

MTA 2020 Preliminary Budget

July Financial Plan 2020-2023



**Volume 2
July 2019**



Metropolitan Transportation Authority

OVERVIEW

MTA 2020 Preliminary Budget July Financial Plan 2020-2023 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, Policy Actions, and any MTA Efficiencies and Re-estimates. Volume 1 also includes descriptions of the "below-the-line" actions as well as the required Certification by the Chairman/CEO, and a description of the MTA Budget Process.

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

TABLE OF CONTENTS

VOLUME 2

I. MTA Consolidated Financial Plan

Where the Dollars Come From and Where the Dollars Go.....	I-1
Financial Plan: Statement of Operations	I-2
Financial Plan: Cash Statements.....	I-4
Reconciliation to Prior Plan.....	I-6
Farebox Recovery and Operating Ratios.....	I-7

II. Major Assumptions

Agency Baseline Assumptions.....	II-1
Subsidies.....	II-37
Debt Service.....	II-75
Debt Service Affordability Statement.....	II-79
Positions (Headcount).....	II-83

III. Other MTA Consolidated Materials

Consolidated Statements of Operations by Category:	
Accrued, Cash, and Cash Conversion Detail.....	III-1
Year-to-Year Changes by Category.....	III-6
Non-Recurring Revenues and Savings, and MTA Reserves.....	III-7

IV. MTA Capital Program Information

Commitment Goals by Agency.....	IV-1
Completions by Agency.....	IV-15
Operating Impacts Exceeding \$1 Million.....	IV-32

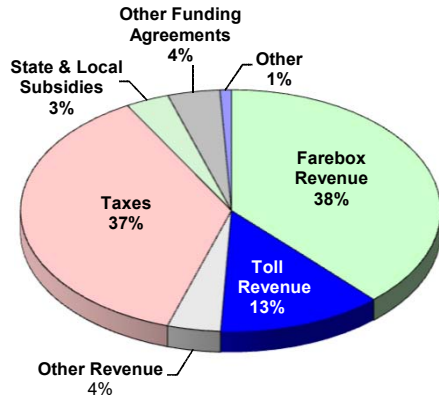
V. Agency Financial Plans

Bridges and Tunnels.....	V-1
Capital Construction Company.....	V-35
Long Island Rail Road.....	V-53
Metro-North Railroad.....	V-109
MTA Headquarters and Inspector General.....	V-169
First Mutual Transportation Assurance Co. (FMTAC).....	V-227
New York City Transit.....	V-239
MTA Bus Company.....	V-301
Staten Island Railway.....	V-343

I. MTA Consolidated Financial Plan

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

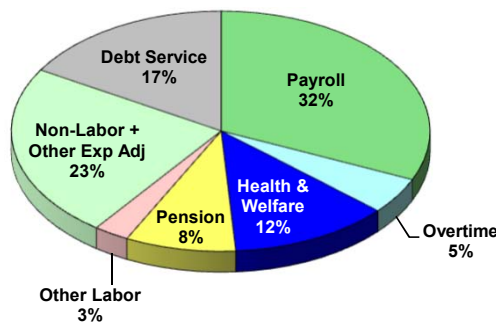
Where the Dollars Come From ...



By Revenue Source (\$ in millions)	
Farebox Revenue	\$6,389
Toll Revenue	2,121
Other Revenue	684
Taxes	6,178
State and Local	557
Other Funding Agreements	671
Other ¹	147
Total ²	\$16,748

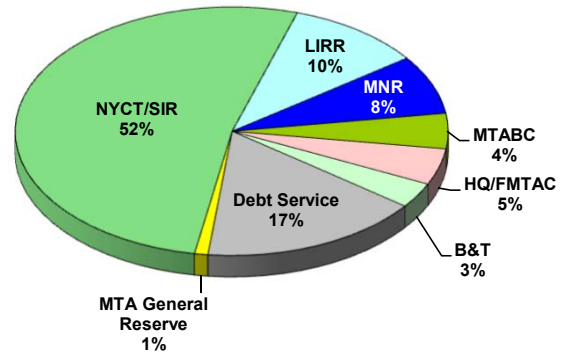
Where the Dollars Go ...

By Expense Category



By Expense Category ³ (\$ in millions)	
Payroll	\$5,422
Overtime	838
Health & Welfare	2,118
Pension	1,461
Other Labor	466
Total Labor	\$10,306
Non-Labor + Other Exp Adj	4,004
Debt Service	2,830
Total ²	\$17,140

By MTA Agency



By MTA Agency ³ (\$ in millions)	
NYCT/SIR	\$8,926
LIRR	1,737
MNR	1,318
MTABC	786
HQ/FMTAC	808
B&T	564
Debt Service	2,830
MTA General Reserve	170
Total ²	\$17,140

¹ Includes cash adjustments and prior-year carryover.

² Totals may not add due to rounding.

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

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

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

Non-Reimbursable	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
<u>Operating Revenue</u>						
Farebox Revenue	\$6,155	\$6,305	\$6,389	\$6,373	\$6,384	\$6,393
Toll Revenue	1,976	2,088	2,121	2,129	2,129	2,131
Other Revenue	643	696	684	704	719	737
Capital and Other Reimbursements	0	0	0	0	0	0
Total Operating Revenue	\$8,774	\$9,089	\$9,195	\$9,206	\$9,232	\$9,260
<u>Operating Expense</u>						
Labor Expenses:						
Payroll	\$5,211	\$5,328	\$5,422	\$5,498	\$5,624	\$5,710
Overtime	1,066	910	838	859	877	899
Health & Welfare	1,230	1,341	1,414	1,489	1,583	1,674
OPEB Current Payment	604	645	704	766	835	910
Pensions	1,336	1,494	1,461	1,462	1,403	1,347
Other-Fringe Benefits	881	869	897	930	956	976
Reimbursable Overhead	(528)	(471)	(430)	(412)	(397)	(395)
Total Labor Expenses	\$9,799	\$10,116	\$10,306	\$10,592	\$10,881	\$11,121
Non-Labor Expenses:						
Electric Power	\$482	\$452	\$473	\$493	\$532	\$562
Fuel	185	183	183	176	174	177
Insurance	(29)	6	16	23	27	28
Claims	438	388	394	393	398	406
Paratransit Service Contracts	455	495	488	506	535	569
Maintenance and Other Operating Contracts	678	840	797	834	837	854
Professional Service Contracts	544	608	503	495	504	514
Materials & Supplies	637	689	680	698	711	716
Other Business Expenses	221	218	214	224	226	228
Total Non-Labor Expenses	\$3,611	\$3,877	\$3,748	\$3,841	\$3,945	\$4,054
Other Expense Adjustments:						
Other	\$129	\$175	\$86	\$36	\$22	\$23
General Reserve	0	165	170	175	180	185
Total Other Expense Adjustments	\$129	\$340	\$256	\$211	\$202	\$208
Total Operating Expense before Non-Cash Liability Adj.	\$13,539	\$14,333	\$14,310	\$14,644	\$15,028	\$15,384
Depreciation	\$2,805	\$2,785	\$2,843	\$2,909	\$2,977	\$3,052
GASB 75 OPEB Expense Adjustment	1,048	1,457	1,628	1,749	1,823	1,898
GASB 68 Pension Expense Adjustment	(373)	(221)	(272)	(343)	(318)	(242)
Environmental Remediation	106	6	6	6	6	6
Total Operating Expense after Non-Cash Liability Adj.	\$17,124	\$18,360	\$18,515	\$18,964	\$19,516	\$20,097
Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$3,585)	(\$4,027)	(\$4,205)	(\$4,320)	(\$4,488)	(\$4,714)
Debt Service (excludes Service Contract Bonds)	2,541	2,683	2,830	3,041	3,265	3,513
Total Operating Expense with Debt Service	\$16,079	\$17,016	\$17,139.55	\$17,685	\$18,293	\$18,896
Dedicated Taxes and State/Local Subsidies	\$7,177	\$7,314	\$7,406	\$7,581	\$7,803	\$7,969
Net Surplus/(Deficit) After Subsidies and Debt Service	(\$128)	(\$613)	(\$539)	(\$898)	(\$1,258)	(\$1,667)
Conversion to Cash Basis: GASB Account	0	0	0	0	0	0
Conversion to Cash Basis: All Other	379	229	147	60	125	101
CASH BALANCE BEFORE PRIOR-YEAR CARRYOVER	\$251	(\$384)	(\$392)	(\$838)	(\$1,133)	(\$1,566)

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

Non-Reimbursable	Actual	Mid-Year	Preliminary			
	2018	Forecast	Budget	2021	2022	2023
<u>Total Operating Revenue</u>						
New York City Transit	\$4,893	\$5,015	\$5,072	\$5,065	\$5,082	\$5,090
Bridges and Tunnels	2,000	2,107	2,140	2,148	2,148	2,150
Long Island Rail Road	790	813	815	817	823	832
Metro-North Railroad	793	828	841	848	848	854
MTA Bus Company	240	241	245	245	246	246
MTA Headquarters	38	58	53	55	57	60
Staten Island Railway	9	9	9	9	9	9
First Mutual Transportation Assurance Company	13	18	18	19	19	20
Other	0	0	0	0	0	0
Total	\$8,774	\$9,089	\$9,195	\$9,206	\$9,232	\$9,260
<u>Total Operating Expenses before Non-Cash Liability Adjs. ¹</u>						
New York City Transit	\$8,516	\$8,837	\$8,868	\$9,072	\$9,317	\$9,584
Bridges and Tunnels	501	536	564	581	598	601
Long Island Rail Road	1,491	1,617	1,737	1,835	1,894	1,953
Metro-North Railroad	1,335	1,324	1,318	1,355	1,385	1,410
MTA Bus Company	780	827	786	807	838	827
MTA Headquarters	739	784	726	738	757	776
Staten Island Railway	60	65	59	59	59	60
First Mutual Transportation Assurance Company	(12)	(6)	(6)	(15)	(23)	(36)
Other	129	350	256	211	203	209
Total	\$13,539	\$14,333	\$14,310	\$14,644	\$15,028	\$15,384
<u>Depreciation</u>						
New York City Transit	\$1,958	\$1,878	\$1,928	\$1,978	\$2,029	\$2,082
Bridges and Tunnels	149	152	159	170	182	194
Long Island Rail Road	362	397	398	402	406	410
Metro-North Railroad	230	247	247	247	247	247
MTA Bus Company	53	54	54	55	56	56
MTA Headquarters	40	45	46	46	46	46
Staten Island Railway	12	12	12	12	12	18
First Mutual Transportation Assurance Company	0	0	0	0	0	0
Total	\$2,805	\$2,785	\$2,843	\$2,909	\$2,977	\$3,052
<u>GASB 75 OPEB Expense Adjustment</u>						
New York City Transit	\$706	\$1,084	\$1,346	\$1,472	\$1,557	\$1,643
Bridges and Tunnels	41	40	34	36	38	39
Long Island Rail Road	133	100	52	39	21	0
Metro-North Railroad	98	94	40	34	27	26
MTA Bus Company	42	100	100	100	103	103
MTA Headquarters	24	32	49	60	70	79
Staten Island Railway	3	8	8	8	8	8
Total	\$1,048	\$1,457	\$1,628	\$1,749	\$1,823	\$1,898
<u>GASB 68 Pension Expense Adjustment</u>						
New York City Transit	(\$335)	(\$296)	(\$303)	(\$309)	(\$309)	(\$309)
Bridges and Tunnels	(9)	(18)	(14)	(13)	(9)	(5)
Long Island Rail Road	(5)	(14)	(7)	(37)	(29)	3
Metro-North Railroad	4	(4)	4	(15)	(6)	17
MTA Bus Company	(14)	111	46	36	37	46
MTA Headquarters	(11)	(0)	2	(4)	(0)	8
Staten Island Railway	(2)	1	(0)	(1)	(1)	(1)
Total	(\$373)	(\$221)	(\$272)	(\$343)	(\$318)	(\$242)
<u>Environmental Remediation</u>						
New York City Transit	\$84	\$0	\$0	\$0	\$0	\$0
Bridges and Tunnels	0	0	0	0	0	0
Long Island Rail Road	2	2	2	2	2	2
Metro-North Railroad	17	4	4	4	4	4
MTA Bus Company	0	0	0	0	0	0
Staten Island Railway	2	0	0	0	0	0
Total	\$106	\$6	\$6	\$6	\$6	\$6
<u>Net Surplus/(Deficit) ¹</u>						
New York City Transit	(\$6,037)	(\$6,488)	(\$6,767)	(\$7,148)	(\$7,513)	(\$7,910)
Bridges and Tunnels	1,317	1,397	1,397	1,374	1,339	1,320
Long Island Rail Road	(1,193)	(1,288)	(1,366)	(1,423)	(1,471)	(1,535)
Metro-North Railroad	(891)	(838)	(770)	(777)	(809)	(850)
MTA Bus Company	(622)	(851)	(742)	(754)	(788)	(786)
MTA Headquarters	(754)	(802)	(770)	(785)	(814)	(848)
Staten Island Railway	(65)	(75)	(69)	(68)	(68)	(75)
First Mutual Transportation Assurance Company	25	24	24	34	42	56
Long Island Bus	0	0	0	0	0	0
Other	(129)	(350)	(256)	(211)	(203)	(209)
Total	(\$8,350)	(\$9,271)	(\$9,320)	(\$9,758)	(\$10,284)	(\$10,837)

Notes: ¹ Excludes Debt Service

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

Cash Receipts and Expenditures	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Receipts						
Farebox Revenue	\$6,207	\$6,302	\$6,392	\$6,376	\$6,386	\$6,395
Other Operating Revenue	642	746	762	783	736	755
Capital and Other Reimbursements	2,554	2,382	2,148	2,007	1,946	1,951
Total Receipts	\$9,403	\$9,430	\$9,302	\$9,166	\$9,069	\$9,100
Expenditures						
Labor:						
Payroll	\$5,742	\$5,965	\$5,962	\$5,986	\$6,105	\$6,187
Overtime	1,351	1,101	1,000	1,010	1,032	1,058
Health and Welfare	1,317	1,383	1,456	1,530	1,623	1,715
OPEB Current Payment	601	633	695	756	825	900
Pensions	1,404	1,549	1,510	1,510	1,451	1,399
Other Fringe Benefits	922	941	936	958	987	1,012
Contribution to GASB Fund	0	0	0	0	0	0
Reimbursable Overhead	(0)	0	0	(0)	(0)	(0)
Total Labor Expenditures	\$11,336	\$11,573	\$11,560	\$11,750	\$12,023	\$12,271
Non-Labor:						
Electric Power	\$488	\$450	\$470	\$490	\$529	\$559
Fuel	187	179	180	174	171	174
Insurance	(37)	14	17	20	24	26
Claims	316	277	259	258	265	270
Paratransit Service Contracts	450	493	486	504	533	567
Maintenance and Other Operating Contracts	658	889	779	748	730	746
Professional Service Contracts	613	689	550	528	534	542
Materials & Supplies	835	872	830	821	815	821
Other Business Expenditures	196	196	185	195	196	208
Total Non-Labor Expenditures	\$3,707	\$4,060	\$3,756	\$3,738	\$3,798	\$3,912
Other Expenditure Adjustments:						
Other	\$105	\$184	\$172	\$169	\$188	\$217
General Reserve	0	165	170	175	180	185
Total Other Expenditure Adjustments	\$105	\$349	\$342	\$344	\$368	\$402
Total Expenditures	\$15,148	\$15,982	\$15,657	\$15,832	\$16,189	\$16,585
Net Cash Deficit Before Subsidies and Debt Service	(\$5,745)	(\$6,552)	(\$6,355)	(\$6,666)	(\$7,120)	(\$7,484)
Dedicated Taxes and State/Local Subsidies	\$7,874	\$8,152	\$8,047	\$8,086	\$8,448	\$8,539
Debt Service (excludes Service Contract Bonds)	(1,878)	(1,983)	(2,084)	(2,258)	(2,461)	(2,620)
CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER	\$251	(\$384)	(\$392)	(\$838)	(\$1,133)	(\$1,566)

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

Cash Receipts and Expenditures	Actual	Mid-Year Forecast	Preliminary Budget			
	2018	2019	2020	2021	2022	2023
<u>Total Receipts</u>						
New York City Transit	\$6,389	\$6,364	\$6,281	\$6,189	\$6,175	\$6,181
Long Island Rail Road	1,286	1,198	1,117	1,104	1,107	1,121
Metro-North Railroad	1,116	1,203	1,179	1,148	1,114	1,116
MTA Bus Company	245	252	256	256	257	257
MTA Headquarters	306	340	393	392	337	344
Staten Island Railway	12	14	14	14	14	14
Capital Construction Company	37	41	44	45	46	48
First Mutual Transportation Assurance Company	13	18	18	19	19	20
Other	-	-	-	-	-	-
Total	\$9,403	\$9,430	\$9,302	\$9,166	\$9,069	\$9,100
<u>Total Expenditures</u>						
New York City Transit	\$9,687	\$9,964	\$9,850	\$9,975	\$10,225	\$10,498
Long Island Rail Road	1,983	2,018	2,048	2,138	2,193	2,256
Metro-North Railroad	1,667	1,817	1,744	1,683	1,670	1,698
MTA Bus Company	762	823	740	761	790	778
MTA Headquarters	926	1,034	942	919	935	963
Staten Island Railway	63	69	64	63	64	65
Capital Construction Company	37	41	44	45	46	48
First Mutual Transportation Assurance Company	13	18	18	19	19	20
Other	11	199	208	228	247	259
Total	\$15,148	\$15,982	\$15,657	\$15,832	\$16,189	\$16,585
<u>Net Cash Surplus/(Deficit)</u>						
New York City Transit	(\$3,299)	(3,600)	(3,569)	(3,786)	(4,050)	(4,317)
Long Island Rail Road	(697)	(820)	(931)	(1,034)	(1,086)	(1,135)
Metro-North Railroad	(551)	(614)	(565)	(536)	(556)	(582)
MTA Bus Company	(517)	(570)	(484)	(505)	(533)	(522)
MTA Headquarters	(620)	(694)	(549)	(528)	(598)	(619)
Staten Island Railway	(51)	(55)	(50)	(49)	(50)	(51)
Capital Construction Company	-	-	-	-	-	-
First Mutual Transportation Assurance Company	-	-	-	-	-	-
Other	(11)	(199)	(208)	(228)	(247)	(259)
Total	(\$5,745)	(\$6,552)	(\$6,355)	(\$6,666)	(\$7,120)	(\$7,484)

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

	Favorable/(Unfavorable)			
	2019	2020	2021	2022
FEBRUARY FINANCIAL PLAN 2019-2022				
CASH BALANCE BEFORE PRIOR YEAR CARRYOVER	(\$527)	(\$891)	(\$1,523)	(\$1,735)
Savings Programs	\$205	\$352	\$397	\$407
2019 BRP Savings (New)	101	313	360	369
Impact of Hiring Freeze (Administrative Positions) ¹	68	(4)	-	-
Additional Savings Actions ¹	44	11	5	6
Adjustments to Prior Period BRPs ²	(7)	32	33	33
Agency Baseline Adjustments	(\$216)	\$39	\$149	\$109
Farebox/Toll Revenue:				
Incorporation of 2019 Fare/Toll Policy	221	312	311	311
Additional 2.3% Increase in Tolls	36	46	46	46
Baseline Farebox/Toll Revenue Reforecast	33	17	11	12
Rates:				
Health & Welfare (including retirees)	89	156	179	198
Pension	(140)	(128)	(145)	(137)
Energy	7	(5)	(4)	15
2018 Timing	(207)	-	-	-
All Other Timing ³	(19)	(35)	55	(9)
Other Baseline Re-estimates ⁴	(236)	(324)	(306)	(329)
New Needs/Investments	(\$90)	(\$66)	(\$69)	(\$63)
Maintenance/Operations	(41)	(43)	(46)	(40)
Information Technology	(49)	(23)	(23)	(23)
Subsidies (Cash)	\$250	\$155	\$161	\$178
Metropolitan Mass Transportation Operating Assist (MMTOA)	46	48	44	46
Petroleum Business Tax (PBT) Receipts	3	(9)	(14)	(17)
Real Estate Taxes	23	(11)	(30)	(41)
Payroll Mobility Tax & MTA Aid	4	5	3	3
Real Property Transfer Tax Surcharge (Mansion Tax)	137	373	384	396
Internet Marketplace Tax	71	320	322	325
Less: Transfer to CBDTP Capital Lockbox	(208)	(693)	(706)	(722)
City Subsidy for MTA Bus	(0)	(21)	6	29
B&T Surplus Transfer	170	134	139	142
Other Subsidies	3	9	13	16
Debt Service	(\$5)	\$20	\$46	(\$29)
2019 JULY FINANCIAL PLAN				
CASH BALANCE BEFORE PRIOR YEAR CARRYOVER	(\$384)	(\$392)	(\$838)	(\$1,133)

Totals may not add due to rounding

- ¹ In 2017, Agencies were issued restrictions on non-essential hiring (hiring freeze), limitations on promotions, and the usage of professional services. In 2018, additional limitations were placed on other areas of non-essential spending including non-revenue vehicle purchases, travel, subscriptions, memberships and dues, external training, food, non-MTA IT approved computers/ accessories, and electronics and appliances. In addition, MTA executives asked agencies to take a closer look at their 2019 budget and identify projects that were not absolutely necessary or could be deferred to the outer years.
- ² The bulk of these savings consists of incorporating the 2019 February Financial Plan below-the-line NYC Transit Service Guideline adjustments into the baseline.
- ³ Includes mainly the timing of payroll adjustments, wage settlements, maintenance program requirements and reimbursable receipts.
- ⁴ Changes capture updated reimbursable assumptions, revised inflation forecasts, and adjustments for operating capital and cash. The B&T Operating Surplus Transfer is captured as a subsidy. While B&T's impacts are also captured in individual reconciliation categories in the Agency Baseline Adjustments above, the duplication is eliminated within the line "Other Baseline Re-estimates."

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

FAREBOX RECOVERY RATIOS						
	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	Plan 2021	Plan 2022	Plan 2023
New York City Transit	37.3%	36.1%	35.6%	34.2%	33.1%	31.9%
Staten Island Railway	10.0%	7.1%	7.6%	7.8%	7.7%	7.1%
Long Island Rail Road	31.4%	30.8%	30.1%	29.2%	28.5%	27.8%
Metro-North Railroad	38.7%	40.4%	42.1%	41.6%	40.7%	39.7%
Bus Company	<u>26.1%</u>	<u>19.5%</u>	<u>22.0%</u>	<u>21.6%</u>	<u>20.9%</u>	<u>20.9%</u>
MTA Total Agency Average	35.9%	34.6%	34.6%	33.5%	32.4%	31.4%

FAREBOX OPERATING RATIOS						
	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	Plan 2021	Plan 2022	Plan 2023
New York City Transit	53.2%	52.3%	52.8%	51.4%	50.1%	48.7%
Staten Island Railway	14.5%	10.7%	11.7%	11.8%	11.7%	11.4%
Long Island Rail Road	49.1%	46.9%	44.5%	42.3%	41.2%	40.4%
Metro-North Railroad	54.7%	55.9%	58.0%	58.1%	57.7%	56.9%
Bus Company	<u>29.9%</u>	<u>26.7%</u>	<u>28.5%</u>	<u>27.7%</u>	<u>26.7%</u>	<u>27.0%</u>
MTA Total Agency Average	51.2%	50.1%	50.5%	49.2%	48.0%	46.9%

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.

[THIS PAGE INTENTIONALLY LEFT BLANK]

II. Major Assumptions

Agency Baseline Assumptions

Agency Baseline Assumptions

The July Financial Plan (the “Plan”) consists of the 2019 Mid-Year Forecast, the 2020 Preliminary Budget, and 2021 to 2023 projections. Plan-to-plan changes compare the July Plan with the February Plan (2019 through 2022), 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 which are highlighted and captured in Volume I of this two-volume Plan submission. This Baseline analysis, therefore excludes fare and toll increases proposed for 2021 and 2023, MTA-wide transformation savings and costs, and any re-estimates not in place when the Volume II baseline was finalized. This section focuses on Agency forecasts, and information on subsidies and debt service are covered in later sections of this Volume.

Faced with operating deficits approximating \$500 million in 2020, growing to almost a billion in 2022, MTA took immediate actions to reduce expenses beyond the savings of \$224 million assumed in the February Plan. Cognizant that organizational reform and transformation (e.g., consolidations, organizational restructuring, and the elimination of unnecessary or duplicative functions) would be insufficient to close these deficits, MTA Agencies were directed to identify an additional \$350 million in operating (non-reimbursable) annual expense savings, along with another \$150 million in capital (reimbursable) annual savings, beginning in 2020. Also, one-time savings, approximating \$100 million in Additional Savings Actions and resulting from the continuance of restrictions on non-essential hiring and limits on promotions as well as stricter spending for travel, subscriptions, professional memberships, external training, food, and project deferrals, (initiated late 2018) were expected to be achieved in 2019. With exception of MTA Bus and SIR, Agencies met their operating expense reduction targets.

Compared with the February Plan, pension expense is projected to substantially increase over the course of the Plan. The chief drivers of the upsurge are due to changes to an actuary recalculation of pension expenses (e.g., life expectancy), including a correcting adjustment caused by an actuarial coding error which excluded liabilities for approximately 2,900 active NYCERS members from a valuation. Programmatic areas requiring additional investments are minimal, but include maintenance work to keep M3 fleet in revenue service through 2024 due to revised assumptions for M9-A fleet purchases and the acceleration of the opening of East Side Access at the LIRR. The Plan also includes a myriad of IT-related investments and contractual re-estimates at MTAHQ.

The Plan maintains funding of key initiatives previously identified which directly improve the reliability and safe delivery of services with an eye on bettering the overall customer experience. Those investments include the Subway Action Plan, the LIRR “Forward” and MNR “Way Ahead” Action Plans; reliability centered maintenance, Enterprise Asset Management, and various other operating initiatives, including, but not limited to: Wi-Fi access in all underground stations; onboard audio-visual technology; “On-the-Go” kiosks; digital real-time information screens/countdown clocks; subway deep-cleaning and enhancements; zero-emission electric buses; and Open Road Tolling.

The Plan funds the operating impacts of capital projects (e.g., cost of operations, maintenance, and cleaning) as they near completion or are placed into service, e.g., East Side Access, and maintains funding for safety and security measures designed to keep pedestrians, customers, and MTA employees safe as well as to safeguard assets, infrastructure and revenues through intensified actions to eliminate fare evasion. Those initiatives include: obstructive sleep apnea testing, drug and alcohol testing of 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.

Investments made to stabilize and improve the subway system and lay the foundation for modernizing operations remain in place for the Subway Action Plan (SAP) – with operational performance metrics beginning to show signs of improvement in key service delivery areas. This initiative, which started in 2017, is slightly modified to include the impact of intensified and accelerated station deep cleaning, and repairs to elevated structures, elevators and escalators, signals and track, water management, which have utilized overtime and other support. The SAP targeted key drivers of 79 percent of the major incidents which caused service delays, e.g., infrastructure, track, signals, fleet, power, stations, and customer communications, and the strategic actions taken to address these issues were initially made possible by funding provided by both New York State and New York City in accordance with the NYS 2018-2019 Enacted Budget, and later replaced with funding generated by a For Hire Vehicle Surcharge which was enacted in 2019.

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

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

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

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

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

Baseline 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)

	2019	2020	2021	2022
Savings Programs	\$205	\$352	\$397	\$407
2019 BRP Savings (New)	101	313	360	369
Impact of Hiring Freeze (Administrative Positions) ¹	68	(4)	0	0
Additional Savings Actions ¹	44	11	5	6
Adjustments to Prior Period BRPs ²	(7)	32	33	33
Agency Baseline Adjustments	(\$216)	\$39	\$149	\$109
Farebox/Toll Revenue:				
Incorporation of 2019 4% Fare/Toll Increase	221	312	311	311
Additional 2.3% Increase in Tolls	36	46	46	46
Baseline Farebox/Toll Revenue Reforecast	33	17	11	12
Rates:				
Health & Welfare (including retirees)	89	156	179	198
Pensions	(140)	(128)	(145)	(137)
Energy	7	(5)	(4)	15
2018 Timing	(207)	0	0	0
All Other Timing ³	(19)	(35)	55	(9)
Other Baseline Re-estimates ⁴	(236)	(324)	(306)	(329)
New Needs/Investments	(\$90)	(\$66)	(\$69)	(\$63)
Maintenance/Operations	(41)	(43)	(46)	(40)
Information Technology	(49)	(23)	(23)	(23)
Net Cash Baseline Changes	(\$102)	\$324	\$478	\$453

¹ In 2017, Agencies were issued restrictions on non-essential hiring (hiring freeze), limitations on promotions, and the usage of professional services. In 2018 additional limitations were placed on other areas of non-essential spending including non-revenue vehicle purchases, travel, subscriptions, memberships and dues, external training, food, non-MTA IT approved computers/accessories, and electronics and appliances. In addition, MTA executives asked agencies to take a closer look at their 2019 budget and identify projects that were not absolutely necessary or could be deferred to the outer years.

² The bulk of these savings consists of incorporating the 2019 February Financial Plan below-the-line New York City Transit Service Guideline adjustments into the baseline.

³ Includes mainly the timing of payroll adjustments, wage settlements, maintenance program requirements and reimbursable receipts.

⁴ Changes capture updated reimbursable assumptions, revised inflation forecasts, and adjustments for operating capital and cash. The B&T Operating Surplus Transfer is captured as a subsidy. While B&T's impacts are also captured in individual reconciliation categories in the Agency Baseline Adjustments above, the duplication is eliminated within the line "Other Baseline Re-estimates." The B&T adjustments are \$126 million in 2019, \$144 million in 2020, \$145 million in 2021 and \$148 million in 2022.

The July Plan captures revenue and expense re-estimates that are overall favorable beginning in 2020. Operating revenue, which reflects the impact of a 4 percent fare increase and 6.3% toll increase as well as favorable expense re-estimates mainly in payroll, health and welfare and benefit costs for current retirees, maintenance and paratransit service contracts. Higher overhead credits are partially offset by unfavorable expense re-estimates in pension, overtime, professional service contracts, and electric power.

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.

Major Plan investments include:

Maintenance/Operations, and Customer Experience Enhancements:

NYCT:

Subway Action Plan - Augment scope and intensify and accelerate work of the Subway Action Plan which focuses on station and fleet deep cleaning, repairs to elevated structures, elevators and escalators, signals and track, and improve water management.

LIRR:

M3 Maintenance - Due to revised acquisition timing of the new M9-A car fleet and the acceleration of the opening day for East Side Access, the LIRR will extend the useful life of 80 M3 cars until 2024 instead of completely decommissioning the fleet in early 2020. Major maintenance required to be performed include the installation of Positive Train Control, propulsion system, truck inspection/re-grinding, and overhaul major components, including trucks, pressed wheels, traction motors, HVAC, signal controls, etc.

Nassau 1 Switch and crossover replacement - Install new crossovers and salvage existing components remaining in service until approximately 2022 when the entire switch and crossover complex is replaced and relocated as part of the Third Track Initiative. Material costs will be covered under the capital program, while installation and support costs will be captured as operating expenses.

MNR:

Payroll and Overtime - The April 2019 schedule reflects changes made to provide reliable schedules to Metro-North customers and are designed to reflect more accurately where and when trackwork and infrastructure projects are occurring along the lines, resulting in lengthened schedules on the Hudson, Harlem and New Haven Lines.

MTA Bus:

Bus Technology Projects - Automate Fuel & Fluid Management System, MTA Bus Time (maintenance and hosting), upgrade modems, installation of Passenger Turn Warning system (PTW) and Wi-Fi to support facility work.

HASTUS Upgrade and Maintenance - MTA Bus has had excellent success using HASTUS as a major component of its schedule development and analysis efforts. In addition to successful production of regular schedule picks, the data development and schedule optimization capabilities provided by HASTUS have been a key factor in the implementation of a variety of initiatives and projects that have proven beneficial to MTA Bus operations.

Shop Program Work and Storeroom Supervision - Reline brakes, repair joints on articulated bus fleet, and increase management of inventory/storeroom.

Safety & Security, and Information Technology:

MTAHQ:

Administration - Revised assumptions for occupational health, safety, and administrative needs.

Information Technology Investments and Re-Estimates - Utilize systems to efficiently support operations, including Enterprise Asset Management, beacon countdown clocks, telecommunications services, systems to manage internal controls and policy processes and budgeting system, legal discovery and data analysis system, and server back-up and upgrades.

Other:

MTA-Wide:

Biometric Timekeeping Initiative - Tasked with presenting a single solution for modernizing outdated and multiple timekeeping systems, Agencies will utilize a system with biometric capability to ensure accurate accounting of hours worked by employees and to eliminate opportunities for fraud.

Fare Evasion Task Force - Increase by 500 the physical presence of uniformed officers from the NYPD and MTA Police coupled with Bridge and Tunnel Officers to begin enforcement of the top subway stations and bus routes with the highest incidents of fare evasion, educate MTA riders utilizing messaging, media and automated announcements, ensure enforcement does not target any specific demographic of customers, improve operation of emergency exit gates to mitigate instances of fare avoidance, and augment surveillance capabilities by deploying fare array monitors at 10 stations, along with video analytics. The Plan also assumes a portion of this initiative will be covered by the Manhattan District Attorney's Forfeiture Fund.

EAM PMO Right Sizing - EAM PMO is comprised of various programs, including Asset Management Planning, Information Requirements-Information Management, Enterprise Process Improvements, Change Management & Communications and EAM Procurement. The next phase, called Tranch 1, includes grouping all Agencies' activities into roadmaps, and the development of the EAM Enterprise Architecture, which consists of the Business Architecture, Target Operating Model, Performance Metrics, EAM Guidance Manual, and Asset Information standards.

Savings Programs:

The growth in non-discretionary costs remains 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 operational efficiencies, streamlining processes, hedging of fuel purchases, paying down pension liability (when funding is available), proactively managing paratransit, and reducing health & welfare costs.

Faced with operating deficits approximating \$500 million in 2020, growing to almost a billion in 2022, MTA took immediate actions to reduce expenses beyond the savings of \$224 million assumed in the February Plan. Cognizant that organizational reform and transformation (e.g., consolidations, organizational restructuring, and the elimination of unnecessary or duplicative functions) would be insufficient to close these deficits, MTA Agencies were directed to identify an additional \$350 million in operating (non-reimbursable) annual expense savings, along with another \$150 million in capital annual expense savings, beginning in 2020. Also, a one-time savings target, approximating \$100 million, was also assumed for 2019 and expected to be generated from the continuation of a freeze on filling all non-operational/non-essential vacancies and restrictions on non-essential spending. With exception of MTA Bus and SIR, Agencies met their operating expense reduction targets.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2020 - 2023
(\$ in millions)

Favorable/(Unfavorable)

2019 Total Savings Program by Agency (Non-Reimbursable)										
	2019		2020		2021		2022		2023	
	Pos	\$	Pos	\$	Pos	\$	Pos	\$	Pos	\$
Agency:										
New York City Transit/SIR	87	94.6	984	220.0	1,266	268.2	1,266	275.8	1,266	284.0
Long Island Rail Road	52	23.5	180	50.0	187	50.0	196	50.0	202	50.0
Metro-North Railroad	-	6.8	70	27.2	70	29.5	74	32.9	74	33.8
Bridges & Tunnels	-	44.4	-	19.3	-	18.3	-	17.3	-	17.3
MTA Headquarters	48	30.1	48	30.1	48	25.7	48	25.8	48	26.0
Total (Excluding MTA Bus)	187	\$199.3	1,282	\$346.6	1,571	\$391.7	1,584	\$401.8	1,590	\$411.1
MTA Bus	-	5.9	27	5.4	27	5.5	27	5.6	27	5.6
Total	187	\$205.2	1,309	\$352.0	1,598	\$397.2	1,611	\$407.4	1,617	\$416.7

The 2019 MTA Savings Program (non-reimbursable), consists mainly of savings from a freeze on filling non-operational/non-essential vacancies and restrictions on non-essential spending, and the Budget Reduction Program (BRPs). Combined, Agencies identified \$1.8 billion dollars in greater savings over the course of the July Plan, which include the incorporation of the Service Guideline Adjustments and Additional Savings Actions assumed below-the-line in the February Plan. Agencies developed several new efficiencies and have produced savings in a variety of areas, including operating efficiencies/streamlining processes, service guideline adherence, maintenance cycles, fare protection/revenue enhancement, IT-efficiencies, and rightsizing expenses.

Agencies identified new operating savings programs, which will eliminate 1,617 positions by end of the Plan period and reduce the deficit by \$205 million in 2019, \$352 million in 2020, and reaching just over \$415 million by 2023. All Agency-specific savings initiatives have been incorporated into Agency baselines, within the category construct of the MTA's traditional financial statements.

METROPOLITAN TRANSPORTATION AUTHORITY

July Financial Plan 2020 - 2023

(\$ in millions)

Favorable/(Unfavorable)

2019 Hiring Freeze and Additional Savings Actions by Agency and Category										
	2019		2020		2021		2022		2023	
	Pos	\$	Pos	\$	Pos	\$	Pos	\$	Pos	\$
Agency:										
New York City Transit/SIR	-	23.2	-	(3.8)	-	0.0	-	0.0	-	0.0
Long Island Rail Road	52	22.4	-	0.0	-	0.0	-	0.0	-	0.0
Metro-North Railroad	-	6.8	-	(2.0)	-	(2.4)	-	(0.2)	-	1.3
Bridges & Tunnels	-	27.1	-	2.0	-	1.0	-	0.0	-	0.0
MTA Bus	-	5.1	-	0.0	-	0.0	-	0.0	-	0.0
MTA Headquarters	48	27.2	48	11.0	48	6.1	48	6.2	48	6.3
Total by Agency	100	\$111.6	48	\$7.2	48	\$4.7	48	\$6.1	48	\$7.6
Category:										
2019 Hiring Freeze/Vacancy Savings	-	67.7	-	(3.8)	-	0.0	-	0.0	-	0.0
HQ Elimination of Vacant Positions	48	5.4	48	6.0	48	6.1	48	6.2	48	6.3
Reducing consulting expenses	-	2.3	-	0.0	-	0.0	-	0.0	-	0.0
Travel/Subscriptions/Memberships & Dues/External Training/Food	-	1.1	-	0.0	-	0.0	-	0.0	-	0.0
Enterprise Asset Management (EAM)	-	7.2	-	2.0	-	0.2	-	0.0	-	1.1
Non-revenue Vehicles	-	0.9	-	0.0	-	0.0	-	0.0	-	0.0
Computers & Accessories/Cell Phones & Tablets/Appliances & Other Electronics	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
Project Eliminations	-	2.1	-	0.0	-	0.0	-	0.0	-	0.0
Project Deferrals	52	25.0	-	3.0	-	(1.6)	-	(0.2)	-	0.2
Total	100	\$111.6	48	\$7.2	48	\$4.7	48	\$6.1	48	\$7.6

Administrative Hiring Freeze and Other Additional Savings Actions

In 2017, Agencies were issued restrictions on non-essential hiring (producing vacancy savings from the hiring freeze), limitations on promotions, and the usage of professional services. In 2018, stricter limits on spending, including non-revenue vehicle purchases, travel, subscriptions, memberships and dues, external training, food, non-MTA IT approved computers/accessories, and electronics and appliances were also immediately enforced. These restrictions have remained in effect in 2019. In addition, MTA executives asked agencies to take a closer look at their 2019 budget to identify projects which were unnecessary or could be deferred to outer years. Adherence to these restrictions resulted in Agencies exceeding the target of \$124 million in Additional Savings Actions assumed in the February Plan. Agencies proposed savings of \$132 million over the Plan period as follows: \$112 million in 2019, \$7 million in 2020, \$5 million in both 2021 and 2022 and \$8 million in 2023.

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2020 - 2023

(\$ in millions)

Favorable/(Unfavorable)

2019 Budget Reduction Program by Agency and Category (Non-Reimbursable)										
	2019		2020		2021		2022		2023	
	Pos	\$	Pos	\$	Pos	\$	Pos	\$	Pos	\$
Agency:										
New York City Transit/SIR	-	79.8	601	192.0	883	235.5	883	243.1	883	251.2
Long Island Rail Road	-	0.0	180	50.0	187	50.0	196	50.0	202	50.0
Metro-North Railroad	-	0.0	70	29.2	70	31.9	74	33.1	74	32.5
Bridges & Tunnels	-	17.3	-	17.3	-	17.3	-	17.3	-	17.3
MTA Headquarters	-	2.9	-	19.1	-	19.6	-	19.6	-	19.6
Total (Excluding MTA Bus)	-	\$100.0	851	\$307.6	1,140	\$354.3	1,153	\$363.0	1,159	\$370.7
MTA Bus	-	0.8	27	5.4	27	5.5	27	5.6	27	5.6
Total	-	\$100.8	878	\$313.0	1,167	\$359.8	1,180	\$368.6	1,186	\$376.3
Category:										
Administrative	-	91.4	299	170.7	319	180.5	323	188.9	323	197.2
Customer Convenience/Amenities	-	7.5	23	16.4	23	16.8	23	16.9	23	17.0
Maintenance/Inventory	-	8.7	382	91.2	429	98.2	438	98.1	444	97.4
Revenue Enhancement	-	0.0	-	2.5	-	2.5	-	2.5	-	2.5
Safety/Security	-	0.0	1	1.0	1	1.0	1	1.0	1	1.0
Service	-	(8.0)	25	12.2	25	12.2	25	12.2	25	12.2
Service Support	-	0.0	37	5.2	37	5.3	37	5.4	37	5.5
Other	-	0.5	83	8.4	305	37.8	305	38.1	305	37.8
Total (Excluding MTA Bus)	-	\$100.0	851	\$307.6	1,140	\$354.3	1,153	\$363.0	1,159	\$370.7
MTA Bus - Other/Maintenance	-	0.8	27	5.4	27	5.5	27	5.6	27	5.6
Total	-	\$100.8	878	\$313.0	1,167	\$359.8	1,180	\$368.6	1,186	\$376.3

2019 Budget Reduction Program by Agency and Category (Reimbursable)										
	2019		2020		2021		2022		2023	
	Pos	\$	Pos	\$	Pos	\$	Pos	\$	Pos	\$
Agency:										
New York City Transit/SIR	3	0.5	167	93.1	164	93.1	164	93.1	164	93.1
Long Island Rail Road	-	0.0	160	23.3	160	23.3	160	23.3	160	23.3
Metro-North Railroad	-	0.0	13	34.1	23	18.0	65	13.1	65	17.1
Bridges & Tunnels	-	1.7	-	1.7	-	1.7	-	1.7	-	1.7
MTA Headquarters	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0
MTA Capital Construction	18	4.0	18	4.1	18	4.2	18	4.3	18	4.5
Total (Excluding MTA Bus)	21	\$6.2	358	\$156.3	365	\$140.3	407	\$135.5	407	\$139.6
MTA Bus	-	0.0	2	0.3	2	0.3	2	0.3	2	0.3
Total	21	\$6.2	360	\$156.5	367	\$140.6	409	\$135.7	409	\$139.9
Revenue Offset	-	(\$6.2)	-	(\$156.5)	-	(\$140.6)	-	(\$135.7)	-	(\$139.9)
Total	21	\$0.0	360	\$0.0	367	\$0.0	409	\$0.0	409	\$0.0

Major budget reduction initiatives, comprising the 2019 Savings Program, are summarized below by Agency. Specific details can be found in the BRP worksheets located in Agency sections.

Non-Reimbursable BRP Savings

NYCT BRP Savings:

Administrative:

NYCT Reorganization - Implement actions identified in a management review of its workforce, streamlining functions and processes.

Health and Welfare Savings - Realize savings in prescription drugs and medical claims contracts which were established through a competitive procurement process.

OTPS Reductions - Reduce funding for various maintenance and operating contracts, professional service contracts, and other business costs based on historical spending trends and revised programmatic initiatives.

Customer Convenience/Amenities:

Eliminate Bus Wi-Fi Service - Eliminate dedicated transit Wi-Fi service on buses since usage has been minimal as most customers access Wi-Fi through their cellular service.

Maintenance:

Shift Right of Way Maintenance to Overnight/Weekends - Align right-of-way maintenance to nights and weekends (pilot program) when other capital work is conducted, and reduce flagging requirements.

Vent Cleaning Efficiencies - Shift routine work for cleaning debris from street vents to vent and drain helpers instead of plumbers, where appropriate.

Automated Fare Control (AFC) Maintenance Reductions - Improve productivity and efficiencies in AFC.

Bus Maintenance Efficiencies - Increase operating efficiencies from streamlining several maintenance support functions, including depot training supervisors, the consolidation of the CMO Field Services and Fleet Engineering Units, and the general pick process.

Supply Chain Technology/Supply Logistics Savings - Improve management and oversight of supply chain processes; reduce satellite storerooms operating hours in select bus depots, reduce kitting staffing based on projected requirements, and automate manifesting process in the central warehouses.

Adverse Weather Overtime Reduction - A comprehensive review of adverse weather preparation and response protocols will result in savings by reducing the mobilization of resources to appropriate levels.

Service/Service Support:

Paratransit Carrier Restructuring - Utilization of additional broker services has resulted in a shift of trips away from primary carriers, resulting in savings.

Other:

Operating Savings Program - A review of NYCT's entire workforce and operations is expected to increase labor productivity and produce operating efficiencies, starting in 2020.

LIRR BRP Savings:

Administrative:

Eliminate administrative positions - Improve productivity and efficiency in administrative functions.

Customer Convenience/Amenities:

Reduce Customer Support through efficiencies - Reduce customer support at Penn Station and Moynihan Station, with coverage through existing clerks and Ambassadors.

Reduce/Eliminate Ticket Office Hours with Low Volume Transactions - Increase utilization of ticket vending machines and other forms of non-cash payment.

