7.001	\$7.082	\$7.140	\$7.128	\$7.145
Other Operating Revenue	3.254	2.447	2.468	2.468	2.469	2.469
Capital and Other Reimbursements	2.290	4.027	2.632	2.613	2.663	2.714
<b>Total Receipts</b>	<b>\$12.405</b>	<b>\$13.475</b>	<b>\$12.182</b>	<b>\$12.221</b>	<b>\$12.260</b>	<b>\$12.328</b>
<b>Expenditures</b>						
<b><u>Labor:</u></b>						
Payroll	\$25.839	\$25.373	\$25.872	\$25.278	\$25.774	\$26.279
Overtime	4.116	3.371	3.199	2.898	2.823	2.844
Health and Welfare	7.075	6.518	6.865	6.759	7.105	7.469
OPEB Current Payments	1.170	2.589	2.585	2.692	2.824	2.964
Pension	7.154	7.100	7.124	6.720	6.421	5.621
Other Fringe Benefits	4.583	4.240	4.324	4.288	4.380	4.476
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
<b>Total Labor Expenditures</b>	<b>\$49.937</b>	<b>\$49.191</b>	<b>\$49.969</b>	<b>\$48.635</b>	<b>\$49.327</b>	<b>\$49.653</b>
<b><u>Non-Labor:</u></b>						
Electric Power	\$3.762	\$5.012	\$4.156	\$4.297	\$4.454	\$4.669
Fuel	0.071	0.380	0.220	0.207	0.208	0.228
Insurance	1.595	0.517	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	4.474	2.005	1.877	1.948	2.022
Professional Services Contracts	0.994	1.039	1.041	1.061	1.084	1.104
Materials and Supplies	4.390	5.457	2.131	1.894	1.704	1.713
Other Business Expenses	0.104	0.030	0.030	0.030	0.030	0.029
<b>Total Non-Labor Expenditures</b>	<b>\$25.594</b>	<b>\$16.996</b>	<b>\$10.903</b>	<b>\$10.657</b>	<b>\$10.792</b>	<b>\$11.129</b>
<b><u>Other Expenditure Adjustments:</u></b>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$75.531</b>	<b>\$66.187</b>	<b>\$60.872</b>	<b>\$59.292</b>	<b>\$60.119</b>	<b>\$60.782</b>
<b>Net Cash Balance</b>	<b>(\$63.126)</b>	<b>(\$52.712)</b>	<b>(\$48.690)</b>	<b>(\$47.071)</b>	<b>(\$47.859)</b>	<b>(\$48.454)</b>

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan 2019 - 2022**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Cash Flow Adjustments</b>						
<b>Receipts</b>						
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)	2.017	0.000	0.000	0.000	0.000
<b>Total Receipts</b>	<b>(\$0.094)</b>	<b>\$2.017</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	(\$2.426)	(\$0.002)	\$0.001	\$0.001	\$0.000	(\$0.002)
Overtime	0.397	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(2.808)	0.000	0.000	0.002	0.000	(0.002)
OPEB Current Payments	1.419	0.000	0.000	0.000	0.000	0.000
Pension	(1.022)	0.000	0.000	(0.001)	0.000	0.001
Other Fringe Benefits	3.124	1.500	1.498	1.496	1.500	1.505
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
<b>Total Labor Expenditures</b>	<b>(\$1.316)</b>	<b>\$1.498</b>	<b>\$1.499</b>	<b>\$1.498</b>	<b>\$1.500</b>	<b>\$1.502</b>
<b>Non-Labor:</b>						
Electric Power	\$0.052	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.111	(0.144)	0.000	0.000	(0.001)	0.001
Insurance	(0.439)	0.677	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)
<b>Total Non-Labor Expenditures</b>	<b>(\$0.631)</b>	<b>(\$2.492)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.002)</b>	<b>\$0.000</b>
<b>Other Expenditure Adjustments:</b>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>(\$1.946)</b>	<b>(\$0.994)</b>	<b>\$1.499</b>	<b>\$1.498</b>	<b>\$1.498</b>	<b>\$1.502</b>
<b>Total Cash Conversion Adjustments before Depreciation</b>	<b>(\$2.040)</b>	<b>\$1.023</b>	<b>\$1.499</b>	<b>\$1.498</b>	<b>\$1.498</b>	<b>\$1.502</b>
Depreciation	\$10.472	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
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
<b>Total Cash Conversion Adjustments</b>	<b>\$16.057</b>	<b>\$17.423</b>	<b>\$17.799</b>	<b>\$17.198</b>	<b>\$16.198</b>	<b>\$16.202</b>

**MTA STATEN ISLAND RAILWAY**  
**2019 Preliminary Budget**  
**July Financial Plan 2019 - 2022**  
**Year-to-Year Changes by Category-Baseline**

**TOTAL REVENUES/RECEIPTS**

**Farebox Revenue**

- Farebox revenue is projected to increase by \$0.081 million or 1.2% in 2019, \$0.058 million or 0.8% in 2020, decrease by \$0.012 or 0.2% in 2021 and increase by \$0.017 million or 0.2% in 2022, due mostly to employment projections.

**Other Operating Revenue**

- The increase of \$0.021 million in 2019 over 2018 is due to higher student fare reimbursements. Essentially no changes are projected in subsequent years.