Do not accept cash on board trains - Stop accepting cash on board train which will allow for a reduction in back-office support and ticket remittance clerks at various locations.

Maintenance:

LIRR "Forward" Strategically Scaled Back - Reduce ushers, transportation support, Stations Movement Bureau Support, overnight signal supervisors, and maintenance of way inspectors. While the overall elements of LIRR Forward will remain, greater efficiencies within existing resources, will be achieved.

Fleet Maintenance Initiatives - Increase material savings identified due to high MDBF of M7 fleet. Certain reliability maintenance and modification activities will be "stretched" over a greater number of years, including M7 Phase 4 Truck Reliability Centered Maintenance (RCM), Phase 2 Battery Change-out, and Phase 2 Air Brake. All programs extended to 10 years from eight years, including the coupler RCM program, and the refrigeration changeout program will be performed in house and within the existing RCM program.

Enterprise Asset Management - Increase reliance on existing staff for project management.

Right of Way Maintenance Support Efficiencies - Eliminate Right of Way Maintenance managerial positions through improved efficiencies by combining position functions.

Reduce Overtime Hours based on more efficient use of resources - Efficiently manage bus programs and reduce foreman coverage and holiday overtime in Stations Department. Do not backfill open jobs on the 2nd and 3rd tour within the Signal Department.

Employee Facility Cleaning - Efficiently manage employee facility cleaning at Hillside, and the Vanderbilt and West Side Yards.

Improve Efficiency of Right of Way Maintenance - Improve efficiency/productivity of existing workforce.

Operating Efficiencies within Core Operations/East Side Access - Continue to assess needs to support and streamline operations. The LIRR continues to review how to more efficiently integrate

the existing LIRR service with the new service to Grand Central including operational staffing, administrative staffing, training, fleet maintenance, crew staffing, etc.

Tighter Control and Prioritization of Non-Payroll Funds to Core Mission Initiatives - Reduce funding for miscellaneous contract services based on historical spending trends and revised programmatic needs.

Revenue Enhancement:

Fare Evasion Strategy - Debit/Credit Card - Install new chip technology on all ticket vending machines (TVM) and ticket office machines (TOM) to prevent fraudulent debit/credit card charges.

Service:

Service Adjustments within Guidelines - Adjust service levels in accordance with MTA Board approved loading requirements.

Service Support:

Crew Book Efficiencies - Reduce the number of future Assistant Conductors/Collector positions based on a review of existing crew book and future service needs.

Train Service Support Efficiencies - Consolidate and efficiencies within Transportation Support.

Other:

Homeless Outreach - Reduce funding at Penn Station, Jamaica, and Atlantic Terminal.

MNR BRP Savings:

Administrative:

Elimination of Administrative Positions - Eliminate 63 Administrative Positions by 2022, streamlining operations in various functional areas, resulting from the restructuring of departments as well as the reassignment of responsibilities.

Administrative Office Space Reconfiguration - Reconfigure office space requirements in the New York Campus Graybar building based on position reductions.

Customer Convenience/Amenities:

Hudson Rail Link Service - Cancel or transfer the annual service contract as well as the commitment to purchase two fully equipped replacement buses. Metro-North, in conjunction with MTA stakeholders, will identify a vendor to assume the financial responsibilities of the contract. If no MTA party or outside vendor is identified, Metro-North will unilaterally cancel the contract.

Eliminate Rockland County Transportation Subsidy - In the 2018 November Financial Plan, Metro-North included an annual Rockland County Transportation subsidy to assist with the expanded Tappan Zee Express bus service, providing connecting service to White Plains and Tarrytown. The Hudson Link Bus service is now fully operational and funded by New York State, therefore this subsidy is no longer needed.

Eliminate Holiday Shopper Special Trains - Discontinue Holiday Shoppers' special train service on the Hudson and New Haven Lines, which was provided over six weekends between November and December.

Maintenance:

Fleet Maintenance Initiatives - Extend several fleet maintenance activities, including implementing an eight-year airbrake maintenance cycle versus the existing six-year cycle for both the M7 and M8 fleets as well as the M8 Seat Replacement Program. In addition, replacement initiatives for the end door coach seat and floor, and center door aisle floor, will be eliminated.

Enterprise Asset Management - Eliminate 11 Enterprise Asset Management positions due to efficiencies and realignment of tasks.

Reduction in Budgeted Overtime Hours - Reduce overtime hours in the Maintenance of Way, Customer Service and Mail and Ride Departments due to efficiencies.

Reduce Annual Vehicle Replacement Program Funding - Reschedule \$2.1 million worth of annual vehicle purchases planned for both 2020 and 2021.

Revenue Enhancement:

Improve On-Board Fare Collection Practices - Improve and monitor conductor training and oversight to ensure compliance with onboard fare collection requirements. Also, Metro-North will work with MTA Audit to refine sample size and methodology used to estimate fare evasion impacts.

East of Hudson Parking Increase - Modify parking fees at all 25 East of Hudson station facilities which are managed under contract by a private parking operator. The overall percentage increase of the revised fees is 13.8%. Specifically, daily meter rates will increase by 16.5%, annual permit rates will increase by 10% and free parking on weekends, along with 10 MNR designated holidays, will be eliminated.

Other:

End Long-Term Lease of Grand Central Terminal and Harlem/Hudson Lines - Ownership shift of properties will eliminate lease and interest expense. Grand Central Terminal and the Harlem and Hudson right-of-way had been leased from Midtown Trackage Ventures, LLC – the contract ran through 2274. Several years ago, MTA exercised an early purchase option with the company to purchase the noted properties and in 2019 the purchase was finalized.

Tighter Control and Prioritization of Non-Payroll Expenses - Reduce expenses for advertising, materials and supplies, and health and wellness programs based on spending trends and cost containment efforts.

B&T BRP Savings:

Administrative:

Building Services - Reduce work space costs based on positions.

Customer Convenience/Amenities:

Cashless Tolling – Reduce a contingency fund originally established to fund unforeseeable risks with cashless tolling. Under the expectation that operating in a Cashless Tolling environment would create numerous customer service and revenue protection challenges, B&T has maintained a contingency fund to manage these risks. With over a year and a half of experience in managing these cashless tolling risks, the contingency fund will be reduced. B&T is confident that the amount remaining in the fund will be sufficient, barring unforeseen events.

Maintenance:

Major Maintenance - Transfer Major Maintenance projects eligible for capital funding out of the operating budget.

Routine Maintenance - Reduce contracted services, ranging from de-icing materials to a wide array of roadway materials and facility repair services.

MTAHQ BRP Savings:

Administrative:

Reduction in MTA IT expenses - Reduce overall MTA IT spending.

Reduction to Operating Capital Contingency - Reduce funds for unanticipated projects and emergency work.

Reduced Corporate-wide Professional Services - Reduce funds set aside for unanticipated corporate-wide or Executive project needs.

Reduced Advertising Expenses - Eliminate funds set aside for unanticipated advertising needs.

Reduced Employee Recruitment Expenses - Reduce corporate-wide funding for employee recruitment.

Reduction in Business Service Center Expenses - Eliminate non-essential spending, including for outside training, procured services, and office furniture. Also, reduce postage expense reflects the commitment to increasingly utilize electronic mailings as opposed to physical mail.

Reduce Human Resources Expense - Reduce need for procured services and expenses for employee events. Reduce membership dues and subscriptions to eliminate non-essential spending.

Risk & Insurance Management Legal Expenses - Reduce procured legal services.

All Other HQ Miscellaneous Reductions - Reduce expenses for various departments' software, hardware, training, furniture, office supplies, print and stationary, travel and other miscellaneous expenses to eliminate non-essential spending.

MTA PD – Contract, Maintenance and Operating Capital Reductions - Reduce overall MTAPD non-labor spending and revise annual vehicle replacement cycle.

Energy Management System Reduction - Reduce software and hardware needs.

MTA Bus BRP Savings:

Administrative:

Workforce Reorganization - Restructure workforce and consolidate functions.

Special Investigation Consolidation - Disband the Operations Support function, and merge three units with Special Investigation, and reduce one Confidential Secretary and eliminate one Deputy Director position.

Maintenance:

Central Maintenance Facility Efficiencies - Scale back painting buses based on an assessment of fleet conditions. Also, eliminate one Line Supervisor, a Superintendent on the Hawk Tour and a Deputy Director position.

Chief Maintenance Office Efficiencies - Eliminate the Depot Training program and reinvest four Maintenance Training Superintendents. Also, eliminate the Field/Fleet Unit and reinvest two Superintendents.

Other:

OTPS Reductions - Right size expenses based on a review of four years of activity.

Pick Technology/Automation - Automate the current bus operator system Pick.

Renewable Natural Gas (RNG) Rebate - Monetize efforts to reduce MTA's carbon footprint. A Request for Proposal has been issued to potential vendors willing to pay MTABC for all RNG allocation.

Reimbursable BRP Savings

NYCT reduced its reimbursable budget by \$372.5 million, and 164 positions, over the course of the Plan. These reductions include engineering efficiencies, Capital Program Management overtime reductions, Other Than Payroll Service reductions, rightsizing customer support staffing levels, car equipment engineering efficiencies, rightsizing bus shuttles, Department of Buses efficiencies, and programmatic reductions in the Capital Program.

The LIRR reduced its reimbursable budget by \$93.3 million, and 160 positions, over the course of the Plan. The 2020 reimbursable budget reduction assumes a 12.7% reduction in headcount from the 2019 level based on more efficient use of resources. This reduction includes Engineering Construction and Support Headcount, Equipment Field and Rolling Stock Support Headcount, Transportation Field and Construction Support Headcount, Department of Program Management, Special Projects/East Side Access Construction Support and other administrative reductions. Independent of this exercise, a review of 2020 to 2023 capital needs were conducted and adjustments made to support the anticipated 2020-2024 Capital Program.

MNR reduced its reimbursable budget by \$82.3 million, and 65 positions, over the course of the Plan. This reduction includes scaling back or eliminating Track Department production gangs, Procurement Design-Build Positions, and reducing various projects in the 2015-2019 and anticipated 2020-2024 Capital Program, including Beacon/Southeast Station Improvements, Turnouts – Yards and Sidings, DC Substation and Signal House Roof Replacement, Enterprise Asset Management Reserve, Stations placeholder, Turnouts – Yards and Sidings, Rock Slope Remediation, and Moodna and Woodbury Viaduct Priority Repairs.

MTA Capital Construction reduced its reimbursable budget by \$21.1 million, and 18 positions, over the course of the Plan primarily due to the completion of several projects which include: Double Track, accelerated Cortlandt Street opening, and the 7 Line Secondary Entrance opening.

B&T reduced its reimbursable budget by \$9 million over the course of the Plan through re-estimates for Maintenance and Operations staff overtime requirements needed to perform Capital Program project work.

Agency reductions in reimbursable expenses (noted above) are offset by reductions in reimbursable revenue to the operating budget and, except for timing, there is no financial impact. The implication of these reductions also results in a lower credit in Reimbursable Overhead, which increases net operating expenses. However, it is important to note that capital expense savings reduces MTA borrowing needs, thereby reducing debt service expense.

Operating Budget Impacts of Capital “Mega” Projects

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

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

		2019 Mid-Year Firecast		2020 Preliminary Budget		2021 Plan		2022 Plan		2023 Plan	
		Pos	(\$000)	Pos	(\$000)	Pos	(\$000)	Pos	(\$000)	Pos	(\$000)
East Side Access											
<i>Revenue Service Date: Year 2022</i>											
	LIRR	274	31.401	437	69.050	719	129.435	748	175.056	815	193.433
	MTAHQ	20	1.062	90	8.795	90	9.031	90	9.983	90	11.068
TOTAL		294	\$ 32.463	527	\$ 77.844	809	\$ 138.466	838	\$ 185.039	905	\$ 204.501

Accrued Baseline Assumptions

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

PASSENGER & TOLL REVENUE / UTILIZATION

On an average weekday, the MTA carries 8.3 million passengers on its subways, buses and commuter railroads, and there are 921 thousand vehicle crossings at MTA Bridges & Tunnels facilities. The level of use of MTA services varies with a number of factors, and perhaps most important among these is the health of the regional economy. Since hitting recessionary lows in 2010, employment levels have steadily improved along with the regional economy. Utilization, as measured by 12-month average ridership levels, also improved through much of this period, but began leveling off at the start of 2015 and has declined by about 6 percent since the third quarter of 2016.

The utilization estimates in the July Financial Plan incorporate updated forecasts of regional employment, which are higher in New York City than those used in the February Plan; by 2023, the number of jobs in New York City is expected to reach 4.61 million, surpassing the February Plan employment projection by 34.3 thousand, a 0.8% increase. However, while employment projections remain mostly favorable, ridership forecasts are less favorable because of the recent trend of stagnant subway and declining bus ridership at NYCT despite increasing employment. Subway ridership, which had been declining since 2016 due to competition from for-hire vehicles and increased service disruption due to capital reconstruction projects and Subway Action Plan (SAP) track access requirements, began leveling off in December 2018. Declining bus ridership has been driven by competition from for-hire vehicles and slowing travel times due to road congestion. Fare evasion, both on the subway and bus, has escalated significantly over the past couple of years, and has had a significant impact on ridership tallies.

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

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.

2019 Mid-Year Forecast

The 2019 Mid-Year Forecast for MTA consolidated ridership is projected to total 2,529 million passengers, while crossings are expected to reach a record 331 million at B&T facilities. Consolidated ridership is projected to decrease by 33 million trips (1.3%) from 2018 ridership, while B&T traffic is forecast to increase by 9 million crossings (2.8%). NYCT ridership is projected to total 2,229 million, accounting for 88% of MTA consolidated ridership. LIRR and MNR account

for 3.6% and 3.5% of MTA consolidated ridership respectively, with 2019 ridership projected to be 91 million for LIRR and 88 million for MNR. Ridership for MTA Bus is projected to be 117 million, which accounts for 4.6% of MTA consolidated ridership, while SIR ridership is projected to be 4 million (0.2% of MTA ridership). Compared with 2018, LIRR and MNR ridership are each expected to increase by 1 million (1.4% and 1.1% respectively). NYCT, SIR and MTA Bus ridership are expected to be lower, despite a continued expansion of the regional economy. Subway and Bus ridership for NYCT are projected to be lower in 2019—by 5 million (0.3%) and 27 million (4.7%) respectively—the result of a general weakening of ridership; this is offset by paratransit ridership, which is projected to increase by 1 million (13.3%). MTA Bus ridership is projected to decline by 5 million (3.7%), while SIR ridership is expected to decrease by 110 thousand trips (2.4%). B&T's expected increase in traffic is due the continuation of stable gas prices, modest economic improvements and relatively favorable weather through May of 2019.

The consolidated ridership projection for the Mid-Year Forecast is expected to fall short of the Adopted Budget projection by 5 million trips (0.2%), while B&T traffic is expected to surpass the Adopted Budget forecast by 7 million crossings, a 2.3% improvement. The plan-to-plan ridership shortfall is comprised of a 2 million (0.1%) decrease at NYCT, a 4 million (3.2%) decrease at MTA Bus, a 439 thousand (0.5%) decrease at MNR, and a 213 thousand (4.6%) decrease at SIR; these are partially offset by a 1 million (1.2%) increase at LIRR. At NYCT, the lower ridership projection is driven by 16 million (2.9%) fewer bus trips, which are partially offset by 14 million (0.9%) more subway trips and 176 thousand (1.6%) more paratransit trips.

MTA consolidated farebox revenue for the 2019 Mid-Year Forecast is expected to be \$6,305 million, and toll revenue is expected to be \$2,088 million. Compared with 2018 results, consolidated farebox revenue is projected to increase by \$150 million (2.4%), while B&T toll revenue is expected to grow by \$113 million (5.7%). The variances for both farebox and toll revenue, in addition to reflecting changes in ridership and traffic levels, are impacted by the fare increase implemented in April 2019, and the toll increase implemented in March 2019. NYCT farebox revenue is projected to total \$4,539 million, accounting for 72% of MTA consolidated farebox revenue. LIRR and MNR each account for 12% of consolidated farebox revenue, with LIRR projected at \$771 million and MNR projected at \$768 million. MTA Bus farebox revenue, comprising 3% of consolidated farebox revenue, is forecast to be \$221 million; SIR farebox revenue is forecast to be \$7 million, comprising less than 1% of consolidated farebox revenue. Compared with 2018, farebox revenue is expected to increase for all Agencies except MTA Bus, although ridership declines dampen year-to-year growth at NYCT and SIR, and drive the year-to-year decline at MTA Bus. Farebox revenue is projected to increase by \$92 million (2.1%) at NYCT \$30 million (4.1%) at LIRR, \$27 million (3.7%) at MNR and \$57 thousand (0.8%) at SIR, while MTA bus is expected to decrease by \$269 thousand (0.1%).

Compared with the Adopted Budget, the consolidated farebox revenue projection in the Mid-Year Forecast is expected to be greater by \$183 million (3.0%), while B&T toll revenue is projected to surpass the Adopted Budget by \$105 million (5.3%). The plan-to-plan increase in farebox and toll revenue is driven by the 2019 fare and toll increase, the impact of which was included below-the-line in the February Financial Plan due to the delay in securing Board approval of the increase. Including the below-the-line 2019 fare and toll increase and its one-month delay, the Mid-Year Forecast for consolidated farebox revenue is \$3 million (0.0%) favorable, while B&T toll revenue is \$43 million (2.1%) favorable. The large favorable variance at B&T is due to a 6.3% toll increase being approved compared to the 4% yield assumed in the February Plan, along with higher projected crossings. Farebox revenue is expected to exceed the Adopted Budget projection by \$147 million (3.4%) at NYCT, by \$27 million (3.7%) at LIRR, and by \$10 million (1.3%) at MNR; at MTA Bus farebox revenue is expected to fall short by \$786 thousand (0.4%), while at SIR it is

expected to fall short by \$123 thousand (1.8%). Including the below-the-line 2019 fare and toll increase (including the impact of the one-month delay), farebox revenue is \$16 million (0.3%) favorable at NYCT, and \$4 million (0.5%) favorable at LIRR, while it is \$9 million (1.2%) unfavorable at MNR, \$8 million (3.3%) unfavorable at MTA Bus, and \$339 thousand (4.7%) unfavorable at SIR.

2020 Preliminary Budget

The 2020 Preliminary Budget anticipates a slight decline in consolidated ridership over 2019, despite the additional day in 2020 because of the leap year. This is driven by the mild weather conditions in early 2019 favorably impacting NYCT and MTA Bus ridership, and the assumption that 2020 will have normal weather conditions, negatively affecting the year-to-year variance and more than offsetting the effect of the additional day. At the other Agencies, year-to-year utilization is expected to grow very modestly primarily because of the leap year. Farebox and toll revenues are expected to increase as a result of the fully annualized impact of the 2019 fare and toll increases. MTA consolidated ridership is expected to decrease by 5 million trips (0.2%) compared with 2019, while B&T vehicular crossings are expected to grow by 1 million crossings (0.2%) because of the leap year. Farebox revenue is projected to increase by \$85 million (1.3%) over 2019, while toll revenue is forecast to increase by \$33 million (1.6%).

Compared with the February Plan, MTA consolidated ridership for the 2020 Preliminary Budget is expected to be lower by 18 million trips (0.7%), reflecting the impact of reduced 2019 ridership, which form the basis for 2020 projections. At B&T facilities, traffic is projected to surpass the February Plan forecast by 7 million crossings (2.2%). MTA consolidated farebox revenue for 2020 is expected to exceed the projections in the February Plan by \$245 million (4.0%), while B&T toll revenue for 2020 is favorable by \$131 million (6.6%) compared with the February Plan forecast. These increases are driven by the 2019 fare and toll increase, the impact of which was included below-the-line in the February Financial Plan due to the delay in Board approval of the increase. Including the below-the-line 2019 fare and toll increase and its one-month delay, consolidated farebox revenue is projected to be \$8 million (0.1%) favorable in 2020, while B&T toll revenue is projected to be \$51 million (2.5%) favorable, primarily due to the 6.3% toll increase exceeding the 4% assumed in the February Plan.

2021-2023

MTA consolidated ridership and farebox revenue in the July Plan are both expected to decrease in 2021 relative to 2020, by 0.3% for each, primarily because 2021 has one fewer day. With employment growth stagnating in 2022, MTA consolidated ridership and farebox revenue is similarly flat, increasing by 0.1% and 0.2% year-on-year. The exception is LIRR, with ridership growth anticipated when service into Grand Central Terminal commences with the completion of East Side Access, which is now expected in the second half of 2022. For 2023, consolidated ridership is essentially flat, with a 0.02% year-on-year decrease; by 2023 consolidated ridership is expected to be 2,517 million passengers. Consolidated farebox revenue is projected to increase by 0.1% in 2023, reaching \$6,393 million. B&T crossings are projected to increase moderately each year, including in 2023 when crossings are projected to reach 335 million and toll revenue is forecast to be \$2,131 million.

Compared with the February Plan, MTA consolidated ridership is unfavorable by 0.8% in both 2021 and 2022; this decline is driven by NYCT and MTA Bus and primarily reflects the reduced 2019 ridership estimates that form the basis for the projections throughout the plan period. Consolidated farebox revenue is favorable by 3.9% in both 2021 and 2022 because of the April

2019 fare increase, which was included below-the-line in the February Plan; including the 2019 fare increase and its one-month delay, 2021 and 2022 farebox revenue are slightly favorable (0.0% and 0.1% respectively). Traffic forecasts for B&T facilities are higher than in the February Plan, by 2.3% in 2021 and 2.4% in 2022 due to the higher 2019 baseline. B&T toll revenue is projected to be higher by 6.5% in both 2021 and 2022, or by 2.4% in both years when including the 2019 toll increase.

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

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

	February Financial Plan				
	Adopted Budget				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Traffic					
Bridges & Tunnels	323.874	325.043	326.349	326.337	
Ridership					
Long Island Rail Road	89.925	90.453	90.301	90.261	
Metro-North Railroad ¹	87.962	88.617	88.650	89.426	
MTA Bus Company	120.739	121.014	120.564	120.618	
New York City Transit ²	2,230.699	2,236.827	2,231.714	2,233.443	
Staten Island Railway	4.625	4.649	4.636	4.635	
	<u>2,533.950</u>	<u>2,541.560</u>	<u>2,535.865</u>	<u>2,538.383</u>	

	Plan-to-Plan Changes: Favorable / (Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Traffic					
Bridges & Tunnels	7.402	7.034	7.467	7.959	
Ridership					
Long Island Rail Road	1.109	0.922	1.046	1.805	
Metro-North Railroad ¹	(0.439)	(0.601)	(0.582)	(1.240)	
MTA Bus Company	(3.821)	(4.523)	(4.489)	(4.503)	
New York City Transit ²	(1.734)	(13.410)	(15.993)	(16.216)	
Staten Island Railway	(0.213)	(0.226)	(0.227)	(0.224)	
	<u>(5.099)</u>	<u>(17.839)</u>	<u>(20.246)</u>	<u>(20.378)</u>	

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

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

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

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

	February Financial Plan				
	Adopted Budget				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Toll Revenue					
Bridges & Tunnels	\$1,983.637	\$1,990.392	\$1,998.341	\$1,998.269	
Fare Revenue					
Long Island Rail Road	743.650	746.314	746.592	746.257	
Metro-North Railroad ¹	758.005	764.450	764.963	772.089	
MTA Bus Company	221.404	221.981	221.085	221.195	
New York City Transit ²	4,391.400	4,404.216	4,393.857	4,397.404	
Staten Island Railway	7.041	7.083	7.060	7.059	
	<u>\$6,121.501</u>	<u>\$6,144.044</u>	<u>\$6,133.558</u>	<u>\$6,144.005</u>	
Total Toll/Fare Revenue	<u>\$8,105.138</u>	<u>\$8,134.436</u>	<u>\$8,131.899</u>	<u>\$8,142.274</u>	

	Plan-to-Plan Changes: Favorable / (Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Toll Revenue					
Bridges & Tunnels	\$104.558	\$131.018	\$130.596	\$130.729	
Fare Revenue					
Long Island Rail Road	27.154	33.272	34.296	39.974	
Metro-North Railroad ¹	9.697	14.418	15.665	10.888	
MTA Bus Company	(0.786)	2.423	2.452	2.428	
New York City Transit ²	147.192	195.258	187.268	186.904	
Staten Island Railway	(0.123)	(0.146)	(0.148)	(0.144)	
	<u>\$183.133</u>	<u>\$245.225</u>	<u>\$239.534</u>	<u>\$240.051</u>	
Total Toll/Fare Revenue	<u>\$287.691</u>	<u>\$376.242</u>	<u>\$370.130</u>	<u>\$370.780</u>	

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

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

OTHER OPERATING REVENUE

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

Other Operating Revenue					
July Financial Plan 2020-2023					
(\$ in millions)					
	2019	2020	2021	2022	2023
	Mid-Year Forecast	Preliminary Budget			
<i>Rental Income</i>	\$127	\$123	\$127	\$131	\$137
<i>Advertising</i>	137	141	144	148	151
<i>Paratransit Reimbursement (NYC and Urban Tax)</i>	219	213	220	228	236
<i>Fare Reimbursement (student/seniors)</i>	100	101	101	101	101
<i>Fees (including E-Z pass, AFC and TAB)*</i>	22	22	22	22	22
<i>MetroCard "Green" Fee</i>	22	22	22	22	22
<i>FMTAC Operating and Investment Income</i>	18	18	19	19	20
<i>Parking</i>	19	20	20	20	21
<i>Concessions</i>	1	1	1	1	1
<i>All Other (Paratransit Reduced Fare Program, Recoveries, SIR, etc.)</i>	32	24	29	26	27
Total Other Operating Revenue	\$696	\$684	\$704	\$719	\$737

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

Over the course of the Plan, year-to-year changes reflect a decrease of \$12 million in 2020, and increases of \$20 million in 2021, \$15 million in 2022, and \$18 million in 2023. The decrease in 2020 is mainly driven by the LIRR, MTAHQ, and NYCT. At the LIRR, the decrease of \$6 million is mainly attributable to lower Penn Station rent revenue, advertising revenue, and scrap material sales. At MTAHQ, the decrease of \$5 million is mainly due to lower advertising revenue and a one-time grant funding in 2019 for a grade crossing safety project being performed by the LIRR and MNR. At NYCT, the decrease of \$3 million is mainly attributable to lower paratransit reimbursements. These unfavorable projections are partially offset by an increase of \$3 million at MNR due to higher East of Hudson parking revenue, advertising revenue, and GCT retail income.

Year-to-year revenue growth from 2021 through 2023 averages \$12 million annually at NYCT and is mostly attributable to increases in NYC paratransit reimbursements and higher advertising revenue. At MNR, revenues increase by \$5 million in 2021, then decrease by \$3 million in 2022, and increase by \$2 million in 2023, mainly reflect the impact of segregating the NYS funding source of the Maybrook Trail Project from MNR's Capital and Other Reimbursements to a Maybrook Trail Account as well as higher GCT retail income, East of Hudson Parking revenue, and advertising revenue. At MTAHQ, revenues increase by \$2 million in 2021 and 2022, and \$3 million in 2023 due to higher recoveries from West Side Yard development activities and MTA IT technology support for East Side Access (ESA).

Compared with the February Plan, Other Operating Revenue decreases by \$9 million in 2019, \$48 million in 2020, \$53 million in 2021, and \$25 million in 2022. Decreases from 2019 through 2022 are mainly attributable to decreases in NYCT real estate revenues; timing related to the removal of the reimbursement for the Maybrook Trailway at MNR; lower rental, advertising and freight revenue at the LIRR; lower advertising revenue at MTA Bus; and lower realized gains on bonds and equity investments are projected at FMTAC.

PAYROLL

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

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

The agreement with TWU Local 100 expired on May 15, 2019, and negotiations with that union for a successor agreement are currently underway. The Plan anticipates collective bargaining efforts will produce an agreement with wage-equivalent provisions that net to 2.0% each year. In addition, as of June 2019, agreements covering more than 82% of remaining represented employees MTA-wide, have expired or have become amendable, and are subject to new negotiations. By the end of 2019, as more labor agreements expire or become amendable, the number of represented employees awaiting new agreement terms will rise above 90%. This assumption includes all employees at the commuter railroads, MTA Bus Company and SIRTOA, more than 80% of employees at MTAHQ, and approximately 90% of employees at NYCT. The Plan incorporates the expectation that the TWU labor agreement ultimately negotiated will establish a pattern for the unions that typically follow the TWU pattern.

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

July Plan payroll expenses are projected at \$5,328 million in 2019, \$5,423 million in 2020, \$5,499 million in 2021, \$5,625 million in 2022, and \$5,710 million in 2023. On a year-over-year basis, expenses increase by \$95 million in 2020, \$76 million in 2021, \$126 million in 2022, and \$85 million in 2023.

The 2020 increase mainly reflects the assumption of filling 2019 vacancies (controlled by the 2019 hiring freeze), contractual and non-represented wage increases referenced above, and resources required to support various ongoing Agency-specific initiatives. Total expenses are higher by 1.8% compared with 2019, comprised of the LIRR (\$55 million), B&T (\$21 million), MNR (\$16 million), and MTAHQ (\$15 million), partially offset by a reduction at NYCT (\$11 million). Aside from the aforementioned drivers, Agency increases in 2020 total \$95 million and reflect significant undertakings at the LIRR, driven by new hires supporting East Side Access (ESA), and the full-year impact of continued M3 fleet and other maintenance requirements. B&T and MNR expenses are forecasted to grow primarily due to the filling of 2019 vacancies, contractual step-up increases, and inflationary adjustments. At MTAHQ, increases include the filling of 2019 vacancies, including hiring for the patrol force necessary to support the ESA Project. NYCT partially offsets the expense increases due to Budget Reduction Program (BRP) savings.

Year-to-year annual expense growth from 2020 through 2023 reflects mainly inflationary assumptions and a continuation of the factors noted above.

Compared with the February Plan, payroll expenses are projected to decrease by \$71 million in 2019, followed by average decreases of \$136 million per year from 2020 through 2022. The plan-to-plan reduction in 2019 is mostly the result of vacant positions, many of which result from the MTA-wide hiring restrictions (agencies assume non-operating/professional positions will remain vacant through the end of 2019). Aside from the hiring restrictions, the 1.3% reduction in 2019 is the result of lower expenses at the LIRR (\$30 million) for revised ESA needs for operational readiness, and the timing of retroactive compression payments; B&T (\$19 million) primarily due to vacancies; and MTAHQ (\$10 million) due to vacant position eliminations. Other reductions were at NYCT, MNR and MTA Bus (\$12 million combined) and mainly reflect vacancy savings.

For 2020 and beyond, the reductions overall reflect the impact of measures Agencies have proposed to operate efficiently, among them, through streamlining processes, re-engineering functions, increasing productivity, extending maintenance cycles without jeopardizing the safety and reliability of services, and utilizing technology to collect fares.

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 \$910 million in 2019, \$838 million in 2020, \$859 million in 2021, \$877 million in 2022, and \$899 million in 2023, reflecting a year-to-year decrease of \$71 million in 2020 followed by average annual increases of \$20 million for 2021 to 2023.

The 2020 reduction is mostly due to 2019 expenses that do not recur. The bulk of the reduction, \$58 million at NYCT, reflects projected requirements that are scaled-down compared to 2019 (mainly Subway Action Plan related); and \$7 million at the LIRR due to lower vacant position coverage and right-of-way maintenance requirements. Other contributors of the change include a reduction of \$4 million at MTAHQ, which reflects revised assumptions for MTAPD, MTA IT, and BSC operations; and \$4 million at MTA Bus due to the completion of various bus technology projects. Partially offsetting these reductions are increases totaling \$2 million between B&T and MNR, which mainly reflect wage growth assumptions at both agencies, and includes the full-year impact of the 2019 April service schedule change at MNR.

Aside from planned wage increases, other notable projected escalations for 2021 through 2023 include requirements for East Side Access (ESA) operations and higher M3 fleet maintenance costs at the LIRR; and higher costs associated with maintaining fleet in revenue service beyond their useful 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 \$98 million in 2019, followed by modest increases from 2020 to 2022 which grow on average by 1%. The bulk of the plan-to-plan growth in 2019 is at NYCT (\$76 million) and is primarily due to projected overruns in programmatic/routine maintenance work, followed by forecasted increases of \$6 million in each year thereafter, due mainly to updated Subway Action Plan (SAP) requirements. Also contributing to 2019 growth is the LIRR (\$18 million) due to greater M3 fleet maintenance, vacancy coverage

requirements, and right-of-way maintenance, with subsequent years through 2022 reflecting continued M3 fleet maintenance and ESA operations. Slightly offsetting these increases over the same period were reductions from savings programs at MNR (\$1 million).

HEALTH & WELFARE

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

MTA Consolidated Health & Welfare expenses are estimated to be \$1,341 million in the 2019 Mid-Year Forecast. Health & Welfare expenses for the 2020 Preliminary Budget are projected to be \$1,414 million, \$73 million (5.5%) greater than 2019 expenses, due to increases in premiums. MTA Consolidated Health & Welfare expenses are forecast to increase annually by 5.3%, 6.3% and 5.8%, for 2021 through 2023, respectively, when expenses are projected to reach \$1,674 million.

In comparison with the February Plan, the changes in the July Plan are favorable by \$52 million, \$116 million, \$134 million and \$148 million for 2019 to 2022, respectively. The favorable changes are primarily due to NYCT's BRP for improvements in pricing contained in the MTA-sponsored medical and prescription plans as well as plan-to-plan savings in NYSHIP premiums resulting from modest modifications to the annual deductible, co-insurance maximum, and co-payments for hospital, medical/surgical and mental health and substance abuse beginning in 2019.

OTHER POST-EMPLOYMENT BENEFITS (OPEB)

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 \$645 million in 2019, \$704 million in 2020, \$766 million in 2021, \$835 million in 2022 and \$910 million in 2023. Year-to-year increases reflect NYSHIP premium growth assumptions, claims assumptions in the MTA self-sponsored medical and prescription plans, and growth assumptions in the retiree population.

In comparison with the February Plan, OPEB Current Payment expenses are favorable by \$36 million in 2019, \$40 million in 2020, \$46 million in 2021 and \$51 million in 2022, due to lower NYSHIP premiums, lower rates in the MTA-sponsored medical and prescription plans as well as lower retiree activity than projected in the February Plan.

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 \$1,494 million in 2019, \$1,461 million in 2020, \$1,462 million in 2021, \$1,403 million in 2022, and \$1,347 million in 2023. Pension expenses are based on actuarial projections and include the impact of anticipated headcount changes in the Financial Plan. Where actuarial projections are unavailable, the forward three-year average of the Consumer Price Index plus one percent—which is a proxy intended to capture anticipated impacts from demographic changes of employees and retirees—is applied to projections.

In comparison with the February Plan, projected pension expenses are unfavorable by \$140 million, \$128 million, \$145 million and \$137 million for 2019 to 2022, respectively. Liabilities resulting from changes to actuarial assumptions (e.g., life expectancy) and liabilities for approximately 2,900 active NYCERS members who had previously been excluded from the NYCERS valuation due to a coding error in the census data contributed over \$100 million to the unfavorable plan-to-plan change. Benefit modifications for TSO and TWU members at MTA Bus contributed to plan-to-plan increases in the MTA Defined Benefit Plan.

OTHER FRINGE BENEFITS

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

July Plan expenses are projected at \$869 million in 2019, \$897 million in 2020, \$930 million in 2021, \$956 million in 2022, and \$976 million in 2023, reflecting average year-over-year increases of \$27 million through 2023.

2020 expenses are 3.2% higher than 2019 and reflect higher expenses of \$14 million at NYCT, \$7 million at the LIRR, and higher combined costs of \$7 million at MNR, MTAHQ, and B&T. These changes capture the latest Railroad Retirement Tax rates, railroad unemployment charges, personal injury claims (based on historical levels), and Federal Employers Liability Act adjustments pertinent to the Commuter Railroads. Changes also reflect variations in staffing levels as determined by programmatic initiatives and inflationary payroll rate assumptions across the Agencies; specific payroll rate assumptions, as well as detailed position impacts, are further explained in Agency sections.

For 2021 through 2023, expenses increase on average by \$16 million at NYCT, \$6 million at the LIRR, \$2 million at MNR, and \$1 million each at MTAHQ, B&T, and MTA Bus. These changes reflect a continuation of the assumptions noted above, as well as further increases driven by revised Workers' Compensation assumptions and reimbursable overhead work.

Compared with the February Plan, expenses are projected to increase by \$12 million in 2019, remain flat in 2020, then decline by \$14 million in 2021 and \$12 million in 2022. The changes in 2019 are mainly driven by NYCT and reflect Workers' Compensation reserve requirements, and reductions expected from 2021 to 2022 mainly reflect the impact of 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 new Long-Term Agreement (LTA); overall, NYPA provides approximately 80 percent of total MTA electric power requirements. The terms of the LTA require that certain NYPA assets, including a share of low-cost upstate hydroelectric power, dedicated low-cost transmission line capacity from upstate New York, and a 500-megawatt power plant in Queens (the Eugene W. Zeltmann Power Project) be allocated to serve the MTA. Along with NYPA and other NYC-area governmental customers, MTA also has a long-term operational share in the Astoria II 550-megawatt power plant, also located in Queens.

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

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

MTA Consolidated Electric Power expense of \$452 million for the 2019 Mid-Year Forecast is \$30 million (6.3%) lower than 2018 expenses, and primarily reflects the impact of lower fuel prices on the cost of electric generation and electric rates. The Mid-Year Forecast is unchanged from the Adopted Budget, unfavorable by just \$200 thousand, or 0.04%. The steeper decline in price changes from 2018 (-12.5% for NYPA) relative to the price decline in the Adopted Budget (-5.2% for NYPA) reflects significant price increases after August 2018, which then retreated by the close of the year. As a result, 2019 electric power rate assumptions are almost unchanged from the February Plan, although year-to-year percent changes show a larger decline.

Expenses for the 2020 Preliminary Budget are expected to be \$473 million, an increase of \$22 million (4.8%) from the 2019 Mid-Year Forecast, reflecting the impact of increases in electric delivery charges. The 2020 Preliminary Budget is \$10 million (2.1%) unfavorable compared with the February Plan.

MTA Consolidated Electric Power expenses, projected to annually increase by 4.2% in 2021, 8.0% in 2022 and 5.6% in 2023, are forecast to total \$562 million in 2023. Compared with the February Plan, forecasts are unfavorable by \$10 million (2.2%) in 2021 and favorable by \$7 million (1.3%) in 2022.

FUEL

Fuel expenses reflect operating factors that impact consumption, such as service adjustments, weather impacts and seasonality. Diesel and natural gas prices for the July Financial Plan include actual prices through April 29, 2019 and reflect commodity futures prices as of May 3, 2019. Where commodity futures prices are unavailable, price changes are projected using IHS Global, Inc. forecasts (March 2019) for New York Harbor No. 2 Distillate for heating oil and diesel fuels and the PPI (Producer Price Index) Utility for Natural Gas. On a year-to-year basis, Ultra Low Sulfur Diesel (ULSD) prices are projected to decrease by 2.34% in 2019, increase by 0.57% in 2020, then decrease by 3.63% and 2.11% in 2021 and 2022, respectively. Prices in 2023 are then expected to increase by 1.68% in 2023. For Compressed Natural Gas (CNG), year-to-year prices are forecasted to decrease by 19.41% in 2019, 2.87% in 2020, 0.95% in 2021, then increase by 0.53% and 2.99% in 2022 and 2023, 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.¹ The MTA intends to continue this strategy, with new hedge contracts extending as far as 24 months from execution date, which provides a measure of financial stability from price fluctuations. At any point in time, approximately 50% of the projected fuel usage for the forward 12-month period will be hedged.

Fuel expenses of \$183 million for the 2019 Mid-Year Forecast are \$8 million favorable in comparison with the 2019 Adopted Budget. The 2019 Mid-Year Forecast price for ULSD is estimated to be \$0.16 per gallon lower than forecasted in the 2019 Adopted Budget, and CNG prices are estimated to be \$0.32 per MMBTU lower than the price assumptions in the 2019 Adopted Budget.

Fuel expenses of \$183 million for the 2020 Preliminary Budget are \$5 million favorable in comparison with the February Plan forecast for 2020. The 2020 Preliminary Budget price for ULSD is estimated to be \$0.13 per gallon lower, and CNG prices are estimated to be \$0.28 per MMBTU lower, than estimated in the February Plan.

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

For 2021, July Plan Fuel expenses are estimated to be \$176 million, \$7 million lower than projected in the February Plan. The price for ULSD is estimated to be \$0.14 per gallon lower, and CNG prices are projected to be \$0.28 per MMBTU lower, than assumed in the February Plan.

For 2022, July Plan Fuel expenses are estimated to be \$174 million, \$8 million lower than projected in the February Plan. The price for ULSD is estimated to be \$0.15 per gallon lower, and CNG prices are estimated to be \$0.30 per MMBTU lower, than projected in the February Plan.

For 2023, July Plan Fuel expenses are estimated to be \$177 million.

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)¹
- All-Agency Protective Liability (Primary)
- All-Agency Protective Liability (Excess)
- All-Agency Protective Liability (LORAM)
- All-Agency Property Policy²
- All-Agency Sabotage & Terrorism²
- Comprehensive Automobile Liability³
- Paratransit (Access-A-Ride)³
- Station Liability – LIRR & MNR
- Force Account – LIRR & MNR
- Premises Liability

The following table measures MTA Consolidated Insurance expenses:

MTA CONSOLIDATED INSURANCE EXPENSES						
Non-Reimbursable						
(\$ in millions)						
<u>Insurance Expenses</u>	2018 <u>Actual</u>	2019 Mid-Year <u>Forecast</u>	2020 Preliminary <u>Budget</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
NYCT	\$67	\$69	\$78	\$88	\$98	\$108
LIRR	20	20	23	26	28	31
MNR	17	16	19	21	23	26
SIR	1	1	1	1	1	1
MTA Bus	6	6	7	8	9	10
B&T	12	11	12	13	13	14
MTAHQ	2	2	2	2	3	3
Total Gross Insurance Expenses	\$125	\$126	\$142	\$159	\$175	\$192
<u>Insurance Credits</u>						
FMTAC	(\$154)	(\$121)	(\$127)	(\$136)	(\$148)	(\$164)
Net Insurance Expenses	(\$29)	\$6	\$16	\$23	\$27	\$28

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

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

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

The 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.

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

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

In comparison with the February Plan, MTA Consolidated Insurance expenses are favorable by \$3 million in 2019, remain virtually unchanged for years 2020 and 2021, and are favorable by \$3 million in 2022.

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 \$388 million in 2019, \$394 million in 2020, \$393 million in 2021, \$398 million in 2022 and \$406 million in 2023. Claims expenses are unfavorable by \$9 million in 2019, \$7 million in 2020, \$1 million in 2021 and \$3 million in 2022.

PARATRANSIT SERVICE CONTRACTS

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

Since 2010, the MTA has taken steps to reduce non-service related costs and the average cost per trip, including mechanisms to ensure adherence to eligibility requirements, and the conversion of contracted trips to fixed route feeder trips where available. Through these efforts, the MTA has been able to maintain an expected level of service while also reducing costs. However, the recent proliferation of advanced reservation e-hail trips and on-demand e-hail trips (offered through a

pilot program) by both existing and new customers are projected to significantly increase costs. Also, it should be noted that although the advanced reservation service was discontinued earlier this year, it appears customers have transitioned to the advanced broker program, and therefore a decrease in the demand for Paratransit services is not expected. The rise in costs for these services is expected to negate most all the previously achieved operational efficiency savings that the MTA has implemented over the years to provide eligible customers with efficiently managed paratransit services.

July Plan expenses are projected at \$495 million in 2019, \$488 million in 2020, \$506 million in 2021, \$535 million in 2022, and \$569 million in 2023, reflecting a year-to-year decrease of \$6 million in 2020, and increases of \$17 million in 2021, \$30 million in 2022, and \$33 million in 2023. These projections mainly reflect the increase in total trips and inflationary adjustments to paratransit carrier contracts. The decrease in 2020 is due to savings expected from the Paratransit Carrier Restructuring initiative, which shifts customers to the less expensive advanced broker program from primary carrier service.

Compared with the February Plan, Paratransit Service Contract expenses are projected to increase by \$12 million in 2019, and decrease by \$13 million in each of the out-years.

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 include facility expenses (e.g., leases, rentals, utilities, real estate taxes), operating contracts (e.g., equipment/vehicle rental, E-ZPass tags, environmental testing, and services, rolling stock purchases), and maintenance services (e.g., construction services, snow removal).

July Plan expenses are projected at \$840 million in 2019, \$797 million in 2020, \$834 million in 2021, \$837 million in 2022 and \$854 million in 2023, reflecting a year-over-year decrease of \$43 million in 2020, followed by increases of \$36 million in 2021, \$3 million in 2022, and \$18 million in 2023.

The projected 2020 decrease is mainly driven by MNR (\$18 million), mostly due to the impact of the savings initiatives as well as the revised timing of repairs for equipment damaged in the Bridgeport derailment, the resolution of an outstanding dispute with the New York City Water Board, and the 2019 lease of two P-42 Amtrak locomotives; MTA Bus (\$16 million), due to the end of the Articulated Bus loan program, installation of facility Wi-Fi and bus cameras, Shop Program revisions, and the reclassification of Select Bus Service (SBS) Fare Equipment installation to Material & Supplies; and MTAHQ (\$14 million), mainly due to the end of a telecommunications contract in 2019 and a shift in IT projects. These favorable projections are partially offset by increases of \$5 million at NYCT, mainly due to inflation; and increased ESA readiness efforts, the shifting of prior year expenses, and higher joint facility costs at the LIRR (\$3 million).