**Capital and Other Reimbursements**

- The unfavorable timing of capital reimbursements in 2017 of \$2.017 million is planned to be received in 2018, which will not recur in 2019.

**TOTAL EXPENSES/EXPENDITURES**

**Payroll**

- Represented employee wage increases are based on current contract settlements.
- Wage increases for non-represented employees are projected at 2.00% for each plan year effective 7/1 of each year.

**Overtime**

- Includes projected wage inflation increases as noted above for represented employees.

**Health & Welfare/OPEB Current Payment**

- 2019-2022 includes projected rate increases of 7.40%, 3.97%, 5.24% and 5.24%, respectively.

**Pension**

- Projections are based on current actuarial information.

**Other Fringe Benefits**

- 2019-2022 includes inflation increases of 1.99%, 2.77%, 2.66% and 2.54%, respectively.

**Electric Power (Traction/Non-Traction)**

- 2019-2022 inflation assumptions are based on projected New York Power Authority (NYPA)/Con Edison rate increases.

**Fuel (Heating/Diesel)**

- 2019-2022 reflects inflationary assumptions.

**Insurance**

- 2019-2022 reflects inflationary assumptions.

**Claims**

- 2019-2022 reflects inflationary assumptions of 1.99%, 2.77%, 2.66% and 2.54%, respectively.

**Maintenance and Other Operating Contracts**

- 2019-2022 reflects inflationary increases of 1.99%, 2.77%, 2.66% and 2.54%, respectively. The decrease in 2018 from 2017 of \$10.379 million of expenses are due mostly to the planned completion of the R44 fleet maintenance project work. Favorable cash timing of \$4.912 million at the end of 2017 represents the timing of billing/payments regarding the R44 fleet maintenance project as well as the timing of non-revenue fleet vehicle purchases and non-revenue shop repairs. The favorable variance of \$2.469 million in 2019 versus 2018 is due to R44 residual fleet maintenance work being moved from Brooklyn to Staten Island (resulting in lower overhead costs); as well as non-recurring expenses from 2018 for non-revenue vehicle purchases and shop repairs.

**Professional Service Contracts**

- 2019-2022 reflects inflationary increases of 1.99%, 2.77%, 2.66% and 2.54%, respectively.

**Materials and Supplies**

- 2019-2022 reflects inflationary increases of 2.09%, 1.47%, 1.10% and 1.21%, respectively.

**Other Business Expenses**

- 2019-2022 reflects inflationary increases of 1.99%, 2.77%, 2.66% and 2.54%, respectively.



**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b><u>Non-Reimbursable</u></b>									
<b>Operating Revenues</b>									
Farebox Revenue	\$7.001	\$7.082	\$0.081	\$7.140	\$0.058	\$7.128	(\$0.012)	\$7.145	\$0.017
Other Operating Revenue	2.447	2.468	0.021	2.468	0.000	2.469	0.001	2.469	0.000
<b>Total Revenues</b>	<b>\$9.448</b>	<b>\$9.550</b>	<b>\$0.102</b>	<b>\$9.608</b>	<b>\$0.058</b>	<b>\$9.597</b>	<b>(\$0.011)</b>	<b>\$9.614</b>	<b>\$0.017</b>
<b>Operating Expenses</b>									
<b><u>Labor:</u></b>									
Payroll	\$24.850	\$25.221	(\$0.371)	\$24.082	\$1.139	\$24.553	(\$0.471)	\$25.032	(\$0.479)
Overtime	2.371	2.199	0.172	1.998	0.201	1.923	0.075	1.944	(0.021)
Health and Welfare	6.518	6.586	(0.068)	6.461	0.125	6.783	(0.322)	7.122	(0.339)
OPEB Current Payments	2.589	2.585	0.004	2.692	(0.107)	2.824	(0.132)	2.964	(0.140)
Pension	7.100	7.002	0.098	6.595	0.407	6.294	0.301	5.493	0.801
Other Fringe Benefits	5.740	5.732	0.008	5.692	0.040	5.787	(0.095)	5.886	(0.099)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(0.489)	(0.489)	0.000	0.000	(0.489)	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$48.679</b>	<b>\$48.836</b>	<b>(\$0.157)</b>	<b>\$47.520</b>	<b>\$1.316</b>	<b>\$48.164</b>	<b>(\$0.644)</b>	<b>\$48.441</b>	<b>(\$0.277)</b>
<b><u>Non-Labor:</u></b>									
Electric Power	\$5.012	\$4.156	\$0.856	\$4.297	(\$0.141)	\$4.454	(\$0.157)	\$4.669	(\$0.215)
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	4.474	2.005	2.469	1.877	0.128	1.948	(0.071)	2.022	(0.074)
Professional Services Contracts	1.039	1.041	(0.002)	1.061	(0.020)	1.084	(0.023)	1.104	(0.020)
Materials and Supplies	2.432	2.131	0.301	1.894	0.237	1.704	0.190	1.713	(0.009)
Other Business Expenses	0.030	0.030	0.000	0.030	0.000	0.029	0.001	0.028	0.001
<b>Total Non-Labor Expenses</b>	<b>\$14.504</b>	<b>\$10.903</b>	<b>\$3.601</b>	<b>\$10.657</b>	<b>\$0.246</b>	<b>\$10.790</b>	<b>(\$0.133)</b>	<b>\$11.129</b>	<b>(\$0.339)</b>
<b><u>Other Expense Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$63.183</b>	<b>\$59.739</b>	<b>\$3.444</b>	<b>\$58.177</b>	<b>\$1.562</b>	<b>\$58.954</b>	<b>(\$0.777)</b>	<b>\$59.570</b>	<b>(\$0.616)</b>
Depreciation	\$8.300	\$8.300	\$0.000	\$8.300	\$0.000	\$8.300	\$0.000	\$8.300	\$0.000
OPEB Liability Adjustment	7.500	7.500	0.000	7.500	0.000	7.500	0.000	7.500	0.000
GASB 68 Pension Expense Adjustment	0.600	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
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$79.583</b>	<b>\$76.039</b>	<b>\$3.544</b>	<b>\$73.877</b>	<b>\$2.162</b>	<b>\$73.654</b>	<b>\$0.223</b>	<b>\$74.270</b>	<b>(\$0.616)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$70.135)</b>	<b>(\$66.489)</b>	<b>\$3.646</b>	<b>(\$64.269)</b>	<b>\$2.220</b>	<b>(\$64.057)</b>	<b>\$0.212</b>	<b>(\$64.656)</b>	<b>(\$0.599)</b>