The projected 2021 increase is mainly driven by the following: LIRR (\$9 million) reflecting higher ESA readiness costs; additional requirements for major maintenance work and the replacement/upgrade of the License Plate Recognition system at B&T (\$9 million); mainly inflation and contractual increases at NYCT (\$6 million); the timing of the BL-20 Locomotive Overhaul

Program, inflation, and projected increased MTA Police costs at MNR (\$6 million); Shop Program and Bus Technology revisions at MTA Bus (\$5 million); and inflation at MTAHQ (\$2 million).

The projected 2022 increase is mainly attributable to the above-mentioned initiatives at B&T (\$10 million), the LIRR (\$3 million), MTAHQ (\$3 million), and MNR (\$2 million). These unfavorable projections are partially offset by a decrease at NYCT (\$11 million) due to the timing of paratransit vehicle purchases; and revisions to the Shop Program at MTA Bus (\$4 million).

The projected 2023 increase is mainly attributable to NYCT (\$10 million) due to inflation, intensified structure inspections, bus overhaul cycles, and paratransit vehicle purchases; and the above-mentioned initiatives at the LIRR (\$9 million), MNR (\$3 million), and MTAHQ (\$2 million). These unfavorable projections are partially offset by decreases at B&T (\$4 million) due to reduced requirements, and the above-mentioned initiatives at MTA Bus (\$2 million).

Compared with the February Plan, Maintenance and Other Operating Contract expenses decrease by \$58 million in 2019, \$36 million in 2020, \$50 million in 2021, and \$35 million in 2022.

The plan-to-plan decrease in 2019 is mainly driven by the reclassification of a provision for Subway Action Plan (SAP) expenses at NYCT; reduced major and routine maintenance requirements as a result of management actions at B&T; and a change in the accounting treatment of upfront wireless payments, lower ESA operational readiness costs, a shift of expenses to Overtime and Fuel from non-payroll categories and other reallocations, and the deferment of various initiatives to outer years at the LIRR. These projections are partly offset by higher expenses at MTAHQ primarily reflecting IT re-estimates for telecommunications and data costs; and the revised timing of locomotive overhauls, Bridgeport Derailment Repairs, the resolution of a dispute with the New York City Water Board, the leasing of two Amtrak locomotives, and maintenance of a communications network at MNR.

The 2020 through 2022 decreases are driven by the above-mentioned factors at B&T and MTAHQ; revised ESA service plan, the timing of initiatives from 2019 and efforts associated with tighter control and prioritization of non-payroll funds to core mission initiatives at the LIRR; operational efficiencies at MNR; and Central Maintenance Facility (CMF) efficiencies at MTA Bus. These projections are partly offset by higher expenses at NYCT due to the reclassification of a rail grinding contract from Professional Services and increased resources to support fare evasion efforts.

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 \$608 million in 2019, \$503 million in 2020, \$495 million in 2021, \$504 million in 2022, and \$514 million in 2023, reflecting year-to-year decreases of \$105 million in 2020 and \$8 million in 2021, followed by annual increases averaging \$10 million in 2022 and 2023.

The \$105 million, or 17%, decrease in contract services in 2020 is mostly the result of reductions totaling \$62 million at MTAHQ that primarily reflects lower IT and miscellaneous expenses relative to 2019 and \$32 million at NYCT, which mainly reflects the end of contracts for key elements of the Subway Action Plan (SAP), including third-party deep station cleaning services, and other priority initiatives. Other contributors to the 2020 expense reduction include \$10 million at MTA Bus mainly due to the completion of integrating the New Fare System in 2019; and \$3 million at the LIRR due to lower investments in Enterprise Asset Management (EAM), timing of various maintenance-of-way agreements, completion and migration of a new credit card clearinghouse, and the chip upgrade of ticket vending machines. These changes are partially offset by an increase of \$2 million at B&T, largely reflecting inflationary adjustments and the timing of consulting costs associated with EAM program development.

The reduction in 2021 mainly reflects the completion of critical projects at NYCT, while growth in 2022 and 2023 (less than 2% each year) mainly reflects inflationary changes at all Agencies as well as various changes in IT-related needs and the West Side Yard development at MTAHQ.

Compared with the February Plan, expenses increase by \$50 million in 2019, then increase on average by \$16 million in each year from 2020 to 2022. The major contributors to these changes are:

- MTAHQ expenses increase by \$35 million in 2019 and on average by \$17 million between 2020 and 2022, and mostly reflect new and re-estimated IT requirements.
- MTA Bus expenses increase by \$12 million in 2019 and grow on average by \$4 million annually from 2020 to 2022, mainly due to the Bus Technology Program and the reclassification of the New Fare System from Material and Supplies. Growth beyond 2020 is mostly driven by the Bus Technology Program.
- NYCT expenses increase by \$11 million in 2019, followed by average annual decreases of \$11 million from 2020 to 2022. The 2019 increase reflects the impact of 2018 SAP-timing adjustments as well as needs associated with electric bus, pedestrian turn warning, and bus plan consultant support initiatives. Reductions from 2020 to 2022 are largely due to the reclassification of a rail grinding contract to the Maintenance and Other Operating Contracts category, and management cost savings actions.
- B&T expenses decrease by \$5 million in 2019 and reflect a reduction in consulting costs across a variety of areas. Expenses remain flat through 2022.
- LIRR expenses decrease by \$2 million in 2019, then increase on average by \$6 million from 2020 to 2022. The 2019 decrease is mainly due to the impact of shifting various initiatives into subsequent years, timing and lower M3 fleet decommissioning costs, and less M7 fleet propulsion testing. Increases for 2020 through 2022 mainly reflect the operating budget impact of writing-off various projects which are no longer capital-eligible.
- MNR expenses decrease on average by approximately \$1 million from 2019 to 2022, primarily reflecting revised needs for EAM and savings initiatives.

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 \$679 million in 2019 and 2020, \$697 million in 2021, \$710 million in 2022, and \$714 million in 2023, reflecting a year-over-year decrease of \$0.4 million in 2020, and year-over-year increases of \$18 million in 2021, \$13 million in 2022, and \$4 million in 2023.

Changes from 2020 through 2023 mainly reflect revised timing assumptions, programmatic changes, and inflation. The 2020 decrease is mostly due to the completion of work involving the installation of fare equipment on Select Bus Service (SBS) routes, bus technology, and Shop Program revisions at MTA Bus (\$17 million), and impact of Budget Reduction Program (BRP) initiatives and the timing of Reliability Centered Maintenance (RCM) initiatives at MNR (\$8 million). These lower projections are mainly offset by increases at NYCT (\$21 million) due to the timing of subway and bus fleet maintenance requirements, and higher requirements for East Side Access (ESA) at the LIRR (\$5 million).

The 2021 increase is mostly timing-related, reflecting revised assumptions at the LIRR (\$8 million) for various rolling stock RCM and fleet modification initiatives; higher requirements for the Shop Program at MTA Bus (\$7 million); and above-mentioned initiatives at NYCT (\$3 million).

The \$13 million increase in 2022 is mainly driven by ESA readiness efforts at the LIRR (\$7 million); New Bus Material and Shop Program changes at MTA Bus (\$6 million); and the above-mentioned initiatives at NYCT (\$5 million). These unfavorable projections are partially offset by the favorable timing impact of various RCM initiatives at MNR (\$4 million).

The 2023 increase is driven by MNR (\$7 million) and is mainly timing-related RCM work, and at the LIRR (\$5 million) where the increase is primarily due to East Side Access readiness efforts. These projections are partly offset by lower expenses required at NYCT (\$4 million) and MTA Bus (\$3 million).

Compared with the February Plan, expenses decrease on average by \$8 million in 2019 and 2020, then increase by \$5 million in 2021 and \$13 million in 2022. The 2019 decrease is mostly due to the reclassification of New Fare System expenses to Professional Services at MTA Bus (\$7 million), and RCM work and security initiatives at the LIRR (\$6 million). These adjustments are partially offset by an increase of \$7 million at NYCT due to the timing of track and Scheduled Maintenance Systems (SMS) requirements. For 2020, the decrease is mainly due to the timing of the M7 Inverter RCM program and lower ESA readiness efforts at the LIRR, and BRP initiatives at MNR. For 2021 and 2022, the increases are mainly due to higher M3 fleet requirements and the timing of the M7 Inverter RCM program at the LIRR. These changes are partly offset by decreases at MNR due to previously mentioned initiatives.

OTHER BUSINESS EXPENSES

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

July Plan expenses are projected at \$218 million in 2019, \$214 million in 2020, \$224 million in 2021, \$226 million 2022, and \$228 million in 2023, reflecting a year-to-year decrease of \$5 million in 2020, and increases of \$11 million in 2021, and \$2 million in both 2022 and 2023.

The decrease in 2020 is mostly attributable to MNR (\$7 million), reflecting the projected reimbursement for the 2016 Park Avenue Viaduct Fire, higher than expected recoveries associated with the Passenger Rail Investment and Improvement Act (PRIIA), and the Budget Reduction Programs (BRP). This variance is partly offset by normal inflationary growth at B&T (\$2 million) and NYCT (\$1 million).

The 2021 increase is also driven by MNR (\$9 million), due mainly to the non-recurrence of the reimbursement for the 2016 Park Avenue Viaduct fire expected in 2020 (as noted above), and slightly higher expenses of \$1 million each at NYCT, the LIRR, and B&T.

The 2022 and 2023 increases reflect normal inflationary growth at NYCT (\$1 million) and B&T (\$1 million).

Compared with the February Plan, expenses decrease by \$12 million in 2019 and 2020, and \$16 million in 2021 and 2022. The decreases are mainly due to the reduction of Owner-Controlled Insurance Program (OCIP) safety expenses at FMTAC, higher recoveries associated with PRIIA, and BRP initiatives at MNR.

[THIS PAGE INTENTIONALLY LEFT BLANK]

Subsidies

SUBSIDIES - OVERVIEW

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

The July Financial Plan reflects the impact of new State legislation enacted in April, 2019 which provides additional revenues from new revenue streams to the MTA including a Central Business District Tolling Program, effective December 31, 2020, a Real Property Transfer Tax Surcharge on high-priced residential properties in New York City, effective July 1, 2019, and the proceeds from the collection and remittance of New York State sales taxes by internet marketplace providers from out of state retailers on their sites, effective June 1, 2019. The Central Business District Tolling Program is forecasted to leverage \$15 billion in revenues dedicated to MTA capital needs. The Real Property Tax Surcharge is estimated to provide \$137 million in 2019, \$373 million in 2020 (first full calendar year of implementation), growing to \$411 million in 2023. The Internet Marketplace Sales Tax is estimated to provide \$71 million in 2019 and is comprised of the local portion of the tax only, since the State's appropriation required for the disbursement of the funds has not yet occur and will be included in the next NYS Enacted Budget due April 2020. Thereafter, the tax is estimated to be about \$320 million annually. These additional revenues are also dedicated to MTA capital needs and will be deposited into the MTA's Central Business District Tolling Program capital lockbox to be used to support financing for the MTA's 2020-2024 Capital Program. Other new legislation in the State's 2019-20 Enacted Budget imposes a supplemental tax of 6 percent (an increase from 5%) on passenger car rentals within the MCTD, effective July 2019, which is forecast to increase the MTA Aid Trust revenues by \$10 million annually.

In its 2018-19 Enacted Budget, the State appropriated \$838 million to jump-start the NYCT Subway Action Plan (SAP) and cover the costs incurred in 2017 and 2018, and also enacted legislation for the implementation of a For-Hire Vehicle (FHV) Transportation Surcharge beginning in 2019, and continuing thereafter, to provide a stable and long-term revenue stream to maintain the level of effort started with the Subway Action Plan and provide additional resources for outer borough transit improvements and other MTA needs. The legislation implementing the surcharge earmarks the first \$362 million received in 2019, \$301 million in 2020 and \$300 million in each year thereafter for the Subway Action Plan; the next \$50 million received in 2019 and each year thereafter is earmarked for the Outer Borough Transportation Account, and revenues in excess of those deposited into the Subway Action Plan Account and the Outer Borough Transportation Account are for the General Transportation Account. The July Plan 2019 estimate for the for-hire transportation surcharge is \$420 million; the first \$362 million, of which \$20 million is for capital purposes, will go to the Subway Action Plan per the legislation, and \$38 million will go to the Outer Borough Transportation Account. There was a delay in implementation of the surcharges due to the filing of a lawsuit and a temporary restraining order, and as a result, the 2019 forecast was revised downward; the estimated 2019 receipts will fully cover the deposit into the Subway Action Plan Account, but will fall short of the full \$50 million for the Outer Borough Transportation Account; no deposits will be made into the General Transportation Account in 2019. For 2020 and each year thereafter the FHV Surcharge

is estimated to provide \$435 million; \$50 million of this is designated for outer borough transportation assumed capital or member projects, resulting in net receipts to the MTA of \$385 million each year, of which \$301 million in 2020 and \$300 million thereafter are dedicated to the SAP and the balance deposited into the General Transportation Account. Any additional receipts over the \$435 million generated by the FHV Surcharge will be deposited into the General Transportation Account. Details are provided in the For-Hire Vehicle Surcharge section of this report.

On an *accrual basis*, Taxes and State and Local Subsidies, which exclude Other Funding Agreements¹, trend higher annually reflecting the impact of projected favorable economic growth in the MTA's Metropolitan Commuter Transportation District (MCTD). Overall, Taxes and State and Local Subsidies are projected to increase by \$85 million, or 1.3 percent, in 2019 and by \$174 million, or 2.7 percent, in 2020, followed by average annual growth of between 2 and 3 percent thereafter. The July Plan forecast of Taxes and State and Local Subsidies is projected to grow from \$6,561 million to \$7,211 million by 2023. Metropolitan Mass Transportation Operating Assistance (MMTOA), Payroll Mobility Tax (PMT), MTA Aid, and Mortgage Recording Tax (MRT) trend upwards, while Urban Tax and the Petroleum Business Tax (PBT) decline.

Increases for MMTOA reflect higher revenue estimates for sales taxes and corporate surcharges on businesses in the MCTD; higher PMT estimates reflect projected growth in regional wage and salary disbursements; MTA Aid revenues also projected to increase each year reflect prior collection trends. MRT Tax revenues decline in 2019 and increase in 2020 and each year thereafter, reflecting overall improvements in mortgage activity in the MCTD. PBT revenues, based on the latest estimates by the State, grow in 2019 and decline in 2020 and each year thereafter. Except for a slight increase in 2022, Urban Tax revenues decline each year due to a slowdown in commercial real estate activity in New York City. SAP-related revenues from the FHV Surcharge are lower in 2019 than the 2018 State and City SAP contributions, as NYCT transitions from the jump-start of the SAP, which required a higher initial outlay of resources, to a steadier level of maintenance. State and Local Subsidies remain unchanged.

Compared with the Adopted Budget, the 2019 Mid-Year Forecast is \$36 million higher, reflecting mostly favorable MMTOA appropriation due to improved economic activity in the MCTD that was not captured in the February Plan, higher Urban Tax revenues, reflecting changes in the levels of commercial real estate transactions, and higher MTA Aid revenues from the increase in the supplemental tax on passenger car rentals within the MCTD, and partially offset by lower MRT revenues due to re-estimate of mortgage activity in the MCTD. Compared with the February Plan, accrued subsidy projections for 2020 are similar to 2019, and are favorable by \$32 million primarily due to higher MMTOA, Urban Tax and MTA Aid revenues, offset by unfavorable MRT, PBT and PMT revenues. Revenue forecasts for 2021 and 2022 are slightly unfavorable primarily due to lower MRT, PBT and PMT transactions, offset by favorable MRT and MTA Aid revenues.

On a cash basis, the July Plan forecast of MTA Taxes and State and Local Subsidies, excluding Other Funding Agreements, is projected to be \$6,551 million in 2019, growing to \$7,067 million in 2023. Overall growth is due primarily to higher forecasts for MMTOA, PMT and MTA Aid. Compared with the Adopted Budget forecast, the 2019 Mid-Year Forecast is \$80 million higher; forecasts in the out years are higher by \$40 million in 2020, \$16 million in 2021 and \$5 million in

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

2022 compared with the February Plan. Details of changes for specific taxes and subsidies are described in the sections that follow.

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

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
MMTOA, PBT & Real Estate Taxes						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$1,686.6	\$1,823.7	\$1,888.4	\$1,962.3	\$2,045.2	\$2,131.5
Petroleum Business Tax (PBT) Receipts	632.8	639.5	627.2	619.3	616.2	615.6
Mortgage Recording Tax (MRT)	447.8	424.3	436.8	454.5	460.2	465.8
MRT Transfer to Suburban Counties	(4.9)	(6.0)	(6.4)	(6.8)	(7.1)	(7.5)
Reimburse Agency Security Costs	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
Interest	5.3	5.3	5.3	5.3	5.3	5.3
Urban Tax	699.7	635.9	624.5	603.4	612.9	608.5
Investment Income	<u>1.7</u>	<u>2.2</u>	<u>2.2</u>	<u>2.2</u>	<u>2.2</u>	<u>2.2</u>
	\$3,459.0	\$3,514.9	\$3,568.0	\$3,630.3	\$3,725.0	\$3,811.6
PMT and MTA Aid						
Payroll Mobility Tax	\$1,424.9	\$1,594.2	\$1,662.8	\$1,731.7	\$1,803.8	\$1,876.9
Payroll Mobility Tax Replacement Funds	244.3	244.3	244.3	244.3	244.3	244.3
MTA Aid	<u>295.9</u>	<u>313.2</u>	<u>318.2</u>	<u>319.2</u>	<u>320.2</u>	<u>321.3</u>
	\$1,965.1	\$2,151.7	\$2,225.2	\$2,295.2	\$2,368.3	\$2,442.5
New Funding Sources						
SAP Support and For-Hire Vehicle Surcharge:						
NYS Operating Support for SAP	\$254.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
NYC Operating Support for SAP	254.0	0.0	0.0	0.0	0.0	0.0
For-Hire Vehicle (FHV) Surcharge:	0.0	342.0	385.0	385.0	385.0	385.0
Subway Action Plan Account	0.0	362.0	301.0	300.0	300.0	300.0
Outerborough Transportation Account	0.0	38.0	50.0	50.0	50.0	50.0
Less: Assumed Capital or Member Project	0.0	(38.0)	(50.0)	(50.0)	(50.0)	(50.0)
General Transportation Account	0.0	0.0	84.0	85.0	85.0	85.0
Less: Transfer to Committed to Capital for SAP	0.0	(20.0)	0.0	0.0	0.0	0.0
Capital Program Funding Sources:						
Central Business District Tolling Program (CBDTP)	0.0	0.0	0.0	0.0	0.0	0.0
Real Property Transfer Tax Surcharge (Mansion)	0.0	136.7	373.5	384.0	396.3	411.0
Internet Marketplace Tax	0.0	70.8	320.0	322.3	325.5	328.7
Less: Transfer to CBDTP Capital Lockbox	<u>0.0</u>	<u>(207.5)</u>	<u>(693.5)</u>	<u>(706.3)</u>	<u>(721.8)</u>	<u>(739.7)</u>
	\$508.0	\$342.0	\$385.0	\$385.0	\$385.0	\$385.0
State and Local Subsidies						
State Operating Assistance (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>168.5</u>	<u>176.6</u>	<u>181.3</u>	<u>186.1</u>	<u>191.0</u>	<u>196.0</u>
	\$544.3	\$552.4	\$557.2	\$562.0	\$566.9	\$571.8
Subtotal: Taxes & State and Local Subsidies	\$6,476.3	\$6,561.0	\$6,735.4	\$6,872.4	\$7,045.2	\$7,210.9
Other Funding Agreements						
City Subsidy for MTA Bus Company	\$518.8	\$574.3	\$494.7	\$522.9	\$557.2	\$549.0
City Subsidy for Staten Island Railway	47.2	52.8	53.1	60.4	68.3	72.8
CDOT Subsidy for Metro-North Railroad	<u>134.8</u>	<u>126.0</u>	<u>122.8</u>	<u>124.8</u>	<u>132.3</u>	<u>136.3</u>
	\$700.8	\$753.1	\$670.6	\$708.2	\$757.7	\$758.1
Subtotal, including Other Funding Agreements	\$7,177.2	\$7,314.1	\$7,406.0	\$7,580.6	\$7,803.0	\$7,969.0
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	<u>\$702.0</u>	<u>\$721.1</u>	<u>\$782.1</u>	<u>\$800.9</u>	<u>\$789.4</u>	<u>\$706.9</u>
	\$702.0	\$721.1	\$782.1	\$800.9	\$789.4	\$706.9
GROSS SUBSIDIES	\$7,879.1	\$8,035.2	\$8,188.1	\$8,381.5	\$8,592.3	\$8,676.0

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

	2019	2020	2021	2022
MMTOA, PBT & Real Estate Taxes				
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$46.1	\$48.0	\$44.0	\$45.8
Petroleum Business Tax (PBT) Receipts	2.1	(9.8)	(17.7)	(20.8)
Mortgage Recording Tax (MRT)	(30.0)	(33.6)	(30.0)	(39.2)
<i>MRT Transfer to Suburban Counties</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>
<i>Reimburse Agency Security Costs</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>
<i>Interest</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>
Urban Tax	11.4	21.2	(0.9)	(3.4)
Investment Income	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>
	\$30.7	\$26.8	(\$3.6)	(\$16.4)
PMT and MTA Aid				
Payroll Mobility Tax	(\$0.6)	(\$5.5)	(\$7.4)	(\$6.7)
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0
MTA Aid	<u>5.0</u>	<u>10.0</u>	<u>10.0</u>	<u>10.0</u>
	\$4.4	\$4.5	\$2.6	\$3.3
New Funding Sources				
SAP Support and For-Hire Vehicle Surcharge:				
NYS Operating Support for SAP	\$0.0	\$0.0	\$0.0	\$0.0
NYC Operating Support for SAP	0.0	0.0	0.0	0.0
For-Hire Vehicle (FHV) Surcharge:	0.0	0.0	0.0	0.0
<i>Subway Action Plan Account</i>	<i>20.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>
<i>Outerborough Transportation Account</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>
<i>Less: Assumed Capital or Member Project</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>
<i>General Transportation Account</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>
<i>Less: Transfer to Committed to Capital</i>	<i>(20.0)</i>	<i>0.0</i>	<i>0.0</i>	<i>0.0</i>
Capital Program Funding Sources:				
Central Business District Tolling Program (CBDTP)	0.0	0.0	0.0	0.0
Real Property Transfer Tax Surcharge (Mansion)	136.7	373.5	384.0	396.3
Internet Marketplace Tax	70.8	320.0	322.3	325.5
Less: Transfer to CBDTP Capital Lockbox	<u>(207.5)</u>	<u>(693.5)</u>	<u>(706.3)</u>	<u>(721.8)</u>
	\$0.0	\$0.0	\$0.0	\$0.0
State and Local Subsidies				
State Operating Assistance (18-b)	\$0.0	\$0.0	\$0.0	\$0.0
Local Operating Assistance (18-b)	0.0	0.0	0.0	0.0
Station Maintenance	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>
	\$0.6	\$0.6	\$0.6	\$0.6
Subtotal: Taxes & State and Local Subsidies	\$35.6	\$31.9	(\$0.3)	(\$12.5)
Other Funding Agreements				
City Subsidy for MTA Bus Company	\$33.8	\$2.3	\$3.6	\$3.0
City Subsidy for Staten Island Railway	(1.1)	(0.4)	0.7	3.6
CDOT Subsidy for Metro-North Railroad	<u>7.3</u>	<u>2.3</u>	<u>0.5</u>	<u>2.1</u>
	\$40.0	\$4.1	\$4.8	\$8.7
Subtotal, including Other Funding Agreements	\$75.6	\$36.1	\$4.4	(\$3.8)
Inter-agency Subsidy Transactions				
B&T Operating Surplus Transfer	<u>\$134.6</u>	<u>\$134.3</u>	<u>\$139.9</u>	<u>\$141.7</u>
	\$134.6	\$134.3	\$139.9	\$141.7
GROSS SUBSIDIES	\$210.3	\$170.4	\$144.3	\$138.0

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2020-2023
Consolidated Subsidiaries

Cash Basis
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
MMTOA, PBT & Real Estate Taxes						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$1,686.6	\$1,823.7	\$1,888.4	\$1,962.3	\$2,045.2	\$2,131.5
Petroleum Business Tax (PBT) Receipts	630.7	640.5	627.9	619.6	616.3	615.6
Mortgage Recording Tax (MRT)	440.5	431.4	435.2	454.0	459.8	465.3
<i>MRT Transfer to Suburban Counties</i>	<i>(4.9)</i>	<i>(4.9)</i>	<i>(6.0)</i>	<i>(6.4)</i>	<i>(6.8)</i>	<i>(7.1)</i>
<i>Reimburse Agency Security Costs</i>	<i>(10.0)</i>	<i>(10.0)</i>	<i>(10.0)</i>	<i>(10.0)</i>	<i>(10.0)</i>	<i>(10.0)</i>
<i>MTA Bus Debt Service</i>	<i>(23.8)</i>	<i>(12.3)</i>	<i>(12.3)</i>	<i>(12.3)</i>	<i>(12.3)</i>	<i>(12.3)</i>
<i>Interest</i>	<i>5.3</i>	<i>5.3</i>	<i>5.3</i>	<i>5.3</i>	<i>5.3</i>	<i>5.3</i>
Urban Tax	656.0	671.3	626.5	602.5	613.3	609.3
Investment Income	<u>1.7</u>	<u>2.2</u>	<u>2.2</u>	<u>2.2</u>	<u>2.2</u>	<u>2.2</u>
	\$3,382.1	\$3,547.2	\$3,557.2	\$3,617.3	\$3,713.0	\$3,800.0
PMT and MTA Aid						
Payroll Mobility Tax	\$1,482.9	\$1,594.2	\$1,662.8	\$1,731.7	\$1,803.8	\$1,876.9
Payroll Mobility Tax Replacement Funds	244.3	244.3	244.3	244.3	244.3	244.3
MTA Aid	<u>272.6</u>	<u>313.2</u>	<u>318.2</u>	<u>319.2</u>	<u>320.2</u>	<u>321.3</u>
	\$1,999.7	\$2,151.7	\$2,225.2	\$2,295.2	\$2,368.3	\$2,442.5
New Funding Sources						
SAP Support and For-Hire Vehicle Surcharge:						
NYS Operating Support for SAP	\$254.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
NYC Operating Support for SAP	254.0	0.0	0.0	0.0	0.0	0.0
For-Hire Vehicle (FHV) Surcharge:	0.0	342.0	385.0	385.0	385.0	385.0
<i>Subway Action Plan Account</i>	<i>-</i>	<i>362.0</i>	<i>301.0</i>	<i>300.0</i>	<i>300.0</i>	<i>300.0</i>
<i>Outerborough Transportation Account</i>	<i>-</i>	<i>38.0</i>	<i>50.0</i>	<i>50.0</i>	<i>50.0</i>	<i>50.0</i>
<i>Less: Assumed Capital or Member Project</i>	<i>-</i>	<i>(38.0)</i>	<i>(50.0)</i>	<i>(50.0)</i>	<i>(50.0)</i>	<i>(50.0)</i>
<i>General Transportation Account</i>	<i>-</i>	<i>-</i>	<i>84.0</i>	<i>85.0</i>	<i>85.0</i>	<i>85.0</i>
<i>Less: Transfer to Committed to Capital</i>	<i>-</i>	<i>(20.0)</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Capital Program Funding Sources:						
Central Business District Tolling Program (CBDTP)	0.0	0.0	0.0	0.0	0.0	0.0
Real Property Transfer Tax Surcharge (Mansion)	0.0	136.7	373.5	384.0	396.3	411.0
Internet Marketplace Tax	0.0	70.8	320.0	322.3	325.5	328.7
Less: Transfer to CBDTP Capital Lockbox	<u>0.0</u>	<u>(207.5)</u>	<u>(693.5)</u>	<u>(706.3)</u>	<u>(721.8)</u>	<u>(739.7)</u>
	\$508.0	\$342.0	\$385.0	\$385.0	\$385.0	\$385.0
State and Local Subsidies						
State Operating Assistance (18-b)	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9	\$187.9
Local Operating Assistance (18-b)	187.4	187.9	187.9	187.9	187.9	187.9
Station Maintenance	<u>169.2</u>	<u>173.0</u>	<u>177.8</u>	<u>182.5</u>	<u>187.3</u>	<u>192.3</u>
	\$544.6	\$548.8	\$553.6	\$558.4	\$563.2	\$568.1
Other Subsidy Adjustments						
NYCT Charge Back of MTA Bus Debt Service	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)
Fuel Hedge Collateral	0.0	40.0	0.0	0.0	0.0	0.0
Forward Energy Contracts Program - Gain/(Loss)	15.8	(1.1)	(5.3)	0.0	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 Contributions	(38.8)	(63.9)	(122.8)	(180.6)	(120.2)	(114.1)
Drawdown GASB 45 OPEB Reserves	<u>132.7</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$95.9	(\$39.0)	(\$142.0)	(\$194.5)	(\$134.1)	(\$128.1)
Subtotal: Taxes & State and Local Subsidies	\$6,530.2	\$6,550.7	\$6,579.1	\$6,661.3	\$6,895.4	\$7,067.5
Other Funding Agreements						
City Subsidy for MTA Bus Company	\$463.2	\$668.6	\$516.7	\$447.7	\$569.8	\$551.5
City Subsidy for Staten Island Railway	58.5	47.2	52.8	53.1	60.4	68.3
CDOT Subsidy for Metro-North Railroad	<u>129.8</u>	<u>122.6</u>	<u>122.8</u>	<u>124.8</u>	<u>132.3</u>	<u>136.3</u>
	\$651.6	\$838.5	\$692.4	\$625.6	\$762.5	\$756.1
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	<u>\$692.0</u>	<u>\$762.5</u>	<u>\$776.0</u>	<u>\$799.0</u>	<u>\$790.5</u>	<u>\$715.2</u>
	\$692.0	\$762.5	\$776.0	\$799.0	\$790.5	\$715.2
TOTAL SUBSIDIES	\$7,873.9	\$8,151.7	\$8,047.5	\$8,086.0	\$8,448.4	\$8,538.7

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

	2019	2020	2021	2022
MMTOA, PBT & Real Estate Taxes				
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$46.1	\$48.0	\$44.0	\$45.8
Petroleum Business Tax (PBT) Receipts	3.1	(9.4)	(14.3)	(16.7)
Mortgage Recording Tax (MRT)	(21.6)	(34.0)	(29.3)	(38.4)
MRT Transfer to Suburban Counties	0.6	0.0	0.0	0.0
Reimburse Agency Security Costs	0.0	0.0	0.0	0.0
MTA Bus Debt Service	11.6	11.6	11.6	11.6
Interest	0.0	0.0	0.0	0.0
Urban Tax	44.9	23.2	(0.8)	(2.5)
Investment Income	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>	<u>1.0</u>
	\$85.8	\$40.3	\$12.3	\$0.8
PMT and MTA Aid				
Payroll Mobility Tax	(\$0.6)	(\$5.5)	(\$7.4)	(\$6.7)
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0
MTA Aid	<u>5.0</u>	<u>10.0</u>	<u>10.0</u>	<u>10.0</u>
	\$4.4	\$4.5	\$2.6	\$3.3
New Funding Sources				
SAP Support and For-Hire Vehicle Surcharge:				
NYS Operating Support for SAP	\$0.0	\$0.0	\$0.0	\$0.0
NYC Operating Support for SAP	0.0	0.0	0.0	0.0
For-Hire Vehicle (FHV) Surcharge:	0.0	0.0	0.0	0.0
Subway Action Plan Account	20.0	0.0	0.0	0.0
Outerborough Transportation Account	0.0	0.0	0.0	0.0
Less: Assumed Capital or Member Project	0.0	0.0	0.0	0.0
General Transportation Account	0.0	0.0	0.0	0.0
Less: Transfer to Committed to Capital	(20.0)	0.0	0.0	0.0
Capital Program Funding Sources:				
Central Business District Tolling Program (CBDTP)	0.0	0.0	0.0	0.0
Real Property Transfer Tax Surcharge (Mansion Tax)	136.7	373.5	384.0	396.3
Internet Marketplace Tax	70.8	320.0	322.3	325.5
Less: Transfer to CBDTP Capital Lockbox	<u>(207.5)</u>	<u>(693.5)</u>	<u>(706.3)</u>	<u>(721.8)</u>
	\$0.0	\$0.0	\$0.0	\$0.0
State and Local Subsidies				
State Operating Assistance (18-b)	\$0.0	\$0.0	\$0.0	\$0.0
Local Operating Assistance (18-b)	0.0	0.0	0.0	0.0
Station Maintenance	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>
	\$0.6	\$0.6	\$0.6	\$0.6
Other Subsidy Adjustments				
NYCT Charge Back of MTA Bus Debt Service	\$0.0	\$0.0	\$0.0	\$0.0
Fuel Hedge Collateral	0.0	0.0	0.0	0.0
Forward Energy Contracts Program - Gain/(Loss)	(10.5)	(5.0)	0.0	0.0
MNR Repayment for 525 North Broadway	0.0	0.0	0.0	0.0
Committed to Capital Program Contributions	0.0	0.0	0.0	0.0
Drawdown GASB 45 OPEB Reserves	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	(\$10.5)	(\$5.0)	\$0.0	\$0.0
Subtotal: Taxes & State and Local Subsidies	\$80.3	\$40.5	\$15.5	\$4.7
Other Funding Agreements				
City Subsidy for MTA Bus Company	(\$0.2)	(\$20.8)	\$6.4	\$29.4
City Subsidy for Staten Island Railway	(3.8)	(1.1)	(0.4)	0.7
CDOT Subsidy for Metro-North Railroad	<u>4.0</u>	<u>2.3</u>	<u>0.5</u>	<u>2.1</u>
	(\$0.1)	(\$19.7)	\$6.5	\$32.2
Inter-agency Subsidy Transactions				
B&T Operating Surplus Transfer	<u>\$170.1</u>	<u>\$134.3</u>	<u>\$139.3</u>	<u>\$141.5</u>
	\$170.1	\$134.3	\$139.3	\$141.5
TOTAL SUBSIDIES	\$250.3	\$155.2	\$161.3	\$178.5

METROPOLITAN MASS TRANSPORTATION OPERATING ASSISTANCE (MMTOA)

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

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

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

2019 Mid-Year Forecast

The estimate of total taxes in the MMTOA fund for downstate mass transit operations for 2019 is \$2,401 million. Of this allotment, \$1,824 million in funds exclusive of 18-b² is appropriated for the benefit of MTA, with \$1,235 million for NYCT/SIR and \$589 million for the Commuter Railroads. Further, an additional \$190 million of MMTOA 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 18-b funding levels are unchanged from both the 2018 actual and the 2019 Adopted Budget. The amounts appropriated in the New York State 2019-20 Enacted Budget, combined with the State 18-b amounts, reflect a 57.8% share of the downstate portion of MMTOA for NYCT/SIR and 25.4% for the Commuter Railroads. MMTOA and State 18-b funds are also allotted to MTA Bus

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

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

and other downstate transportation properties. The 2019 MTA MMTOA receipts are \$46 million higher than the Adopted Budget and are \$137 million higher than the 2018 level, reflecting the appropriation in the 2019-20 NYS Enacted Budget.

2020 Preliminary Budget

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

The 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 are 57.8% for NYCT/SIR and 25.4% for the Commuter Railroads.

2021 – 2023

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

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 are 57.8% for NYCT/SIR and 25.4% for the Commuter Railroads.

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

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

Allocation of Total Gross Receipts to Downstate:

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

Allocation of Total Net Downstate Share to NYCT/SIR:

NYCT/SIR Share	57.06%	57.85%	57.85%	57.85%	57.85%	57.85%
From Total Net Downstate Share	\$1,293.9	\$1,388.9	\$1,433.9	\$1,485.2	\$1,542.8	\$1,602.8
Less: 18-B Adjustment	(153.9)	(153.9)	(153.9)	(153.9)	(153.9)	(153.9)
Adjusted Total Net Downstate Share	\$1,140.0	\$1,235.0	\$1,280.0	\$1,331.4	\$1,389.0	\$1,449.0
Less: Transfer to Capital Program	0.0	0.0	0.0	0.0	0.0	0.0
Total NYCT/SIR Share of Net Downstate Share	\$1,140.0	\$1,235.0	\$1,280.0	\$1,331.4	\$1,389.0	\$1,449.0
Total SIR Share (Cash)	4.1	4.4	4.6	4.7	4.9	5.2
Total NYCT Share of Net Downstate Share	\$1,136.0	\$1,230.6	\$1,275.5	\$1,326.6	\$1,384.0	\$1,443.8

Allocation of Total Net Downstate Share to MTA:

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

PETROLEUM BUSINESS TAXES (PBT)

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

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

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

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

2019 Mid-Year Forecast

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

2020 Preliminary Budget

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

2021 - 2023

For the remainder of the Plan period, PBT forecasts are \$620 million in 2021, \$616 million in 2022 and \$616 million in 2023, reflecting year-to-year declines of \$8 million (1.3%) in 2021, \$3 million (0.5%) in 2022 and less than a million dollars in 2023. Compared to February, the forecast are lower by \$14 million (2.2%) in 2021 and by \$17 million (2.6%) in 2022.

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

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

Distribution Shares:

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

Amount of Total Net Collections Available for the MTA:

Accrual Basis

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

Cash Basis

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

MORTGAGE RECORDING TAXES (MRT)

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

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

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

Forecast Methodology

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

2019 Mid-Year Forecast

MRT receipts are forecast to be \$431 million in 2019, a \$9 million (2.1%) decrease from 2018 receipts; this projection is 43 percent lower than when MRT receipts peaked in 2006. Compared with 2018, MRT-1, which is collected on all mortgages, is projected to decrease \$0.5 million (0.2%) while MRT-2, which is only paid on residential properties with fewer than seven units in the structure, is forecast to decrease \$9 million (6.6%). The 2019 Mid-Year Forecast is \$22 million (4.8%) less than the Adopted Budget; MRT-1 is estimated to be \$2 million (0.6%) lower, while MRT-2 is projected to be \$20 million (13.9%) lower, indicating reduced mortgage activity is more pronounced in residential mortgage markets than commercial markets compared with the expectations in the Adopted Budget.

¹ Actual receipts through May 2019 were used for Staten Island and Rockland County.

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

2020 Preliminary Budget

MRT receipts are projected to be \$435 million in 2020, \$4 million (0.9%) more than estimated for the 2019 Mid-Year Forecast; MRT-1 receipts are projected to decrease \$3 million (0.9%), while MRT-2 receipts are forecast to increase \$7 million (5.4%). The 2020 Preliminary Budget is \$34 million (7.3%) 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 \$15 million (4.6%) lower and MRT-2 is projected to be \$19 million (13.0%) lower than the February Plan forecast.

2021 - 2023

MRT receipts are expected to grow annually, increasing \$19 million (4.3%) in 2021, \$6 million (1.3%) in 2022 and \$5 million (1.2%) in 2023. The projected growth in MRT receipts reflects modest growth in the regional economy over the course of the plan period, which is expected to have favorable impacts on housing demand – and, by extension, mortgage recording activity. Despite these increases, 2023 MRT receipts, which are projected to reach \$465 million, will still be 39 percent below receipts from seventeen years earlier, when MRT receipts peaked in 2006. Compared with the February Plan, MRT receipts are \$29 million (6.1%) lower in 2021, \$38 million (7.7%) lower in 2022 and \$47 million (9.3%) lower in 2023, reflecting a lower 2019 base and weaker 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. The MTA is also required to pay the debt service on bonds and commercial paper expended after November 2006 on MTA Bus 2005-2009 Capital Program projects, until such amounts are paid in full, which would require payments through the Plan period and beyond. As part of the agreement, the Plan estimates the required amounts to be \$12 million annually during the Plan period, reflecting a \$12 million reduction per year from the February Plan.

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

MORTGAGE RECORDING TAX PROJECTIONS
July Financial Plan 2020-2023
(\$ in millions)

Cash Basis

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

Receipts Available for Transfer to NYCT and CRs:

Total Gross Receipts	\$308.9	\$308.4	\$305.6	\$317.2	\$321.0	\$324.7
Less: MTAHQ Operating Expenses Net of Reimbursements	(741.1)	(770.5)	(719.2)	(728.9)	(745.2)	(761.7)

Receipts Available for Transfer	(\$432.2)	(\$462.1)	(\$413.6)	(\$411.7)	(\$424.2)	(\$436.9)
MRT-2 Required to Balance	432.2	462.1	413.6	411.7	424.2	436.9
Adjusted Receipts Available for Transfer	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

Allocation of Net Receipts to NYCT/SIR Account:

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

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

Allocation of Net Receipts to Commuter Railroad Account:

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

Total Commuter Railroad Net Cash Share	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
---	--------------	--------------	--------------	--------------	--------------	--------------

MORTGAGE RECORDING TAX #261-2

Receipts Available

Total Receipts to Corporate Account	\$131.6	\$123.0	\$129.6	\$136.8	\$138.8	\$140.5
All Agency Security Pool	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)	(10.0)
MTA Bus Debt Service	(23.8)	(12.3)	(12.3)	(12.3)	(12.3)	(12.3)
General Reserve	0.0	(165.0)	(170.0)	(175.0)	(180.0)	(185.0)
Investment Income	5.3	5.3	5.3	5.3	5.3	5.3

Total Receipts Available for Transfer	\$103.1	(\$59.0)	(\$57.3)	(\$55.1)	(\$58.2)	(\$61.4)
--	----------------	-----------------	-----------------	-----------------	-----------------	-----------------

Use of Total Receipts:

DORF Opening Balance	\$4.5	\$4.5	\$4.5	\$4.5	\$4.5	\$4.5
Less: Transfer to MTA DORF Account	(9.4)	(9.4)	(10.5)	(10.9)	(11.2)	(11.6)
Less: Transfer to MTAHQ Funds	(432.2)	(462.1)	(413.6)	(411.7)	(424.2)	(436.9)

Net Receipts Available	(\$334.0)	(\$526.0)	(\$476.9)	(\$473.3)	(\$489.1)	(\$505.5)
-------------------------------	------------------	------------------	------------------	------------------	------------------	------------------

URBAN TAXES

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

Forecast Methodology

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

2019 Mid-Year Forecast

Urban Tax receipts are forecast to be \$671 million in 2019, \$15 million (2.3%) more than 2018 receipts. This follows a \$70 million (12.0%) increase in 2018 compared with 2017 collections. The 2019 increase results from higher MRT receipts, which are projected to increase \$20 million (9.2%), while RPTT receipts are forecast to decrease \$5 million (1.1%). The 2019 forecast is \$522 million (348%) greater than the 2009 nadir, when Urban Tax receipts totaled just \$150 million in the aftermath of the \$734 million (83%) decline that occurred between 2007 and 2009. Compared with the Adopted Budget, the Mid-Year Forecast is favorable by \$45 million, a 7.2% increase, with MRT receipts favorable by \$46 million (23.8%) while RPTT receipts are unfavorable by \$1 million (0.3%).

2020 Preliminary Budget

Urban Tax receipts are forecast to be \$626 million in 2020, a \$45 million (6.7%) decline from the 2019 Mid-Year Forecast. RPTT receipts are forecast to decrease by \$16 million (3.7%) while MRT receipts are expected to decrease by \$29 million (12.0%). About a quarter of this total decline is explained by very large transactions in 2019 that, for forecasting purposes, are assumed not to recur in 2020. The 2020 Preliminary Budget is greater than the February Plan forecast by \$23 million (3.8%), with RPTT favorable by \$6 million (1.4%) and MRT favorable by \$17 million (9.0%).

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

2021 - 2023

Urban Tax receipts are expected to decrease \$24 million (3.8%) in 2021, increase \$11 million (1.8%) in 2022, and decrease \$4 million (0.6%) in 2023, with receipts in 2023 projected to be \$609 million. Urban Tax projections are forecast to fall short of the February Plan by \$1 million (0.1%) in 2021, by \$3 million (0.4%) in 2022 and by \$12 million (2.0%) in 2023.

FOR-HIRE VEHICLE SURCHARGE

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

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

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

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

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

2019 Mid-Year Forecast

The 2019 Mid-Year Forecast for the FHV Surcharge is \$362 million for the Subway Action Plan Account, \$20 million of which is for capital projects, and \$38 million for the Outer Borough Transportation Account. These projected revenues are based on year-to-date receipts through April 2019; they are unchanged from the Adopted Budget forecasts. The implementation of the surcharges was delayed due to the filing of a lawsuit and a temporary restraining order that was lifted at the end of January 2019, resulting in one month of unrealized revenues. As a result of this delay and a timing lag between the collection and transfer of the funds by the State to the MTA, the revenue forecast in the 2019 Adopted Budget for the Outer Borough Transportation Account was reduced, with no surcharge revenues available to fund the General Transportation Account in 2019.

2020 Preliminary Budget

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

2021 - 2023

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

CAPITAL PROGRAM FUNDING SOURCES

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

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

The 2019 Mid-Year Forecast for the Real Property Transfer Tax Surcharge is \$137 million; the forecasts are \$373 million for 2020, \$384 million for 2021, \$396 million for 2022 and \$411 million for 2023. The 2019 Mid-Year Forecast for the Internet Marketplace Tax is \$71 million; the forecasts are \$320 million for 2020, \$322 million for 2021, \$325 million for 2022 and \$329 million for 2023. These forecasts are based on NYS revenue projections.