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b>Reimbursable</b>									
<b>Operating Revenues</b>									
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	2.010	2.632	0.622	2.613	(0.019)	2.663	0.050	2.714	0.051
<b>Total Revenues</b>	<b>\$2.010</b>	<b>\$2.632</b>	<b>\$0.622</b>	<b>\$2.613</b>	<b>(\$0.019)</b>	<b>\$2.663</b>	<b>\$0.050</b>	<b>\$2.714</b>	<b>\$0.051</b>
<b>Operating Expenses</b>									
<b><u>Labor:</u></b>									
Payroll	\$0.521	\$0.652	(\$0.131)	\$1.197	(\$0.545)	\$1.221	(\$0.024)	\$1.245	(\$0.024)
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	0.000	0.090	(0.090)	0.092	(0.002)	0.093	(0.001)	0.095	(0.002)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.489	0.489	0.000	0.000	0.489	0.000	0.000	0.000	0.000
<b>Total Labor Expenses</b>	<b>\$2.010</b>	<b>\$2.632</b>	<b>(\$0.622)</b>	<b>\$2.613</b>	<b>\$0.019</b>	<b>\$2.663</b>	<b>(\$0.050)</b>	<b>\$2.714</b>	<b>(\$0.051)</b>
<b><u>Non-Labor:</u></b>									
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
<b>Total Non-Labor Expenses</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b><u>Other Expense Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation</b>	<b>\$2.010</b>	<b>\$2.632</b>	<b>(\$0.622)</b>	<b>\$2.613</b>	<b>\$0.019</b>	<b>\$2.663</b>	<b>(\$0.050)</b>	<b>\$2.714</b>	<b>(\$0.051)</b>
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
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$2.010</b>	<b>\$2.632</b>	<b>(\$0.622)</b>	<b>\$2.613</b>	<b>\$0.019</b>	<b>\$2.663</b>	<b>(\$0.050)</b>	<b>\$2.714</b>	<b>(\$0.051)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b><u>Non-Reimbursable and Reimbursable</u></b>									
<b>Operating Revenues</b>									
Farebox Revenue	\$7.001	\$7.082	\$0.081	\$7.140	\$0.058	\$7.128	(\$0.012)	\$7.145	\$0.017
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	2.010	2.632	0.622	2.613	(0.019)	2.663	0.050	2.714	0.051
<b>Total Revenues</b>	<b>\$11.458</b>	<b>\$12.182</b>	<b>\$0.724</b>	<b>\$12.221</b>	<b>\$0.039</b>	<b>\$12.260</b>	<b>\$0.039</b>	<b>\$12.328</b>	<b>\$0.068</b>
<b>Operating Expenses</b>									
<b><u>Labor:</u></b>									
Payroll	\$25.371	\$25.873	(\$0.502)	\$25.279	\$0.594	\$25.774	(\$0.495)	\$26.277	(\$0.503)
Overtime	3.371	3.199	0.172	2.898	0.301	2.823	0.075	2.844	(0.021)
Health and Welfare	6.518	6.865	(0.347)	6.761	0.104	7.105	(0.344)	7.467	(0.362)
OPEB Current Payments	2.589	2.585	0.004	2.692	(0.107)	2.824	(0.132)	2.964	(0.140)
Pension	7.100	7.124	(0.024)	6.719	0.405	6.421	0.298	5.622	0.799
Other Fringe Benefits	5.740	5.822	(0.082)	5.784	0.038	5.880	(0.096)	5.981	(0.101)
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
<b>Total Labor Expenses</b>	<b>\$50.689</b>	<b>\$51.468</b>	<b>(\$0.779)</b>	<b>\$50.133</b>	<b>\$1.335</b>	<b>\$50.827</b>	<b>(\$0.694)</b>	<b>\$51.155</b>	<b>(\$0.328)</b>
<b><u>Non-Labor:</u></b>									
Electric Power	\$5.012	\$4.156	\$0.856	\$4.297	(\$0.141)	\$4.454	(\$0.157)	\$4.669	(\$0.215)
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	4.474	2.005	2.469	1.877	0.128	1.948	(0.071)	2.022	(0.074)
Professional Services Contracts	1.039	1.041	(0.002)	1.061	(0.020)	1.084	(0.023)	1.104	(0.020)
Materials and Supplies	2.432	2.131	0.301	1.894	0.237	1.704	0.190	1.713	(0.009)
Other Business Expenses	0.030	0.030	0.000	0.030	0.000	0.029	0.001	0.028	0.001
<b>Total Non-Labor Expenses</b>	<b>\$14.504</b>	<b>\$10.903</b>	<b>\$3.601</b>	<b>\$10.657</b>	<b>\$0.246</b>	<b>\$10.790</b>	<b>(\$0.133)</b>	<b>\$11.129</b>	<b>(\$0.339)</b>
<b><u>Other Expense Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$65.193</b>	<b>\$62.371</b>	<b>\$2.822</b>	<b>\$60.790</b>	<b>\$1.581</b>	<b>\$61.617</b>	<b>(\$0.827)</b>	<b>\$62.284</b>	<b>(\$0.667)</b>
Depreciation	\$8.300	\$8.300	\$0.000	\$8.300	\$0.000	\$8.300	\$0.000	\$8.300	\$0.000
OPEB Liability Adjustment	7.500	7.500	0.000	7.500	0.000	7.500	0.000	7.500	0.000
GASB 68 Pension Expense Adjustment	0.600	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
<b>Total Expenses After Depreciation and GASB Adjs.</b>	<b>\$81.593</b>	<b>\$78.671</b>	<b>\$2.922</b>	<b>\$76.490</b>	<b>\$2.181</b>	<b>\$76.317</b>	<b>\$0.173</b>	<b>\$76.984</b>	<b>(\$0.667)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$70.135)</b>	<b>(\$66.489)</b>	<b>\$3.646</b>	<b>(\$64.269)</b>	<b>\$2.220</b>	<b>(\$64.057)</b>	<b>\$0.212</b>	<b>(\$64.656)</b>	<b>(\$0.599)</b>

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan 2019 - 2022**  
**Changes Year-to-Year by Category**  
**Favorable/(Unfavorable)**  
(\$ in millions)

	Mid-Year Forecast 2018	Preliminary Budget 2019	Change 2018 - 2019	2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022
<b><u>Cash Receipts and Expenditures</u></b>									
<b>Receipts</b>									
Farebox Revenue	\$7.001	\$7.082	\$0.081	\$7.140	\$0.058	\$7.128	(\$0.012)	\$7.145	\$0.017
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	4.027	2.632	(1.395)	2.613	(0.019)	2.663	0.050	2.714	0.051
<b>Total Receipts</b>	<b>\$13.475</b>	<b>\$12.182</b>	<b>(\$1.293)</b>	<b>\$12.221</b>	<b>\$0.039</b>	<b>\$12.260</b>	<b>\$0.039</b>	<b>\$12.328</b>	<b>\$0.068</b>
<b>Expenditures</b>									
<b><u>Labor Expenditures:</u></b>									
Payroll	\$25.373	\$25.872	(\$0.499)	\$25.278	\$0.594	\$25.774	(\$0.496)	\$26.279	(\$0.505)
Overtime	3.371	3.199	0.172	2.898	0.301	2.823	0.075	2.844	(0.021)
Health and Welfare	6.518	6.865	(0.347)	6.759	0.106	7.105	(0.346)	7.469	(0.364)
OPEB Current Payments	2.589	2.585	0.004	2.692	(0.107)	2.824	(0.132)	2.964	(0.140)
Pension	7.100	7.124	(0.024)	6.720	0.404	6.421	0.299	5.621	0.800
Other Fringe Benefits	4.240	4.324	(0.084)	4.288	0.036	4.380	(0.092)	4.476	(0.096)
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
<b>Total Labor Expenditures</b>	<b>\$49.191</b>	<b>\$49.969</b>	<b>(\$0.778)</b>	<b>\$48.635</b>	<b>\$1.334</b>	<b>\$49.327</b>	<b>(\$0.692)</b>	<b>\$49.653</b>	<b>(\$0.326)</b>
<b><u>Non-Labor Expenditures:</u></b>									
Electric Power	\$5.012	\$4.156	\$0.856	\$4.297	(\$0.141)	\$4.454	(\$0.157)	\$4.669	(\$0.215)
Fuel	0.380	0.220	0.160	0.207	0.013	0.208	(0.001)	0.228	(0.020)
Insurance	0.517	1.232	(0.715)	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	4.474	2.005	2.469	1.877	0.128	1.948	(0.071)	2.022	(0.074)
Professional Services Contracts	1.039	1.041	(0.002)	1.061	(0.020)	1.084	(0.023)	1.104	(0.020)
Materials and Supplies	5.457	2.131	3.326	1.894	0.237	1.704	0.190	1.713	(0.009)
Other Business Expenses	0.030	0.030	0.000	0.030	0.000	0.030	0.000	0.029	0.001
<b>Total Non-Labor Expenditures</b>	<b>\$16.996</b>	<b>\$10.903</b>	<b>\$6.093</b>	<b>\$10.657</b>	<b>\$0.246</b>	<b>\$10.792</b>	<b>(\$0.135)</b>	<b>\$11.129</b>	<b>(\$0.337)</b>
<b><u>Other Expenditure Adjustments:</u></b>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures</b>	<b>\$66.187</b>	<b>\$60.872</b>	<b>\$5.315</b>	<b>\$59.292</b>	<b>\$1.580</b>	<b>\$60.119</b>	<b>(\$0.827)</b>	<b>\$60.782</b>	<b>(\$0.663)</b>
<b>Net Cash Surplus/(Deficit)</b>	<b>(\$52.712)</b>	<b>(\$48.690)</b>	<b>\$4.022</b>	<b>(\$47.071)</b>	<b>\$1.619</b>	<b>(\$47.859)</b>	<b>(\$0.788)</b>	<b>(\$48.454)</b>	<b>(\$0.595)</b>