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

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Accrual Basis						
SAP Support and For-Hire Vehicle Surcharge:						
NYS Operating Support for SAP	\$254.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
NYC Operating Support for SAP	254.000	0.000	0.000	0.000	0.000	0.000
For-Hire Vehicle (FHV) Surcharge:	0.000	342.000	385.000	385.000	385.000	385.000
<i>Subway Action Plan Account</i>	0.000	362.000	301.000	300.000	300.000	300.000
<i>Outerborough Transportation Account</i>	0.000	38.000	50.000	50.000	50.000	50.000
<i>Less: Assumed Capital or Member Project</i>	0.000	(38.000)	(50.000)	(50.000)	(50.000)	(50.000)
<i>General Transportation Account</i>	0.000	0.000	84.000	85.000	85.000	85.000
<i>Less: Transfer to Committed to Capital for SAP</i>	0.000	(20.000)	0.000	0.000	0.000	0.000
Capital Program Funding Sources:						
Central Business District Tolling Program (CBDTP)	0.000	0.000	0.000	0.000	0.000	0.000
Real Property Transfer Tax Surcharge (Mansion)	0.000	136.688	373.497	384.000	396.333	411.000
Internet Marketplace Tax	0.000	70.833	319.999	322.294	325.481	328.736
Less: Transfer to CBDTP Capital Lockbox	0.000	(207.521)	(693.497)	(706.294)	(721.815)	(739.736)
Total New Funding Sources:	\$508.000	\$342.000	\$385.000	\$385.000	\$385.000	\$385.000
Cash Basis						
SAP Support and For-Hire Vehicle Surcharge:						
NYS Operating Support for SAP	\$254.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
NYC Operating Support for SAP	254.000	0.000	0.000	0.000	0.000	0.000
For-Hire Vehicle (FHV) Surcharge:	0.000	342.000	385.000	385.000	385.000	385.000
<i>Subway Action Plan Account</i>	0.000	362.000	301.000	300.000	300.000	300.000
<i>Outerborough Transportation Account</i>	0.000	38.000	50.000	50.000	50.000	50.000
<i>Less: Assumed Capital or Member Project</i>	0.000	(38.000)	(50.000)	(50.000)	(50.000)	(50.000)
<i>General Transportation Account</i>	0.000	0.000	84.000	85.000	85.000	85.000
<i>Less: Transfer to CBDTP Capital Lockbox</i>	0.000	(20.000)	0.000	0.000	0.000	0.000
Capital Program Funding Sources:						
Central Business District Tolling Program (CBDTP)	0.000	0.000	0.000	0.000	0.000	0.000
Real Property Transfer Tax Surcharge (Mansion)	0.000	136.688	373.497	384.000	396.333	411.000
Internet Marketplace Tax	0.000	70.833	319.999	322.294	325.481	328.736
Less: Transfer to CBDTP Capital Lockbox	0.000	(207.521)	(693.497)	(706.294)	(721.815)	(739.736)
Cash Flow Adjustments						
SAP Support and For-Hire Vehicle Surcharge:						
NYS Operating Support for SAP	0.000	0.000	0.000	0.000	0.000	0.000
NYC Operating Support for SAP	0.000	0.000	0.000	0.000	0.000	0.000
For-Hire Vehicle (FHV) Surcharge:	0.000	0.000	0.000	0.000	0.000	0.000
<i>Subway Action Plan Account</i>	0.000	0.000	0.000	0.000	0.000	0.000
<i>Outerborough Transportation Account</i>	0.000	0.000	0.000	0.000	0.000	0.000
<i>Less: Assumed Capital or Member Project</i>	0.000	0.000	0.000	0.000	0.000	0.000
<i>General Transportation Account</i>	0.000	0.000	0.000	0.000	0.000	0.000
<i>Less: Transfer to CBDTP Capital Lockbox</i>	0.000	0.000	0.000	0.000	0.000	0.000
Capital Program Funding Sources:						
Central Business District Tolling Program (CBDTP)	0.000	0.000	0.000	0.000	0.000	0.000
Real Property Transfer Tax Surcharge (Mansion)	0.000	0.000	0.000	0.000	0.000	0.000
Internet Marketplace Tax	0.000	0.000	0.000	0.000	0.000	0.000
Less: Transfer to CBDTP Capital Lockbox	0.000	0.000	0.000	0.000	0.000	0.000

PAYROLL MOBILITY TAX (PMT)

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

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

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

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

2019 Mid-Year Forecast

PMT revenues for the 2019 Mid-Year Forecast are projected to be \$1,594 million, a \$111 million (7.5%) increase over 2018 receipts. The 2018 PMT receipts reflect a State-directed reallocation of \$60 million from the PMT account to the Subway Action Plan account to cover part of the State’s portion of the costs associated with the 2018 subway improvements. The 2019 Mid-Year Forecast decreased slightly by \$0.6 million or less than one-tenth of one percent from the Adopted Budget forecast, reflecting year-to-date actual collections through May 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 \$1,838 million for 2019.

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

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

2020 Preliminary Budget

The 2020 Preliminary Budget forecast for PMT, is \$1,663 million, \$69 million (4.3%) higher than the 2019 Mid-Year Forecast. The July Plan forecast for 2020 is \$5.5 million (0.3%) below the February Plan. Both the year-over-year change and the change from the February Plan reflect the impact of regional wage and salary forecasts. The forecast for PMT replacement funds of \$244 million is unchanged from both the 2019 level and the February Plan projection. Including the replacement funds, PMT revenues are projected to total \$1,907 million in 2020.

2021 - 2023

Excluding replacement funds, PMT is forecast to be \$1,732 million in 2021, \$1,804 in 2022 and \$1,877 in 2023, reflecting revised wage and salary forecasts. Compared with the February Plan, these forecasts are unfavorable by \$7 million (0.4%) in both 2021 and 2022. PMT replacement funds of \$244 million annually are unchanged from the February Plan projections. Including the replacement funds, PMT revenues are projected to total \$1,976 million in 2021 and \$2,048 million in 2022 and \$2,121 in 2023.

MTA AID TRUST REVENUES

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

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

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

Lower receipts from the Taxicab Tax component of MTA Aid have significantly impacted MTA Aid revenues in recent years due to the decline in pickups made by Yellow and Green taxicabs; this decline has been attributed to market share increases by smartphone app-driven providers such as Uber and Lyft, which are not subject to the Taxicab Tax. From 2014 to 2017, receipts from the Taxicab Tax fell by \$26 million, a 32 percent decline. While the major impact from these diverted taxi trips has been incorporated into MTA Aid forecasts since the 2016 February Plan, for 2018 there continued to be slight fall off of about \$5 million in Taxicab revenues based on the latest data from New York State.

MTA Aid cash receipts for the 2019 Mid-Year forecast are projected to be \$313 million, \$41 million (14.9%) increase from 2018 receipts, due to a lower-than-expected 2018 base. The 2019 Mid-Year Forecast is \$5 million (1.6%) above the Adopted Budget forecast to reflect additional revenues of \$5 million generated by the new tax on passenger car rentals that was implemented on July 1, 2019.

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

STATE AND LOCAL SUBSIDIES

State and Local Subsidies consist of the following:

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

2019 Mid-Year Forecast

The 2019 Mid-Year cash forecast of State and Local Subsidies is \$549 million, a \$4 million (0.8%) increase from 2018; the forecast is \$1 million (0.1%) favorable to the 2019 Adopted Budget. The forecast change reflects re-estimates of Station Maintenance subsidies. The State and Local Operating Assistance is unchanged from both 2018 and the 2019 Adopted Budget.

2020 Preliminary Budget

The 2020 Preliminary Budget for State and Local Subsidies, on a cash basis, is \$554 million or \$5 million (0.9%) above the 2019 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. The State and Local Operating Assistance is unchanged both year-over-year from the 2019 Mid-Year Forecast and plan-to-plan from the February Plan.

2021 - 2023

State and Local Subsidies are forecast to increase annually by \$5 million from 2021 to 2023. The estimates are above the February Plan by \$1 million each year from 2021 to 2023. As with the prior years, the forecasts reflect re-estimates of station maintenance subsidies. For 2021 through 2023, the State and Local Operating Assistance is unchanged both year-over-year from the 2019 Mid-Year Forecast and plan-to-plan from the February Plan.

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 \$12 million annually for the duration of the Plan. These amounts reflect reimbursement to MTA Bus under a swap agreement with NYCT in which Federal capital grant money earmarked for MTA Bus is paid directly to NYCT; NYCT applies these funds to cover its own capital projects and in turn reimburses MTA Bus. This is in addition to the MTA’s funding of all capital costs associated with the MTA Bus 2005-2009 Capital Program, currently \$12 million for 2019 and each year thereafter. [For details, see *Other MRT-2 Adjustments* in the Mortgage Recording Taxes section.]

Forward Energy Contracts Program – Since 2008, the MTA has hedged a portion of its projected fuel expense to reduce budgetary risk from price volatility. The Plan reflects continuation of this strategy, which provides a measure of financial stability from price fluctuations. To effectuate the strategy of reducing the budgetary impact from fuel price volatility, new hedge contracts, extending as far as 24 months from execution date, are executed on a monthly basis. MTA’s hedging strategy is not intended to be speculative, but rather to reduce the financial impacts of fuel price changes. With approximately half of MTA’s fuel needs covered by hedges at any time, the net effect is essentially a halving of any adverse impact from price increases, but also a halving of savings during price declines. The effect of the fuel hedges on the Financial Plan is projected to have unfavorable impacts of \$1 million in 2019 and \$5 million in 2020. Compared with the February Plan, this is unfavorable by \$11 million and \$5 million in 2019 and 2020, respectively. In 2018, the MTA reduced the excess collateral by \$40 million to cover fuel expenses.

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

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

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

OTHER FUNDING AGREEMENTS

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

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

2019 Mid-Year Forecast

The 2019 Mid-Year Forecast cash projection for Other Funding Agreements is \$838 million; this is \$187 million (28.7%) above 2018 and less than \$1 million above the 2019 Adopted Budget.

The cash forecast for City Subsidy for MTA Bus of \$669 million is \$205 million (44.3%) above 2018 actual and less than \$1 million below the 2019 Adopted Budget; these variances are due to the timing of receipts from the City of New York and changes in the MTA Bus operating deficit.

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

The CDOT Subsidy for Metro-North Railroad of \$123 million is \$7 million (5.5%) below 2018, and \$4 million (3.4%) favorable to the 2019 Adopted Budget. The year-over-year variance is due to higher revenues and lower expenses in 2019 which reduces the projected MNR cash deficit and subsidy requirement. Compared with the Adopted Budget, the projected MNR cash deficit and subsidy requirements of both CDOT and the MTA increased slightly.

2020 Preliminary Budget

The 2020 Preliminary Budget cash forecast for Other Funding Agreements is \$692 million, or \$146 million (17.4%) below the 2019 Mid-Year Forecast and \$20 million (2.8%) unfavorable to the February Plan estimate. The year-over-year variance is impacted by the timing of receipts from New York City, changes in the operating deficits for MTA Bus and Staten Island Railway, and lower New Haven Line expenses which reduce the CDOT subsidy.

The 2020 forecast for City Subsidy for MTA Bus is unfavorable compared with the 2019 Mid-Year Forecast by \$152 million (22.7%), while the plan-to-plan variance reflects unfavorable changes

from the February Plan of \$21 million (3.9%). City Subsidy for Staten Island Railway is \$6 million (11.9%) favorable compared with the 2019 Mid-Year Forecast, and \$1 million (2.1%) unfavorable relative to the February Plan. The 2020 cash forecast for CDOT Subsidy for Metro-North Railroad is slightly favorable by less than \$1 million to the 2019 Mid-Year Forecast, and higher than the February Plan by \$2 million (1.9%).

2021 – 2023

Other Funding Agreements, on a cash basis, total \$626 million for 2021, \$762 million for 2022 and \$756 million for 2023, reflecting a year-over-year decrease of \$67 million (9.6%) in 2021, an increase of \$137 million (21.9%) in 2022, and a decrease of \$6 million (0.8%) in 2023. These estimates are above the February Plan by \$6 million (1.0%) in 2021 and \$32 million (4.4%) in 2022, reflecting revised expense assumptions to meet operational requirements.

The cash forecasts for City Subsidy for MTA Bus are \$448 million for 2021, \$570 million for 2022 and \$552 million for 2023, reflecting a year-over-year decrease of \$69 million (13.4%) in 2021, an increase of \$122 million (27.3%) in 2022 and a decrease of \$18 million (3.2%) in 2023. These estimates are higher than the February Plan by \$6 million (1.4%) in 2021 and \$29 million (5.4%) in 2022. The cash forecasts for City Subsidy for Staten Island Railway are \$53 million in 2021, \$60 million in 2022 and \$68 million in 2023, reflecting year-over-year increases of less than \$1 million in 2021, \$7 million in 2022 and \$8 million in 2023; these estimates are unfavorable to the February Plan by less than \$1 million in 2021 and favorable by \$1 million (1.1%) in 2022. The cash forecasts for CDOT Subsidy for Metro-North Railroad are \$125 million for 2021, \$132 million for 2022, and \$136 million for 2023, reflecting year-over-year increases of \$2 million (1.6%) in 2021, \$7 million (5.9%) in 2022 and \$4 million (3.1%) in 2023. These estimates, compared with the February Plan, are favorable by less than \$1 million in 2021 and by \$2 million (1.6%) in 2022.

MTA NEW YORK CITY TRANSIT SUBSIDY ALLOCATION
July Financial Plan 2020-2023

Cash Basis

(\$ in millions)

	Actual	Mid-Year	Preliminary			
	2018	Forecast	Budget	2021	2022	2023
MMTOA, PBT and Real Estate Taxes						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$1,136.0	\$1,230.6	\$1,275.5	\$1,326.6	\$1,384.0	\$1,443.8
Petroleum Business Tax (PBT) Receipts	536.2	544.4	533.7	526.6	523.8	523.3
Mortgage Recording Tax (MRT)	0.0	0.0	0.0	0.0	0.0	0.0
Urban Tax	656.0	671.3	626.5	602.5	613.3	609.3
Investment Income	<u>0.9</u>	<u>1.3</u>	<u>1.3</u>	<u>1.3</u>	<u>1.3</u>	<u>1.3</u>
	\$2,329.0	\$2,447.7	\$2,437.0	\$2,457.1	\$2,522.4	\$2,577.8
PMT and MTA Aid						
Payroll Mobility Tax	\$1,069.6	\$1,068.2	\$1,163.9	\$1,212.1	\$1,298.7	\$1,370.1
Payroll Mobility Tax Replacement Funds	174.1	171.0	171.0	171.0	171.0	171.0
MTA Aid	<u>194.3</u>	<u>219.2</u>	<u>222.7</u>	<u>223.4</u>	<u>224.2</u>	<u>224.9</u>
	\$1,438.0	\$1,458.4	\$1,557.6	\$1,606.5	\$1,693.8	\$1,766.0
New Funding Sources						
SAP Support and For-Hire Vehicle Surcharge:						
NYS Operating Support for SAP	\$254.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
NYC Operating Support for SAP	254.0	0.0	0.0	0.0	0.0	0.0
For-Hire Vehicle (FHV) Surcharge:	0.0	342.0	359.8	359.5	359.5	359.5
<i>Subway Action Plan Account</i>	0.0	362.0	301.0	300.0	300.0	300.0
<i>Outerborough Transportation Account</i>	0.0	38.0	50.0	50.0	50.0	50.0
<i>Less: Assumed Capital or Member Project</i>	0.0	(38.0)	(50.0)	(50.0)	(50.0)	(50.0)
<i>General Transportation Account</i>	0.0	0.0	58.8	59.5	59.5	59.5
<i>Less: Transfer to Committed to Capital</i>	0.0	(20.0)	0.0	0.0	0.0	0.0
Capital Program Funding Sources:						
Central Business District Tolling Program (CBDTP)	0.0	0.0	0.0	0.0	0.0	0.0
Real Property Transfer Tax Surcharge (Mansion Tax)	0.0	136.7	373.5	384.0	396.3	411.0
Internet Marketplace Tax	0.0	70.8	320.0	322.3	325.5	328.7
Less: Transfer to CBDTP Capital Lockbox	0.0	(207.5)	(693.5)	(706.3)	(721.8)	(739.7)
	\$508.0	\$342.0	\$359.8	\$359.5	\$359.5	\$359.5
Subtotal Dedicated Taxes	\$4,275.0	\$4,248.1	\$4,354.4	\$4,423.1	\$4,575.8	\$4,703.2
State and Local Subsidies						
State Operating Assistance (18-b)	\$158.1	\$158.1	\$158.1	\$158.1	\$158.1	\$158.1
Local Operating Assistance (18-b)	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>	<u>158.1</u>
	\$316.2	\$316.2	\$316.2	\$316.2	\$316.2	\$316.2
Other Subsidy Adjustments						
NYCT Charge Back of MTA Bus Debt Service	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)	(\$11.5)
Fuel Hedge Collateral	0.0	26.0	0.0	0.0	0.0	0.0
Forward Energy Contracts Program - Gain/(Loss)	11.1	(0.8)	(3.7)	0.0	0.0	0.0
Committed to Capital Program	(139.5)	(160.3)	(205.4)	(248.7)	(203.4)	(198.9)
Drawdown GASB 45 OPEB Reserves	<u>59.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	(\$80.9)	(\$146.6)	(\$220.6)	(\$260.2)	(\$214.9)	(\$210.4)
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	<u>\$287.8</u>	<u>\$314.9</u>	<u>\$329.3</u>	<u>\$341.2</u>	<u>\$339.0</u>	<u>\$296.5</u>
	\$287.8	\$314.9	\$329.3	\$341.2	\$339.0	\$296.5
TOTAL SUBSIDIES	\$4,798.1	\$4,732.7	\$4,779.3	\$4,820.3	\$5,016.0	\$5,105.6

MTA COMMUTER RAILROAD SUBSIDY ALLOCATION
July Financial Plan 2020-2023
Cash Basis
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
MMTOA, PBT and Real Estate Taxes						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$546.5	\$588.6	\$608.4	\$630.9	\$656.2	\$682.6
Petroleum Business Tax (PBT) Receipts	94.6	96.1	94.2	92.9	92.4	92.3
Mortgage Recording Tax (MRT)	0.0	0.0	0.0	0.0	0.0	0.0
Investment Income	<u>0.8</u>	<u>0.9</u>	<u>0.9</u>	<u>0.9</u>	<u>0.9</u>	<u>0.9</u>
	\$641.9	\$685.6	\$703.5	\$724.8	\$749.6	\$775.8
PMT and MTA Aid						
Payroll Mobility Tax	\$79.3	\$0.0	\$21.9	\$46.3	\$16.0	\$1.4
Payroll Mobility Tax Replacement Funds	70.2	73.3	73.3	73.3	73.3	73.3
MTA Aid	<u>78.3</u>	<u>94.0</u>	<u>95.5</u>	<u>95.8</u>	<u>96.1</u>	<u>96.4</u>
	\$227.7	\$167.2	\$190.7	\$215.4	\$185.4	\$171.1
New Funding Sources						
General Transportation Account	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$25.2</u>	<u>\$25.5</u>	<u>\$25.5</u>	\$25.5
	\$0.0	\$0.0	\$25.2	\$25.5	\$25.5	\$25.5
Subtotal Dedicated Taxes	\$869.6	\$852.8	\$919.4	\$965.7	\$960.5	\$972.4
State and Local Subsidies						
State Operating Assistance (18-b)	\$29.3	\$29.3	\$29.3	\$29.3	\$29.3	\$29.3
Local Operating Assistance (18-b)	28.8	29.3	29.3	29.3	29.3	29.3
Station Maintenance	<u>169.2</u>	<u>173.0</u>	<u>177.8</u>	<u>182.5</u>	<u>187.3</u>	<u>192.3</u>
AMTAP	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$227.2	\$231.5	\$236.3	\$241.0	\$245.8	\$250.8
Other Funding Agreements						
CDOT Subsidy for Metro-North Railroad	<u>\$129.8</u>	<u>\$122.6</u>	<u>\$122.8</u>	<u>\$124.8</u>	<u>132.3</u>	<u>136.3</u>
	\$129.8	\$122.6	\$122.8	\$124.8	\$132.3	\$136.3
Other Subsidy Adjustments						
Fuel Hedge Collateral	\$0.0	\$14.0	\$0.0	\$0.0	\$0.0	\$0.0
Forward Energy Contracts Program - Gain/(Loss)	4.7	(0.3)	(1.6)	0.0	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	100.7	96.4	82.6	68.2	83.2	84.8
Drawdown GASB 45 OPEB Reserves	<u>73.7</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$176.8	\$107.6	\$78.6	\$65.7	\$80.8	\$82.3
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	<u>\$404.2</u>	<u>\$447.6</u>	<u>\$446.7</u>	<u>\$457.8</u>	<u>\$451.5</u>	<u>\$418.6</u>
	\$404.2	\$447.6	\$446.7	\$457.8	\$451.5	\$418.6
TOTAL SUBSIDIES	\$1,807.7	\$1,762.1	\$1,803.8	\$1,855.1	\$1,870.9	\$1,860.4

MTA STATEN ISLAND RAILWAY SUBSIDY ALLOCATION
July Financial Plan 2020-2023
Cash Basis
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
<i>MMTOA, PBT and Real Estate Taxes</i>						
Metropolitan Mass Transportation Operating Assist (MMTOA)	\$4.1	\$4.4	\$4.6	\$4.7	\$4.9	\$5.2
Mortgage Recording Tax (MRT)	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
	\$4.1	\$4.4	\$4.6	\$4.7	\$4.9	\$5.2
<i>State and Local Subsidies</i>						
State Operating Assistance (18-b)	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6
Local Operating Assistance (18-b)	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>	<u>0.6</u>
	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1	\$1.1
Subtotal Dedicated Taxes	\$5.2	\$5.5	\$5.7	\$5.9	\$6.1	\$6.3
City Subsidy to Staten Island Railway	\$58.5	\$47.2	\$52.8	\$53.1	\$60.4	\$68.3
TOTAL SUBSIDIES	\$63.7	\$52.7	\$58.5	\$58.9	\$66.5	\$74.6

MTA HEADQUARTERS SUBSIDY ALLOCATION
July Financial Plan 2020-2023
Cash Basis
(\$ in millions)

	<u>Actual</u> <u>2018</u>	<u>Mid-Year</u> <u>Forecast</u> <u>2019</u>	<u>Preliminary</u> <u>Budget</u> <u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<u>Net Funding Required for MTA Headquarters</u>	(\$741.1)	(\$770.5)	(\$719.2)	(\$728.9)	(\$745.2)	(\$761.7)
Mortgage Recording Tax-1						
<i>MRT-1 Gross Receipts</i>	\$308.9	\$308.4	\$305.6	\$317.2	\$321.0	\$324.7
<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>	\$0.0	\$0.0
<i>Total Adjustments to MRT-1</i>	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total MRT-1 Available to Fund MTAHQ	\$308.9	\$308.4	\$305.6	\$317.2	\$321.0	\$324.7
Remaining Requirement to Fund MTA HQ, after MRT-1	(\$432.2)	(\$462.1)	(\$413.6)	(\$411.7)	(\$424.2)	(\$436.9)
Mortgage Recording Tax - 2						
<i>MRT-2 Gross Receipts</i>	\$131.6	\$123.0	\$129.6	\$136.8	\$138.8	\$140.5
<u>Adjustments to MRT-2:</u>						
<i>Funding of General Reserve</i>	\$0.0	(\$165.0)	(\$170.0)	(\$175.0)	(\$180.0)	(\$185.0)
<i>Diversion of MRT to Suburban Counties</i>	(4.9)	(4.9)	(6.0)	(6.4)	(6.8)	(7.1)
<i>Investment Income</i>	5.3	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>(23.8)</u>	<u>(12.3)</u>	<u>(12.3)</u>	<u>(12.3)</u>	(12.3)	(12.3)
<i>Total Adjustments to MRT-2</i>	(\$33.4)	(\$186.9)	(\$193.0)	(\$198.3)	(\$203.7)	(\$209.1)
Total MRT-2 Available to Fund MTAHQ	\$98.2	(\$63.9)	(\$63.3)	(\$61.5)	(\$64.9)	(\$68.5)
Remaining Requirement to Fund MTA HQ, after MRT-2	(\$334.0)	(\$526.0)	(\$476.9)	(\$473.3)	(\$489.1)	(\$505.5)
Payroll Mobility Tax Offset (if required)	\$334.0	\$526.0	\$476.9	\$473.3	\$489.1	\$505.5

MTA BUS COMPANY SUBSIDY ALLOCATION
July Financial Plan 2020-2023
Cash Basis
(\$ in millions)

	<u>Actual 2018</u>	<u>Mid-Year Forecast 2019</u>	<u>Preliminary Budget 2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<u>Subsidies</u>						
City Subsidy for MTA Bus Company	\$463.2	\$668.6	\$516.7	\$447.7	\$569.8	\$551.5

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

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Net Surplus/(Deficit)	\$1,500.922	\$1,572.805	\$1,577.442	\$1,568.139	\$1,550.780	\$1,549.955

Deductions from Net Operating Income:

Capitalized Assets	\$9.684	\$41.710	\$29.090	\$21.895	\$22.427	\$22.965
Reserves and Prepaid Expenses	(0.793)	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000

Adjusted Net Income/(Deficit)	\$1,492.031	\$1,531.095	\$1,548.352	\$1,546.244	\$1,528.353	\$1,526.990
--------------------------------------	--------------------	--------------------	--------------------	--------------------	--------------------	--------------------

Less: Debt Service	\$667.808	\$675.747	\$708.409	\$730.236	\$737.742	\$818.845
Less: B&T Contribution to Capital Program	119.664	132.981	56.623	13.878	0.000	0.000

Net Income Available for Transfer to MTA and NYCT	\$704.559	\$722.367	\$783.320	\$802.131	\$790.611	\$708.145
--	------------------	------------------	------------------	------------------	------------------	------------------

Distributable Income:

Distribution of Funds to MTA:

Accrued Current Year Allocation	\$411.821	\$419.250	\$449.758	\$458.743	\$450.722	\$415.060
Investment Income in Current Year	2.603	1.240	1.240	1.240	1.240	1.240

Accrued Distribution to MTA	\$414.424	\$420.490	\$450.998	\$459.984	\$451.962	\$416.300
------------------------------------	------------------	------------------	------------------	------------------	------------------	------------------

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	266.134	277.877	308.322	318.147	314.649	267.844

Accrued Distribution to NYCT	\$290.134	\$301.877	\$332.322	\$342.147	\$338.649	\$291.844
-------------------------------------	------------------	------------------	------------------	------------------	------------------	------------------

Total Distributable Income:	\$704.559	\$722.367	\$783.320	\$802.131	\$790.611	\$708.145
------------------------------------	------------------	------------------	------------------	------------------	------------------	------------------

Cash Transfers:

Actual Cash Transfer to MTA and NYCT:

From Current Year Surplus	\$404.230	\$447.592	\$446.707	\$457.845	\$451.524	\$418.626
Investment Income from Prior Year	1.477	2.603	1.240	1.240	1.240	1.240

Cash Transfer to MTA	\$405.707	\$450.195	\$447.947	\$459.085	\$452.765	\$419.866
-----------------------------	------------------	------------------	------------------	------------------	------------------	------------------

Cash Transfer to NYCT	\$287.812	\$314.921	\$329.277	\$341.165	\$338.999	\$296.525
------------------------------	------------------	------------------	------------------	------------------	------------------	------------------

Total Cash Transfer:	\$693.519	\$765.116	\$777.225	\$800.250	\$791.763	\$716.391
-----------------------------	------------------	------------------	------------------	------------------	------------------	------------------

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

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
<u>Debt Service Detail by Agency:</u>						
B&T Own Purpose Debt Service	\$282.391	\$299.354	\$335.971	\$359.998	\$379.325	\$431.255
NYCT Transportation Debt Service	265.552	258.883	256.937	255.417	247.245	267.403
MTA Transportation Debt Service	119.865	117.510	115.501	114.821	111.172	120.187
Total Debt Service by Agency	\$667.808	\$675.747	\$708.409	\$730.236	\$737.742	\$818.845

Total Accrued Amount for Transfer to MTA and NYCT:

Total Adjusted Net Income Available for Transfer	\$1,369.764	\$1,396.874	\$1,490.489	\$1,531.126	\$1,527.113	\$1,525.750
Less: B&T Total Debt Service	(282.391)	(299.354)	(335.971)	(359.998)	(379.325)	(431.255)
Less: first \$24 million reserved for NYCT	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)	(24.000)
Total Accrued Amount for Transfer	\$1,063.372	\$1,073.520	\$1,130.518	\$1,147.128	\$1,123.788	\$1,070.495

Calculation of Cash Transfer to MTA:

Distribution of Funds to MTA

Fifty Percent of Total Accrued Amount for Transfer	\$531.686	\$536.760	\$565.259	\$573.564	\$561.894	\$535.247
Less: MTA Total Debt Service	(119.865)	(117.510)	(115.501)	(114.821)	(111.172)	(120.187)
Accrued Distribution to MTA	\$411.821	\$419.250	\$449.758	\$458.743	\$450.722	\$415.060
Investment Income in Current Year	2.603	1.240	1.240	1.240	1.240	1.240
Accrued Distribution to MTA with Investment Income	\$414.424	\$420.490	\$450.998	\$459.984	\$451.962	\$416.300

Cash Conversion of MTA's Accrued Amount

Current Year Amount	\$341.554	\$377.325	\$404.782	\$412.869	\$405.650	\$373.554
Balance of Prior Year	62.676	70.267	41.925	44.976	45.874	45.072
Cash Transfer to MTA	\$404.230	\$447.592	\$446.707	\$457.845	\$451.524	\$418.626
Investment Income from Prior Year	1.477	2.603	1.240	1.240	1.240	1.240
Cash Transfer to MTA with Investment Income	\$405.707	\$450.195	\$447.947	\$459.085	\$452.765	\$419.866

Calculation of Actual Cash Transfer to NYCT:

Distribution of Funds to NYCT

Fifty Percent of Total Accrued Amount for Transfer	\$531.686	\$536.760	\$565.259	\$573.564	\$561.894	\$535.247
Less: NYCT Total Debt Service	(265.552)	(258.883)	(256.937)	(255.417)	(247.245)	(267.403)
Plus: First \$24 million reserved for NYCT	24.000	24.000	24.000	24.000	24.000	24.000
Accrued Distribution to NYCT	\$290.134	\$301.877	\$332.322	\$342.147	\$338.649	\$291.844

Cash Conversion of NYCT's Accrued Amount

Current Year Amount	\$246.902	\$271.689	\$299.090	\$307.932	\$304.784	\$262.660
Balance of Prior Year	40.909	43.232	30.188	33.232	34.215	33.865
Cash Transfer to NYCT	\$287.812	\$314.921	\$329.277	\$341.165	\$338.999	\$296.525

SUMMARY
MTA BUS COMPANY
2019 JULY FINANCIAL PLAN
2020-2023
(\$ in millions)

	ACTUAL	FORECAST				
	2018	2019	2020	2021	2022	2023
<u>Revenue Summary:</u>						
Farebox Revenue	\$220.9	\$220.6	\$224.4	\$223.5	\$223.6	\$223.4
Other Revenue	18.7	20.4	20.5	21.2	22.0	22.2
Total Revenues	\$239.6	\$241.0	\$244.9	\$244.7	\$245.7	\$245.5
<u>Non-Reimbursable Expense Summary:</u>						
Labor Expenses	\$577.6	\$571.3	\$571.4	\$578.4	\$603.0	\$594.2
Non-Labor Expenses	202.5	255.6	215.0	228.9	234.6	232.5
Depreciation	53.0	54.3	54.3	54.8	56.2	56.2
OPEB Liability Adjustment	0.0	0.0	0.0	0.0	0.0	0.0
GASB 75 OPEB Expense Adjustment	42.1	100.2	100.2	100.2	103.3	103.3
GASB 68 Pension Expense Adjustment	(14.1)	110.7	46.1	36.3	36.6	45.5
Environmental Remediation	0.2	0.0	0.0	0.0	0.0	0.0
Total Non-Reimbursable Expenses	\$861.3	\$1,092.1	\$987.1	\$998.5	\$1,033.6	\$1,031.6
Total Net Revenue/(Deficit)	(\$621.8)	(\$851.1)	(\$742.2)	(\$753.8)	(\$787.9)	(\$786.1)
<u>Cash Adjustment Summary:</u>						
Operating Cash Adjustments	\$105.1	\$280.9	\$258.3	\$248.8	\$254.8	\$264.5
GASB Cash Adjustments	0.0	0.0	0.0	0.0	0.0	0.0
Total Cash Adjustments	\$105.1	\$280.9	\$258.3	\$248.8	\$254.8	\$264.5
Gross Cash Balance	(\$516.6)	(\$570.2)	(\$483.9)	(\$505.0)	(\$533.1)	(\$521.6)
<u>Other Adjustments:</u>						
Non-Billable GASB Cash Adjustments	0.0	0.0	0.0	0.0	0.0	0.0
Debt Service	(9.6)	(20.7)	(28.3)	(35.2)	(41.7)	(45.8)
Non-Billable Debt Service (2005-2009 Capital Program)	7.4	16.7	17.5	17.3	17.6	18.4
Total Billable Adjusted Cash Balance after Debt Service	(\$518.8)	(\$574.3)	(\$494.7)	(\$522.9)	(\$557.2)	(\$549.0)
<u>City Subsidy Cash Adjustments:</u>						
Cash Balance Due from NYC (adjusted for Non-Billable GASB)	(\$518.8)	(\$574.3)	(\$494.7)	(\$522.9)	(\$557.2)	(\$549.0)
Cash Subsidy Received from City of New York for MTA Bus	<u>\$463.2</u>	<u>\$668.6</u>	<u>\$516.7</u>	<u>\$447.7</u>	<u>\$569.8</u>	<u>\$551.5</u>
Subsidy Cash Timing	(\$55.6)	\$94.4	\$22.1	(\$75.2)	\$12.6	\$2.5
Net Cash Balance from Previous Year	(\$93.9)	(\$149.5)	(\$55.2)	(\$33.1)	(\$108.3)	(\$95.7)
Baseline Net Cash Surplus/(Deficit)	(\$149.5)	(\$55.2)	(\$33.1)	(\$108.3)	(\$95.7)	(\$93.2)

SUMMARY
MTA STATEN ISLAND RAILWAY
2019 JULY FINANCIAL PLAN
2020-2023
(\$ in millions)

	ACTUAL	FORECAST				
	2018	2019	2020	2021	2022	2023
<u>Revenue Summary:</u>						
Farebox Revenue	\$6.9	\$6.9	\$6.9	\$6.9	\$6.9	\$6.9
Other Revenue	2.6	2.5	2.5	2.5	2.5	2.5
State/City Subsidies	5.2	5.5	5.7	5.9	6.1	6.3
Total Revenues	\$14.7	\$14.9	\$15.1	\$15.3	\$15.5	\$15.7
<u>Non-Reimbursable Expense Summary:</u>						
Labor Expenses	\$47.3	\$48.7	\$46.9	\$47.3	\$47.7	\$49.0
Non-Labor Expenses	12.2	16.0	12.3	11.2	11.5	11.3
Depreciation	12.3	12.0	12.0	12.0	12.0	17.5
OPEB Liability Adjustment	0.0	0.0	0.0	0.0	0.0	0.0
GASB 75 OPEB Expense Adjustment	3.0	7.5	7.5	7.5	7.5	7.5
GASB 68 Pension Expense Adjustment	(2.4)	0.5	(0.1)	(1.1)	(1.1)	(1.2)
Environmental Remediation	2.0	0.0	0.0	0.0	0.0	0.0
Total Non-Reimbursable Expenses	\$74.4	\$84.7	\$78.6	\$77.0	\$77.6	\$84.1
Total Net Revenue/(Deficit)	(\$59.8)	(\$69.8)	(\$63.5)	(\$61.7)	(\$62.1)	(\$68.5)
<u>Cash Adjustment Summary:</u>						
Operating Cash Adjustments	\$13.6	\$20.0	\$19.4	\$18.4	\$18.4	\$23.8
GASB Cash Adjustments	0.0	0.0	0.0	0.0	0.0	0.0
Subsidy Cash Adjustments (Other than SIRTOA Recovery)	0.0	0.0	0.0	0.0	0.0	0.0
Total Cash Adjustments	\$13.6	\$20.0	\$19.4	\$18.4	\$18.4	\$23.8
Gross Cash Balance	(\$46.2)	(\$49.8)	(\$44.1)	(\$43.3)	(\$43.7)	(\$44.7)
<u>Other Adjustments:</u>						
Debt Service	(1.1)	(3.1)	(9.0)	(17.1)	(24.5)	(28.1)
Total Billable Adjusted Cash Balance after Debt Service	(\$47.2)	(\$52.8)	(\$53.1)	(\$60.4)	(\$68.3)	(\$72.8)
<u>City Subsidy Cash Adjustments:</u>						
Cash Balance Due from the City of New York	(47.2)	(52.8)	(53.1)	(60.4)	(68.3)	(72.8)
Cash Subsidy Received from City of New York for SIRTOA	<u>58.5</u>	<u>47.2</u>	<u>52.8</u>	<u>53.1</u>	<u>60.4</u>	<u>68.3</u>
Subsidy Cash Timing	\$11.3	(\$5.6)	(\$0.2)	(\$7.3)	(\$7.9)	(\$4.5)
Net Cash Balance from Previous Year	(58.5)	(47.2)	(52.8)	(53.1)	(60.4)	(68.3)
Baseline Net Cash Surplus/(Deficit)	(\$47.2)	(\$52.8)	(\$53.1)	(\$60.4)	(\$68.3)	(\$72.8)

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

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
ADA Trips:	7,092,476	7,920,126	8,316,133	8,731,939	9,168,536	9,626,963
<i>Pct Change from Previous Year</i>	15.7%	11.7%	5.0%	5.0%	5.0%	5.0%

Revenue:						
Fares	\$ 20,546	\$ 23,047	\$ 24,199	\$ 25,409	\$ 26,679	\$ 28,013
Urban Tax	46,647	44,627	41,767	40,235	40,916	40,667
<i>Sub-total</i>	\$ 67,193	\$ 67,674	\$ 65,966	\$ 65,644	\$ 67,595	\$ 68,680
City Reimbursements	149,991	176,368	170,924	179,329	187,171	199,703
Total Revenue	\$ 217,184	\$ 244,042	\$ 236,890	\$ 244,973	\$ 254,766	\$ 268,383

Expenses:						
<i>Operating Expenses:</i>						
Salaries & Benefits	\$ 22,782	\$ 26,203	\$ 27,429	\$ 27,977	\$ 28,535	\$ 28,535
Rental & Miscellaneous	513,721	589,788	571,359	596,389	621,164	662,694
Total Expenses	\$ 536,504	\$ 615,991	\$ 598,788	\$ 624,366	\$ 649,699	\$ 691,229

Net Paratransit Surplus/(Deficit)	\$ (319,320)	\$ (371,949)	\$ (361,898)	\$ (379,393)	\$ (394,933)	\$ (422,846)
--	---------------------	---------------------	---------------------	---------------------	---------------------	---------------------

Paratransit Details						
Total Paratransit Reimbursement:	\$ 196,638	\$ 220,995	\$ 212,691	\$ 219,564	\$ 228,087	\$ 240,370
Urban Tax	\$ 46,647	\$ 44,627	\$ 41,767	\$ 40,235	\$ 40,916	\$ 40,667
City Reimbursements	149,991	176,368	170,924	179,329	187,171	199,703

Rental & Miscellaneous Expense:

<i>Paratransit Service Contracts</i>						
Carrier Services	\$ 410,486	\$ 450,788	\$ 442,376	\$ 459,794	\$ 489,585	\$ 522,871
Command Center	35,147	35,124	37,859	37,175	37,175	36,441
Eligibility Certification	3,368	3,808	3,964	4,039	4,039	4,627
Other	6,647	5,031	5,031	5,031	5,031	5,031
Subtotal	\$ 455,648	\$ 494,751	\$ 489,230	\$ 506,039	\$ 535,829	\$ 568,970

Other Than Personnel Service:

Insurance	36,814	39,315	43,828	49,667	56,273	63,764
Fuel	12,496	13,620	13,633	13,474	13,618	13,997
Other	6,875	40,690	23,256	25,796	14,031	14,551
Subtotal	\$ 56,185	\$ 93,625	\$ 80,717	\$ 88,937	\$ 83,923	\$ 92,312

<i>Non-City Reimbursable OTPS:</i>	\$ 1,888	\$ 1,412	\$ 1,412	\$ 1,412	\$ 1,412	\$ 1,412
------------------------------------	----------	----------	----------	----------	----------	----------

Total Rental & Miscellaneous Expense	\$ 513,721	\$ 589,788	\$ 571,359	\$ 596,388	\$ 621,164	\$ 662,694
---	-------------------	-------------------	-------------------	-------------------	-------------------	-------------------

Annual Growth in Total Expenses	13.0%	14.8%	-2.8%	4.3%	8.5%	10.7%
--	--------------	--------------	--------------	-------------	-------------	--------------

Ridership

Registrant	7,092,476	7,920,126	8,316,133	8,731,939	9,168,536	9,626,963
Personal Care Attendant (PCA)	582,161	625,617	656,898	689,743	724,230	760,441
Guest	2,192,868	2,459,353	2,582,321	2,711,437	2,847,009	2,989,360
Total Ridership	9,867,505	11,005,097	11,555,352	12,133,119	12,739,775	13,376,764

Total Cost / Trip ^a	\$ 75.64	\$ 77.78	\$ 72.00	\$ 71.50	\$ 70.86	\$ 71.80
Total Cost / Ridership ^b	\$ 54.37	\$ 55.97	\$ 51.82	\$ 51.46	\$ 51.00	\$ 51.67

Note:

^a Cost / Trip reflects cost per ADA registrant trip

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

Debt Service

Debt Service in the Financial Plan

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

The favorable variance in 2019-21 primarily reflects the benefit from the issuance of \$1,750 million longer-dated New Money BANs since the February Plan, partially offset by faster than expected capital expenditures. The MTA also benefitted from variable rate savings relative to budgeted rates in 2019. The negative variance in 2022-23 primarily reflects faster than expected capital expenditures.

Debt Service Forecast			
<i>(\$ in millions)</i>			
Year	February Plan Debt Service	July Plan Debt Service	Difference Favorable/ (Unfavorable)
2019	\$ 2,692	\$ 2,683	\$ 9
2020	2,840	2,830	11
2021	3,080	3,041	39
2022	3,223	3,265	(42)
2023	3,450	3,513	(63)
Total 2019-2023	\$ 15,285	\$ 15,331	\$ (47)

*Totals may not add due to rounding.

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

Forecasted Borrowing Schedule	2019¹	2020	2021	2022	2023
<i>(\$ in millions)</i>					
TRB New Money BANs	\$ 996	2,322	1,456	666	0
TRB Bonds to Retire BANs	\$ 460	2,835	3,322	2,293	622
TRB Total Bonds to be Issued	\$ 460	2,835	3,322	2,293	622
DTF Bonds to Retire BANs	\$ 0	0	0	680	0
DTF Total Bonds to be Issued	\$ 0	0	0	680	0
TBTA New Money Bonds	\$ 0	443	404	492	341
TBTA Total Bonds to be Issued	\$ 0	443	404	492	341
Total MTA Long Term Bonds to be Issued	\$ 460	3,278	3,726	3,465	962

¹ Excludes remarketings and what has already been issued as of 5/29/2019.

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

Forecasted Interest Rates	2019	2020	2021	2022	2023
Assumed Fixed-Rates					
Transportation Revenue Bonds	3.82%	3.84%	3.92%	3.95%	3.96%
Transportation Revenue Bond Anticipation Notes (1 Year Maturity)	2.08%	2.23%	2.32%	2.28%	2.09%
Triborough Bridge & Tunnel Authority and Dedicated Tax Fund	3.47%	3.49%	3.57%	3.60%	3.61%
Assumed Variable Rates	3.00%	4.00%	4.00%	4.00%	4.00%

Debt Issuance Assumptions:

- All debt is assumed to be issued as 30-year level debt service debt with principal amortized over the life of the bonds, except for the Railroad Rehabilitation and Improvement Financing (RRIF) loan which is amortized from the year of issuance to 2037 on a level debt service basis, based on an interest rate of 2.38%.
- Fixed-rate estimates are derived from the January 2, 2019 Municipal Market Data High Grade - 1 year rate for BAN interest and 25 year interpolated rate for bond interest both adjusted for the projected increase through the plan period in the three-month US Treasury Bill and 10-year US Treasury Note, respectively (source: The January 2019 Baseline Economic Forecast of the Congressional Budget Office), and both further adjusted for a credit premium for each assumed credit issued based on recent market spreads.
- New bond and 1-year BAN issues use the fixed interest rate forecast at time of issuance using rates in above table.
- BANs are assumed issued with capitalized interest through maturity.
- Cost of issuance is assumed to be 0.5% of the BAN par amount, and 2% of the bond par amount.
- All bonds issued to finance TBTA capital projects are assumed to be issued under the TBTA General Revenue Resolution.
- The Build America Bonds subsidy has been reduced by 6.2% annually through the plan years reflecting the sequester reduction for payments to issuers of direct-pay bonds.
- No reserve funds are assumed in these projections.
- An additional debt service expense of \$6 million per year is added for interest associated with liquidity facilities.