**MTA STATEN ISLAND RAILWAY**  
**2019 Preliminary Budget**  
**July Financial Plan 2019-2022**  
**Summary of Plan to Plan Changes-Baseline**

**2018: July Financial Plan vs. February Financial Plan**

**Major Revenue Re-estimates**

- An increase in farebox revenue of \$0.068 million is due in part to expanded development on the Island.
- An increase in other operating revenue of \$0.063 million, due mostly to an increase of student reimbursements.

**Major Expense Re-estimates**

- A payroll decrease of \$0.112 million, due mostly to an elimination of an EAM managerial position.
- An increase in overtime expenses of \$0.508 million, due largely to a storm provision provided in 2018.
- An increase of \$1.106 million in maintenance contract costs, due to the delayed purchase of non-revenue vehicles and non-revenue shop repairs.
- An increase in materials expenses of \$0.587 million, due to SMS fleet maintenance materials to be used for residual local maintenance requirements in 2018.

**Cash Adjustments**

- The favorable timing of capital reimbursements of \$2.017 million from 2017.
- The unfavorable payment timing of \$3.025 million of unbilled SMS car fleet maintenance materials provided in 2017.

**2019-2021: July Financial Plan vs. February Financial Plan**

**Major Revenue Re-estimates**

- Increases in farebox revenue of \$0.112 million in 2019, \$0.118 million in 2020, and \$0.106 million in 2021, due in part to expanded development on the Island.
- Other operating revenues are projected to increase by \$0.083 million each year, due to higher student reimbursements. .

### **Major Expense Re-estimates**

- Projected decreases of payroll expenses of \$0.115 million in 2019, \$0.118 million in 2020, and \$0.119 million in 2021, are due largely to the elimination of one EAM administrative manager.
- Projected increases of overtime expenses of \$0.322 million in 2019, \$0.329 million in 2020, and \$0.335 million in 2021, are due to plan adjustments to provide for adverse weather coverage.
- Projected decreases in health & welfare/OPEB current expenses result from lower projected inflation rates.
- Projected decreases in pension expenses are based on MTA projections.
- Projected electric power and fuel costs are less than the previous plan, due to lower projected prices.
- Insurance expenses/premiums are projected to underrun the previous plan, based on lower MTA projections.

### **Cash Adjustments**

- Per MTA instructions, GASB account accumulated payments have been reversed, resulting in savings of \$0.051 million in 2019, \$0.074 million in 2020, and \$0.098 million in 2021.

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan 2019-2022**  
**Changes Between Financial Plans by Generic Categories**  
**(\$ in millions)**

NON-REIMBURSABLE	2018	2019	2020	2021
<b>February Financial Plan - Net Cash Surplus/(Deficit)</b>	<b>(\$49.403)</b>	<b>(\$49.431)</b>	<b>(\$48.176)</b>	<b>(\$49.174)</b>
<b>Baseline Changes</b>				
<b>Revenue</b>				
Farebox Revenue	\$0.068	\$0.112	\$0.118	\$0.106
Other Operating Revenue	0.063	0.083	0.083	0.083
Capital and Other Reimbursement	0.000	0.000	0.000	0.000
<b>Total Revenue Changes</b>	<b>\$0.131</b>	<b>\$0.195</b>	<b>\$0.201</b>	<b>\$0.189</b>
<b>Expenses</b>				
<i>Labor:</i>				
Payroll	\$0.112	\$0.115	\$0.118	\$0.119
Overtime	(0.508)	(0.322)	(0.329)	(0.335)
Health and Welfare	0.007	0.158	0.186	0.153
OPEB Current Payment	(0.004)	0.046	0.055	0.043
Pensions	(0.121)	0.078	0.177	0.277
Other Fringe Benefits	(0.039)	0.042	0.045	0.045
Reimbursable Overhead	0.000	0.000	0.000	0.000
<b>Total Labor Expense Changes</b>	<b>(\$0.553)</b>	<b>\$0.117</b>	<b>\$0.252</b>	<b>\$0.302</b>
<i>Non-Labor:</i>				
Electric Power	(\$0.730)	\$0.194	\$0.310	\$0.400
Fuel	(0.018)	(0.010)	0.049	0.078
Insurance	(0.009)	0.139	0.163	0.190
Claims	0.000	0.001	0.001	0.001
Paratransit Service Contracts	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(1.106)	0.041	0.043	0.044
Professional Service Contracts	(0.002)	0.012	0.013	0.013
Materials & Supplies	(0.587)	0.001	(0.001)	0.000
Other Business Expenses	0.000	0.000	0.000	0.000
<b>Total Non-Labor Expense Changes</b>	<b>(\$2.452)</b>	<b>\$0.378</b>	<b>\$0.578</b>	<b>\$0.726</b>
<b>Total Expense Changes before Depreciation &amp; GASB Adjs.</b>	<b>(\$3.005)</b>	<b>\$0.495</b>	<b>\$0.830</b>	<b>\$1.028</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000
<b>Total Depreciation and GASB Adjs. Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Cash Adjustment Changes</b>	<b>(\$0.435)</b>	<b>\$0.051</b>	<b>\$0.074</b>	<b>\$0.098</b>
<b>Total Cash Adjustment Changes</b>	<b>(\$0.435)</b>	<b>\$0.051</b>	<b>\$0.074</b>	<b>\$0.098</b>
<b>Total Baseline Changes</b>	<b>(\$3.309)</b>	<b>\$0.741</b>	<b>\$1.105</b>	<b>\$1.315</b>
<b>July Financial Plan - Net Cash Surplus/(Deficit)</b>	<b>(\$52.712)</b>	<b>(\$48.690)</b>	<b>(\$47.071)</b>	<b>(\$47.859)</b>

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan 2019-2022**  
**Changes Between Financial Plans by Generic Categories**  
**(\$ in millions)**

<b>REIMBURSABLE</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>February Financial Plan - Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Baseline Changes</b>				
<b>Revenue</b>				
Farebox Revenue				
Other Operating Revenue				
Capital and Other Reimbursement	\$0.000	\$0.622	\$1.713	\$1.763
<b>Total Revenue Changes</b>	<b>\$0.000</b>	<b>\$0.622</b>	<b>\$1.713</b>	<b>\$1.763</b>
<b>Expenses</b>				
<i>Labor:</i>				
Payroll	\$0.000	(\$0.131)	(\$1.197)	(\$1.221)
Overtime	0.000	0.000	0.000	0.000
Health and Welfare	0.000	(0.279)	(0.300)	(0.322)
OPEB Current Payment	0.000	0.000	0.000	0.000
Pensions	0.000	(0.122)	(0.124)	(0.127)
Other Fringe Benefits	0.000	(0.090)	(0.092)	(0.093)
Reimbursable Overhead	0.000	0.000	0.000	0.000
<b>Total Labor Expense Changes</b>	<b>\$0.000</b>	<b>(\$0.622)</b>	<b>(\$1.713)</b>	<b>(\$1.763)</b>
<i>Non-Labor:</i>				
Electric Power				
Fuel				
Insurance				
Claims				
Paratransit Service Contracts				
Maintenance and Other Operating Contracts				
Materials & Supplies				
Other Business Expenses				
<b>Total Non-Labor Expense Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expense Changes</b>	<b>\$0.000</b>	<b>(\$0.622)</b>	<b>(\$1.713)</b>	<b>(\$1.763)</b>
<b>Cash Adjustment Changes</b>				
<b>Total Cash Adjustment Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Baseline Changes</b>	<b>\$0.000</b>	<b>(\$0.622)</b>	<b>(\$1.713)</b>	<b>(\$1.763)</b>
<b>July Financial Plan - Net Cash Surplus/(Deficit)</b>	<b>\$0.000</b>	<b>(\$0.622)</b>	<b>(\$1.713)</b>	<b>(\$1.763)</b>



**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan 2019-2022**  
**Summary of Major Programmatic Changes Between Financial Plans**  
**(\$ in millions)**

**NON-REIMBURSABLE and REIMBURSABLE**

	2018	2019	2020	2021
<b>February Financial Plan - Net Cash Surplus/(Deficit)</b>	<b>(\$49.403)</b>	<b>(\$49.431)</b>	<b>(\$48.176)</b>	<b>(\$49.174)</b>
<b>Non-Reimbursable Major Changes</b>				
<b>Revenue</b>				
Farebox Revenue	\$0.068	\$0.112	\$0.118	\$0.106
Other Operating Revenue	0.063	0.083	0.083	0.083
Sub-Total Non-Reimbursable Revenue Changes	\$0.131	\$0.195	\$0.201	\$0.189
<b>Expenses</b>				
Elimination of One EAM Administrative Manager-MTA Savings Program	\$0.153	\$0.156	\$0.160	\$0.164
The Timing of Expenses from 2017:				
Residual Local Car Fleet Maintenance Post the Subway Facility Process	(0.787)	0.000	0.000	0.000
Non-Revenue Shop Roof Repair/HVAC	(0.400)	0.000	0.000	0.000
Non-Revenue Vehicle Purchases	(0.700)	0.000	0.000	0.000
Provision for Projected Adverse Weather Impacts	(0.374)	(0.381)	(0.389)	(0.397)
Inflation Net Adjustments	(0.898)	0.720	1.059	1.261
Sub-Total Non-Reimbursable Expense Changes	(\$3.006)	\$0.495	\$0.830	\$1.028
<b>Total Non-Reimbursable Major Changes</b>	<b>(\$2.875)</b>	<b>\$0.690</b>	<b>\$1.031</b>	<b>\$1.217</b>
<b>Reimbursable Major Changes</b>				
Sub-Total Reimbursable Revenue Changes	\$0.000	\$1.143	\$1.713	\$1.763
Sub-Total Reimbursable Expense Changes	0.000	(1.143)	(1.713)	(1.763)
<b>Total Reimbursable Major Changes</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Accrual Changes</b>	<b>(\$2.875)</b>	<b>\$0.690</b>	<b>\$1.031</b>	<b>\$1.217</b>
<b>Cash Adjustment Changes</b>				
Year-end 2017 Timing	(\$0.476)	\$0.000	\$0.000	\$0.000
GASB Funding Elimination	0.042	0.051	0.074	0.098
<b>Total Cash Adjustment Changes</b>	<b>(\$0.434)</b>	<b>\$0.051</b>	<b>\$0.074</b>	<b>\$0.098</b>
<b>Total Baseline Changes</b>	<b>(\$3.309)</b>	<b>\$0.741</b>	<b>\$1.105</b>	<b>\$1.315</b>
<b>July Financial Plan - Net Cash Surplus/(Deficit)</b>	<b>(\$52.712)</b>	<b>(\$48.690)</b>	<b>(\$47.071)</b>	<b>(\$47.859)</b>