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

	ACTUAL						FORECAST					
	2018	2019	2020	2021	2022	2023	2018	2019	2020	2021	2022	2023
<u>New York City Transit (NYCT):</u>												
Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$947.982	\$981.162	\$959.472	\$953.004	\$949.363	\$993.369						
Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	4.238	41.887	96.663	147.242	170.702						
2 Broadway Certificates of Participation - NYCT Share	3.960	5.187	5.356	4.860	4.346	3.812						
2 Broadway Certificates of Participation - Additional NYCT Share of MTA Lease Portion	0.000	0.000	0.000	0.000	0.000	0.000						
Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000						
Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	336.846	341.454	345.984	345.381	342.776	345.047						
Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	34.724	37.593						
<i>Sub-Total MTA Paid Debt Service</i>	\$1,288.788	\$1,332.041	\$1,352.698	\$1,399.909	\$1,478.452	\$1,550.523						
Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$192.608	\$202.211	\$200.812	\$199.331	\$190.508	\$210.801						
Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	67.759	56.672	56.125	56.086	56.738	56.602						
<i>Sub-Total B&T Paid Debt Service</i>	\$260.367	\$258.883	\$256.937	\$255.417	\$247.245	\$267.403						
Total NYCT Debt Service	\$1,549.155	\$1,590.924	\$1,609.635	\$1,655.326	\$1,725.698	\$1,817.926						
<u>Commuter Railroads (CRR):</u>												
Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$597.047	\$647.825	\$636.235	\$631.946	\$629.532	\$658.712						
Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	10.090	99.725	230.137	350.558	406.413						
2 Broadway Certificates of Participation - CRR Share	1.211	1.585	1.636	1.485	1.327	1.164						
2 Broadway Certificates of Participation - Additional CRR Share of MTA Lease Portion	0.000	0.000	0.000	0.000	0.000	0.000						
Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000						
Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	72.238	72.363	73.632	73.504	72.949	73.433						
Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	6.128	6.634						
<i>Sub-Total MTA Paid Debt Service</i>	\$670.496	\$731.863	\$811.227	\$937.072	\$1,060.494	\$1,146.356						
Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$87.050	\$90.667	\$89.828	\$89.165	\$85.218	\$94.296						
Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	34.004	26.844	25.673	25.655	25.954	25.892						
<i>Sub-Total B&T Paid Debt Service</i>	\$121.055	\$117.510	\$115.501	\$114.821	\$111.172	\$120.187						
Total CRR Debt Service	\$791.551	\$849.373	\$926.728	\$1,051.893	\$1,171.666	\$1,266.544						
<u>Bridges and Tunnels (B&T):</u>												
Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	\$259.034	\$288.069	\$294.489	\$292.317	\$279.378	\$309.138						
Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	19.409	19.009	20.409	20.395	20.632	20.583						
Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	28.771	55.058	87.050	109.227						
2 Broadway Certificates of Participation - TBTA Share	0.594	0.778	0.803	0.730	0.653	0.573						
2 Broadway Certificates of Participation - Additional TBTA Share of MTA Lease Portion	0.000	0.000	0.000	0.000	0.000	0.000						
Total B&T Debt Service	\$279.038	\$307.856	\$344.472	\$368.500	\$387.713	\$439.520						
<u>MTA Bus:</u>												
Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$9.650	\$20.253	\$22.894	\$22.739	\$22.652	\$23.702						
Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.550	5.436	12.545	19.109	22.154						
Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000						
Total MTA Bus Debt Service	\$9.650	\$20.803	\$28.330	\$35.284	\$41.761	\$45.856						
<u>Staten Island Railway (SIRTOA):</u>												
Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$1.053	\$2.440	\$2.800	\$2.781	\$2.771	\$2.899						
Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	0.626	6.192	14.289	21.765	25.233						
Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000						
Total SIRTOA Debt Service	\$1.053	\$3.066	\$8.992	\$17.070	\$24.536	\$28.132						
Total MTA HQ Debt Service for 2 Broadway Certificates of Participation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000						

METROPOLITAN TRANSPORTATION AUTHORITY

July Financial Plan 2020-2023

Summary of Total Budgeted Debt Service

(\$ in millions)

	ACTUAL		FORECAST			
	2018	2019	2020	2021	2022	2023
<u>MTA Total:</u>						
Budgeted Gross Debt Service for Existing Transportation Revenue Bonds	\$1,555.733	\$1,651.680	\$1,621.400	\$1,610.471	\$1,604.318	\$1,678.682
Budgeted Gross Debt Service for Existing Dedicated Tax Fund Bonds	409.084	413.818	419.616	418.885	415.726	418.480
Budgeted Gross Debt Service for Existing TBTA (B&T) General Revenue Bonds	538.693	580.946	585.129	580.813	555.104	614.234
Budgeted Gross Debt Service for Existing TBTA (B&T) Subordinate Revenue Bonds	121.173	102.525	102.208	102.137	103.323	103.077
2 Broadway Certificates of Participation	5.765	7.549	7.795	7.074	6.326	5.549
Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
Debt Service on Additional Transportation Revenue Bonds Supporting Approved Capital Programs	0.000	15.505	153.239	353.633	538.675	624.502
Debt Service on Additional Dedicated Tax Fund Bonds Supporting Approved Capital Programs	0.000	0.000	0.000	0.000	40.852	44.227
Debt Service on Additional TBTA (B&T) General Revenue Bonds Supporting Approved Capital Programs	0.000	0.000	28.771	55.058	87.050	109.227
Total Debt Service	\$2,630.447	\$2,772.022	\$2,918.157	\$3,128.072	\$3,351.375	\$3,597.978
<u>MTA Investment Income by Resolution</u>						
Investment Income from Transportation Revenue Bond Debt Service Fund	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Investment Income from Dedicated Tax Fund Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income from TBTA (B&T) General Revenue Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income from TBTA (B&T) Subordinate Revenue Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income from 2 Broadway Certificates of Participation Debt Service Fund	0.000	0.000	0.000	0.000	0.000	0.000
Total MTA Investment Income	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>MTA Net Total</u>						
Net Transportation Revenue Bonds Debt Service	\$1,555.733	\$1,667.185	\$1,774.639	\$1,964.105	\$2,142.993	\$2,303.184
Bond Anticipation Notes	0.000	0.000	0.000	0.000	0.000	0.000
Net Dedicated Tax Fund Bonds Debt Service	409.084	413.818	419.616	418.885	456.578	462.707
Net TBTA (B&T) General Revenue Bonds Debt Service	538.693	580.946	613.899	635.871	642.154	723.461
Net TBTA (B&T) Subordinate Revenue Bonds Debt Service	121.173	102.525	102.208	102.137	103.323	103.077
Net 2 Broadway Certificates of Participation Debt Service	5.765	7.549	7.795	7.074	6.326	5.549
Build America Bonds Interest Subsidy - TRB	(54.740)	(54.158)	(53.488)	(52.778)	(52.023)	(51.194)
Build America Bonds Interest Subsidy - DTF	(26.639)	(26.457)	(26.293)	(26.115)	(25.922)	(25.714)
Build America Bonds Interest Subsidy - TBTA GR Bonds	(8.511)	(8.501)	(8.501)	(8.501)	(8.388)	(8.265)
Total MTA Net Debt Service	\$2,540.556	\$2,682.906	\$2,829.875	\$3,040.678	\$3,265.041	\$3,512.805
Total MTA Wide Debt Service including Sandy Programs	\$2,540.556	\$2,682.906	\$2,829.875	\$3,040.678	\$3,265.041	\$3,512.805

Debt Service Affordability Statement

[THIS PAGE INTENTIONALLY LEFT BLANK]

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

\$ in millions

Forecasted Debt Service and Borrowing Schedule	Notes	2018 ACTL	2019	2020	2021	2022	2023
Combined MTA/TBTA Forecasted Debt Service Schedule	1, 2, 3	\$2,540.6	\$2,682.9	\$2,829.9	\$3,040.7	\$3,265.0	\$3,512.8
Forecasted New Long-Term Bonds Issued	4		459.8	3,278.0	3,726.1	3,465.0	962.1
Forecasted Debt Service by Credit ⁹	Notes	2018 ACTL	2019	2020	2021	2022	2023
Transportation Revenue Bonds							
Pledged Revenues	5	\$13,174.7	\$13,884.5	\$13,993.1	\$14,067.8	\$14,341.2	\$14,429.6
Debt Service	9	1,501.0	1,613.0	1,721.2	1,911.3	2,091.0	2,252.0
Debt Service as a % of Pledged Revenues		11%	12%	12%	14%	15%	16%
Dedicated Tax Fund Bonds							
Pledged Revenues	6	\$630.7	\$640.5	\$627.9	\$619.6	\$616.3	\$615.6
Debt Service	9	382.4	387.4	393.3	392.8	430.7	437.0
Debt Service as a % of Pledged Revenues		61%	60%	63%	63%	70%	71%
Triborough Bridge and Tunnel Authority General Revenue Bonds							
Pledged Revenues	7	\$1,369.8	\$1,396.9	\$1,490.5	\$1,531.1	\$1,527.1	\$1,525.7
Debt Service	9	530.2	572.4	605.4	627.4	633.8	715.2
Debt Service as a % of Total Pledged Revenues		39%	41%	41%	41%	42%	47%
Triborough Bridge and Tunnel Authority Subordinate Revenue Bonds							
Pledged Revenues	8	\$839.6	\$824.4	\$885.1	\$903.8	\$893.3	\$810.6
Debt Service	9	121.2	102.5	102.2	102.1	103.3	103.1
Debt Service as a % of Total Pledged Revenues		14%	12%	12%	11%	12%	13%
2 Broadway Certificates of Participation							
Lease Payments		\$5.8	\$7.5	\$7.8	\$7.1	\$6.3	\$5.5
Cumulative Debt Service (Excluding State Service Contract Bonds)	Notes	2018 ACTL	2019	2020	2021	2022	2023
Total Debt Service before Below-the-Line Adjustments	1, 2, 3	\$2,540.6	\$2,682.9	\$2,829.9	\$3,040.7	\$3,265.0	\$3,512.8
Fare and Toll Revenues		\$8,130.7	\$8,392.8	\$8,510.7	\$8,502.0	\$8,513.1	\$8,523.7
Total Debt Service as a % of Fare and Toll Revenue		31.2%	32.0%	33.3%	35.8%	38.4%	41.2%
Operating Revenues (including Fare and Toll Revenues) and Subsidies		\$15,951.3	\$16,402.7	\$16,601.0	\$16,786.7	\$17,034.7	\$17,229.4
Total Debt Service as a % of Operating Revenues and Subsidies		15.9%	16.4%	17.0%	18.1%	19.2%	20.4%
Non-Reimbursable Expenses with Non-Cash Liabilities		\$17,123.7	\$18,360.0	\$18,514.7	\$18,964.2	\$19,515.7	\$20,097.5
Total Debt Service as % of Non-reimbursable Expenses		14.8%	14.6%	15.3%	16.0%	16.7%	17.5%
Total Debt Service after Below the Line Adjustments	10	\$2,540.6	\$2,682.9	\$2,829.9	\$3,040.7	\$3,265.0	\$3,512.8
Fare and Toll Revenues after Below the Line Adjustments	10	\$8,130.7	\$8,392.8	\$8,510.7	\$8,784.6	\$8,844.5	\$9,149.7
Total Debt Service as a % of Fare and Toll Revenue after BTL Adj.		31.2%	32.0%	33.3%	34.6%	36.9%	38.4%
Operating Revenues and Subsidies after Below the Line Adjustments	10	\$15,951.3	\$16,402.7	\$16,601.0	\$17,062.0	\$17,357.2	\$17,838.5
Total Debt Service as a % of Operating Rev/Subsidies after BTL Adj.		15.9%	16.4%	17.0%	17.8%	18.8%	19.7%
Non-reimbursable Expenses after Below the Line Adjustments	10	\$17,123.7	\$18,287.0	\$18,129.0	\$18,482.2	\$18,986.3	\$19,573.5
Total Debt Service as a % of Non-Reimbursable Exp after BTL Adj.		14.8%	14.7%	15.6%	16.5%	17.2%	17.9%

Notes on the following page are integral to this table.

Notes

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

METROPOLITAN TRANSPORTATION AUTHORITY (including Triborough Bridge and Tunnel Authority)

Total Budgeted Annual Debt Service

All Issuance through May 29, 2019 (\$ in millions)

Fiscal Year	Transportation Revenue Resolution				Dedicated Tax Fund Resolution			TBTA General Revenue Resolution			TBTA Subordinate Resolution			MTA and TBTA Debt Service			
	Existing DS	Additional DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Additional DS	Combined	Existing DS	Broadway CoP Lease		
		Non-RRIF	RRIF			DS			DS			DS			DS	Payments	Payments
2019	1,597.5	9.5	-	1,607.0	387.4	-	387.4	572.4	-	572.4	102.5	-	102.5	2,659.9	9.5	7.5	2,676.9
2020	1,567.9	108.4	38.9	1,715.2	393.3	-	393.3	576.6	28.8	605.4	102.2	-	102.2	2,640.1	176.0	7.8	2,823.9
2021	1,557.7	311.7	35.9	1,905.3	392.8	-	392.8	572.3	55.1	627.4	102.1	-	102.1	2,624.9	402.7	7.1	3,034.7
2022	1,552.3	496.8	35.9	2,085.0	389.8	40.9	430.7	546.7	87.1	633.8	103.3	-	103.3	2,592.1	660.6	6.3	3,259.0
2023	1,627.5	582.6	35.9	2,246.0	392.8	44.2	437.0	606.0	109.2	715.2	103.1	-	103.1	2,729.3	772.0	5.5	3,506.8
2024	1,618.4	586.2	35.9	2,240.5	392.3	44.2	436.5	575.3	114.6	689.9	93.7	-	93.7	2,679.7	780.9	4.7	3,465.3
2025	1,603.5	586.2	35.9	2,225.6	385.6	44.2	429.9	601.3	114.6	715.9	91.7	-	91.7	2,682.2	780.9	3.9	3,467.0
2026	1,639.6	586.2	35.9	2,261.7	378.8	44.2	423.0	617.6	114.6	732.1	75.7	-	75.7	2,711.7	780.9	3.0	3,495.6
2027	1,628.7	586.2	35.9	2,250.8	385.6	44.2	429.9	628.6	114.6	743.2	76.0	-	76.0	2,719.0	780.9	2.1	3,502.0
2028	1,626.2	586.2	35.9	2,248.2	386.1	44.2	430.3	700.7	114.6	815.2	76.2	-	76.2	2,789.0	780.9	1.2	3,571.1
2029	1,635.0	586.2	35.9	2,257.0	395.1	44.2	439.4	622.9	114.6	737.5	76.2	-	76.2	2,729.2	780.9	0.2	3,510.4
2030	1,632.6	586.2	35.9	2,254.6	392.7	44.2	437.0	628.8	114.6	743.4	76.3	-	76.3	2,730.4	780.9	-	3,511.3
2031	1,665.9	586.2	35.9	2,288.0	372.1	44.2	416.3	631.8	114.6	746.4	74.0	-	74.0	2,743.9	780.9	-	3,524.8
2032	1,616.9	586.2	35.9	2,239.0	351.3	44.2	395.6	488.6	114.6	603.2	54.5	-	54.5	2,511.4	780.9	-	3,292.3
2033	1,329.5	586.2	35.9	1,951.6	346.5	44.2	390.8	358.1	114.6	472.7	-	-	-	2,034.1	780.9	-	2,815.0
2034	1,293.9	586.2	35.9	1,916.0	276.3	44.2	320.5	369.2	114.6	483.8	-	-	-	1,939.5	780.9	-	2,720.4
2035	1,273.0	586.2	35.9	1,895.1	287.7	44.2	331.9	369.2	114.6	483.7	-	-	-	1,929.9	780.9	-	2,710.8
2036	1,111.7	586.2	35.9	1,733.8	352.5	44.2	396.7	370.5	114.6	485.1	-	-	-	1,834.6	780.9	-	2,615.5
2037	1,082.7	586.2	31.3	1,700.2	369.7	44.2	413.9	371.6	114.6	486.2	-	-	-	1,824.0	776.3	-	2,600.3
2038	999.1	586.2	-	1,585.3	358.4	44.2	402.6	355.3	114.6	469.9	-	-	-	1,712.8	745.0	-	2,457.8
2039	935.6	586.2	-	1,521.7	307.3	44.2	351.5	231.7	114.6	346.3	-	-	-	1,474.6	745.0	-	2,219.6
2040	833.6	586.2	-	1,419.8	68.8	44.2	113.0	191.1	114.6	305.7	-	-	-	1,093.6	745.0	-	1,838.6
2041	680.3	586.2	-	1,266.5	38.2	44.2	82.4	182.8	114.6	297.4	-	-	-	901.3	745.0	-	1,646.3
2042	616.9	586.2	-	1,203.1	38.2	44.2	82.4	180.4	114.6	295.0	-	-	-	835.5	745.0	-	1,580.5
2043	496.6	586.2	-	1,082.8	38.2	44.2	82.4	164.1	114.6	278.6	-	-	-	698.9	745.0	-	1,443.9
2044	507.6	586.2	-	1,093.8	38.2	44.2	82.4	159.2	114.6	273.8	-	-	-	704.9	745.0	-	1,449.9
2045	407.7	586.2	-	993.9	38.2	44.2	82.4	145.2	114.6	259.8	-	-	-	591.0	745.0	-	1,336.1
2046	356.9	586.2	-	943.1	38.2	44.2	82.4	139.0	114.6	253.6	-	-	-	534.1	745.0	-	1,279.1
2047	329.1	586.2	-	915.4	35.7	44.2	79.9	119.7	114.6	234.3	-	-	-	484.5	745.0	-	1,229.5
2048	296.9	586.2	-	883.2	21.5	44.2	65.7	94.2	114.6	208.8	-	-	-	412.6	745.0	-	1,157.6
2049	158.6	574.3	-	732.9	21.5	44.2	65.7	32.1	110.9	143.0	-	-	-	212.2	729.4	-	941.6
2050	154.8	466.3	-	621.1	21.5	44.2	65.7	12.0	82.4	94.4	-	-	-	188.2	592.9	-	781.1
2051	129.0	261.0	-	390.1	21.5	37.6	59.1	-	55.4	55.4	-	-	-	150.5	354.0	-	504.5
2052	122.7	73.9	-	196.6	21.5	-	21.5	-	24.6	24.6	-	-	-	144.1	98.6	-	242.7
2053	79.4	1.3	-	80.7	21.4	-	21.4	-	4.6	4.6	-	-	-	100.9	5.9	-	106.8
2054	79.4	-	-	79.4	21.4	-	21.4	-	-	-	-	-	-	100.9	-	-	100.9
2055	77.4	-	-	77.4	21.5	-	21.5	-	-	-	-	-	-	98.8	-	-	98.8
2056	56.9	-	-	56.9	20.2	-	20.2	-	-	-	-	-	-	77.1	-	-	77.1
2057	9.1	-	-	9.1	11.4	-	11.4	-	-	-	-	-	-	20.6	-	-	20.6
2058	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2059	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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.

METROPOLITAN TRANSPORTATION AUTHORITY				
July Financial Plan 2020-2023				
Favorable/(Unfavorable)				
Total Position Changes at a Glance				
	2019	2020	2021	2022
2019 February Plan - Total Baseline Positions¹	75,162	73,855	73,875	73,975
Total Plan-to-Plan Changes	994	1,565	2,073	2,248
2019 July Plan - Total Baseline Positions¹	74,168	72,291	71,802	71,727
Total Year-to-Year Changes, July Plan		1,878	488	75
Total Plan-to-Plan Changes by Reporting Category:				
<i>Non-Reimbursable</i>	328	1,328	1,825	1,993
<i>Reimbursable</i>	666	237	248	254
Total¹	994	1,565	2,073	2,248
<i>Full-Time</i>	969	1,526	2,034	2,209
<i>Full-Time Equivalents</i>	25	39	39	39
Total¹	994	1,565	2,073	2,248
<i>By Function Category</i>				
- Administration	57	455	458	471
- Operations	488	525	498	518
- Maintenance	416	438	957	1,099
- Engineering/Capital	12	157	157	157
- Public Safety	21	(10)	3	3
Total¹	994	1,565	2,073	2,248
<i>By Occupational Group</i>				
- Managers/Supervisors	(21)	229	267	272
- Professional, Technical, Clerical	70	468	492	496
- Operational Hourlies	945	868	1,314	1,480
Total¹	994	1,565	2,073	2,248
Total Plan-to-Plan Changes by Major Category:				
<i>2019 BRPs²</i>	87	1,260	1,549	1,562
<i>New Needs</i>	60	52	54	55
<i>Change in Reimbursable Positions³</i>	666	237	248	254
<i>Re-estimates & All Other⁴</i>	180	16	222	376
Total¹	994	1,565	2,073	2,248

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

² Non-Reimbursable only. Includes re-estimates to prior year BRPs.

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

⁴ Includes Full-time Equivalents .

Positions are added to meet the requirements of a myriad of initiatives and activities scheduled or already underway, including: critical operational and maintenance needs, customer-focused amenities and safety initiatives, and support to improve service. 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 2018 Actual levels shown in consolidated positions tables reflect only paid positions (incumbents); whereas, the projections for 2019 and beyond reflect authorized positions (including vacancies). To illustrate, in the 2018 Final Estimate, there were 74,695 authorized positions at year end but only 72,800 incumbents, a difference of 1,895 positions.

2020 vs. 2019

The consolidated 2020 baseline includes 72,291 positions, an overall net decrease of 1,878 positions from the 2019 level of 74,168. This is primarily due to:

- **NYCT** – a decrease of 1,848 positions, comprised of 870 non-reimbursable and 978 reimbursable position decreases, mainly reflecting BRPs for improved efficiencies in operations and administration.
- **LIRR** – a net increase of 42 positions, comprised of 213 non-reimbursable positions, partially offset by 171 reimbursable positions. Non-reimbursable position increases are primarily to support East Side Access (ESA) readiness efforts, continued RCM maintenance of the M3 fleet, staffing for Moynihan Station as well as other customer service-centric positions and West Side Yard overbuild maintenance, partially offset by the impact of various BRP initiatives. Reimbursable position decreases are due to anticipated changes in capital project activity.
- **MNR** – a net decrease of 79 positions, comprised of 83 non-reimbursable positions, partially offset by 4 reimbursable position increases. Total position reductions of 83 positions associated with BRPs, are comprised of 70 non-reimbursable and 13 reimbursable positions. Partially offsetting these is the addition of 2 Safety Compliance Managers for the Operations Control Center and Right of Way, respectively, and 3 Maintenance of Way C&S authorized positions to support various capital projects.
- **B&T** – increases by 6 non-reimbursable positions to support EAM.
- **MTAHQ** – an increase of 70 non-reimbursable positions due to the anticipated hiring of MTA Police Officers to support East Side Access.
- **MTA Bus** – decreases by 69 positions, comprised of 67 non-reimbursable and 2 reimbursable positions, mainly due to reductions in the following initiatives: BRPs for Express Bus Service, CMF Efficiencies, CMO Efficiencies, Special Investigation Reorganization and reimbursable capital reductions. Partially offsetting these is a New Need for a Storeroom Line Supervisor.

2021 – 2023

Total positions are projected at 71,802 in 2021, representing a decrease of 488 positions from 2020. Net decreases in positions are expected to be 681 at NYCT, comprised of 328 non-reimbursable and 353 reimbursable positions, mainly due to BRPs commencing in 2021. Staffing levels increase by a net 229 positions at LIRR, comprised of an increase of 268 non-reimbursable positions that are

mainly related to ESA readiness efforts, and are partially offset by a decrease of 40 reimbursable positions, due to changes in project activity. A net decrease of 1 position at MNR is due to the elimination of 10 authorized positions as part of the BRPs, partially offset by the addition of 9 authorized Conductor positions to support capital needs. MTAHQ positions decrease by 8 positions due to the planned elimination of 6 non-reimbursable MTA IT and 2 Excelsior Program positions. MTA Bus positions decrease by 27, comprised of 25 positions for Shop Programs and 2 positions in Facilities.

Total forecasted positions are projected at 71,727 in 2022, a decrease of 75 positions from 2021. Positions are expected to decrease by 148 at NYCT, mainly due to changes to Sandy Capital support and support for various capital projects. The LIRR decreases by 10 net positions mainly due to non-reimbursable increases of 15, partially offset by 25 reimbursable position decreases; non-reimbursable increases are primarily for ESA readiness efforts, while reimbursable decreases are due to changes in capital project activity. MNR decreases by 46 positions, mainly due to operational and administrative efficiencies associated with the BRPs. MTAHQ decreases by 1 Director of Transformation position. MTA Bus increases by 130 positions for Shop Programs.

Total forecasted positions are projected at 71,316 in 2023, an decrease of 411 positions from 2022. Net position decreases of 366 at NYCT are mainly due to changes to Sandy Capital support and adjustments to various capital support projects and the Car Equipment SMS program. The LIRR increases by 58 positions mainly for ESA readiness efforts. B&T increases by 6 positions for additional requirements for Cashless Tolling maintenance and development. MTA Bus decreases by 109 positions for Shop Programs.

July Plan vs. February Plan Position Changes

2019

Total positions of 74,168 reflect a decrease of 994 positions from the February Plan, primarily due to:

- **NYCT** – decreases by 805 positions, comprising 273 non-reimbursable and 532 reimbursable positions. Non-reimbursable decreases reflect BRP reductions of 87 positions due to revised savings projections; 120 position reductions for re-estimates are mainly due to changes in the Platform Budget-Normal Business and 59 positions for the L-Tunnel Reconstruction; and reimbursable reductions of 532 positions primarily reflect changes in the L-Tunnel Reconstruction. New Needs in connection with the Subway Action Plan contributed 66 positions to the overall plan-to-plan decrease.
- **LIRR** – decreases by a net 142 positions, comprised of a decrease of 83 non-reimbursable and 59 reimbursable positions. Position reductions are primarily related to reduced East Side Access Readiness requirements and vacancies. Reimbursable decreases reflect changes in the timing of capital project support and construction activity.
- **MNR** – increases by a net 14 positions, comprised of 66 non-reimbursable position increases, partially offset by 52 reimbursable reductions. Net position increases are due to the addition of 13 Engineers in the Transportation Department and 1 operations support position.
- **MTAHQ** – decreases by 44 positions, comprised of 39 non-reimbursable and 5 reimbursable positions. The BRP to eliminate vacant positions contributed 44 non-reimbursable positions to the decreases. Partially offsetting these are 5 New Needs: 1 Director of Transformation, 2 Excelsior Fellows, 1 General Counsel FOIL Officer, and 1 Special Counsel in the General Counsel's office. Reimbursable position decreases of 5 are for re-estimates in IT.
- **MTACC** – decreases by 18 reimbursable positions in connection with the BRP for staffing reductions.

- **MTA Bus** – increases by 1 position in connection with the New Need for one Storeroom Line Supervisor.

2020

Total positions of 72,291 reflect a decrease of 1,565 positions from the February Plan, mainly attributable to:

- **NYCT** – decreases by 1,303 positions, comprised of 1,113 non-reimbursable and 190 reimbursable positions. Non-reimbursable reductions in connection with BRPs total 984 positions and include reductions resulting from administrative and non-administrative reorganizations, guideline-based service adjustments, and operating efficiencies at Subways and Buses for cleaning, operations, maintenance and supply logistics. Net position decreases of 60 positions for New Needs include a decrease of 66 positions for the Subway Action Plan (SAP), partially offset by 6 position increases for the acceleration of MetroCard claims processing. Re-estimates of 69 position decreases reflect Platform Budget-Normal Business. Reimbursable BRPs contribute 167 positions to the reduction, primarily due to the NYCT engineering reorganization. Reimbursable decreases of 23 positions are primarily related to the L-Tunnel Reconstruction and for NYCT labor adjustments.
- **LIRR** – decreases by 123 total positions, including 131 non-reimbursable positions, partially offset by a net increase of 8 reimbursable positions. The non-reimbursable decrease is primarily driven by BRPs associated with improved operational and administrative efficiencies, partially offset by higher headcount associated with continuing the RCM program for the M3 fleet, staffing for Moynihan Station as well as other customer service-centric positions, and West Side Yard overbuild maintenance. Reimbursable increases for capital project support are partially offset by reimbursable BRPs of 160 positions.
- **MNR** – decreases by 67 positions, comprised of 37 non-reimbursable and 30 reimbursable positions. The decreases are primarily due to the impact of BRPs associated with improved operational efficiencies, partially offset by the addition of 13 Engineers in the Transportation Department and 1 operations support position as well as reimbursable changes to reflect the timing of capital project support and construction activity.
- **MTAHQ** – decreases by 28 positions which carry forward changes from 2019, but also includes 16 position increases in 2020 only for the revised hiring schedule of MTA Police for ESA Readiness efforts.
- **MTACC** – decreases by 18 reimbursable positions, which carry forward changes from 2019.
- **MTA Bus** – decreases by 26 positions. Position reductions in connection with BRPs associated with operational and administrative efficiencies total 27. Partially offsetting this is the addition of 1 position in connection with the New Needs for one Storeroom Line Supervisor.

2021

Total positions of 71,802 positions reflect decreases of 2,073 from the February Plan. This favorable variance is mainly due to:

- **NYCT** – decreases by 1,582 positions, comprised of 1,395 non-reimbursable and 187 reimbursable position decreases. Non-reimbursable reductions in connection with BRPs total 1,266 positions and include reductions resulting from administrative and non-administrative reorganizations, guideline-based service adjustments, and operating efficiencies at Subways and Buses for cleaning, operations, maintenance and supply logistics. Net position decreases of 60 positions for New Needs include a decrease of 66 positions for the Subway Action Plan (SAP), partially offset by 6 position increases for the acceleration of MetroCard claims processing. Re-estimates of 69 position decreases reflect Platform Budget-Normal

Business. Reimbursable BRPs contribute 164 positions to the reduction, primarily due to the NYCT engineering reorganization. Reimbursable decreases of 23 positions are primarily related to the L-Tunnel Reconstruction and for NYCT labor adjustments.

- **LIRR** – decreases by 324 non-reimbursable positions due to BRPs associated with revised ESA operating plans and improved operational and administrative efficiencies, partially offset by higher headcount associated with continuing an RCM program for the M3 fleet, staffing for Moynihan Station as well as other customer service-centric positions, and West Side Yard overbuild maintenance. Reimbursable BRPs totaling 160 positions are offset by increases of 160 positions for capital project support.
- **MNR** – decreases by 77 positions, comprised of 41 non-reimbursable and 36 reimbursable positions, mainly due to the BRPs and as well as programmatic initiatives carried forward from 2020.
- **MTAHQ** – decreases by 46 positions, which continue initiatives from 2020, excluding the impact of the revised hiring schedule for 16 MTA Police for ESA Readiness efforts.
- **MTACC** – decreases by 18 reimbursable which carry forward changes from 2019.
- **MTA Bus** – decreases by 26 positions which carry forward changes from 2020.

2022

Total positions of 71,727 reflect decreases of 2,248 positions from the February Plan. This favorable variance is mainly due to:

- **NYCT** – decreases by 1,617 positions, comprised of 1,416 non-reimbursable and 201 reimbursable decreases that continue programmatic initiatives from 2021.
- **LIRR** – decreases by 417 positions, comprised of 421 non-reimbursable decreases, partially offset by a net increase of 4 reimbursable positions, and continue programmatic changes that carry forward from 2021. Reimbursable increases for capital project support are partially offset by reimbursable BRPs of 160 positions.
- **MNR** – increases by 123 positions comprised of 90 non-reimbursable and 33 reimbursable positions, which carry forward programmatic initiatives from 2020.
- **MTAHQ** – decreases by 47 positions that carry forward programmatic changes from 2021.
- **MTACC** – decreases by 18 reimbursable positions which carry forward changes from 2019.
- **MTA Bus** – decreases by 26 positions which carry forward changes from 2020.

New Needs

New Needs in the July Financial Plan 2020-2023:

METROPOLITAN TRANSPORTATION AUTHORITY				
July Financial Plan 2020-2023				
Change Between 2019 July Financial Plan vs. 2019 February Financial Plan				
Favorable/(Unfavorable)				
Position Impacts of New Needs				
	2019	2020	2021	2022
NYCT				
<i>Accelerate MetroCard Claims Processing</i>	0	(6)	(6)	(6)
<i>Subway Action Plan</i>	<u>66</u>	<u>66</u>	<u>66</u>	<u>66</u>
Total	66	60	60	60
LIRR				
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0
MNR				
<i>Operations Control Center (OCC) and Right-of-Way</i>	<u>0</u>	<u>(2)</u>	<u>(2)</u>	<u>(2)</u>
Total	0	(2)	(2)	(2)
B&T				
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0
MTAHQ				
<i>Director of Transformation</i>	(1)	(1)	(1)	0
<i>Excelsior Fellows</i>	(2)	(2)	0	0
<i>General Counsel FOIL Officer</i>	(1)	(1)	(1)	(1)
<i>General Counsel - Special Counsel</i>	<u>(1)</u>	<u>(1)</u>	<u>(1)</u>	<u>(1)</u>
Total	(5)	(5)	(3)	(2)
SIR				
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0
MTACC				
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0
MTA Bus				
<i>Storeroom Line Supervisor</i>	<u>(1)</u>	<u>(1)</u>	<u>(1)</u>	<u>(1)</u>
Total	(1)	(1)	(1)	(1)
Total New Needs	60	52	54	55

Changes in Reimbursable Positions

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

METROPOLITAN TRANSPORTATION AUTHORITY				
July Financial Plan 2020-2023				
Change Between 2019 July Financial Plan vs. 2019 February Financial Plan				
Favorable/(Unfavorable)				
Position Impact of Reimbursable (Includes BRPs)				
	2019	2020	2021	2022
NYCT				
<i>BRP - Reimbursable:</i>				
NYCT Engineering Reorganization	0	140	140	140
Car Equipment Engineering Efficiencies - 10% Reduction	0	14	14	14
Buses Efficiencies	0	10	10	10
Other Savings	<u>3</u>	<u>3</u>	<u>0</u>	<u>0</u>
Total BRP - Reimbursable	3	167	164	164
<i>Other Reimbursable:</i>				
TA Labor Adjustments	23	7	7	7
Subways Capital Support	(17)	(17)	(17)	(3)
L-Tunnel Reconstruction Support	501	0	0	0
L-Tunnel Reconstruction Support - FTEs	23	34	34	34
Other Re-estimates	<u>(1)</u>	<u>(1)</u>	<u>(1)</u>	<u>(1)</u>
Total Other Reimbursable	529	23	23	37
Total	532	190	187	201
LIRR				
<i>BRP - Reimbursable:</i>				
Reimbursable Capital Reductions	0	160	160	160
<i>Other Reimbursable:</i>				
LIRR Capital Project Support and Construction	56	(168)	(160)	(164)
Reallocation of Year End (December) Resources btw NR/R	<u>3</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total Other Reimbursable	59	(168)	(160)	(164)
Total	59	(8)	0	(4)
MNR				
<i>BRP - Reimbursable:</i>				
Reimbursable Capital Reductions	0	13	23	65
<i>Other Reimbursable:</i>				
Reimbursable Headcount & Overtime Adjustments	<u>52</u>	<u>17</u>	<u>13</u>	<u>(32)</u>
Total	52	30	36	33
B&T				
None	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0
MTAHQ				
IT Re-estimate	<u>5</u>	<u>5</u>	<u>5</u>	<u>5</u>
Total	5	5	5	5
SIR				
None	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0
MTA CC				
<i>BRP - Reimbursable:</i>				
Agency-wide Staffing Reductions	<u>18</u>	<u>18</u>	<u>18</u>	<u>18</u>
Total	18	18	18	18
MTA Bus				
<i>BRP - Reimbursable:</i>				
Reimbursable Capital Reductions	<u>0</u>	<u>2</u>	<u>2</u>	<u>2</u>
Total	0	2	2	2
Total Reimbursable	666	237	248	254

Re-Estimates & All Other

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

METROPOLITAN TRANSPORTATION AUTHORITY				
July Financial Plan 2020-2023				
Change Between 2019 July Financial Plan vs. 2019 February Financial Plan				
Favorable/(Unfavorable)				
Position Impact of Re-Estimates				
	2019	2020	2021	2022
NYCT				
<i>Platform Budget - Normal Business</i>	77	77	77	97
<i>TA Labor</i>	(16)	(16)	(16)	(16)
<i>L-Tunnel Reconstruction</i>	59	0	0	0
<i>Reimbursable Adjustments</i>	(1)	0	0	0
<i>Other Re-estimates</i>	(1)	3	3	4
<i>Other Re-estimates - FTEs</i>	<u>2</u>	<u>5</u>	<u>5</u>	<u>5</u>
Total	120	69	69	90
LIRR				
<i>Vacant Positions/Other Re-estimates</i>	33	(4)	(4)	(4)
<i>East Side Access Readiness</i>	52	4	190	278
<i>Moynihan Station Support and Other Customer Centric Support</i>	0	(17)	(17)	(17)
<i>M3 Maintenance</i>	0	(23)	(23)	(23)
<i>West End Yard Overbuild</i>	1	(8)	(8)	(8)
<i>Reallocation of Year End (December) Resources btw NR/R</i>	<u>(3)</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	83	(48)	138	226
MNR				
<i>Transportation Dept - Engineers</i>	(13)	(13)	(13)	(13)
<i>New Vice President of Operations Support and EAM</i>	(1)	(1)	(1)	(1)
<i>Reallocation btw Reimbursable to Non-Reimbursable</i>	<u>(52)</u>	<u>(17)</u>	<u>(13)</u>	<u>32</u>
Total	(66)	(31)	(27)	18
B&T				
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0
MTAHQ				
<i>Elimination of Vacant Positions</i>	44	44	44	44
<i>Revised Hiring Schedule for MTAPD-East Side Access</i>	<u>0</u>	<u>(16)</u>	<u>0</u>	<u>0</u>
Total	44	28	44	44
SIR				
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0
MTACC				
<i>None</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	0	0	0	0
MTA Bus				
<i>Other Re-estimates</i>	<u>0</u>	<u>(2)</u>	<u>(2)</u>	<u>(2)</u>
Total	0	(2)	(2)	(2)
Total Re-Estimates	180	16	222	376

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

Category	2018 Actual¹	2019 Mid-Year Forecast	2020 Preliminary Budget	2021	2022	2023
Baseline Total Positions	72,800	74,168	72,291	71,802	71,727	71,316
NYC Transit	50,115	50,343	48,495	47,814	47,666	47,300
Long Island Rail Road	7,571	7,710	7,753	7,981	7,971	8,029
Metro-North Railroad	6,570	7,149	7,070	7,069	7,023	7,023
Bridges & Tunnels	1,388	1,499	1,505	1,505	1,505	1,511
Headquarters	2,756	3,052	3,122	3,114	3,113	3,113
Staten Island Railway	338	336	336	336	336	336
Capital Construction Company	125	163	163	163	163	163
Bus Company	3,936	3,916	3,847	3,820	3,950	3,841
Non-Reimbursable	66,033	65,899	65,169	65,061	65,132	64,889
NYC Transit	45,284	44,354	43,484	43,156	43,124	42,928
Long Island Rail Road	6,498	6,589	6,802	7,070	7,085	7,143
Metro-North Railroad	6,064	6,435	6,352	6,339	6,298	6,296
Bridges & Tunnels	1,301	1,412	1,418	1,418	1,418	1,424
Headquarters	2,659	2,926	2,996	2,988	2,987	2,987
Staten Island Railway	329	308	308	308	308	308
Capital Construction Company	-	-	-	-	-	-
Bus Company	3,899	3,876	3,809	3,782	3,912	3,803
Reimbursable	6,766	8,269	7,122	6,741	6,595	6,427
NYC Transit	4,831	5,989	5,011	4,658	4,542	4,372
Long Island Rail Road	1,073	1,121	951	911	886	886
Metro-North Railroad	507	714	718	730	725	727
Bridges & Tunnels	87	87	87	87	87	87
Headquarters	97	126	126	126	126	126
Staten Island Railway	9	28	28	28	28	28
Capital Construction Company	125	163	163	163	163	163
Bus Company	37	40	38	38	38	38
Total Full-Time	72,578	73,941	72,078	71,589	71,514	71,103
NYC Transit	49,905	50,135	48,301	47,620	47,472	47,106
Long Island Rail Road	7,571	7,710	7,753	7,981	7,971	8,029
Metro-North Railroad	6,570	7,148	7,069	7,068	7,022	7,022
Bridges & Tunnels	1,388	1,499	1,505	1,505	1,505	1,511
Headquarters	2,756	3,052	3,122	3,114	3,113	3,113
Staten Island Railway	338	336	336	336	336	336
Capital Construction Company	125	163	163	163	163	163
Bus Company	3,925	3,898	3,829	3,802	3,932	3,823
Total Full-Time-Equivalents	221	227	213	213	213	213
NYC Transit	210	208	194	194	194	194
Long Island Rail Road	-	-	-	-	-	-
Metro-North Railroad	-	1	1	1	1	1
Bridges & Tunnels	-	-	-	-	-	-
Headquarters	-	-	-	-	-	-
Staten Island Railway	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-
Bus Company	11	18	18	18	18	18

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

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

Function	2018 Actual ¹	2019 Mid-Year Forecast	2020 Preliminary Budget	2021	2022	2023
Administration	4,446	4,997	4,591	4,572	4,555	4,535
NYC Transit	1,300	1,429	1,087	1,070	1,062	1,052
Long Island Rail Road	473	524	512	520	518	514
Metro-North Railroad	508	602	555	555	544	544
Bridges & Tunnels	79	96	96	96	96	96
Headquarters	1,913	2,155	2,155	2,147	2,146	2,146
Staten Island Railway	28	28	28	28	28	28
Capital Construction Company	18	19	19	19	19	19
Bus Company	127	144	139	137	142	136
Operations	31,553	31,988	31,078	31,208	31,145	31,082
NYC Transit	24,142	24,302	23,468	23,468	23,406	23,341
Long Island Rail Road	2,620	2,651	2,635	2,756	2,755	2,752
Metro-North Railroad	2,011	2,242	2,219	2,228	2,228	2,228
Bridges & Tunnels	87	99	99	99	99	99
Headquarters	-	-	-	-	-	-
Staten Island Railway	110	119	119	119	119	119
Capital Construction Company	-	-	-	-	-	-
Bus Company	2,583	2,575	2,538	2,538	2,538	2,543
Maintenance	32,684	32,668	32,233	31,748	31,773	31,475
NYC Transit	22,670	22,477	21,999	21,437	21,378	21,106
Long Island Rail Road	4,290	4,308	4,380	4,492	4,486	4,562
Metro-North Railroad	3,937	4,169	4,163	4,153	4,118	4,118
Bridges & Tunnels	410	396	396	396	396	402
Headquarters	-	-	-	-	-	-
Staten Island Railway	191	173	173	173	173	173
Capital Construction Company	-	-	-	-	-	-
Bus Company	1,186	1,145	1,122	1,097	1,222	1,114
Engineering/Capital	2,022	2,283	2,125	2,024	2,004	1,974
NYC Transit	1,375	1,468	1,310	1,221	1,202	1,183
Long Island Rail Road	188	227	226	214	213	202
Metro-North Railroad	114	136	133	133	133	133
Bridges & Tunnels	202	255	261	261	261	261
Headquarters	-	-	-	-	-	-
Staten Island Railway	9	16	16	16	16	16
Capital Construction Company	107	144	144	144	144	144
Bus Company	27	37	35	35	35	35
Public Safety	2,095	2,232	2,264	2,251	2,251	2,251
NYC Transit	629	667	631	618	618	618
Long Island Rail Road	-	-	-	-	-	-
Metro-North Railroad	-	-	-	-	-	-
Bridges & Tunnels	610	653	653	653	653	653
Headquarters	843	897	967	967	967	967
Staten Island Railway	-	-	-	-	-	-
Capital Construction Company	-	-	-	-	-	-
Bus Company	13	15	13	13	13	13
Baseline Total Positions	72,800	74,168	72,291	71,802	71,727	71,316

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

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

FUNCTION/OCCUPATIONAL GROUP	2018 Actual ¹	2019 Mid-Year Forecast	2020 Preliminary Budget	2021	2022	2023
Administration						
Managers/Supervisors	1,445	1,729	1,567	1,565	1,556	1,550
Professional, Technical, Clerica	2,868	3,126	2,880	2,864	2,851	2,843
Operational Hourlies	133	142	144	143	148	142
Total Administration	4,446	4,997	4,591	4,572	4,555	4,535
Operations						
Managers/Supervisors	3,687	3,834	3,756	3,773	3,769	3,746
Professional, Technical, Clerica	912	1,027	1,008	1,016	1,015	1,014
Operational Hourlies	26,953	27,127	26,314	26,419	26,361	26,322
Total Operations	31,553	31,988	31,078	31,208	31,145	31,082
Maintenance						
Managers/Supervisors	5,828	5,905	5,690	5,653	5,624	5,596
Professional, Technical, Clerica	1,815	2,001	1,915	1,889	1,881	1,891
Operational Hourlies	25,040	24,762	24,628	24,206	24,268	23,988
Total Maintenance	32,684	32,668	32,233	31,748	31,773	31,475
Engineering/Capital						
Managers/Supervisors	572	671	629	588	573	549
Professional, Technical, Clerica	1,442	1,601	1,485	1,425	1,420	1,414
Operational Hourlies	8	11	11	11	11	11
Total Engineering/Capital	2,022	2,283	2,125	2,024	2,004	1,974
Public Safety						
Managers/Supervisors	596	645	635	634	634	634
Professional, Technical, Clerica	133	160	160	160	160	160
Operational Hourlies	1,366	1,427	1,469	1,457	1,457	1,457
Total Public Safety	2,095	2,232	2,264	2,251	2,251	2,251
Baseline Total Positions						
Managers/Supervisors	12,129	12,784	12,277	12,213	12,156	12,075
Professional, Technical, Clerica	7,170	7,915	7,448	7,354	7,327	7,322
Operational Hourlies	53,501	53,469	52,566	52,236	52,245	51,920
Baseline Total Positions	72,800	74,168	72,291	71,802	71,727	71,316