**MTA STATEN ISLAND RAILWAY**  
**2019 Preliminary Budget**  
**July Financial Plan 2019-2022**  
**Ridership/(Utilization)**

- Non-student ridership is projected to increase above the February Financial Plan by 0.041 million in 2018, reflecting higher than budgeted ridership growth over the first four months of the year.
- Compared with employment projections used in the February Plan, employment growth is now expected to be stronger through 2020, with slower growth in 2021 and 2022; overall through 2022, employment projections are higher than in the February Plan. For utilization forecasting, the February Plan applied an 80 percent factor to the employment projections, but with the weakening of the relationship between ridership and employment growth, the July Plan applies a 50 percent factor to the 2019 projection, a 60 percent factor to 2020 and 2021, and an 80 percent factor to 2022. With these adjustments incorporated, year-to-year growth rates for the July Plan for 2019 and 2020 are slightly higher than the February Plan projection, while the growth rates are slightly lower for 2021 and 2022.
- Annual ridership is projected to surpass the February Financial Plan by 0.073 million in 2019, 0.076 million in 2020, and 0.069 million in 2021.

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan 2019 - 2022**  
**Ridership (Utilization)**  
(in millions)

	<b>Actual</b>	<b>Mid-Year</b>	<b>Preliminary</b>			
	<b>2017</b>	<b>Forecast</b>	<b>Budget</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
		<b>2018</b>	<b>2019</b>			

**RIDERSHIP**

Fixed Route	4.604	4.626	4.679	4.712	4.705	4.715
<b>Total Ridership</b>	<b>4.604</b>	<b>4.626</b>	<b>4.679</b>	<b>4.712</b>	<b>4.705</b>	<b>4.715</b>

**FAREBOX REVENUE**

Fixed Route Farebox Revenue	\$6.893	\$7.001	\$7.082	\$7.140	\$7.128	\$7.145
<b>Farebox Revenue</b>	<b>\$6.893</b>	<b>\$7.001</b>	<b>\$7.082</b>	<b>\$7.140</b>	<b>\$7.128</b>	<b>\$7.145</b>

**MTA Staten Island Railway**  
**July 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	1	0.153	1	0.156	1	0.160	1	0.164	1	0.168
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>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Maintenance	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Security	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Other	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<b>Agency Submission</b>	<b>1</b>	<b>\$0.153</b>	<b>1</b>	<b>\$0.156</b>	<b>1</b>	<b>\$0.160</b>	<b>1</b>	<b>\$0.164</b>	<b>1</b>	<b>\$0.168</b>

**MTA Staten Island Railway  
July Financial Plan 2019-2022  
2018 Budget Reduction Plan Worksheet**

**Category by Function:** Cost Reductions

**Program:** Elimination of One Enterprise Asset Manager (EAM)

<b>Background Details:</b>	Per MTA Savings Program requirements, after a full review of all administrative managerial personnel, it was determined that one EAM manager position will be eliminated.
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<b>Program Description/ Implementation Plan:</b>	Eliminate one EAM Managerial Position		
<b>Program Implementation Date:</b>	<b>When will savings begin?:</b>	Effective 1/1/18	
	<b>Are these savings recurring?:</b>		
<b>Other Issues:</b>			

	Favorable/(Unfavorable)				
	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
<i>Financial Impact (Operating):</i>	0.153	0.156	0.16	0.164	0.168
Net Cash Savings (in millions)	<b>\$0.153</b>	<b>\$0.156</b>	<b>\$0.160</b>	<b>\$0.164</b>	<b>\$0.168</b>
<i>Total Positions Required:</i>	1	1	1	1	1

**MTA STATEN ISLAND RAILWAY  
2019 Preliminary Budget  
July Financial Plan 2019-2022  
Positions**

**2018-2021: July Financial Plan vs. February Financial Plan**

**Non-reimbursable positions** have decreased by 1 position each year beginning 2018, based on the elimination of 1 EAM Manager effective 2018. .

**Reimbursable positions** of 14 maintained through 2018 have been extended through 2025, based on current preliminary projections of Capital Program requirements. These projections will be updated for the November Financial Plan cycle

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan 2019-2022**  
Favorable/(Unfavorable)

**Total Position Changes at a Glance**

	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
<b>2018 February Plan - Total Baseline Positions</b>	<b>343</b>	<b>309</b>	<b>309</b>	<b>309</b>
Total Plan-to-Plan Changes	<u>1</u>	<u>(13)</u>	<u>(13)</u>	<u>(13)</u>
<b>2018 July Plan - Total Baseline Positions</b>	<b>342</b>	<b>322</b>	<b>322</b>	<b>322</b>
Total Year-to-Year Changes, July Plan		20	0	0

**Total Plan-to-Plan Changes by Reporting Category:**

<i>Non-Reimbursable</i>	1	1	1	1
<i>Reimbursable</i>	0	(14)	(14)	(14)
<b>Total</b>	<b>1</b>	<b>(13)</b>	<b>(13)</b>	<b>(13)</b>
<i>Full-Time</i>	1	(13)	(13)	(13)
<i>Full-Time Equivalents</i>	0	0	0	0
<b>Total</b>	<b>1</b>	<b>(13)</b>	<b>(13)</b>	<b>(13)</b>
<i>By Function Category</i>				
- Administration	1	1	1	1
- Operations	0	0	0	0
- Maintenance	0	0	0	0
- Engineering/Capital	0	(14)	(14)	(14)
- Public Safety	0	0	1	0
<b>Total</b>	<b>1</b>	<b>(13)</b>	<b>(12)</b>	<b>(13)</b>
<i>By Occupational Group</i>				
- Managers/Supervisors	1	(2)	(2)	(2)
- Professional, Technical, Clerical	(1)	(2)	(2)	(2)
- Operational Hourlies	0	(9)	(9)	(9)
<b>Total</b>	<b>0</b>	<b>(13)</b>	<b>(13)</b>	<b>(13)</b>

**Total Plan-to-Plan Changes by Major Category:**

<i>2018 BRPs</i>	1	1	1	1
<i>New Needs</i>	0	0	0	0
<i>Change in Reimbursable Positions</i>	0	(14)	(14)	(14)
<i>Re-estimates &amp; All Other</i> <sup>1</sup>	0	0	0	0
<b>Total</b>	<b>1</b>	<b>(13)</b>	<b>(13)</b>	<b>(13)</b>

<sup>1</sup>Includes Full Time Equivalents

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan 2019-2022**  
**Total Positions by Function and Department**  
**Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents**

FUNCTION/DEPARTMENT	2017 Actual	2018 Mid-Year Forecast	2019 Preliminary Budget	2020	2021	2022
<b>Administration</b>						
Executive	10	13	13	13	13	13
General Office	15	9	9	9	9	9
Purchasing/Stores	4	6	6	6	6	6
<b>Total Administration</b>	<b>29</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>
<b>Operations</b>						
Transportation	109	111	111	111	111	111
<b>Maintenance</b>						
Mechanical	53	52	52	52	52	52
Electronic/Electrical	14	15	15	15	15	15
Power/Signals	25	27	27	27	27	27
Maintenance of Way	62	69	49	49	49	49
Infrastructure	30	26	26	26	26	26
<b>Total Maintenance</b>	<b>184</b>	<b>189</b>	<b>169</b>	<b>169</b>	<b>169</b>	<b>169</b>
<b>Engineering/Capital</b>						
Capital Project Support	9	14	14	14	14	14
<b>Public Safety</b>						
Police	-					
<b>Baseline Total Positions</b>	<b>331</b>	<b>342</b>	<b>322</b>	<b>322</b>	<b>322</b>	<b>322</b>
Non-Reimbursable	322	328	308	308	308	308
Reimbursable	9	14	14	14	14	14
Total Full-Time	331	342	322	322	322	322
Total Full-Time Equivalents						



**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan 2019 - 2022**  
**Total Positions by Function and Occupational Group**  
**Non-Reimbursable and Reimbursable**

FUNCTION / OCCUPATIONAL GROUP	Actual 2017	Mid-Year Forecast 2018	Preliminary Budget 2019	2020	2021	2022
<b>Administration</b>						
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
<b>Total Administration Headcount</b>	<b>29</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>28</b>
<b>Operations</b>						
Managers/Supervisors	5	9	9	9	9	9
Professional/Technical/Clerical	4	3	3	3	3	3
Operational Hourlies	100	99	99	99	99	99
<b>Total Operations Headcount</b>	<b>109</b>	<b>111</b>	<b>111</b>	<b>111</b>	<b>111</b>	<b>111</b>
<b>Maintenance</b>						
Managers/Supervisors	20	16	13	13	13	13
Professional/Technical/Clerical	5	6	6	6	6	6
Operational Hourlies	159	167	150	150	150	150
<b>Total Maintenance Headcount</b>	<b>184</b>	<b>189</b>	<b>169</b>	<b>169</b>	<b>169</b>	<b>169</b>
<b>Engineering / Capital</b>						
Managers/Supervisors	3	3	3	3	3	3
Professional/Technical/Clerical	0	2	2	2	2	2
Operational Hourlies	6	9	9	9	9	9
<b>Total Engineering Headcount</b>	<b>9</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>
<b>Public Safety</b>						
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
<b>Total Public Safety Headcount</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Positions</b>						
Managers/Supervisors	<b>44</b>	<b>44</b>	<b>41</b>	<b>41</b>	<b>41</b>	<b>41</b>
Professional/Technical/ Clerical	<b>22</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>	<b>23</b>
Operational Hourlies	<b>265</b>	<b>275</b>	<b>258</b>	<b>258</b>	<b>258</b>	<b>258</b>
<b>Total Positions</b>	<b>331</b>	<b>342</b>	<b>322</b>	<b>322</b>	<b>322</b>	<b>322</b>