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

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

CATEGORY	Change 2019-2020	Change 2020-2021	Change 2021-2022	Change 2022-2023
Baseline Total Positions	1,878	488	75	411
NYC Transit	1,848	681	148	366
Long Island Rail Road	(42)	(229)	10	(58)
Metro-North Railroad	79	1	46	-
Bridges & Tunnels	(6)	-	-	(6)
Headquarters	(70)	8	1	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	69	27	(130)	109
Non-Reimbursable	731	107	(71)	243
NYC Transit	870	328	32	196
Long Island Rail Road	(213)	(268)	(15)	(58)
Metro-North Railroad	83	13	41	2
Bridges & Tunnels	(6)	-	-	(6)
Headquarters	(70)	8	1	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	67	27	(130)	109
Reimbursable	1,147	381	146	168
NYC Transit	978	353	116	170
Long Island Rail Road	171	40	25	-
Metro-North Railroad	(4)	(12)	5	(2)
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	2	-	-	-
Total Full-Time	1,864	488	75	411
NYC Transit	1,834	681	148	366
Long Island Rail Road	(42)	(229)	10	(58)
Metro-North Railroad	79	1	46	-
Bridges & Tunnels	(6)	-	-	(6)
Headquarters	(70)	8	1	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	69	27	(130)	109
Total Full-Time-Equivalents	14	-	-	-
NYC Transit	14	-	-	-
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-

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

FUNCTION/DEPARTMENT	Change 2019-2020	Change 2020-2021	Change 2021-2022	Change 2022-2023
Administration	407	19	17	20
NYC Transit	342	17	8	10
Long Island Rail Road	13	(8)	2	4
Metro-North Railroad	47	-	11	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	8	1	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	5	2	(5)	6
Operations	910	(130)	63	63
NYC Transit	834	-	62	65
Long Island Rail Road	16	(121)	1	3
Metro-North Railroad	23	(9)	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	37	-	-	(5)
Maintenance	435	485	(25)	298
NYC Transit	478	562	59	272
Long Island Rail Road	(72)	(112)	6	(76)
Metro-North Railroad	6	10	35	-
Bridges & Tunnels	-	-	-	(6)
Headquarters	-	-	-	-
Long Island Bus	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	23	25	(125)	108
Engineering/Capital	158	101	20	30
NYC Transit	158	89	19	19
Long Island Rail Road	1	12	1	11
Metro-North Railroad	3	-	-	-
Bridges & Tunnels	(6)	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	2	-	-	-
Public Safety	(32)	13	-	-
NYC Transit	36	13	-	-
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	(70)	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	2	-	-	-
Baseline Total Positions	1,878	488	75	411

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

FUNCTION/OCCUPATIONAL GROUP	Change 2019-2020	Change 2020-2021	Change 2021-2022	Change 2022-2023
Administration				
Managers/Supervisors	163	2	9	6
Professional, Technical, Clerical	246	16	13	8
Operational Hourlies	(2)	1	(5)	6
Total Administration	407	19	17	20
Operations				
Managers/Supervisors	78	(17)	4	23
Professional, Technical, Clerical	19	(8)	1	1
Operational Hourlies	813	(105)	58	39
Total Operations	910	(130)	63	63
Maintenance				
Managers/Supervisors	215	37	29	28
Professional, Technical, Clerical	86	26	8	(10)
Operational Hourlies	134	422	(62)	280
Total Maintenance	435	485	(25)	298
Engineering/Capital				
Managers/Supervisors	42	41	15	24
Professional, Technical, Clerical	116	60	5	6
Operational Hourlies	-	-	-	-
Total Engineering/Capital	158	101	20	30
Public Safety				
Managers/Supervisors	10	1	-	-
Professional, Technical, Clerical	-	-	-	-
Operational Hourlies	(42)	12	-	-
Total Public Safety	(32)	13	-	-
Baseline Total Positions				
Managers/Supervisors	507	64	57	81
Professional, Technical, Clerical	467	94	27	5
Operational Hourlies	903	330	(9)	325
Baseline Total Positions	1,878	488	75	411

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

Category	2019	2020	2021	2022
Baseline Total Positions	994	1,565	2,073	2,248
NYC Transit	805	1,303	1,582	1,617
Long Island Rail Road	142	123	324	417
Metro-North Railroad	(14)	67	77	123
Bridges & Tunnels	-	-	-	-
Headquarters	44	28	46	47
Staten Island Railway	-	-	-	-
Capital Construction Company	18	18	18	18
Bus Company	(1)	26	26	26
Non-Reimbursable	328	1,328	1,825	1,993
NYC Transit	273	1,113	1,395	1,416
Long Island Rail Road	83	131	324	421
Metro-North Railroad	(66)	37	41	90
Bridges & Tunnels	-	-	-	-
Headquarters	39	23	41	42
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	(1)	24	24	24
Reimbursable	666	237	248	254
NYC Transit	532	190	187	201
Long Island Rail Road	59	(8)	(0)	(4)
Metro-North Railroad	52	30	36	33
Bridges & Tunnels	-	-	-	-
Headquarters	5	5	5	5
Long Island Bus	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	18	18	18	18
Bus Company	-	2	2	2
Total Full-Time	969	1,526	2,034	2,209
NYC Transit	780	1,264	1,543	1,578
Long Island Rail Road	142	123	324	417
Metro-North Railroad	(14)	67	77	123
Bridges & Tunnels	-	-	-	-
Headquarters	44	28	46	47
Staten Island Railway	-	-	-	-
Capital Construction Company	18	18	18	18
Bus Company	(1)	26	26	26
Total Full-Time-Equivalents	25	39	39	39
NYC Transit	25	39	39	39
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	-	-	-	-

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

Function	2019	2020	2021	2022
Administration	57	455	458	471
NYC Transit	2	331	331	332
Long Island Rail Road	6	20	20	20
Metro-North Railroad	-	47	47	58
Bridges & Tunnels	1	1	1	1
Headquarters	44	44	46	47
Staten Island Railway	-	-	-	-
Capital Construction Company	2	2	2	2
Bus Company	2	10	11	11
Operations	488	525	498	518
NYC Transit	460	341	296	316
Long Island Rail Road	48	181	199	199
Metro-North Railroad	(16)	7	7	7
Bridges & Tunnels	5	5	5	5
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	(9)	(9)	(9)	(9)
Maintenance	416	438	957	1,099
NYC Transit	322	487	814	828
Long Island Rail Road	92	(74)	109	202
Metro-North Railroad	2	10	20	55
Bridges & Tunnels	(6)	(6)	(6)	(6)
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	6	21	20	20
Engineering/Capital	12	157	157	157
NYC Transit	-	140	140	140
Long Island Rail Road	(4)	(4)	(4)	(4)
Metro-North Railroad	-	3	3	3
Bridges & Tunnels	-	-	-	-
Headquarters	-	-	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	16	16	16	16
Bus Company	-	2	2	2
Public Safety	21	(10)	3	3
NYC Transit	21	4	1	1
Long Island Rail Road	-	-	-	-
Metro-North Railroad	-	-	-	-
Bridges & Tunnels	-	-	-	-
Headquarters	-	(16)	-	-
Staten Island Railway	-	-	-	-
Capital Construction Company	-	-	-	-
Bus Company	-	2	2	2
Baseline Total Positions	994	1,565	2,073	2,248

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

FUNCTION/OCCUPATIONAL GROUP	Change			
	2019	2020	2021	2022
Administration				
Managers/Supervisors	(7)	149	139	145
Professional, Technical, Clerical	63	304	317	324
Operational Hourlies	1	2	2	2
Total Administration	57	455	458	471
Operations				
Managers/Supervisors	(3)	(6)	(0)	(1)
Professional, Technical, Clerical	13	27	26	27
Operational Hourlies	478	504	472	492
Total Operations	488	525	498	518
Maintenance				
Managers/Supervisors	(29)	60	102	102
Professional, Technical, Clerical	(21)	3	15	11
Operational Hourlies	466	375	840	986
Total Maintenance	416	438	957	1,099
Engineering/Capital				
Managers/Supervisors	(4)	23	23	23
Professional, Technical, Clerical	16	134	134	134
Operational Hourlies	-	-	-	-
Total Engineering/Capital	12	157	157	157
Public Safety				
Managers/Supervisors	22	3	3	3
Professional, Technical, Clerical	(1)	-	-	-
Operational Hourlies	-	(13)	-	-
Total Public Safety	21	(10)	3	3
Baseline Total Positions				
Managers/Supervisors	(21)	229	267	272
Professional, Technical, Clerical	70	468	492	496
Operational Hourlies	945	868	1,314	1,480
Baseline Total Positions	994	1,565	2,073	2,248

[THIS PAGE INTENTIONALLY LEFT BLANK]

III. Other MTA Consolidated Materials

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

Non-Reimbursable	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
<u>Operating Revenue</u>						
Farebox Revenue	\$6,155	\$6,305	\$6,389	\$6,373	\$6,384	\$6,393
Toll Revenue	1,976	2,088	2,121	2,129	2,129	2,131
Other Revenue	643	696	684	704	719	737
Capital and Other Reimbursements	0	0	0	0	0	0
Total Operating Revenue	\$8,774	\$9,089	\$9,195	\$9,206	\$9,232	\$9,260
<u>Operating Expense</u>						
Labor Expenses:						
Payroll	\$5,211	\$5,328	\$5,422	\$5,498	\$5,624	\$5,710
Overtime	1,066	910	838	859	877	899
Health & Welfare	1,230	1,341	1,414	1,489	1,583	1,674
OPEB Current Payment	604	645	704	766	835	910
Pensions	1,336	1,494	1,461	1,462	1,403	1,347
Other-Fringe Benefits	881	869	897	930	956	976
Reimbursable Overhead	(528)	(471)	(430)	(412)	(397)	(395)
Total Labor Expenses	\$9,799	\$10,116	\$10,306	\$10,592	\$10,881	\$11,121
Non-Labor Expenses:						
Electric Power	\$482	\$452	\$473	\$493	\$532	\$562
Fuel	185	183	183	176	174	177
Insurance	(29)	6	16	23	27	28
Claims	438	388	394	393	398	406
Paratransit Service Contracts	455	495	488	506	535	569
Maintenance and Other Operating Contracts	678	840	797	834	837	854
Professional Service Contracts	544	608	503	495	504	514
Materials & Supplies	637	689	680	698	711	716
Other Business Expenses	221	218	214	224	226	228
Total Non-Labor Expenses	\$3,611	\$3,877	\$3,748	\$3,841	\$3,945	\$4,054
Other Expense Adjustments:						
Other	\$129	\$175	\$86	\$36	\$22	\$23
General Reserve	0	165	170	175	180	185
Total Other Expense Adjustments	\$129	\$340	\$256	\$211	\$202	\$208
Total Operating Expense before Non-Cash Liability Adj.	\$13,539	\$14,333	\$14,310	\$14,644	\$15,028	\$15,384
Depreciation	\$2,805	\$2,785	\$2,843	\$2,909	\$2,977	\$3,052
GASB 75 OPEB Expense Adjustment	1,048	1,457	1,628	1,749	1,823	1,898
GASB 68 Pension Expense Adjustment	(373)	(221)	(272)	(343)	(318)	(242)
Environmental Remediation	106	6	6	6	6	6
Total Operating Expense after Non-Cash Liability Adj.	\$17,124	\$18,360	\$18,515	\$18,964	\$19,516	\$20,097
Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$3,585)	(\$4,027)	(\$4,205)	(\$4,320)	(\$4,488)	(\$4,714)
Debt Service (excludes Service Contract Bonds)	2,541	2,683	2,830	3,041	3,265	3,513
Total Operating Expense with Debt Service	\$16,079	\$17,016	\$17,139.55	\$17,685	\$18,293	\$18,896
Dedicated Taxes and State/Local Subsidies	\$7,177	\$7,314	\$7,406	\$7,581	\$7,803	\$7,969
Net Surplus/(Deficit) After Subsidies and Debt Service	(\$128)	(\$613)	(\$539)	(\$898)	(\$1,258)	(\$1,667)
Conversion to Cash Basis: GASB Account	0	0	0	0	0	0
Conversion to Cash Basis: All Other	379	229	147	60	125	101
CASH BALANCE BEFORE PRIOR-YEAR CARRYOVER	\$251	(\$384)	(\$392)	(\$838)	(\$1,133)	(\$1,566)

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

Reimbursable	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
<i>Operating Revenue</i>						
Farebox Revenue	\$0	\$0	\$0	\$0	\$0	\$0
Toll Revenue	0	0	0	0	0	0
Other Revenue	0	0	0	0	0	0
Capital and Other Reimbursements	2,479	2,381	2,158	2,008	1,974	1,986
Total Operating Revenue	\$2,479	\$2,381	\$2,158	\$2,008	\$1,974	\$1,986
<i>Operating Expense</i>						
Labor Expenses:						
Payroll	\$722	\$791	\$734	\$698	\$694	\$695
Overtime	315	216	188	181	185	189
Health & Welfare	81	83	76	77	78	81
OPEB Current Payment	9	11	11	12	13	14
Pensions	107	109	95	94	92	92
Other-Fringe Benefits	280	275	253	240	239	239
Reimbursable Overhead	525	468	428	410	395	394
Total Labor Expenses	\$2,039	\$1,952	\$1,786	\$1,712	\$1,696	\$1,705
Non-Labor Expenses:						
Electric Power	\$2	\$1	\$1	\$1	\$1	\$1
Fuel	0	0	0	(0)	(0)	(0)
Insurance	13	13	12	11	10	11
Claims	0	0	0	0	0	0
Paratransit Service Contracts	0	0	0	0	0	0
Maintenance and Other Operating Contracts	115	126	97	65	64	65
Professional Service Contracts	142	113	113	101	101	103
Materials & Supplies	162	176	148	117	101	102
Other Business Expenses	7	1	1	0	0	0
Total Non-Labor Expenses	\$440	\$429	\$372	\$296	\$278	\$281
Other Expense Adjustments:						
Other	\$0	\$0	\$0	\$0	\$0	\$0
Total Other Expense Adjustments	\$0	\$0	\$0	\$0	\$0	\$0
Total Operating Expense	\$2,479	\$2,381	\$2,158	\$2,008	\$1,974	\$1,986
Baseline Surplus/(Deficit)	\$0	\$0	\$0	\$0	\$0	\$0

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

Non-Reimbursable/Reimbursable	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Operating Revenue						
Farebox Revenue	\$6,155	\$6,305	\$6,389	\$6,373	\$6,384	\$6,393
Toll Revenue	1,976	2,088	2,121	2,129	2,129	2,131
Other Revenue	643	696	684	704	719	737
Capital and Other Reimbursements	2,479	2,381	2,158	2,008	1,974	1,986
Total Operating Revenue	\$11,253	\$11,470	\$11,353	\$11,214	\$11,206	\$11,246
Operating Expense						
Labor Expenses:						
Payroll	\$5,933	\$6,119	\$6,157	\$6,196	\$6,318	\$6,405
Overtime	1,380	1,125	1,026	1,040	1,062	1,088
Health & Welfare	1,311	1,424	1,490	1,566	1,661	1,755
OPEB Current Payment	613	656	716	778	848	924
Pensions	1,442	1,603	1,556	1,556	1,495	1,439
Other-Fringe Benefits	1,161	1,144	1,150	1,170	1,195	1,215
Reimbursable Overhead	(3)	(4)	(2)	(1)	(1)	(1)
Total Labor Expenses	\$11,838	\$12,068	\$12,092	\$12,304	\$12,576	\$12,826
Non-Labor Expenses:						
Electric Power	\$484	\$452	\$474	\$494	\$533	\$562
Fuel	186	183	183	176	174	177
Insurance	(17)	18	27	35	37	39
Claims	438	388	394	393	398	406
Paratransit Service Contracts	455	495	488	506	535	569
Maintenance and Other Operating Contracts	793	966	894	899	901	919
Professional Service Contracts	686	721	616	596	606	616
Materials & Supplies	799	865	828	815	812	818
Other Business Expenses	228	219	215	225	227	229
Total Non-Labor Expenses	\$4,051	\$4,306	\$4,120	\$4,138	\$4,223	\$4,336
Other Expense Adjustments:						
Other	\$129	\$175	\$86	\$36	\$22	\$23
General Reserve	0	165	170	175	180	185
Total Other Expense Adjustments	\$129	\$340	\$256	\$211	\$202	\$208
Total Operating Expense before Non-Cash Liability Adjs.	\$16,018	\$16,714	\$16,468	\$16,652	\$17,002	\$17,369
Depreciation	\$2,805	\$2,785	\$2,843	\$2,909	\$2,977	\$3,052
GASB 75 OPEB Expense Adjustment	1,048	1,457	1,628	1,749	1,823	1,898
GASB 68 Pension Expense Adjustment	(373)	(221)	(272)	(343)	(318)	(242)
Environmental Remediation	106	6	6	6	6	6
Total Operating Expense	\$19,603	\$20,741	\$20,673	\$20,972	\$21,490	\$22,083
Conversion to Cash Basis: Non-Cash Liability Adjs.	(\$3,585)	(\$4,027)	(\$4,205)	(\$4,320)	(\$4,488)	(\$4,714)
Debt Service (excludes Service Contract Bonds)	2,541	2,683	2,830	3,041	3,265	3,513
Total Operating Expense with Debt Service	\$18,558	\$19,397	\$19,297	\$19,693	\$20,267	\$20,882
Dedicated Taxes and State/Local Subsidies	\$7,177	\$7,314	\$7,406	\$7,581	\$7,803	\$7,969
Net Deficit After Subsidies and Debt Service	(\$128)	(\$613)	(\$539)	(\$898)	(\$1,258)	(\$1,667)
Conversion to Cash Basis: GASB Account	0	0	0	0	0	0
Conversion to Cash Basis: All Other	379	229	147	60	125	101
CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER	\$251	(\$384)	(\$392)	(\$838)	(\$1,133)	(\$1,566)

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

Cash Receipts and Expenditures	Actual	Mid-Year Forecast	Preliminary Budget	2021	2022	2023
	2018	2019	2020			
Receipts						
Farebox Revenue	\$6,207	\$6,302	\$6,392	\$6,376	\$6,386	\$6,395
Other Operating Revenue	642	746	762	783	736	755
Capital and Other Reimbursements	2,554	2,382	2,148	2,007	1,946	1,951
Total Receipts	\$9,403	\$9,430	\$9,302	\$9,166	\$9,069	\$9,100
Expenditures						
Labor:						
Payroll	\$5,742	\$5,965	\$5,962	\$5,986	\$6,105	\$6,187
Overtime	1,351	1,101	1,000	1,010	1,032	1,058
Health and Welfare	1,317	1,383	1,456	1,530	1,623	1,715
OPEB Current Payment	601	633	695	756	825	900
Pensions	1,404	1,549	1,510	1,510	1,451	1,399
Other Fringe Benefits	922	941	936	958	987	1,012
Contribution to GASB Fund	0	0	0	0	0	0
Reimbursable Overhead	(0)	0	0	(0)	(0)	(0)
Total Labor Expenditures	\$11,336	\$11,573	\$11,560	\$11,750	\$12,023	\$12,271
Non-Labor:						
Electric Power	\$488	\$450	\$470	\$490	\$529	\$559
Fuel	187	179	180	174	171	174
Insurance	(37)	14	17	20	24	26
Claims	316	277	259	258	265	270
Paratransit Service Contracts	450	493	486	504	533	567
Maintenance and Other Operating Contracts	658	889	779	748	730	746
Professional Service Contracts	613	689	550	528	534	542
Materials & Supplies	835	872	830	821	815	821
Other Business Expenditures	196	196	185	195	196	208
Total Non-Labor Expenditures	\$3,707	\$4,060	\$3,756	\$3,738	\$3,798	\$3,912
Other Expenditure Adjustments:						
Other	\$105	\$184	\$172	\$169	\$188	\$217
General Reserve	0	165	170	175	180	185
Total Other Expenditure Adjustments	\$105	\$349	\$342	\$344	\$368	\$402
Total Expenditures	\$15,148	\$15,982	\$15,657	\$15,832	\$16,189	\$16,585
Net Cash Deficit Before Subsidies and Debt Service	(\$5,745)	(\$6,552)	(\$6,355)	(\$6,666)	(\$7,120)	(\$7,484)
Dedicated Taxes and State/Local Subsidies	\$7,874	\$8,152	\$8,047	\$8,086	\$8,448	\$8,539
Debt Service (excludes Service Contract Bonds)	(1,878)	(1,983)	(2,084)	(2,258)	(2,461)	(2,620)
CASH BALANCE BEFORE PRIOR-YEAR CARRY-OVER	\$251	(\$384)	(\$392)	(\$838)	(\$1,133)	(\$1,566)

METROPOLITAN TRANSPORTATION AUTHORITY
July Financial Plan 2020-2023
Cash Conversion Detail
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Depreciation						
New York City Transit	\$1,958	\$1,878	\$1,928	\$1,978	\$2,029	\$2,082
Long Island Rail Road	362	397	398	402	406	410
Metro-North Railroad	230	247	247	247	247	247
MTA Headquarters	40	45	46	46	46	46
MTA Bus Company	53	54	54	55	56	56
Staten Island Railway	12	12	12	12	12	18
Bridges & Tunnels	149	152	159	170	182	194
<i>Sub-Total</i>	\$2,805	\$2,785	\$2,843	\$2,909	\$2,977	\$3,052
GASB 75 OPEB Expense Adjustment						
New York City Transit	\$706	\$1,084	\$1,346	\$1,472	\$1,557	\$1,643
Long Island Rail Road	133	100	52	39	21	0
Metro-North Railroad	98	94	40	34	27	26
MTA Headquarters	24	32	49	60	70	79
MTA Bus Company	42	100	100	100	103	103
Staten Island Railway	3	8	8	8	8	8
Bridges & Tunnels	41	40	34	36	38	39
<i>Sub-Total</i>	\$1,048	\$1,457	\$1,628	\$1,749	\$1,823	\$1,898
GASB 68 Pension Expense Adjustment						
New York City Transit	(\$335)	(\$296)	(\$303)	(\$309)	(\$309)	(\$309)
Long Island Rail Road	(5)	(14)	(7)	(37)	(29)	3
Metro-North Railroad	4	(4)	4	(15)	(6)	17
MTA Headquarters	(11)	(0)	2	(4)	(0)	8
MTA Bus Company	(14)	111	46	36	37	46
Staten Island Railway	(2)	1	(0)	(1)	(1)	(1)
Bridges & Tunnels	(9)	(18)	(14)	(13)	(9)	(5)
<i>Sub-Total</i>	(\$373)	(\$221)	(\$272)	(\$343)	(\$318)	(\$242)
Environmental Remediation						
New York City Transit	\$84	\$0	\$0	\$0	\$0	\$0
Long Island Rail Road	2	2	2	2	2	2
Metro-North Railroad	17	4	4	4	4	4
MTA Bus Company	0	0	0	0	0	0
Staten Island Railway	2	0	0	0	0	0
Bridges & Tunnels	0	0	0	0	0	0
<i>Sub-Total</i>	\$106	\$6	\$6	\$6	\$6	\$6
Net Operating Surplus/(Deficit)						
New York City Transit	\$325	\$223	\$227	\$221	\$185	\$177
Long Island Rail Road	4	(16)	(10)	(16)	(15)	(14)
Metro-North Railroad	(9)	(118)	(88)	(29)	(19)	(26)
MTA Headquarters	82	32	125	156	102	97
MTA Bus Company	24	16	58	58	59	60
Staten Island Railway	(1)	0	(0)	(0)	0	(0)
First Mutual Transportation Assurance Company	(25)	(24)	(24)	(34)	(42)	(56)
<i>Sub-Total</i>	\$400	\$113	\$288	\$355	\$269	\$239
Subsidies						
New York City Transit	(\$99)	(\$97)	(\$221)	(\$262)	(\$214)	(\$205)
Commuter Railroads	(180)	(397)	(405)	(412)	(411)	(423)
MTA Headquarters	303	522	463	461	477	493
MTA Bus Company	(56)	94	22	(75)	13	2
Staten Island Railway	11	(6)	(0)	(7)	(8)	(5)
<i>Sub-Total</i>	(\$21)	\$116	(\$141)	(\$296)	(\$144)	(\$137)
Total Cash Conversion	\$3,964	\$4,256	\$4,352	\$4,380	\$4,613	\$4,815

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

Non-Reimbursable	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019-2020	2021	Change 2020-2021	2022	Change 2021-2022	2023	Change 2022-2023
Operating Revenue									
Farebox Revenue	\$6,305	\$6,389	\$85	\$6,373	(\$16)	\$6,384	\$11	\$6,393	\$9
Toll Revenue	2,088	2,121	33	2,129	8	2,129	0	2,131	2
Other Revenue	696	684	(12)	704	20	719	15	737	18
Capital and Other Reimbursements	0	0	0	0	0	0	0	0	0
Total Operating Revenue	\$9,089	\$9,195	\$106	\$9,206	\$11	\$9,232	\$26	\$9,260	\$29
Operating Expense									
Labor Expenses:									
Payroll ¹	\$5,328	\$5,422	(\$94)	\$5,498	(\$76)	\$5,624	(\$126)	\$5,710	(\$85)
Overtime	910	838	71	859	(21)	877	(18)	899	(22)
Health & Welfare	1,341	1,414	(73)	1,489	(75)	1,583	(94)	1,674	(92)
OPEB Current Payment	645	704	(59)	766	(62)	835	(69)	910	(75)
Pensions	1,494	1,461	34	1,462	(2)	1,403	59	1,347	56
Other-Fringe Benefits	869	897	(28)	930	(33)	956	(26)	976	(20)
Reimbursable Overhead	(471)	(430)	(41)	(412)	(18)	(397)	(15)	(395)	(1)
Sub-total Labor Expenses	\$10,116	\$10,306	(\$190)	\$10,592	(\$286)	\$10,881	(\$289)	\$11,121	(\$240)
Non-Labor Expenses:									
Traction and Propulsion Power	\$452	\$473	(\$22)	\$493	(\$20)	\$532	(\$39)	\$562	(\$30)
Fuel for Buses and Trains	183	183	(0)	176	7	174	3	177	(3)
Insurance	6	16	(10)	23	(7)	27	(4)	28	(1)
Claims	388	394	(7)	393	2	398	(6)	406	(8)
Paratransit Service Contracts	495	488	6	506	(17)	535	(30)	569	(33)
Maintenance and Other Operating Contracts	840	797	43	834	(36)	837	(3)	854	(18)
Professional Service Contracts	608	503	105	495	8	504	(9)	514	(10)
Materials & Supplies	689	680	9	698	(18)	711	(13)	716	(4)
Other Business Expenses	218	214	5	224	(11)	226	(2)	228	(2)
Sub-total Non-Labor Expenses	\$3,877	\$3,748	\$129	\$3,841	(\$93)	\$3,945	(\$103)	\$4,054	(\$110)
Other Expense Adjustments:									
Other	\$175	\$86	89	\$36	50	\$22	13	\$23	(1)
General Reserve	165	170	(5)	175	(5)	180	(5)	185	(5)
Sub-total Other Expense Adjustments	\$340	\$256	\$84	\$211	\$45	\$202	\$8	\$208	(\$6)
Depreciation	2,785	2,843	(58)	2,909	(66)	2,977	(68)	3,052	(75)
GASB 75 OPEB Expense Adjustment	1,457	1,628	(171)	1,749	(120)	1,823	(75)	1,898	(75)
GASB 68 Pension Expense Adjustment	(221)	(272)	51	(343)	71	(318)	(24)	(242)	(76)
Environmental Remediation	6	6	(0)	6	0	6	0	6	0
Total Operating Expense after Non-Cash Liability Adj.	\$18,360	\$18,515	(\$155)	\$18,964	(\$450)	\$19,516	(\$552)	\$20,097	(\$582)
Conversion to Cash Basis: Non-Cash Liability Adjs.	(4,027)	(4,205)	(\$178)	(4,320)	(\$115)	(4,488)	(\$168)	(4,714)	(\$226)
Debt Service (excludes Service Contract Bonds)	2,683	2,830	147	3,041	211	3,265	224	3,513	248
Total Operating Expense with Debt Service	\$17,016	\$17,140	\$124	\$17,685	\$545	\$18,293	\$608	\$18,896	\$604
Dedicated Taxes and State/Local Subsidies	7,314	7,406	\$92	7,581	\$175	7,803	\$222	7,969	\$166
Net Surplus/(Deficit) After Subsidies and Debt Service	(\$613)	(\$539)	\$74	(\$898)	(\$359)	(\$1,258)	(\$360)	(\$1,667)	(\$409)
Conversion to Cash Basis: GASB Account	0	0	0	0	0	0	0	0	0
Conversion to Cash Basis: All Other	229	147	82	60	87	125	(66)	101	24
CASH BALANCE BEFORE PRIOR YEAR CARRYOVER	(\$384)	(\$392)	(\$8)	(\$838)	(\$447)	(\$1,133)	(\$295)	(\$1,566)	(\$433)

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

Agency	Description	2019 Mid-Year Forecast	2020 Preliminary Budget	2021 Plan	2022 Plan	2023 Plan
		Explanation	Explanation	Explanation	Explanation	Explanation
MTA Multi-Agency	Hiring Restriction	\$ 85.4 Full year of hiring restrictions				
MTA Multi-Agency	EAM *	\$ 12.6 Project savings	\$ 7.9 Project savings	\$ 6.9 Project savings	\$ 5.9 Project savings	
B&T	Consulting Expenses	\$ 2.3 Reduction in consultant expenses				
LIRR	Project Deferrals/ Eliminations	\$ 2.1 Elimination of Lifecycle management consultant				
MNR	Other		\$ 8.6 Park Avenue Viaduct Fire Recovery	\$ 4.1 New York State Grade Crossing Reimbursement		
MTA HQ	Administration	\$ 8.0 Elimination of remaining relocation budget				
MTA	Subsidies: Urban Tax	\$ 44.9 One-time real estate transactions	\$ 23.2 One-time real estate transactions			
Total Non-Recurring Resources (> or = \$1 million)		\$ 155.3	\$ 39.7	\$ 11.0	\$ 5.9	\$ -

* A percentage of the EAM Non-Recurring Savings is being monitored as a NYCT BRP. \$5.4M in 2019 and \$5.9M in years 2020 thru 2022

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

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
MTA General Reserve (annual)	\$0.0	\$165.0	\$170.0	\$175.0	\$180.0	\$185.0
MTA Retiree Welfare Benefits Trust ^{1,2}	\$351.6	\$376.6	\$376.6	\$376.6	\$376.6	\$376.6
B&T Necessary Reconstruction Fund ^{1,3}	\$409.9	\$394.7	\$390.6	\$387.2	\$353.5	\$353.5

¹ These Funds do not include projections for investment earnings beyond 2018.

² The balance on the MTA Retiree Welfare Benefits Trust Fund is as of May 31, 2019. No projections are made beyond that date..

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

IV. MTA Capital Program Information

**New York City Transit/Staten Island Railway
2019 Commitments**

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

**New York City Transit/Staten Island Railway
2019 Commitments**

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

**New York City Transit/Staten Island Railway
2019 Commitments**

Project ID	Project Description	Commitment Goal (\$ in mil)
T70502/95	Mainline Track Replacement 2019 / Jamaica-Nassau Cut	\$ 2.9
T70502/97	Mainline Track Replacement 2019 / Pelham	\$ 4.4
T70502/99	Mainline Track Replacement 2019 / Jerome	\$ 6.3
	Element Total	\$ 91.9
T70503/06	Mainline Track Switches- 2020	\$ 3.4
T70503/20	Mainline Track Switches - 2016 / Flushing (Prior Year Goal)	\$ 7.5
T70503/39	Mainline Track Switches 2019 / Broadway-7th Avenue	\$ 22.3
T70503/40	Mainline Track Switches 2019 / Queens Blvd	\$ 3.5
	Element Total	\$ 36.8
T70605/08	Rehab Pump Rooms: Various Locations	\$ 1.1
	Element Total	\$ 1.1
T70703/01	Elev Structural Rehab: Boston Rd-Abutment N. of 180th St-WPR	\$ 19.2
T70703/05	Elevated Structures Repair (Over-land Sections) / RKY	\$ 1.0
T70703/08	Rehab Emergency Exits - Various Locs (3rd Party)	\$ 5.0
T70703/10	Overcoating: 17 Bridges & East 180 Street Flyover / Dyre Av	\$ 36.5
T70703/16	Overcoating: Broadway - End of Line / Myrtle	\$ 38.4
T70703/17	Overcoating: Overcoat Below Track-Level, 48 St - 72 St / Flushing	\$ 27.6
T70703/20	Vents Between Stations: E 161 St - E 192 St / Concourse	\$ 8.8
T70703/31	LSCR: The Bronx (BXC)	\$ 74.8
T70703/32	LSCR: Downtown Manhattan (BWY, 8AV)	\$ 0.9
T70703/35	Overcoating: Portal - King's Hwy / Culver	\$ 27.4
T70703/39	LSCR: Station and Tunnel Priority Defect Repairs, 1-8 Av/CNR	\$ 36.9
T70703/41	Vents Between Stations / E 192 St-E 198 St /BXC [SBMP Tier2]	\$ 4.8
	Element Total	\$ 281.2
T70803/02	CBTC Technical Support Contract / FLS	\$ 1.0
T70803/04	CBTC: 8 Avenue (59 St to High Street)	\$ 203.2
T70803/07	Ditmas Interlocking: CBTC Culver (Prior Year Goal)	\$ 133.9
T70803/24	Code Cable Replacement / BW7	\$ 26.1
T70803/26	Life Cycle Replacement of Code Systems - Phase 1	\$ 34.4
T70803/27	Life Cycle Replacement of Speed Enforcement Systems	\$ 52.7
T70803/32	CBTC: Culver (Church Ave to W8th St) (Prior Year Goal)	\$ 80.5
T70803/33	Ave X Interlocking: CBTC Culver (Prior Year Goal)	\$ 200.7
T70803/35	2 Interlockings: 30 St & 42 St North/ 8Ave	\$ 279.1
T70803/43	Mainline Track Switches 2018 / CBTC Culver	\$ 32.5
T70803/44	CBTC: 8 Avenue - Switch Replacement	\$ 31.4
	Element Total	\$ 1,075.4
T70806/04	Fiber Optic Cable Replacement / CNR	\$ 1.0
T70806/06	Antenna Cable Replacement / CNR	\$ 1.3
T70806/07	UHF T-Band Radio System Replacement	\$ 39.1
T70806/19	Comm Room Upgrade and Expansion [SBDP]	\$ 0.8
T70806/35	Connection-Oriented Ethernet (COE), Phase 2 Core Upgrade	\$ 29.7
T70806/36	Connection-Oriented Ethernet (COE), Ph 3A Station Expansion	\$ 13.7
T70806/37	Connection-Oriented Ethernet (COE), PSIM on Blade Servers	\$ 11.4
T70806/47	Connection-Oriented Ethernet (COE), Ph 3B [SBDP]	\$ 17.9
	Element Total	\$ 115.0
T70902/03	Central Substation Renewal Including New Rectifier / 6AV	\$ 42.5
T70902/04	Substation Roof & Enclosure: Washington Hts / 8 AV [SBMP2]	\$ 7.8
	Element Total	\$ 50.4
T70904/10	Rehabilitation of Various CBH Enclosures	\$ 1.0
T70904/13	Upgrade SCADA System (BMT)	\$ 35.6
T70904/15	Reconstruction of CBH # 392 - Flushing River Bridge	\$ 6.3
	Element Total	\$ 42.8
T71004/01	DCE Shop Components, Ph 1:180 St, Coney Island, Pelham	\$ 24.5
T71004/04	DCE Shop Components - Phase 3 / Jerome [SBMP Tier2]	\$ 3.0
T71004/05	DCE Shop Components, Phase 4: 207 St, Admin	\$ 17.6

**New York City Transit/Staten Island Railway
2019 Commitments**

Project ID	Project Description	Commitment Goal (\$ in mil)
T71004/14	Yard Track - 2019	\$ 1.7
T71004/15	Yard Track - 2020	\$ 0.1
T71004/20	Yard Switches - 2019	\$ 2.6
T71004/21	Yard Switches - 2020	\$ 0.1
T71004/31	Livonia Maintenance Facility Rehab: Phase 1 [SBDP]	\$ 10.0
T71004/35	10 Hot Water Pressure HVAC Condenser Washers / Various Fac	\$ 0.9
T71004/36	Closed-Loop Filtration Systems at Two DCE Facilities	\$ 0.7
T71004/37	600-VDC Feed & Equipment for the 207 St HVAC Shop	\$ 1.7
T71004/38	Utilities & Equipment for 207 St HVAC Shop	\$ 2.3
T71004/39	Replacement of West Wall Windows at 207 St Overhaul Shop	\$ 2.2
Element Total		\$ 67.2
T71203/01	Artic Modification: East New York Depot	\$ 13.2
T71203/03	HVAC: Queens Village Depot (NYPA)	\$ 14.5
T71203/04	Chassis Wash: Grand Ave Depot [SBMP]	\$ 1.4
T71203/06	Generator: Yukon Depot NYPA	\$ 9.0
T71203/07	HVAC: Fresh Pond Depot (NYPA)	\$ 12.9
T71203/15	HVAC: Zerega Consolidated Maintenance Facility NYPA	\$ 5.0
T71203/19	New Roof at Queens Village Depot	\$ 11.5
T71203/21	East New York Depot Windows and Facade	\$ 10.4
T71203/22	Modular Office: East New York Depot [SBFP]	\$ 4.6
T71203/23	Jamaica Depot: Demolition at Lots #68, #72 [SBMP]	\$ 1.3
T71203/25	Paving: Manhattanville Depot (Ramps & Keene)	\$ 1.5
Element Total		\$ 85.2
T71204/16	Replace 2 Bus Washers: Jackie Gleason Depot [SBMP Tier2]	\$ 2.7
T71204/18	Automated Fuel Management System Upgrade	\$ 2.1
T71204/19	New Bus Parking at Tully Site	\$ 19.1
Element Total		\$ 23.9
T71302/07	Purchase of 27 Refuse Flat Cars	\$ 22.4
T71302/08	Purchase of 12 3-Ton Crane Cars	\$ 26.3
T71302/11	Purchase 35 Locomotives - Optn to Prchs up to addnl 35 (Prior Year Goal)	\$ 128.3
T71302/13	Purchase 92 Non-Revenue Vehicles 2018-2019	\$ 14.4
Element Total		\$ 191.4
T71602/07	Capital Revolving Fund (CRF) - 2019	\$ 5.0
Element Total		\$ 5.0
T71605/01	2019 Scope Development	\$ 12.5
T71605/20	Staten Island West Shore Light Rail Alt Analysis	\$ 2.9
Element Total		\$ 15.4
T71606/06	Groundwater and Soil Remediation	\$ 11.5
Element Total		\$ 11.5
T71607/02	Security: URT Phase 3	\$ 1.1
T71607/17	Refurbish Keene Vacuum Systems	\$ 9.2
T71607/18	Facilities: Money Room: Security Systems Upgrade [SBMP Tier2]	\$ 8.0
T71607/23	Priority Repairs of Tiffany Central Warehouse Exterior Walls	\$ 4.8
T71607/26	Security: IESS Wrap Up - Penn Station & Times Square	\$ 40.1
T71607/27	Roof Replacement: Tiffany Central Warehouse	\$ 15.9
T71607/28	EMD Facility: Hoyt-Schermerhorn / Fulton	\$ 1.1
T71607/29	Employee Facilities: 3 Avenue-138 Street / Pelham	\$ 1.0
T71607/31	Security: CCTV for Passenger ID - 3 Stations / BW7 [SBMP Tier2]	\$ 4.5
T71607/32	Security: IESS Wrap Up - Grand Central & 63rd Street Tunnel	\$ 24.6
Element Total		\$ 110.3
NYCT/SIR Grand Total		\$ 3,774.5

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

**Long Island Rail Road
2019 Commitments**

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

**Long Island Rail Road
2019 Commitments**

Project ID	Project Description	Commitment Goal (\$ in mil)
L70904/NQ	Program Administration	\$21.0
	Element Total	\$21.0
N40905/FV	Lynbrook Stn Improvements	\$0.2
	Element Total	\$0.2
LIRR Grand Total		\$265.5

**Metro-North Railroad
2019 Commitments**

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

**Metro-North Railroad
2019 Commitments**

Project ID	Project Description	Commitment Goal (\$ in mil)
M703-02-04	Beacon Line Undergrade Bridges	\$7.5
M703-02-06	Railtop Culverts	\$1.5
M703-02-07	Bridge Walkways	\$1.4
M703-02-08	Replace Timbers - Undergrade Bridges	\$0.9
M703-02-09	Harlem River Lift Bridge	\$0.2
M703-02-10	Hudson Line Tunnels Inspection	\$0.7
M703-02-11	ROW Fencing	\$0.5
M703-02-12	Catenary Painting	\$1.0
M703-02-15	Mentoring Program - Structures	\$6.0
Element Total		\$112.4
M703-03-03	Undergrade Bridge Rehabilitation	\$8.6
M703-03-04	Moodna/Woodbury Viaduct (incl timbers/walkways)	\$10.0
M703-03-05	West of Hudson Improvements	\$0.7
Element Total		\$19.3
M704-01-01	Network Infrastructure Replacement	\$6.0
M704-01-02	Harmon to Poughkeepsie SignalSystem **	\$29.6
M704-01-03	Positive Train Control	\$35.2
M704-01-05	PBX Replacement	\$1.5
M704-01-07	Replace High Cycle Relays	\$0.3
M704-01-09	Fire Suppression Systems	\$0.6
Element Total		\$73.1
M705-01-01	Replace MA's in Signal Substations	\$16.7
M705-01-02	Transformer Rehabilitation	\$2.2
M705-01-03	ReplaceAC Circuit Breaker/Switchgear	\$3.9
M705-01-04	Harlem & Hudson Power Rehabilitation	\$14.0
M705-01-05	Harlem & Hudson Power Improvements	\$2.9
M705-01-06	Three Substation Replacements **	\$10.0
M705-01-08	Replace 3rdRail SectionalizingSwitches	\$0.3
M705-01-09	Replace Substations 128 and 178 **	\$2.7
M705-01-10	Park Avenue Tunnel Alarm	\$1.6
Element Total		\$54.2
M706-01-01	Harmon Shop Replacement - Phase V	\$0.6
M706-01-02	Harmon Wheel True Improvements	\$1.8
M706-01-03	Brewster YD Improvements - Design	\$4.2
M706-01-04	West of Hudson Yard Improvements	\$10.9
M706-01-05	Mentoring Program - Shops and Yards	\$4.0
Element Total		\$21.5
M708-01-02	Environmental Remediation	\$1.3
M708-01-03	Railroad Protective Liability	\$2.8
M708-01-06	Program Administration	\$11.7
M708-01-07	Program Scope Development	\$8.2
M708-01-09	GCT/ESA Unified Trash Facility	\$6.2
M708-01-10	Systemwide Security Initiatives	\$15.9
M708-01-12	Harlem River Lift Bridge Security	\$3.3
Element Total		\$49.4
Metro-North Grand Total		\$889.0

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

**MTA Bus Company
2019 Commitments**

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

**MTA Police Department
2019 Commitments**

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

**MTA Interagency
2019 Commitments**

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

**MTA Capital Construction Company
2019 Commitments**

Project ID	Project Description	Commitment Goal (\$ in mil)
G6090131	T0109 - Protection Engines –Procure LIRR Protection Engines	\$4.3
	Element Total	\$4.3
G6150101	Rolling Stock M9A - ESA for the LIRR (prior year goal)	\$367.0
	Element Total	\$367.0
G70901 New ACEP 1	FHA63 and FHL63	\$1.4
G70901 New ACEP 2	CH063 - Harold Catenary Work	\$15.3
G70901 New ACEP 3	FHA63 & FHL63 - Harold Catenary - Amtrak/LIRR	\$0.8
G70901 New ACEP 4	FMM19 - Manhattan Structures Part 1 - MNR F/A	\$4.9
G70901 New ACEP 5	F0T00 - NYCT F/A Support to Design	\$0.2
G70901 New ACEP 6	SH800 - LIRR Operating Support Services	\$2.6
G70901 New ACEP 7	FSL00 - FA System Testing & Commissioning	\$2.5
G70901 New ACEP 8	VH051C - 250 Hertz - Misroute / Tunnel Collision Avoidance (TCA)	\$3.0
G7090101	P0100 - Program Management Consultant	\$17.0
G7090102	D0600 CPS - General Engineering Consultant CPS	\$25.6
G7090103	FQA33 - Mid-Day Storage Yard Facility – Amtrak F/A	\$1.6
G7090105	VM014 - Vertical Circulation Elements in CM014A	\$9.6
G7090111	OCIP C - Owner's Controlled Insurance Policy Contingency	\$6.4
G7090113	SP819 - Construction Management CCM	\$61.9
G7090116	SS897 - General Conditions	\$15.2
G7090118	FHL02 - Harold Stage 2 – LIRR F/A	\$15.0
G7090121	FQL33 - Mid-Day Storage Yard Facility – LIRR F/A	\$10.6
G7090124	FSA79 - Power, Signaling, Communications & Other System Elements – Amtrak F/A	\$0.8
G7090127	FHA01 - Harold Stage 1 – Amtrak F/A	\$4.5
G7090134	VH051B-2 - Harold Tower Supervisory Control System - On Call	\$0.7
G7090135	CM014B - GCT Concourse and Facilities Fit-Out	\$35.3
G7090136	SAS 2 PE Design and Environmental	\$10.0
G7090138	CS179 - System Package 1 – Facilities Systems	\$22.9
G7090140	CH063	\$26.2
G7090145	CH057D - Harold Trackwork Part 3	\$4.6
G7090152	VQ066 - Force Account Warehouse	\$1.1
G7090154	CM015C - 48th Street Entrance Restoration	\$9.6
G7090156	OCIP - Owner's Controlled Insurance Policy	\$5.0
G7090159	SS896 - CM Office Costs (Northern Blvd)	\$0.2
	Element Total	\$314.2
G7100101	Prelim Const/Utilities	\$60.0
	Element Total	\$60.0
G71101	Penn Access Pre-Design/Design (prior year goal)	\$37.0
G7110101	Environ. Consultant	\$1.2
G7110102	MTACC	\$2.2
G7110111	MNR	\$4.4
	Element Total	\$44.8
G7130104	D-B Mobilization/Early Payments	\$0.0
G7130106	Design-Build Services - Floral Park to Hicksville Option Parking Structures	\$15.8
G7130107	LIRR F/A Construction	\$95.2
G7130109	Force Account Support	\$66.9
G7130110	LIRR F/A Bussing Operations Support	\$5.4
G7130111	Force Account Project Management	\$11.2
G7130112	Force Account Design	\$2.1
G7130115	MTACC Project Management	\$9.9
G7130116	NYS DOT Project Management	\$1.3
G7130117	Project Administration (Other Costs)	\$5.4
G7130120	Arts For Transit	\$1.8
	Element Total	\$214.9
G71401 New ACEP 1	SS896 - CM Office Costs (Northern Blvd)	\$0.5
G71401 New ACEP 2	F0A00 - Amtrak F/A Support to Design & CPS	\$0.1
G71401 New ACEP 3	VQ066 - Force Account Warehouse	\$0.6
G71401 New ACEP 4	P0900 - Metropolitan Transportation Authority Owners Cost	\$2.2
G71401 New ACEP 5	FHA04 - Harold Stage 4 – Amtrak F/A	\$1.6
G71401 New ACEP 6	FHL04 - Harold Stage 4 – LIRR F/A	\$2.7
G71401 New ACEP 7	FQA65 - Loop Interlocking – Amtrak F/A	\$0.5

**MTA Capital Construction Company
2019 Commitments**

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

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

**MTA Bridges & Tunnels
2019 Commitments**

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

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

**New York City Transit / Staten Island Railway
2019-23 Completions**

ACEP	Project Description	Project Amount (\$ in Mil)	Planned Completion Date
S70701/12	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #9) Richmond Valley [SBMP Tier2]	\$ 8.2	Jan-19
T70412/E8	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #8) -174 - 175th Streets / Concourse	\$ 42.6	Jan-19
T70412/E9	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #8) - 167th St / Concourse	\$ 43.2	Jan-19
T70412/F1	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #8) - 145th Street / Lenox	\$ 38.8	Jan-19
T70412/A1	Station Component Investments: Elevated Street Stairs: 238th St / BW7 (S1) [SBMP]	\$ 1.2	Jan-19
T71604/06	Computer Hardware & Communications: CADD/BIM/DMS Disaster Recovery/ Business Continuity	\$ 0.8	Jan-19
T51203/12	Depot Rehabilitation: Replace Roof at East New York Bus Depot	\$ 7.8	Jan-19
ET0403/20	Misc: Stations: Sandy Mitigation: Critical Room Resiliency	\$ 22.7	Jan-19
ET0502/11	Mainline Track Rehabilitation: Sandy Repairs: Mainline Track - Clark St Tube	\$ 9.6	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
ET0603/24	Pumping Facilities: Sandy Resiliency: 3 Pump Rooms (Clark Tube)	\$ 6.1	Jan-19
ET0802/12	Signal Systems: Sandy Repairs: Signals in the Clark St Tube	\$ 9.2	Jan-19
ET0902/08	Power Distribution Facilities: Sandy Repairs: Rust Inhibiting Coating, Montague Tube	\$ 6.7	Jan-19
ET0902/24	Power Distribution Facilities: Sandy Repairs: Comm & Power Cables - Clark Street Tube	\$ 71.6	Jan-19
T50803/08	Communication-Based Train Control: CBTC Flushing Line	\$ 389.1	Jan-19
T60412/F2	Station Component Investments: Station Ventilators: Ph 7 - 8 Loc /Lower Manhattan	\$ 9.2	Jan-19
T60414/12	Station Reconstruction: Reconstruct Cortlandt St Station BW7	\$ 181.8	Jan-19
T60803/06	Communication-Based Train Control: CBTC Flushing: Additional Support Costs	\$ 193.8	Jan-19
T70302/14	New Buses: 110 CNG Articulated Buses	\$ 106.3	Jan-19
T70502/22	Mainline Track Rehabilitation: Mainline Track Replacement 2015 / Jerome	\$ 8.7	Jan-19
T70502/33	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Dyre	\$ 13.8	Jan-19
T70502/45	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Flushing	\$ 11.8	Jan-19
T70502/46	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / 8th Avenue	\$ 40.1	Jan-19
T70502/54	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / 4th Avenue	\$ 3.2	Jan-19
T70502/56	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Crosstown	\$ 19.2	Jan-19
T70502/57	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Culver	\$ 4.1	Jan-19
T70502/70	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Astoria	\$ 13.5	Jan-19
T70502/74	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Dyre	\$ 1.7	Jan-19
T70502/77	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Broadway-7 Ave	\$ 9.7	Jan-19
T70503/28	Mainline Track Switches: Mainline Track Switches 2018 / Astoria	\$ 8.5	Jan-19
T70803/19	Maintenance Of Way: Signal Circuit Modifications Phase 6 - Part 1	\$ 15.2	Jan-19
T71203/20	Depot Equipment And Machinery: Articulated Maintenance Bays: Jackie Gleason Depot	\$ 1.1	Jan-19
T70412/93	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #2) - Broadway / Astoria	\$ 49.1	Feb-19
T70412/94	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #2) - 30th Ave / Astoria	\$ 65.5	Feb-19
T70412/95	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #2) - 36th Ave / Astoria	\$ 64.4	Feb-19
T70412/96	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #2) - 39th Ave / Astoria	\$ 48.8	Feb-19
T70502/81	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / West End	\$ 2.0	Feb-19
T70412/G7	Station Component Investments: 1 Stair: 14 St / BW7 (S8) [SBMP]	\$ 0.9	Feb-19
ET1203/08	Misc: Bus Projects: Sandy Mitigation: Roof Protection MJ Quill Depot [SBFP]	\$ 3.3	Feb-19
T60412/17	Station Renewal: Kings Highway / Sea Beach	\$ 36.9	Feb-19
T60412/20	Station Renewal: Avenue U / Sea Beach	\$ 40.8	Feb-19
T60412/21	Station Renewal: 86 Street / Sea Beach	\$ 37.3	Feb-19
T60412/60	Station Component Investments: 4 Stations / Jamaica	\$ 88.0	Feb-19
T60412/F7	Station Component Investments: Station Painting at Component Locations: 3 Loc / Jamaica	\$ 2.8	Feb-19
T60703/12	Line Structure Rehabilitation: Rehab Retaining Walls / Sea Beach (Southern 3)	\$ 14.9	Feb-19
T70414/03	Misc: Stations: Station Entrance: 8 Avenue / Sea Beach	\$ 15.2	Feb-19
T70414/18	Misc: Stations: Station Capacity Enhancements:Metropolitan Ave/Xtnw-StairP11	\$ 1.8	Feb-19
T70502/50	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Jerome	\$ 17.9	Feb-19
T70503/29	Mainline Track Switches: Mainline Track Switches 2018 / Canarsie (Bedford)	\$ 20.6	Feb-19
T70503/38	Mainline Track Switches: Mainline Track Switches 2019 / Canarsie (3rd Ave)	\$ 10.9	Feb-19
T70703/38	Structural Component Repairs: Hoyt-Schermerhorn Benchwall Replacement	\$ 1.8	Feb-19
T71203/13	Depot Equipment And Machinery: Articulated Chassis Wash: Jackie Gleason Depot [SBMP]	\$ 1.1	Feb-19
U60302/22	Misc: Bus Projects: Construction Management Services - 2011	\$ 2.2	Feb-19
U60302/22	Misc: Bus Projects: Construction Management Services - 2012	\$ 2.1	Feb-19
T70412/H6	Station Component Investments: 2 Stairs: Kingsbridge Rd / Concourse (S7/M2-M3) [SBMP]	\$ 0.9	Mar-19
T71004/18	Yard Switches: Yard Switches - 2017	\$ 3.5	Mar-19
T70412/80	Station Component Investments: Elevated Interior Stairs: 4 Av-9 St / 6 AV [SBMP]	\$ 0.7	Mar-19
T70412/H7	Station Component Investments: 1 Stair: Fulton Street / Crosstown (S4/P10) [SBMP]	\$ 0.7	Mar-19
T70412/F3	Station Component Investments: Subway Stairs: Bowery St-NL (S5/M5AB) [SBMP]	\$ 0.7	Mar-19
T71604/01	Information Technology: Upgrade Copper Cable: Livingston Plaza	\$ 3.6	Mar-19
T70412/83	Station Component Investments: Subway Street Stairs: 50 St / 8 Ave [SBMP]	\$ 1.6	Mar-19

**New York City Transit / Staten Island Railway
2019-23 Completions**

ACEP	Project Description	Project Amount (\$ in Mil)	Planned Completion Date
T70503/31	Mainline Track Switches: Mainline Track Switches 2018 / Lenox-White Plains Rd	\$ 14.4	Mar-19
T40409/PW	Public Address/Customer Info Systems: PA/CIS Wrap-Up (TIS)	\$ 2.7	Mar-19
T51605/21	Materiel: Concrete Batch Plant Inspection	\$ 1.2	Mar-19
T51605/24	Capital Program Management: Concrete Cylinder Testing	\$ 0.7	Mar-19
T60806/01	Communications Cable And Equipment: Fiber Optic Cable Replacement: Phase 1	\$ 12.0	Mar-19
T60806/06	Communications - RTO: RTO: Portable Radio Unit Replacement	\$ 6.8	Mar-19
T61004/52	Mainline Track Rehabilitation: Integrated Wheel/Rail Monitoring and Analytics	\$ 4.6	Mar-19
T61605/11	Capital Program Management: Concrete Batch Plant (2012)	\$ 1.3	Mar-19
T61605/12	Capital Program Management: Concrete Cylinder Testing (2012)	\$ 0.8	Mar-19
T70302/13	Misc: Bus Projects: Automatic Passenger Counting (APC) - Phase 1 Rollout	\$ 5.6	Mar-19
T70414/20	Misc: Stations: Station Capacity Enhancements: Marcy Avenue / Jamaica	\$ 14.3	Mar-19
T70502/59	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Jerome	\$ 23.9	Mar-19
T70502/76	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Eastern Parkway	\$ 11.3	Mar-19
T70503/37	Mainline Track Switches: Mainline Track Switches 2019 / 6 Avenue	\$ 3.7	Mar-19
U70302/06	Misc: Bus Projects: Automated Passenger Counting - Ph1 Rollout - MTA Bus	\$ 1.8	Mar-19
U70302/21	Depot Rehabilitation: Window Replacement at Baisley Park Depot [SBFP]	\$ 2.0	Mar-19
T70703/40	Structural Component Repairs: Rehab Abutment & Retaining Walls, Livonia Yard [SBMP Tier2]	\$ 2.6	Apr-19
T70414/19	Station Accessibility (ADA): Station Capacity Enhancements: Broadway Junction / Jamaica	\$ 11.6	Apr-19
T70412/47	Station Component Investments: Station Lighting: 4 Locations / Various (2016) [SBMP]	\$ 2.1	Apr-19
ET0603/25	Ventilation Facilities: Sandy Mitigation: 14 Fan Plants, LT - 1 Loc, FP 7207	\$ 5.9	Apr-19
ET1203/09	Misc: Bus Projects: Sandy Mitigation: Yukon Depot [SBFP]	\$ 2.3	Apr-19
T61204/29	Radio & Data Communication: Bus Command Center Construction - NYCT	\$ 65.2	Apr-19
T70302/20	New Buses: 72 Articulated Buses (Nova)	\$ 65.8	Apr-19
T70502/66	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Flushing	\$ 28.7	Apr-19
T70502/78	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Canarsie	\$ 8.6	Apr-19
T70502/84	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Lenox-White Plains Rd	\$ 13.2	Apr-19
T70902/09	Substation Enclosures (IRT-BMT): Rehab Substat Roof & Encl Gates Av/Ridgewood [SBMP Tier2]	\$ 5.4	Apr-19
U60302/25	Radio & Data Communication: Bus Command Center Construction - MTA Bus	\$ 17.3	Apr-19
T70412/59	Station Component Investments: Mezzanine Components: Bowery / Nassau [SBMP]	\$ 1.3	May-19
T70412/F5	Station Component Investments: Subway Stairs: 2nd Ave-6th Ave (S6/M11) [SBMP]	\$ 0.8	May-19
T70412/G1	Station Component Investments: Subway Stairs: Sterling St-Nostrand (S1/M1AB) [SBMP]	\$ 1.0	May-19
T70412/42	Station Component Investments: Elevated Street Stairs: 2 Locations / WPR [SBMP]	\$ 1.0	May-19
T70412/G8	Station Component Investments: 1 Stair: 79 St / BW7 (S2/P2) [SBMP]	\$ 0.9	May-19
T70412/H5	Station Component Investments: 1 Stair: Grand Avenue-Newtown / QBL (S4/M4) [SBMP]	\$ 0.9	May-19
T70412/F7	Station Component Investments: Subway Stairs: Church Ave-6th Ave (S6/M8) [SBMP]	\$ 0.7	May-19
T70412/G2	Station Component Investments: Subway Stairs: Winthrop St-Nostrand (S1,M1AB) [SBMP]	\$ 0.7	May-19
T70412/92	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #4) - 34th St-Penn / 7th Ave	\$ 28.7	May-19
T70412/C9	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #4) - 57th St / 6th Ave	\$ 49.8	May-19
T70412/D1	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #4) - 23rd St / 6th Ave	\$ 30.3	May-19
T70412/D2	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #4) - 28th St / Lexington Ave	\$ 33.4	May-19
T70412/D3	Enhanced Stations Initiatives: Enhanced Stations: (Pkg #4) - 34th St-Penn / 8th Ave	\$ 27.5	May-19
T70412/G6	Station Component Investments: 2 Stairs: Franklin St / BW7 (S2/P2 & S4/P4) [SBMP]	\$ 1.3	May-19
ET0703/09	Maintenance Of Way: Sandy Mitigation: Long-Term Flood Protection: Hammels Wye	\$ 24.9	May-19
T70412/21	Station Component Investments: Station Ventilators: Ph 12 - 2 locations / Bronx	\$ 7.0	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
T70503/33	Mainline Track Switches: Mainline Track Switches 2018 / 4 Avenue	\$ 6.4	May-19
U60302/01	Misc: Bus Projects: Project Administration & Engineering - 2013	\$ 4.4	May-19
T70412/G5	Station Component Investments: 3 Stairs: 155 St / 8AV (S3, S4, S5) [SBMP]	\$ 1.4	Jun-19
T70412/03	Station Renewal: Astoria-Ditmars Boulevard / Astoria	\$ 23.7	Jun-19
T70502/10	Welded Rail: Continuous Welded Rail 2018	\$ 12.9	Jun-19
T70502/71	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Flushing	\$ 22.8	Jun-19
T70502/72	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Jamaica	\$ 32.7	Jun-19
T70412/H4	Station Component Investments: 2 Stairs: Vernon-Jackson / Flushing (S7/S8) [SBMP]	\$ 1.5	Jun-19
T60412/C4	Station Component Investments: Station Components: 3 Locations / 8th Avenue	\$ 28.8	Jun-19
T60703/24	Station Structural Remediation: Structural Steel Repair, Lower Level, 9th Ave, WST (Wrap-Up)	\$ 1.0	Jun-19
T61004/08	Shop Equipment And Machinery: Heavy Shop Equipment Replacement	\$ 8.2	Jun-19
T61004/25	Car Maintenance Shops: 207 St Overhaul: Equipment for Car HVAC Repair & Maintenance	\$ 2.2	Jun-19
T61004/39	Car Maintenance Shops: 2-Ton Overhead Crane - Concourse	\$ 0.9	Jun-19
T70502/15	Mainline Track Rehabilitation: Track Force Account - 2018	\$ 35.0	Jun-19
T71203/12	Depot Equipment And Machinery: Chassis Wash: Gun Hill Depot [SBMP]	\$ 1.4	Jun-19
T71204/02	Misc: Bus Projects: Upgrade One and Install New Paint Booth -Zerega [SBMP Tier2]	\$ 3.3	Jun-19

**New York City Transit / Staten Island Railway
2019-23 Completions**

ACEP	Project Description	Project Amount (\$ in Mil)	Planned Completion Date
T71204/14	Depot Equipment And Machinery: Chassis Wash: Casey Stengel Depot [SBMP Tier2]	\$ 2.2	Jun-19
T71302/10	Work Train & Special Equipment: Track Inspection Car 3: Platform Measuring System	\$ 4.5	Jun-19
U40302/99	Depot Equipment And Machinery: Diesel Emission Fluid Tank Installation, 8 Depots	\$ 1.0	Jun-19
U50302/20	Depot Equipment And Machinery: Depot Equipment	\$ 0.1	Jun-19
U50302/98	Capital Program Management: Misc CONSTRUCTION Consultant Mgmt Svces	\$ 5.0	Jun-19
T70412/H3	Station Component Investments: 3 Stairs: 57 St/BWY (S1/M1AB, S3/M3, S5/M5) [SBMP Tier2]	\$ 2.2	Jul-19
T70412/H2	Station Component Investments: Subway Street Stairs: 57 St / BWY (S4/M4) [SBMP]	\$ 0.9	Jul-19
T61203/18	Depot Rehabilitation: Jackie Gleason Depot CNG Compressor	\$ 1.7	Jul-19
T61604/02	Computer Hardware & Communications: Replace Server Hardware: RCC and BCC	\$ 3.2	Jul-19
T61302/07	Work Train & Special Equipment: Purchase 3 Vacuum Trains	\$ 34.7	Jul-19
T70302/18	New Buses: 251 Standard Diesel Buses (Nova)	\$ 161.0	Jul-19
T70302/19	New Buses: 367 Standard Diesel and 10 Hybrid-Electric Buses (New Flyer)	\$ 235.7	Jul-19
T71004/22	Yard Lighting: Yard Lighting: 207th Street	\$ 25.0	Jul-19
T71204/22	Misc: Bus Projects: Storage Tank Components: Jackie Gleason and Castleton Depots	\$ 9.3	Jul-19
T71607/07	Consolidated Employee Facilities:Subways: EFR: 8th Av Line - Ph 1: 10 Locations (Downtown)	\$ 2.7	Jul-19
U60302/31	Depot Equipment And Machinery: Bus Washer: Far Rockaway Depot [SBFP]	\$ 2.2	Jul-19
ET1003/06	Maintenance Of Way: Sandy Mitigation:Near Term Per Prot Maint Contract Cl Yd	\$ 1.2	Aug-19
T70412/35	Station Component Investments: Platform Components: Bedford-Nostrand Avs / Crosstown	\$ 9.5	Aug-19
T70412/F9	Station Component Investments: Subway Stairs: Bergen St-E Pkwy (S5/P5 AB) [SBMP]	\$ 0.9	Aug-19
T70412/F6	Station Component Investments: Subway Stairs: Carroll St-6th Ave (S6/P4A/P4B) [SBMP]	\$ 0.9	Aug-19
S70701/10	SIR: Structures: Rehabilitation of Amboy Rd Bridge - SIR	\$ 8.4	Aug-19
T61004/53	Car Maintenance Shops: 2-Ton Overhead Crane 207th Street Shop	\$ 0.9	Aug-19
T71203/24	Depot Rehabilitation: Paving: Manhattanville Depot (Parking Levels) [SBMP Tier2]	\$ 4.4	Aug-19
ET0603/12	Pumping Facilities: Sandy Mitigation:Purchase of 4 Backup Generators for Pump Rm	\$ 1.3	Aug-19
T70502/60	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Lexington	\$ 9.4	Aug-19
T70502/61	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / Pelham	\$ 8.4	Aug-19
T70502/62	Mainline Track Rehabilitation: Mainline Track Replacement 2017 / 7th Avenue	\$ 5.6	Aug-19
T70503/27	Mainline Track Switches: Mainline Track Switches 2018 / Jamaica	\$ 18.0	Aug-19
U60302/04	Misc: Bus Projects: MTA Bus Security - JFK & Spring Creek Depots	\$ 8.5	Aug-19
T61606/10	Asbestos Abatement: Asbestos/Lead: Air Monitor	\$ 9.1	Sep-19
T61606/09	Asbestos Abatement: Asbestos Abatement - 2013	\$ 9.7	Sep-19
T60806/62	Communications Cable And Equipment: Upgrade Access Nodes - 60 Stations	\$ 2.9	Sep-19
T60101/02	New Subway Cars: 300 B Division Cars - R179	\$ 744.0	Sep-19
T60703/06	Demolition Of Abandoned Structures: Demolition of Abandoned Structures - Various - Ph1	\$ 15.2	Sep-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
T70503/32	Mainline Track Switches: Mainline Track Switches 2018 / White Plains Road	\$ 7.4	Sep-19
T70503/34	Mainline Track Switches: Mainline Track Switches 2018 / Culver (Ditmas)	\$ 8.5	Sep-19
T70412/82	Station Component Investments: Elevated Street Stairs: 3 Locations / WPR [SBMP Tier2]	\$ 2.4	Oct-19
T60803/24	Communication-Based Train Control: CBTC: Equipment Supplier Interoperability	\$ 20.2	Oct-19
T70412/16	Station Component Investments: Station Lighting: Grand St & Wilson Ave (ICC)	\$ 1.3	Oct-19
T70412/52	Station Component Investments: Platform Components: 3 Locations / EPK, CLK	\$ 15.1	Oct-19
T70502/90	Mainline Track Rehabilitation: Mainline Track Replacement 2019 / Myrtle	\$ 7.5	Oct-19
T70502/97	Mainline Track Rehabilitation: Mainline Track Replacement 2019 / Pelham	\$ 4.4	Oct-19
T71004/07	MOW Maintenance Shops And Buildings: Upgrade Central Electronics Shop, Woodside Facility	\$ 16.1	Nov-19
T70302/21	New Buses: 108 Articulated Buses (New Flyer)	\$ 98.8	Nov-19
T70502/87	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Brighton (s/o 7 Ave)	\$ 10.5	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
T71004/38	Car Maintenance Shops: Utilities & Equipment for 207 St HVAC Shop	\$ 2.3	Nov-19
T71204/03	Misc: Bus Projects: Select Bus Service 2015-19	\$ 18.5	Nov-19
T71607/21	Facilities: Police: EDR Repairs: Police DO #20 - Briarwood-Van Wyck Blvd	\$ 8.0	Dec-19
T60803/06	Communication-Based Train Control: CBTC Flushing: Equipment Removals	\$ 5.0	Dec-19
T70412/H1	Station Component Investments: 3 Stairs:57 St/BWY(S2/M2AB, S6/M7AB, S8/M9AB) [SBMP]	\$ 2.6	Dec-19
T60806/31	Public Address/Customer Info Systems: ISIM B-Div: Module 2: Flushing Line PA/CIS	\$ 65.2	Dec-19
T61204/16	Bus Washers: Replace 2 Bus Washers: Queens Village Depot [SBMP Tier2]	\$ 3.4	Dec-19
T71004/32	Car Maintenance Shops: 207th Street Overhaul Shop: Rehabilitate HVAC Shop	\$ 3.8	Dec-19
T71004/39	Car Maintenance Shops: Replacement of West Wall Windows at 207 St Overhaul Shop	\$ 2.2	Dec-19
T51607/49	Depot Rehabilitation: Ulmer Park Depot: Mezzanine Extension	\$ 8.1	Dec-19
T60302/18	Fare Control Modernization: Replace Integrated Farebox Unit (IFU) Components, Phase 2	\$ 10.1	Dec-19
T60302/32	Radio & Data Communication: Digital Information Signs: Depot Wi-Fi	\$ 2.5	Dec-19
T60412/13	Station Renewal: 20 Avenue/ Sea Beach	\$ 39.5	Dec-19
T60412/14	Station Renewal: 8 Avenue / Sea Beach	\$ 51.8	Dec-19

**New York City Transit / Staten Island Railway
2019-23 Completions**

ACEP	Project Description	Project Amount (\$ in Mil)	Planned Completion Date
T60412/15	Station Renewal: Fort Hamilton Parkway / Sea Beach	\$ 32.9	Dec-19
T60412/16	Station Renewal: 18 Avenue / Sea Beach	\$ 40.4	Dec-19
T60412/18	Station Renewal: New Utrecht Av / Sea Beach	\$ 33.3	Dec-19
T60412/19	Station Renewal: Bay Parkway / Sea Beach	\$ 43.6	Dec-19
T60413/04	Station Accessibility (ADA): ADA: Platform Gap Retrofit - Various Locs	\$ 11.1	Dec-19
T60413/17	Station Accessibility (ADA): ADA: New Utrecht Av-62 St. Complex / Sea Beach	\$ 16.8	Dec-19
T60413/18	Station Accessibility (ADA): ADA: 8 Avenue Southbound Elevator / Sea Beach	\$ 6.8	Dec-19
T60413/18	Station Accessibility (ADA): ADA: 8 Avenue Northbound Elevator / Sea Beach	\$ 14.7	Dec-19
T60703/12	Line Structure Rehabilitation: Rehab Retaining Walls / Sea Beach (Northern 6)	\$ 29.9	Dec-19
T61203/11	Depot Rehabilitation: Upgrade 3rd Floor HVAC & Rehab Office - ENY	\$ 4.8	Dec-19
T61606/07	Groundwater And Soil Remediation: Groundwater & Soil Remediation - 2011	\$ 5.7	Dec-19
T70302/05	New Buses: 15 Articulated Electric Buses and Depot Chargers	\$ 33.8	Dec-19
T70412/63	Station Component Investments: Platform Components: 3 Locations / Nostrand	\$ 19.2	Dec-19
T70414/03	Misc: Stations: Station Entrance: 8 Avenue/Sea Beach (Stair P6)	\$ 1.2	Dec-19
T70502/69	Welded Rail: Additional CWR (Subway Action Plan)	\$ 53.0	Dec-19
T70502/83	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Archer Ave	\$ 10.0	Dec-19
T70502/93	Mainline Track Rehabilitation: Mainline Track Replacement 2019 / Astoria	\$ 21.0	Dec-19
T70502/95	Mainline Track Rehabilitation: Mainline Track Replacement 2019 / Jamaica-Nassau Cut	\$ 2.9	Dec-19
T71004/37	Car Maintenance Shops: 600-VDC Feed & Equipment for the 207 St HVAC Shop	\$ 1.7	Dec-19
T71204/12	Depot Equipment And Machinery: Portable Bus Lift Replacement	\$ 5.4	Dec-19
T71605/05	Capital Program Management: GO Support - Traffic Checkers 2019	\$ 9.0	Dec-19
T71607/04	Consolidated Employee Facilities:Subways: EFR Component Repairs: 7 Locations / Manhattan	\$ 9.7	Dec-19
U40302/99	Depot Equipment And Machinery: Miscellaneous Depot Equipment	\$ 1.2	Dec-19
U60302/14	Bus Storage Facilities: Store Room Expansion: Baisley Park Depot [SBFP]	\$ 2.8	Dec-19
T70904/01	Power Distribution Facilities: Rehab CBH #586 / Culver	\$ 14.5	Jan-20
T61604/06	Communications Systems: Upgrade Penta Voice Communication System	\$ 1.4	Jan-20
ET0402/23	Misc: Stations: Sandy Repairs: Old South Ferry Loop Entrance Closure [SBFP]	\$ 0.3	Jan-20
ET0403/22	Misc: Stations: Sandy Mitigation: Street Level Opening - 8 Stns	\$ 46.7	Jan-20
ET0403/24	Misc: Stations: Sandy Mitigation: Internal Station Hardening - 8 Stns	\$ 5.2	Jan-20
T60602/03	Tunnel Lighting Rehabilitation: 36 St To Jackson-Roosevelt / Queens Blvd	\$ 52.2	Jan-20
T60806/23	Communications Cable And Equipment: Passenger Station LAN: Solarwinds Network Management System	\$ 5.0	Jan-20
T61204/44	Radio & Data Communication: New East New York Tower - NYCT	\$ 2.2	Jan-20
T70412/62	Station Component Investments: Station Lighting: Canal St & 7 Ave [SBMP Tier2]	\$ 1.1	Jan-20
T70806/03	Information Technology: PBX Upgrade: Phase 2	\$ 41.5	Jan-20
T71203/04	Depot Equipment And Machinery: Chassis Wash: Grand Ave Depot [SBMP]	\$ 1.5	Jan-20
T71203/25	Depot Rehabilitation: Paving: Manhattanville Depot (Ramps & Keene)	\$ 1.5	Jan-20
U70302/24	Radio & Data Communication: New East New York Tower - MTA BUS	\$ 0.7	Jan-20
T70414/08	Misc: Stations: Water Condition Remedy - 2017	\$ 10.0	Feb-20
ET0603/05	Ventilation Facilities: Sandy Mitigation: 17 Fan Plants - 16 Locations	\$ 46.0	Feb-20
T51607/50	Security: Perimeter Hardening: 130 Livingston Plaza (Outstanding Work)	\$ 8.9	Feb-20
T61607/17	Facilities: Livingston Plaza: Facade (Outstanding Work)	\$ 24.6	Feb-20
ET0703/06	Maintenance Of Way: Sandy Mitigation: Internal Tunnel Sealing -N/O Spring St/8AV	\$ 5.3	Feb-20
S70701/05	SIR: Power: New Power Substation: Tottenville	\$ 27.5	Feb-20
T50411/74	Station Rehabilitation: Strip/Paint Control House, E180 St / WPR [SBMP Tier2]	\$ 0.1	Feb-20
T70404/02	Fare Marketing/Distribution Equipment: AFC Low Turnstile Procurement	\$ 11.6	Feb-20
T70503/39	Mainline Track Switches: Mainline Track Switches 2019 / Broadway-7th Avenue	\$ 22.3	Feb-20
T71004/35	Car Maintenance Shops: 10 Hot Water Pressure HVAC Condenser Washers / Various Fac	\$ 0.9	Feb-20
T71605/04	Capital Program Management: MTA Independent Engineering Consultant 2015-2019	\$ 14.5	Feb-20
U70302/01	New Buses: 53 Articulated Buses	\$ 50.2	Feb-20
T71607/14	Maintenance Of Way: Livingston Plz Elec and Mech Sys Improvements, Ph A	\$ 31.9	Mar-20
T60404/01	Fare Control Modernization: AFC Replacement, Phase 2: Electronic Boards	\$ 16.3	Mar-20
T60703/16	Subway Tunnel Rehabilitation: Priority Repairs: 4th Avenue	\$ 31.2	Mar-20
T61204/36	Depot Equipment And Machinery: Replacement of Oil-Water Separators at 4 Locations	\$ 19.0	Mar-20
T70404/03	Fare Control Modernization: AFC Replacement, Phase 2: Electronic Boards	\$ 13.9	Mar-20
T70703/21	Subway Tunnel Rehabilitation: Struct Rehab: s/o 36 St - 59 St Station 4AV - Ph2	\$ 57.9	Mar-20
T70806/02	Communications Cable And Equipment: Upgrade of Asynchronous Fiber Optic Network - SONET Rings A,C	\$ 32.1	Mar-20
U60302/29	Bus Washers: 3 Bus Washers: College Point Depot	\$ 4.4	Mar-20
T70806/44	Communication Equipment: Police: Police Radio System: Enhanced Coverage	\$ 13.9	Apr-20
ET0403/28	Misc: Stations: Sandy Mitigation: 9 Stations (9 Stns BK/Q Initiative)	\$ 56.4	Apr-20
T70302/15	Radio & Data Communication: Paratransit AVL: Real-Time Dispatch and Scheduling Engine	\$ 9.3	Apr-20
T70412/51	Station Component Investments: Platform Components: 4 Locations / Canarsie	\$ 19.5	Apr-20

**New York City Transit / Staten Island Railway
2019-23 Completions**

ACEP	Project Description	Project Amount (\$ in Mil)	Planned Completion Date
T70412/74	Station Component Investments: Station Lighting: 8 Locations / Various (2018)	\$ 7.7	Apr-20
T70412/H9	Station Component Investments: 5 Street Stairs: Ocean Pkwy / BRT (S1-S4,M1) [SBMP Tier2]	\$ 1.3	Apr-20
T70503/20	Mainline Track Switches: Mainline Track Switches - 2016 / Flushing	\$ 7.5	Apr-20
T70503/40	Mainline Track Switches: Mainline Track Switches 2019 / Queens Blvd	\$ 3.6	Apr-20
T70703/13	Line Structure Overcoating: 72 Street - 104 Street / Flushing	\$ 61.0	Apr-20
ET0603/20	Ventilation Facilities: Sandy Mitigation: 14 Fan Plants, LT - 11 Locations	\$ 29.0	May-20
T50414/19	Intermodal/Transfer Facilities: Intermodal: Rockaway Parkway / Canarsie	\$ 11.5	May-20
T71004/36	Car Maintenance Shops: Closed-Loop Filtration Systems at Two DCE Facilities	\$ 0.7	May-20
T71204/16	Bus Washers: Replace 2 Bus Washers: Jackie Gleason Depot [SBMP Tier2]	\$ 2.7	May-20
ET0403/23	Rapid Transit Operations: Sandy Mitigation: Backup Command Center Upgrade	\$ 10.3	May-20
ET0403/25	Misc: Stations: Sandy Mitigation: Internal Station Hardening	\$ 19.2	May-20
ET0603/21	Ventilation Facilities: Sandy Mitigation: 14 Fan Plants, LT - 4 Locations	\$ 34.6	May-20
T70413/04	Station Accessibility (ADA): ADA: 86 Street / 4th Avenue	\$ 32.3	May-20
T70413/11	Station Accessibility (ADA): ADA: Canarsie-Rockaway Pkwy / Canarsie	\$ 12.2	May-20
T70502/92	Mainline Track Rehabilitation: Mainline Track Replacement 2019 / Lenox-White Plains Rd	\$ 5.0	May-20
T71203/14	Depot Rehabilitation: HVAC: Manhattanville Depot NYPA	\$ 16.5	Jun-20
T70902/05	Substation Equipment (IRT-BMT): Retrofit Existing 25 Hz Frequency Converters @11 Substations	\$ 19.2	Jun-20
T70412/70	Station Component Investments: Subway Interior Stairs: 2 Locations / 8AV, BW7 [SBMP]	\$ 12.9	Jun-20
T70412/H8	Station Component Investments: 4 Street Stairs:Brighton Beach / BRT (S1-S4) [SBMP Tier2]	\$ 3.2	Jun-20
T70413/03	Station Accessibility (ADA): ADA: Bedford Park Boulevard / Concourse	\$ 34.1	Jun-20
T70502/16	Mainline Track Rehabilitation: Track Force Account - 2019	\$ 35.0	Jun-20
T70502/91	Mainline Track Rehabilitation: Mainline Track Replacement 2019 / Manhattan Bridge	\$ 4.3	Jun-20
T70502/99	Mainline Track Rehabilitation: Mainline Track Replacement 2019 / Jerome	\$ 6.3	Jun-20
T70806/46	Antenna Cable Replacement: Antenna Cable: Next Generation Pilot and Testing	\$ 10.9	Jun-20
T70902/04	Substation Enclosures (IRT-BMT): Substation Roof & Enclosure: Washington Hts / 8 AV [SBMP2]	\$ 9.2	Jun-20
T71203/22	Depot Rehabilitation: Modular Office: East New York Depot [SBFP]	\$ 4.6	Jun-20
T71204/19	New Depots & Facilities: New Bus Parking at Tully Site	\$ 19.5	Jun-20
T71607/18	Facilities: Money Room: Security Systems Upgrade [SBMP Tier2]	\$ 8.3	Jun-20
T70703/08	Line Structure Rehabilitation: Rehab Emergency Exits - Various Locs (3rd Party)	\$ 5.9	Jul-20
T70413/05	Station Accessibility (ADA): ADA: Gun Hill Rd / Dyre	\$ 57.8	Jul-20
S70701/06	SIR: Power: New Power Substation: New Dorp	\$ 24.3	Jul-20
S70701/07	SIR: Power: New Power Station: Clifton	\$ 31.2	Jul-20
T70412/11	Station Component Investments: Platform Structural Repairs: 14 St-Union Square / Canarsie	\$ 1.9	Jul-20
T70414/16	Misc: Stations: Station Capacity Enhancements: 14 St-Union Sq / Canarsie	\$ 17.6	Jul-20
T70302/15	Radio & Data Communication: Paratransit AVL10: System Replacement - Purchase/Install	\$ 17.7	Jul-20
T61204/02	Misc: Bus Projects: BRT - Bus Rapid Transit 2010-2014 (SBS)	\$ 25.4	Jul-20
T70412/36	Station Component Investments: Platform Components: Longwood Ave / Pelham	\$ 9.5	Jul-20
T70412/37	Station Component Investments: Platform Components: 2 Locations / Lenox	\$ 10.7	Jul-20
T70412/78	Station Component Investments: Platform Edges: Freeman St / White Plains Road	\$ 1.5	Jul-20
T70412/F2	Misc: Stations: Vent Water Remediation: 3 Av-138 St / Pelham [SBMP Tier2]	\$ 6.2	Jul-20
T71607/35	Consolidated Employee Facilities:Subways: EFR: 8th Avenue Line - Ph 2: 10 Locations (Uptown)	\$ 2.4	Jul-20
N61101/03	MN: Miscellaneous: Biltmore Room Connection	\$ 21.8	Aug-20
ET0903/12	Misc: Power: Sandy Resiliency: Site Improvements at 2 Locations (SBFP)	\$ 0.6	Aug-20
T61602/05	Capital Revolving Fund: Capital Revolving Fund - 2014	\$ 5.0	Aug-20
T70412/81	Station Component Investments: Subway Interior Stairs: West 4th Street / 8AV [SBMP]	\$ 7.7	Aug-20
T60412/C2	Station Component Investments: Aqueduct-North Conduit Av / RKY	\$ 4.4	Aug-20
T70412/02	Station Renewal: 138 Street-Grand Concourse / Jerome	\$ 29.3	Aug-20
T70412/15	Station Component Investments: Station Ventilators: Ph 13 - 4 locations / Brooklyn	\$ 6.9	Aug-20
T70413/08	Station Accessibility (ADA): ADA: Chambers Street / Nassau Loop	\$ 47.3	Aug-20
T70502/88	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / 4 Avenue	\$ 14.2	Aug-20
T70806/37	Communications Cable And Equipment: Connection-Oriented Ethernet (COE), PSIM on Blade Servers	\$ 11.9	Aug-20
T71302/13	Rubber-Tired Vehicles: 92 Non-Revenue Vehicles 2018-2019	\$ 14.4	Aug-20
T71204/08	Depot Rehabilitation: Elevator Upgrades: Various Depots	\$ 22.9	Sep-20
T70904/14	Control And Battery Cable: Repl Control & Battery Cable: 4 Substn Cntrl Zones (2/3/5/8)	\$ 28.8	Sep-20
ET1603/11	Misc: Bus Projects: Sandy Mitigation: Zerega Central Maintenance Facility [SBFP]	\$ 11.3	Sep-20
T60902/07	Substation Enclosures (IRT-BMT): Roof and Enclosure: Concourse E. 144th St - Wrap-up [SBMP]	\$ 0.2	Sep-20
T70412/31	Station Component Investments: Station Lighting: 5 Locations / Various (2015) [SBMP Tier2]	\$ 5.3	Sep-20
T71004/04	Car Maintenance Shops: DCE Shop Components - Phase 3 / Jerome [SBMP Tier2]	\$ 4.1	Sep-20

**New York City Transit / Staten Island Railway
2019-23 Completions**

ACEP	Project Description	Project Amount (\$ in Mil)	Planned Completion Date
T71302/07	Work Train & Special Equipment: Purchase of 27 Refuse Flat Cars	\$ 24.6	Sep-20
U70302/07	Depot Rehabilitation: La Guardia Storerooms and Depot Reconfiguration	\$ 5.4	Sep-20
T71604/05	Information Technology: Replace Superdome Server: 2 Broadway	\$ 1.4	Oct-20
T70413/09	Station Accessibility (ADA): ADA: Greenpoint Avenue / Crosstown	\$ 41.4	Oct-20
T70413/06	Station Accessibility (ADA): ADA: Eastern Parkway-Brooklyn Museum / EPK	\$ 42.3	Oct-20
T71004/31	Car Maintenance Shops: Livonia Maintenance Facility Rehab: Phase 1 [SBDP]	\$ 10.0	Oct-20
T71004/34	Car Maintenance Shops: Oil-Water Separators at Two DCE Facilities	\$ 0.3	Oct-20
T71203/01	Depot Rehabilitation: Artic Modification: East New York Depot	\$ 13.2	Oct-20
ET1203/07	Misc: Bus Projects: Sandy Mitigation:Casey Stengel,MJ Quill,Castleton Bus Depots	\$ 20.7	Oct-20
N70001/01	Capital Program Management: Small Business Mentoring Administration - 2015-2019	\$ 29.1	Oct-20
S70701/03	SIR: Track: SIR Mainline Track Rehabilitation	\$ 48.9	Oct-20
S70701/13	SIR: Track: Clifton Yard Track and Switch Reconfiguration	\$ 17.5	Oct-20
T70412/14	Station Component Investments: Station Ventilators: Ph 11 - 4 locations / 8AV - Manhattan	\$ 6.7	Oct-20
T70412/44	Station Component Investments: Mezzanine Columns: Atlantic Avenue / Canarsie [SBMP Tier2]	\$ 5.7	Oct-20
T70412/58	Station Component Investments: Mezzanine Components: Nevins Street / EPK [SBMP]	\$ 6.5	Oct-20
T70414/02	Misc: Stations: Access Improvements: Grand Central Miscellaneous & Property	\$ 71.2	Oct-20
T71203/19	Depot Rehabilitation: New Roof at Queens Village Depot	\$ 11.7	Oct-20
T71607/31	Security Program: CCTV for Passenger ID - 3 Stations / BW7 [SBMP Tier2]	\$ 4.9	Oct-20
ET0402/22	Station Accessibility (ADA): Sandy Repairs: Shaft Excavation - 1 Avenue / Canarsie	\$ 17.8	Nov-20
ET0502/09	Mainline Track Rehabilitation: Sandy Repairs: Track Canarsie Tube	\$ 33.8	Nov-20
ET0602/13	Tunnel Lighting Rehabilitation: Sandy Repairs: Tunnel Lighting Canarsie Tube 14 St	\$ 48.8	Nov-20
ET0602/19	Pumping Facilities: Sandy Repairs: 1 Pump Room (Canarsie Tube)	\$ 18.0	Nov-20
ET0802/11	Signal Systems: Sandy Repairs: Signals in the Canarsie Tube	\$ 36.4	Nov-20
ET0902/11	Power Distribution Facilities: Sandy Repairs: 2 CBHs Canarsie Tube	\$ 35.0	Nov-20
ET0902/12	Power Distribution Facilities: Sandy Repairs: Power/Cable/Ducts: Canarsie Tube	\$ 277.2	Nov-20
ET0903/09	Power Distribution Facilities: Sandy Mitigation: Power/Cable/Ducts: Canarsie Tube	\$ 100.6	Nov-20
T70413/01	Station Accessibility (ADA): Track Wall Tiles: Bedford Avenue / Canarsie	\$ 3.7	Nov-20
T70413/01	Station Accessibility (ADA): ADA: Bedford Avenue / Canarsie	\$ 56.4	Nov-20
T70413/12	Station Accessibility (ADA): ADA: 1 Avenue / Canarsie	\$ 44.9	Nov-20
T70414/11	Misc: Stations: New Stairs: 2 Locations / Canarsie	\$ 7.3	Nov-20
T70502/40	Mainline Track Rehabilitation: Mainline Track Replacement 2016 / Canarsie Tube	\$ 58.0	Nov-20
T70605/09	Ventilation Facilities: Replace Supervisory Vent Controls-2 Locs (#5110, #5111)/CNR	\$ 2.3	Nov-20
T70703/37	Structural Component Repairs: LSCR: 1 Avenue, Bedford Avenue / CNR	\$ 1.0	Nov-20
T70803/06	Signal Systems: Automatic Signals on Canarsie Line to Facilitate Work Trains	\$ 4.6	Nov-20
T70902/10	Contact Rail Replacement: Installation of Low-Resistance Contact Rail - Canarsie Tube	\$ 28.9	Nov-20
T70902/21	Substations (IRT-BMT): New Substation: 14 St-Avenue B / Canarsie	\$ 82.5	Nov-20
T70904/06	Power Distribution Facilities: New Ducts: Bedford-North 6th Street Substation / CNR	\$ 3.5	Nov-20
T70902/22	Substations (IRT-BMT): New Substation: Maspeth Av-Humboldt St / Canarsie	\$ 46.3	Nov-20
T70904/04	Power Distribution Facilities: CBH # 86 Wilson Avenue / Canarsie	\$ 5.6	Nov-20
T70904/06	Power Distribution Facilities: CBH # 85 - Myrtle Avenue	\$ 9.9	Nov-20
T71605/10	Capital Program Management: Boring Services: Brooklyn, Queens and Staten Island	\$ 2.0	Nov-20
T71605/11	Capital Program Management: Boring Services: Manhattan & Bronx	\$ 2.1	Nov-20
T70902/23	Substations (IRT-BMT): New Substation: Harrison Pl / Canarsie	\$ 52.9	Nov-20
T70412/04	Station Renewal: Astoria Boulevard / Astoria	\$ 52.7	Nov-20
T70413/02	Station Accessibility (ADA): ADA: Astoria Boulevard / Astoria	\$ 42.0	Nov-20
T70412/86	Station Component Investments: Station Lighting: 3 Locations / 8AV, WPR (2019) (SBFP)	\$ 5.5	Nov-20
T70502/94	Mainline Track Rehabilitation: Mainline Track Replacement 2019 / Flushing	\$ 5.3	Nov-20
T70902/01	Substation Renewal (IRT-BMT): Burnside Ave Substation Renewal - BXC	\$ 23.4	Nov-20
T70414/01	Station Signage: Station Signage (2016)	\$ 10.8	Dec-20
ET0403/17	Misc: Stations: Sandy Mitigation: Upgrade Emergency Booth Comm System (EBCS)	\$ 78.4	Dec-20
ES0703/03	SIR: Track: Sandy Mitigation: St. George	\$ 73.4	Dec-20
T61004/54	Car Maintenance Shops: 207th St Overhaul Shop: Soil Remediation and Boiler Upgrade	\$ 11.1	Dec-20
T70902/15	Power Distribution Facilities: Supplemental Negative Cables / QBL (Side Feeders)	\$ 27.5	Dec-20
T70902/15	Power Distribution Facilities: Supplemental Negative Cables / QBL (Rodding & Brushing)	\$ 6.7	Dec-20
ET0603/30	Ventilation Facilities: Sandy Mitigation: 14 Fan Plants, LT - 1 Loc, FP 7204	\$ 14.8	Dec-20
T60302/27	Radio & Data Communication: Digital Information Signs (Base)	\$ 22.8	Dec-20
T60806/02	Communications Cable And Equipment: Upgrade Digital Cross Connect (DCS) Equip at SONET Main Hubs	\$ 13.0	Dec-20
T70302/06	New Buses: 50 Express Buses	\$ 38.8	Dec-20
T70502/11	Welded Rail: Continuous Welded Rail 2019	\$ 2.8	Dec-20
T70703/07	Line Structure Rehabilitation: Rehabilitation of Emergency Exits - Various Locations	\$ 17.0	Dec-20
T71004/14	Yard Track Rehabilitation: Yard Track - 2019	\$ 1.7	Dec-20

**New York City Transit / Staten Island Railway
2019-23 Completions**

ACEP	Project Description	Project Amount (\$ in Mil)	Planned Completion Date
T71004/20	Yard Switches: Yard Switches - 2019	\$ 2.7	Dec-20
T71302/08	Work Train & Special Equipment: Purchase of 12 3-Ton Crane Cars	\$ 28.5	Dec-20
T71302/12	Rubber-Tired Vehicles: 202 Non-Revenue Vehicles 2015-2017	\$ 33.8	Dec-20
T71607/32	Security Program: IESS Wrap Up - Grand Central & 63rd Street Tunnel	\$ 25.0	Dec-20
U70302/05	Radio & Data Communication: Bus Digital Information Screens (DIS) Retrofits (Base)	\$ 7.5	Dec-20
U70302/13	Depot Equipment And Machinery: Chassis Wash at Eastchester Depot [SBFP]	\$ 2.5	Dec-20
U70302/14	Rubber-Tired Vehicles: MTA Bus Rubber-Tire Vehicles 2015-19	\$ 3.6	Dec-20
U70302/18	Depot Rehabilitation: JFK Depot Windows Replacement [SBFP]	\$ 3.0	Dec-20
T61204/03	Radio & Data Communication: Bus Radio System - NYCT	\$ 209.5	Jan-21
U60302/26	Radio & Data Communication: Bus Radio System - MTAB	\$ 27.9	Jan-21
U70302/11	Radio & Data Communication: Bus Radio System - MTAB	\$ 34.5	Jan-21
T71607/16	Facilities: Power Upgrade: RCC, PCC - Phase 2	\$ 55.5	Jan-21
T70904/07	Power Distribution Facilities: Rehab CBH # 5 - 53rd Street	\$ 17.1	Jan-21
T70904/21	Power Distribution Facilities: Rehab CBH Enclosure: CBH 76 - Myrtle Av / JAM	\$ 2.0	Jan-21
T70407/10	Escalator Replacement: Jay St Escalator Realignment	\$ 15.0	Jan-21
T71606/01	Fire Protection: Fire Alarm System Replacement at 3 Bus Depots	\$ 20.0	Jan-21
ES0702/11	SIR: Shops & Facilities: Sandy Repairs: Clifton Shop	\$ 34.9	Feb-21
ES0703/02	SIR: Shops & Facilities: Sandy Mitigation: Clifton Shop	\$ 167.4	Feb-21
S70701/11	SIR: Shops & Facilities: SIR: Relocate HQ to Clifton Shop	\$ 9.1	Feb-21
T61606/15	Fire Protection: Fire Alarm Systems: 3 DOS Locations [SBMP Tier2]	\$ 4.0	Feb-21
T50413/31	Station Accessibility (ADA): ADA: 57 Street-7 Avenue / Broadway, Ph 2 (55 St Mezz Scheme)	\$ 3.7	Feb-21
T60407/12	Elevator Replacement: Replace One Hydraulic Elevator: GC-42 Street / Lexington	\$ 6.5	Feb-21
T60413/11	Station Accessibility (ADA): ADA: Phase 2: 57 Street - 7 Avenue / Broadway	\$ 41.2	Feb-21
T61606/14	Fire Protection: Fire Alarm Systems: 3 DOS Locations [SBMP Tier2]	\$ 4.3	Feb-21
T70407/06	Escalator Replacement: Replace 2 Escalators: Grand Central-42 Street / Lexington	\$ 23.3	Feb-21
T70412/45	Station Component Investments: Mezzanine Ceiling Finishes: 2 Loc / ARC, FLS [SBMP]	\$ 4.6	Feb-21
T70413/23	Station Accessibility (ADA): ADA: Phase 2: 57 Street - 7 Avenue / Broadway	\$ 45.7	Feb-21
T70412/G3	Station Component Investments: Station Painting at DeKalb Ave / CNR	\$ 1.6	Mar-21
T50803/QB	Communication-Based Train Control: CBTC Queens Blvd West - 50 St to Union Tpke: Ph 1 - Thales	\$ 52.1	Mar-21
T60803/19	Communication-Based Train Control: CBTC Queens Boulevard West - 50 St to Union Tpke: Phase 1	\$ 186.8	Mar-21
T60806/61	Public Address/Customer Info Systems: ISIM B-Div: Module 3A RCC Build Out	\$ 25.4	Mar-21
T61004/10	Yard Rehabilitation: Yard CCTV, Phase 2	\$ 17.4	Mar-21
T70806/35	Communications Cable And Equipment: Connection-Oriented Ethernet (COE), Phase 2 Core Upgrade	\$ 31.5	Mar-21
T71607/29	Consolidated Employee Facilities:Subways: RTO Facility: 3 Avenue-138 Street / Pelham	\$ 5.0	Mar-21
U70302/23	Depot Rehabilitation: Upgrade CNG Equipment at Spring Creek Bus Depot	\$ 5.9	Mar-21
T71605/12	Capital Program Management: Test Pit Services	\$ 10.8	Apr-21
ET0403/27	Misc: Stations: Sandy Mitigation:Street Level Openings (7 Stns + 1 FP)	\$ 57.0	Apr-21
ET0403/29	Misc: Stations: Sandy Mitigation: Intrnl Stn Hardening (7Stns+1FP) - 3 Locs	\$ 2.1	Apr-21
T70407/05	Elevator Replacement: Replace 2 Hydraulic Elevators at Boro Hall / Clark Street	\$ 15.9	Apr-21
T70407/11	Elevator Replacement: Replace 2 Hydraulic Elevators: Franklin Avenue / Shuttle	\$ 15.0	Apr-21
T70803/25	Fire Protection: Signal Room Fire Suppression, Phase 2	\$ 25.7	Apr-21
T71203/06	Depot Rehabilitation: Generator: Yukon Depot NYPA	\$ 10.0	Apr-21
T71204/18	Depot Equipment And Machinery: Automated Fuel Management System Upgrade	\$ 2.6	Apr-21
U70302/02	New Buses: 257 Express Buses	\$ 192.5	Apr-21
T71604/08	Computer Hardware & Communications: Enterprise Asset Management (EAM)	\$ 41.0	May-21
T71203/21	Depot Rehabilitation: East New York Depot Windows and Facade	\$ 11.5	May-21
S60701/09	SIR: Line Equipment: SIR: Non-Reporting Block Alarm	\$ 2.2	May-21
T60803/03	Signal Systems: Church Ave Interlocking: Communication Work	\$ 1.4	May-21
T70803/08	Signal Systems: Kings Hwy Interlocking / Culver	\$ 179.1	May-21
T71004/05	Car Maintenance Shops: DCE Shop Components, Phase 4: 207 St, Admin	\$ 19.1	May-21
T71203/03	Depot Rehabilitation: HVAC: Queens Village Depot (NYPA)	\$ 15.7	May-21
U60302/12	Depot Rehabilitation: Upgrade CNG Equipment at College Point Bus Depot	\$ 5.0	May-21
T60412/B1	Station Component Investments: 3 Locations / Crosstown	\$ 10.5	Jun-21
T70703/03	Structural Component Repairs: Elev Structural Rehab:Livonia Yard Overpass & Retaining Wall	\$ 27.1	Jun-21
T70806/36	Communications Cable And Equipment: Connection-Oriented Ethernet (COE), Ph 3A Station Expansion	\$ 16.7	Jun-21
T71004/01	Car Maintenance Shops: DCE Shop Components, Ph 1:180 St, Coney Island, Pelham	\$ 26.9	Jun-21
U70302/09	Depot Rehabilitation: Rehab and Facilities Upgrade - College Point Depot	\$ 9.5	Jun-21
T71004/03	Car Maintenance Shops: DCE Shop Components, Phase 2: 239 St, Concourse, ENY	\$ 45.1	Jul-21
T60703/09	Line Structure Overcoating: Portal - East 180 St: Outstanding Work-(90 Bents) / WPR	\$ 9.0	Jul-21

**New York City Transit / Staten Island Railway
2019-23 Completions**

ACEP	Project Description	Project Amount (\$ in Mil)	Planned Completion Date
T70703/01	Structural Component Repairs: Elev Structural Rehab: Boston Rd-Abutment N. of 180th St-WPR	\$ 20.3	Jul-21
T70803/23	Signal Systems: Signals Key-By Circuit Modification Phase 4	\$ 18.4	Jul-21
T70806/47	Communications Cable And Equipment: Connection-Oriented Ethernet (COE), Ph 3B [SBDP]	\$ 20.9	Jul-21
T71203/07	Depot Rehabilitation: HVAC: Fresh Pond Depot (NYPA)	\$ 1.3	Jul-21
T71602/03	Capital Revolving Fund: Capital Revolving Fund (CRF) - 2015	\$ 5.0	Jul-21
T71607/27	Facilities: Distribution: Roof Replacement: Tiffany Central Warehouse	\$ 17.1	Aug-21
T70407/14	Elevator Replacement: Replace One Hydraulic Elevator at GC / Flushing	\$ 10.3	Aug-21
T70703/20	Structural Component Repairs: Vents Between Stations: E 161 St - E 192 St / Concourse	\$ 10.0	Aug-21
T71203/23	New Depots & Facilities: Jamaica Depot: Demolition at Lots #68, #72 [SBMP]	\$ 0.1	Aug-21
T70902/02	Substation Renewal (IRT-BMT): Avenue Z Substation Renewal / CUL	\$ 32.3	Sep-21
ET0603/17	Work Train & Special Equipment: Sandy Resiliency: Conversion of 2 Pump Trains	\$ 16.6	Sep-21
ET0903/08	Misc: Power: Sandy Resiliency: Deployable Substations	\$ 31.6	Sep-21
ET1603/10	Facilities: Sandy Mitigation: Consolidated Revenue Facility	\$ 11.5	Sep-21
ET1603/12	Facilities: Distribution: Sandy Mitigation: Tiffany Central Warehouse	\$ 11.7	Sep-21
T70412/F4	Station Component Investments: Stairs: 14th St-6th Ave (S2/M4,S5/M11,S7/M13) [SBMP Tier2]	\$ 2.2	Sep-21
T70413/10	Station Accessibility (ADA): ADA: 59 Street / 4th Avenue	\$ 59.0	Sep-21
T70703/44	Structural Component Repairs: Repairing 'A' and Priority 'B' Column Base Conditions / WPR	\$ 0.6	Sep-21
T71004/09	Shop Equipment And Machinery: Heavy Shop Equipment Purchase & Replacement 2015-19	\$ 14.7	Sep-21
T71203/15	Depot Rehabilitation: HVAC: Zerega Consolidated Maintenance Facility NYPA	\$ 5.0	Sep-21
T71607/23	Facilities: Distribution: Priority Repairs of Tiffany Central Warehouse Exterior Walls	\$ 5.0	Sep-21
T70902/15	Power Distribution Facilities: Supplemental Negative Cables / QBL (Equalizers)	\$ 16.5	Oct-21
T70902/18	Contact Rail Replacement: Install Low-Resistance Contact Rail - 53 St Tube	\$ 48.4	Oct-21
T71606/05	Groundwater And Soil Remediation: Consultant Services: UST Remediation - 2017	\$ 6.5	Oct-21
T61607/05	Consolidated Employee Facilities:Subways: RTO Fac: Chambers St / Nassau Loop	\$ 7.1	Oct-21
T71607/28	Consolidated Employee Facilities:Subways: EMD Facility: Hoyt-Schermerhorn / Fulton	\$ 5.0	Oct-21
ET1002/09	Power Distribution Facilities: Sandy Repairs: Power Cable Replacement - 148th St Yard	\$ 14.7	Oct-21
ET1003/09	Maintenance Of Way: Sandy Mitigation:Long-Term Perimeter Protection, 148 St Yard	\$ 78.0	Oct-21
ET1003/11	Yard Rehabilitation: Sandy Mitigation: 148th Street Yard Portal	\$ 5.1	Oct-21
U60302/32	Depot Rehabilitation: HVAC: College Point Depot	\$ 8.5	Oct-21
S70701/02	SIR: Station Component Investments: SIR Station Component Program	\$ 7.3	Nov-21
T70803/22	Signal Systems: AC Line Relay Upgrade (Crosstown) - (95 Signal)	\$ 25.2	Nov-21
T71607/26	Security Program: IESS Wrap Up - Penn Station & Times Square	\$ 40.1	Nov-21
ET0403/27	Misc: Stations: Sandy Mitigation: 138 St - Gr Concourse/JER (Vent Battery A)	\$ 6.0	Dec-21
ET0703/08	Line Structure Rehabilitation: Sandy Mitigation: Steinway Portal(9 Stns Bk/Q Initiative)	\$ 15.0	Dec-21
T61204/02	Misc: Bus Projects: TSP: Traffic Signal Priority Rollout 1100 Buses (SBS)	\$ 3.5	Dec-21
T61302/02	Work Train & Special Equipment: Purchase 65 Flat Cars	\$ 47.1	Dec-21
T70412/51	Station Component Investments: Platform Components: 6 Avenue / Canarsie	\$ 4.6	Dec-21
T70413/07	Station Accessibility (ADA): ADA: Times Square, Phase 3 - Shuttle	\$ 237.1	Dec-21
T70414/02	Misc: Stations: Grand Central: Main Mezzanine Finishes / Lexington	\$ 4.0	Dec-21
T70414/04	Station Reconstruction: Station Reconstruction: Times Square, Phase 3 - Shuttle	\$ 29.4	Dec-21
T70502/86	Mainline Track Rehabilitation: Mainline Track Replacement 2018 / Times Sq Shuttle	\$ 5.7	Dec-21
T70703/39	Structural Component Repairs: LSCR:Station and Tunnel Priority Defect Repairs, 1-8 Av/CNR	\$ 39.5	Dec-21
T70703/41	Structural Component Repairs: Vents Between Stations / E 192 St-E 198 St /BXC [SBMP Tier2]	\$ 5.0	Dec-21
T70703/42	Structural Component Repairs: Vents Between Stations: E 198 St-E 205 St / BXC [SBMP Tier2]	\$ 5.0	Dec-21
T70806/17	Information Technology: Liftnet Transition to Ethernet	\$ 16.0	Dec-21
T71204/04	Misc: Bus Projects: TSP: Traffic Signal Priority, Phase 2	\$ 4.0	Dec-21
U70302/10	Bus Paint Booths: Paint Booths - Eastchester and College Point Depots	\$ 4.9	Dec-21
U70302/12	Depot Rehabilitation: Environmental Remediation	\$ 4.5	Dec-21
T70902/06	Substation Equipment (IRT-BMT): Replace High Tension Switchgear at 7 Substations	\$ 29.8	Jan-22
ET0903/10	Maintenance Of Way: Sandy Mitigation: Back-up Power Control Center (PCC)	\$ 10.3	Feb-22
T60407/06	Elevator Replacement: Replace 2 Hydraulic Elevators: GC-42 Street / Lexington	\$ 13.8	Feb-22
T70407/04	Elevator Replacement: Replace 6 Traction Elevators / 8 Avenue	\$ 43.8	Feb-22
T70904/13	Maintenance Of Way: Upgrade SCADA System (BMT)	\$ 40.0	Feb-22
U60302/11	Depot Rehabilitation: HVAC: Spring Creek Depot	\$ 3.9	Feb-22
T71602/05	Capital Revolving Fund: Capital Revolving Fund (CRF) - 2017	\$ 5.0	Mar-22
T70803/26	Signal Systems: Life Cycle Replacement of Code Systems - Phase 1	\$ 35.4	Mar-22
T70703/10	Line Structure Overcoating: 17 Bridges & East 180 Street Flyover / Dyre Av	\$ 38.6	Apr-22
T71004/02	Roofing Repair & Replacement: 207 St Maintenance & Overhaul Shop Roof & Component Repair	\$ 60.1	Apr-22
T70407/02	Elevator Replacement: Replace 12 Traction Elevators / Broadway-7th Avenue	\$ 98.3	May-22
T70703/08	Line Structure Rehabilitation: Rehab Emergency Exit 302N - 168 St / BW7	\$ 3.5	May-22
T70605/03	Ventilation Facilities: Replace Supervisory Vent Controls - 11 Locs / Various	\$ 27.4	May-22

**New York City Transit / Staten Island Railway
2019-23 Completions**

ACEP	Project Description	Project Amount (\$ in Mil)	Planned Completion Date
T70902/03	Substation Renewal (IRT-BMT): Central Substation Renewal Including New Rectifier / 6AV	\$ 47.5	May-22
ET0702/09	Maintenance Of Way: Sandy Repairs: Rockaway Line Wrap-Up	\$ 30.0	May-22
ET0903/04	Substation Equipment (IRT-BMT): Sandy Mitigation: Montague-Furman Substation / BWY	\$ 7.5	May-22
T70302/17	Fare Control Modernization: Replace Integrated Farebox Unit (IFU) Components	\$ 7.9	Jun-22
T70803/24	Signal Systems: Code Cable Replacement / BW7	\$ 29.1	Jun-22
T71004/41	Car Maintenance Shops: Rail Car Acceptance and Testing Facility, Brooklyn	\$ 25.0	Jun-22
T70407/03	Elevator Replacement: Replace 8 Traction Elevators / Various	\$ 61.7	Jul-22
T70413/14	Station Accessibility (ADA): ADA: Court Square / Crosstown (Elevator Phase)	\$ 16.6	Jul-22
T70803/01	Communication-Based Train Control: CBTC Queens Boulevard West - 50 St to Union Tpke: Phase 2	\$ 424.2	Jul-22
T70803/07	Signal Systems: Ditmas Interlocking: CBTC Culver	\$ 141.5	Jul-22
T70803/32	Communication-Based Train Control: CBTC: Culver (Church Ave to W8th St)	\$ 98.1	Jul-22
T70803/33	Signal Systems: Ave X Interlocking: CBTC Culver	\$ 211.9	Jul-22
T70803/43	Mainline Track Switches: Mainline Track Switches 2018 / CBTC Culver	\$ 32.5	Jul-22
T71602/04	Capital Revolving Fund: Capital Revolving Fund (CRF) - 2016	\$ 5.0	Jul-22
T71607/17	Fare Control Modernization: Refurbish Keene Vacuum Systems	\$ 9.2	Jul-22
T70407/01	Elevator Replacement: Replace 11 Hydraulic Elevators / Various	\$ 50.9	Aug-22
T70904/10	Power Distribution Facilities: Rehabilitation of Various CBH Enclosures	\$ 8.0	Aug-22
ET1002/11	Power Distribution Facilities: Sandy Repairs: Coney Island Yd Cables & Communication Eqmnt	\$ 164.4	Sep-22
ET1003/07	Maintenance Of Way: Sandy Mitigation: Long Term Perimeter Protctn-ConeyIsland Yd	\$ 349.8	Sep-22
S70701/04	SIR: Line Equipment: SIR: UHF T-Band Radio System Replacement	\$ 26.1	Sep-22
T70101/02	New Subway Cars: Purchase 20 Open Gangway Prototype Cars (R211)	\$ 79.9	Sep-22
T70806/07	Communications Systems: UHF T-Band Radio System Replacement	\$ 43.4	Sep-22
T60902/17	Substations (IND): Reconstruct 6 Negative Manholes - Central Substation / 6AV	\$ 2.1	Oct-22
T40404/M6	Fare Control Modernization: AFC System Wrap-Up	\$ 8.1	Oct-22
T70605/06	Ventilation Facilities: Rehabilitate Forsyth St. Fan Plant	\$ 91.6	Oct-22
T70413/15	Station Accessibility (ADA): ADA: 149 Street - Grand Concourse Complex	\$ 85.0	Nov-22
T70806/04	Communications Cable And Equipment: Fiber Optic Cable Replacement Phase 2	\$ 28.7	Nov-22
T71607/34	Maintenance Of Way: Livingston Plz Elec and Mech Sys Improvements, Ph B	\$ 33.9	Nov-22
T70806/14	Public Address/Customer Info Systems: ISIM B-DIV: Module 3	\$ 103.3	Dec-22
T70302/03	New Buses: 275 Hybrid-Electric Standard Buses	\$ 265.7	Dec-22
T70302/16	New Buses: 45 Standard Electric Buses	\$ 54.5	Dec-22
T70412/13	Station Renewal: Woodhaven Boulevard / Jamaica	\$ 45.0	Dec-22
T70413/16	Station Accessibility (ADA): ADA: Woodhaven Boulevard / Jamaica	\$ 35.0	Dec-22
T70703/43	Structural Component Repairs: Repair Track/Structure Supporting Steel, 61 St-Woodside-FLS	\$ 0.8	Dec-22
T70703/17	Line Structure Overcoating: Overcoat Below Track-Level, 48 St - 72 St / Flushing	\$ 28.5	Apr-21

**Long Island Rail Road
2019-23 Completions**

ACEP	Project Description	Project Amount (\$ in Mil)	Planned Completion Date
L70204/UJ	Enhanced Station Initiatives-5 Stations	\$ 20.6	Jun-19
L70204/V9	Enhanced Station Initiatives-6 Stations	\$ 26.6	Jun-19
L70502/LQ	Centralized Train Control	\$ 10.0	Jun-19
L70204/UM	Murray Hill Station - Elevators	\$ 10.1	Sep-18
L70204/UN	Nostrand Ave Station Rehab	\$ 28.1	Oct-19
L70401/BV	N Main & Accabonac Bridge Replacement	\$ 21.1	Nov-19
L70301/WE	2019 Track Program	\$ 61.2	Dec-19
L70204/VU	Station Signage Replacement 9 Locations SBDP	\$ 3.4	Jan-20
L70401/BT	REMOVAL OF MONTAUK CUT- OFF VIADUCT	\$ 5.7	Jan-20
L60701/AR	Richmond Hill Substation Replacement	\$ 16.6	Feb-20
L70204/VW	Amityville Platform Canopy Roof SBDP	\$ 1.6	Feb-20
L60601/YN	New Mid Suffolk Electric Yard	\$ 80.5	Mar-20
L70401/C6	Bridge Painting	\$ 3.8	Mar-20
L70601/YG	DIESEL LOCOMOTIVE SHOP IMPROVEMENTS	\$ 102.0	Mar-20
L70601/YR	YARD IMPROVEMENTS	\$ 46.9	Mar-20
L70601/YS	NEW HUNTINGTON/PORTJEFF BRANCH ELECTRICYARD	\$ 4.0	Apr-20
L70604/YV	HILLSIDE FACILITY/UPPER HOLBAN IMPROVEMENTS	\$ 3.6	Apr-20
L70204/VV	LYNBROOK STATION IMPROVEMENTS	\$ 8.2	Jun-20
L70205/V1	PARKING REHABILITATION	\$ 5.0	Jun-20
L70401/C3	Lynbrook and Rockville Ctr Viaducts	\$ 6.0	Jun-20
EL0602/ZL	Long Island City Yard Restoration	\$ 28.3	Sep-20
G60901/31	250 Hz Track Circuit	\$ 17.8	Sep-20
L50304/TQ	MLC-Hicksville North Siding	\$ 44.2	Sep-20
L50601/Y1	Port Washington Yard - Design	\$ 0.5	Sep-20
L70501/SN	PENN STA RADIO RETROFIT/ERT ANTENNA	\$ 5.2	Sep-20
L60206/VL	Penn Station Heating, Ventilation & Air Conditioning	\$ 10.9	Nov-20
L70701/XK	SIGNAL POWER MOTOR GENERATOR REPLACEMENT	\$ 6.4	Nov-20
L60502/LA	Positive Train Control (PTC)	\$ 235.3	Dec-20
L70204/VT	St. Albans Station Renewal SBDP	\$ 2.8	Dec-20
L70204/VX	Hempstead Fencing & Lighting Upgrade SBDP	\$ 1.3	Dec-20
L70401/BM	Wreck Lead Bridge Rehabilitation	\$ 2.0	Dec-20
L70401/BS	BRIDGE PAINTING / WATERPROOFING	\$ 8.0	Dec-20
L70501/SD	FIBER OPTIC NETWORK	\$ 33.5	Dec-20
L70501/SE	COMM. POLE LINE	\$ 5.7	Dec-20
L70501/SF	IMPROVE RADIO COVERAGE INITIATIVES/FCC MANDATE	\$ 4.8	Dec-20
L70501/SJ	LIRR PUBLIC ADDRESS SYSTEM	\$ 5.0	Dec-20
L70502/LK	POSITIVE TRAIN CONTROL (PTC)	\$ 166.0	Dec-20
L70701/XP	ATLANTIC AVENUE TUNNEL LIGHTING	\$ 5.0	Dec-20
L70904/NR	EAM RESERVE	\$ 8.0	Dec-20
L60304/TW	Extend Great Neck Pocket Track	\$ 25.4	Jan-21
L70401/BU	MENTOR ALLOWANCE - LINE STRUCTURES	\$ 17.7	Jan-21
L70502/LJ	SIGNAL NORMAL REPLACEMENT PROGRAM	\$ 30.0	Jan-21
L70301/WH	RETAINING WALLS / RIGHT OF WAY PROJECTS	\$ 10.0	Mar-21
EL0303/ZH	Emergency Management Equipment Mitigation	\$ 20.6	Apr-21
L60904/N4	Yaphank Landfill Remediation	\$ 9.1	May-21
L60904/N3	Chlordane Remediation - 20 Substations	\$ 6.5	Jun-21
L60904/N6	Smithtown Viaduct Remediation	\$ 3.2	Jun-21
L70304/WU	JAMAICA CAPACITY IMPROVEMENTS PH 2	\$ 42.5	Jun-21
L70204/U9	Jamaica Station - Planning & Engineering	\$ 10.0	Jul-21
G70901/34	Protect Locomotives	\$ 12.1	Aug-21
L70206/VN	PENN STATION - 33RD STREET CORRIDOR	\$ 172.0	Aug-21
EL0502/ZC	Long Beach Branch - Systems Restoration	\$ 70.9	Sep-21
L60304/TU	Jamaica Capacity Improvements - Phase One	\$ 301.7	Oct-21
L60701/AS	Penn Station Substation Replacement	\$ 38.2	Dec-21
L70101/ME	M-9 PROCUREMENT	\$ 368.8	Dec-21
L70206/VS	MOYNIHAN TRAIN HALL	\$ 114.0	Dec-21
EL0603/ZS	Long Island City Yard Resiliency - CR	\$ 20.5	Jan-22
L70502/LP	LIGHTNING PROTECTION	\$ 5.0	Jan-22
L70701/XB	SUBSTATION COMPONENTS	\$ 40.2	Feb-22
L70701/XA	SUBSTATION REPLACEMENTS	\$ 22.9	Mar-22
L60601/YL	Port Washington Yard Reconfiguration	\$ 12.8	Jun-22
EL0603/ZP	West Side Yard & East River Tunnel Mitigation	\$ 94.5	Jul-22
L70701/XU	Substation Repl Pkg 2: Construction	\$ 36.2	Aug-22

**Long Island Rail Road
2019-23 Completions**

ACEP	Project Description	Project Amount (\$ in Mil)	Planned Completion Date
EL0602/ZD	West Side Storage Yard Restoration	\$ 43.5	Sep-22
L70502/LN	BABYLON TO PATCHOGUE	\$ 48.0	Sep-22

**Metro-North Railroad
2019-23 Completions**

ACEP	Project Description	Project Amount (\$ in Mil)	Planned Completion Date
M503-02-18	Systemwide Flood Control	\$ 1.9	Jan-19
M702-02-01	Harlem - 125th Street Improvements	\$ 3.8	Jan-19
M606-01-01	Harmon Shop Improvements	\$ 315.6	Feb-19
EM03-03-01	Specialized Equipment (Resiliency)	\$ 6.0	Feb-19
M605-01-01	Substation Bridge 23 - Construction	\$ 63.2	Mar-19
M706-01-02	Harmon Wheel True Improvements	\$ 2.0	Apr-19
M603-01-02	Turnouts - Mainline/High Speed	\$ 60.5	Apr-19
M602-01-08	GCT Utilities	\$ 48.1	Apr-19
EM05-02-06 / EM04-02-05	Power Infrastructure Restoration-Phase 1	\$ 157.4	May-19
EM03-02-02	Right of Way Restoration: Various Locations	\$ 8.0	Jun-19
EM05-02-08	Power Infrastructure Restoration-Substations	\$ 45.7	Nov-19
M605-01-03	Harlem & Hudson Lines Power Improvements	\$ 43.8	Nov-19
M604-01-01/ M704-01-03	Positive Train Control	\$ 114.6	Dec-19
M703-01-02	Cyclical Repl. Insulated Joint	\$ 2.0	Jan-20
M604-01-18	Harlem & Hudson Wayside Communication & Signal Systems	\$ 8.1	Jan-20
M603-02-12	Overhead Bridge Program - E of H	\$ 20.5	Jan-20
M608-01-02	Environmental Remediation	\$ 0.5	Jan-20
M708-01-04	Independent Engineer	\$ 8.0	Jan-20
M704-01-09	Fire Suppression Systems	\$ 0.8	Jan-20
M502-02-11	System Wide Vending Machines	\$ 0.6	Jan-20
M705-01-02	Transformer Rehabilitation	\$ 3.2	Jan-20
M602-02-03	Harlem Line Station Renewal	\$ 4.1	Jan-20
M503-02-12	Clearance Inventory and Video	\$ 2.2	Jan-20
M608-01-01	Systemwide Lead/Asbestos Abatement	\$ 0.3	Jan-20
M704-01-07	Replace High Cycle Relays	\$ 0.8	Jan-20
M604-01-04	Replace Field code System - Mott Haven	\$ 1.4	Jan-20
EM05-02-09	Power Infrastructure Restoration-HRLB	\$ 7.7	Jan-20
M606-01-03	Other Shops/Yards Renewal	\$ 7.2	Jan-20
M703-02-07	Bridge Walkways	\$ 2.0	Feb-20
M708-01-02	Environmental Remediation	\$ 1.6	Feb-20
M702-02-06	Station Building Rehabilitation	\$ 2.3	Feb-20
M703-01-06	Turnouts - Yards/Sidings	\$ 5.2	Feb-20
M704-01-02	Harmon to Poughkeepsie SignalSystem **	\$ 87.1	Feb-20
M704-01-12	Harlem Wayside Comm & Signal Improvements	\$ 63.8	Mar-20
M704-01-06	Upgrade Grade Crossings	\$ 1.5	Mar-20
M705-01-08	Replace 3rdRail SectionalizingSwitches	\$ 0.4	Mar-20
M708-01-11	EAM Reserve	\$ 13.1	Apr-20
E614-03-03	16TSGHarlem River Lift Bridge	\$ 16.3	May-20
M703-01-05	GCT Turnouts/Switch Renewal	\$ 24.9	May-20
M708-01-12	Harlem River Lift Bridge Security	\$ 3.5	May-20
M703-03-05	West of Hudson Improvements	\$ 3.5	Jun-20
M703-01-12	2019 Cyclical Track Program	\$ 24.7	Aug-20
N611-01-03	MTA Biltmore Room Connection	\$ 21.8	Aug-20
M604-01-02	West of Hudson Signal Improvements	\$ 67.6	Oct-20
M704-01-01	Network Infrastructure Replacement	\$ 43.5	Oct-20
M704-01-11	West of Hudson Signal Improvements	\$ 21.1	Oct-20
M702-02-16	Port Jervis Station Improvements	\$ 2.5	Nov-20
M703-02-11	ROW Fencing	\$ 1.0	Nov-20
M702-01-06	GCT Elevator Imprvmnts-Final Phase	\$ 7.2	Dec-20
M604-01-01	Positive Train Control	\$ 480.6	Dec-20
M703-02-06	Railtop Culverts	\$ 3.4	Dec-20
M705-01-10	Park Avenue Tunnel Alarm	\$ 22.0	Dec-20
M703-02-02	Bridge Preservation Program	\$ 0.8	Dec-20
M704-01-05	PBX Replacement	\$ 2.0	Dec-20
M404-01-07	Optimize Signal Relay Circuits	\$ 2.6	Dec-20
M705-01-03	ReplaceAC Circuit Breaker/Switchgear	\$ 3.9	Dec-20
M702-02-10	Enhanced Station Initiative, 5 Stations	\$ 135.6	Dec-20
M601-01-02	M-8 New Haven Line Purchase	\$ 1,408.6	Jan-21
M702-02-07	Customer Communication	\$ 83.8	Jan-21
M703-02-08	Replace Timbers - Undergrade Bridges	\$ 5.0	Feb-21
EM04-02-06	Comm & Signal Infrastructure Restoration Phase 2	\$ 34.2	Mar-21

**Metro-North Railroad
2019-23 Completions**

ACEP	Project Description	Project Amount (\$ in Mil)	Planned Completion Date
EM05-02-10	Power Infrastr Restoration-Remote Terminal Houses	\$ 1.3	Mar-21
EM05-02-07	Power Infrastructure Restoration-Phase 2	\$ 71.5	Mar-21
M703-02-10	Hudson Line Tunnels Inspection	\$ 0.8	Mar-21
M708-01-09	GCT/ESA Unified Trash Facility	\$ 20.1	Mar-21
M705-01-09	Replace Substations 128 and 178 **	\$ 3.4	Mar-21
EM04-03-01	Power and Signal Mitigation	\$ 27.7	Mar-21
EM04-03-02	Hudson Line Power and Signal Resiliency	\$ 33.3	Mar-21
M708-01-13	Customer Communication-CM	\$ 12.8	May-21
M703-03-03	Undergrade Bridge Rehabilitation	\$ 15.0	Jun-21
M705-01-06	Three Substation Replacements **	\$ 10.5	Jun-21
M702-03-01	Strategic Facilities **	\$ 21.8	Jun-21
M705-01-05	Harlem & Hudson Power Improvements	\$ 24.8	Jun-21
M703-01-09	Purchase MoW Equipment	\$ 22.1	Jun-21
M703-03-01	Rock Slope Remediation West of Hudson	\$ 13.8	Jul-21
M502-02-06	Station Building Rehabilitation	\$ 11.3	Jul-21
M701-01-01	Locomotive Purchase	\$ 236.2	Jul-21
M703-01-03	Rock Slope Remediation East of Hudson	\$ 18.6	Jul-21
M702-02-15	Beacon & Southeast Improvements	\$ 24.0	Aug-21
M702-02-17	Purdy's Elevator Improvements	\$ 3.0	Aug-21
M602-02-08	Customer Communications/Connectivity Improve	\$ 16.8	Sep-21
EM04-03-01	Power and Signal Mitigation	\$ 22.3	Sep-21
M703-01-07	Rebuild Retaining Walls	\$ 7.5	Oct-21
M702-02-03	Upper Hudson Station Improvements	\$ 3.1	Oct-21
M702-01-07	GCT PA Head End and VIS Systems	\$ 62.6	Oct-21
M705-01-04	Harlem & Hudson Power Rehabilitation	\$ 15.0	Nov-21
EM05-02-11	MNR Power Restoration Reserve	\$ 22.1	Dec-21
M706-01-04	West of Hudson Yard Improvements	\$ 16.4	Dec-21
M702-03-02	Mentoring Program - Strategic Facilities	\$ 1.1	Dec-21
M703-01-04	Turnouts - Mainline/High Speed **	\$ 51.5	Dec-21
M703-02-09	Harlem River Lift Bridge	\$ 10.0	Dec-21
M708-01-10	Systemwide Security Initiatives	\$ 17.4	Dec-21
M706-01-04	West of Hudson Yard Improvements	\$ 9.7	Dec-21
M503-02-06	Overhead Bridge Program-E of H (MNR Share)	\$ 18.7	Jan-22
M703-01-11	2018 Cyclical Track Program	\$ 21.7	Jan-22
M703-01-10	2017 Cyclical Track Program	\$ 3.0	Jan-22
M702-02-14	East of Hudson Station Priority Repairs	\$ 11.9	Mar-22
M603-02-10	Replace/Repair Undergrade Bridges Program	\$ 24.7	Apr-22
M702-01-03	GCT Platform Rehabilitation	\$ 2.7	Apr-22
M703-03-04	Moodna/Woodbury Viaduct (incl timbers/walkways)	\$ 14.0	May-22
M702-01-02	Park Av Tunnel Fire&LifeSafetyImpvmts	\$ 5.0	Jul-22
M702-02-11	Customer Communication-Systems	\$ 17.3	Jul-22
M702-02-08	New Fare Payment	\$ 8.9	Sep-22
M706-01-01	Harmon Shop Replacement - Phase V	\$ 439.6	Oct-22
M703-02-12	Catenary Painting	\$ 1.0	Dec-22

**MTA Bus
2019-23 Completions**

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

**MTA Police Department
2019-23 Completions**

ACEP	Project Description	Project Amount (\$ in Mil)	Planned Completion Date
E6100102	S. I. District Office	\$ 10.4	Jun-20
N7100101	Public Radio Phase 3	\$ 4.0	Jan-21
E6100104	MTAPD Radio Project Monopoles	\$ 3.0	Dec-19
N5100109	MTAPD Radio Project Design/Build - AAT	\$ 7.7	Sep-20
N5100109	Public Safety Radio	\$ 7.5	Dec-20
N5100109	Public Safety Radio	\$ 16.8	Oct-20
N7100101	Radio Project Phase 3	\$ 6.5	Sep-20
N7100101	Radio Project Phase 3	\$ 1.3	Oct-20
N7100105	Program Management	\$ 0.1	Apr-19
E6100102	SI County district Office	\$ 0.1	Feb-19

**MTA Capital Construction
2019-23 Completions**

ACEP	Project Description	Project Amount (\$ in Mil)	Planned Completion Date
G7090124	B-C Approach (CH058A)	\$ 68.7	Mar-21
G7090142	GCT Caverns (CM007)	\$ 712.0	Mar-20
G7090159	Harold Track Work Part 3 (CH057D)	\$ 16.3	May-19
G6140103	Harold Track Work Part 3 (CH057D)	\$ 80.9	May-19
G6090137	System Packaging 3 (VS086)	\$ 21.8	Feb-21
G6090146	GCT Concourse & Facilities (CM014B)	\$ 426.2	Sep-20
G6140107	GCT Concourse & Facilities (CM014B)	\$ 1.6	Sep-20
G7090160	GCT Concourse & Facilities (CM014B)	\$ 15.0	Sep-20
N6110103	GCT Concourse & Facilities (CM014B)	\$ 15.1	Sep-20
L70204UW	GCT Concourse & Facilities (CM014B)	\$ 8.7	Sep-20
M7020101	GCT Concourse & Facilities (CM014B)	\$ 1.1	Sep-20
M7080109	GCT Concourse & Facilities (CM014B)	\$ 16.1	Sep-20
G7090121	Mid-Day Storage Yard Facility (CQ033)	\$ 315.9	Nov-20
G6140105	Mid-Day Storage Yard Facility (CQ033)	\$ 3.7	Nov-20
G7140121	Mid-Day Storage Yard Facility (CQ033)	\$ 0.1	Nov-20
L70401BT	Mid-Day Storage Yard Facility (CQ033)	\$ 5.3	Nov-20
G6090143	Traction Power Systems (CS084)	\$ 79.7	Apr-21
G7090136	Systems Package 2 - Systems (CS086)	\$ 60.9	Feb-21
G6090135	Systems Package 1 - Facilities (CS179)	\$ 368.5	Nov-21
G7090135	Systems Package 1 - Facilities (CS179)	\$ 238.5	Nov-21

MTA Bridges & Tunnels
2019-23 Completions

ACEP	Project Description	Project Amount (\$ in Mil)	Planned Completion Date
D703AW52	Traffic Detection/Incident Management Systems	\$ 0.2	Feb-19
D701TN53	Approach Viaduct Seismic Retrofit/Structural Rehab	\$ 3.8	Jun-19
D703CB63	Open Road Tolling Initiative at CBB	\$ 2.9	Jun-19
D703MP63	Open Road Tolling Initiative at MPP	\$ 3.8	Jun-19
D703VN63	Open Road Tolling Initiative at VNB	\$ 0.2	Jun-19
D702RK65	Reconstruct Manhattan Toll Plaza Structure & Ramps	\$ 21.3	Jul-19
D505QM02	QM01 Ph.5 Rehabilitation [SBMP]**	\$ 1.6	Aug-19
D701RK22	Interim Repairs - FDR Ramp	\$ 14.2	Aug-19
D704AW67	Overheight Vehicle Detection Systems	\$ 4.8	Aug-19
D704AW67	Overheight Vehicle Detection Systems	\$ 5.5	Aug-19
D701VN34	Main Cable & Suspender Rope Testing - Phase 1	\$ 18.1	Dec-19
D704TN27	Service Building Alarm Systems & Upgrades [SBDP]	\$ 0.9	Dec-19
D701HH89	Skewback Retrofit	\$ 85.7	Jan-20
D704RK21	Install Fire Standpipe/Upgrade Protection System	\$ 19.4	Jan-20
D704RK07	Electrical/Mechanical Rehab of HR Lift Span	\$ 30.9	May-20
D701BW14	Miscellaneous Structural Rehabilitation	\$ -	Sep-20
D704AWX3	Bridge Structural Health Monitoring Initiatives	\$ 1.0	Sep-20
D704AWX3	Bridge Structural Health Monitoring Initiatives	\$ 1.0	Sep-20
D701VN89	Tower Pier Rehab/Construct Mooring Platform	\$ 31.4	Oct-20
D703BW63	Open Road Tolling Initiative at BWB	\$ 10.5	Oct-20
D703TN63	Open Road Tolling Initiative at TNB	\$ 13.1	Oct-20
D704HC64	Brooklyn Service Building Electrical Rehab.	\$ 5.7	Oct-20
D704VN30	Elevator Rehabilitation	\$ 5.1	Oct-20
D701RK20	Cable Inspection and Rehabilitation	\$ 8.7	Dec-20
D704RK60	Install Electronic Monitoring & Detection Systems	\$ 45.5	Dec-20
D703HH88	Toll Plazas & Southbound Approach Reconstruction	\$ 73.0	May-21
D704HC30	Installation of Smoke Detection/Alarm Systems	\$ 9.1	May-21
D704HH13	Replacement of Facility Lighting System	\$ 10.0	May-21
D704QM91	Installation of Smoke Detection/Alarm Systems	\$ 9.5	May-21
D701VN10	Anchorage & Piers Rehabilitation and Sealing	\$ 38.5	Jun-21
D704BW39	Install Electronic Monitoring & Detection Systems	\$ 29.9	Jun-21
D701CB18	CB Scour Protect/Repair/Replace CB/MP Pier Fender	\$ 55.2	Dec-21
D702RK23	Construction of New Harlem River Drive Ramp	\$ 80.0	Dec-21
D704QM81	Rehab of Tunnel Controls & Communication Systems	\$ 30.3	Dec-21
D704HC07	Rehabilitation of HCT Ventilation Systems	\$ 74.3	Mar-22
D704RK66	Relocation of 13KV Substation	\$ 21.8	Mar-22
D701BW07	Fender Protection around Tower Piers (Const)	\$ 21.5	Jun-22
D702VN11	Brooklyn Approach Reconstruction	\$ 20.6	Jun-22
D704BW32	Installation of Fire Standpipe Connections	\$ 4.7	Jun-22
D701HH07	Structural Rehabilitation	\$ 16.5	Oct-22
D707HH30	Replacement of HHB Overcoat System	\$ 15.1	Oct-22
D701VN32	Steel Repair & Concrete Rehabilitation	\$ 23.9	Dec-22
D707VN49	Paint Suspended Span Upper & Lower Level Steel	\$ 31.4	Dec-22

**OPERATING IMPACTS EXCEEDING \$1 MILLION
FOR CAPITAL PROJECTS REACHING BENEFICIAL USE 2019-2023**

NEW YORK CITY TRANSIT CAPITAL PROJECTS

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

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

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

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

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

LONG ISLAND RAIL ROAD CAPITAL PROJECTS

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

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

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

METRO-NORTH RAILROAD CAPITAL PROJECTS

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

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

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

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

MTA POLICE DEPARTMENT CAPITAL PROJECTS

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

MTA SYSTEM-WIDE CAPITAL PROJECTS

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

V. Agency Financial Plans

Bridges and Tunnels

MTA BRIDGES AND TUNNELS
2020 Preliminary Budget
July Financial Plan 2020–2023

Financial Overview

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

Cashless Tolling

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

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

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

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

Central Business District Tolling Program

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

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

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

Fare Evasion Task Force

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

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

2019 Mid-Year Forecast

In the 2019 Mid-Year Forecast, a total of \$1,572.8 million is projected in baseline operating income compared to \$1,429.8 million in the 2019 Adopted Budget, an increase of \$143.0 million.

Total revenue is forecast at \$2,130.7 million, which is \$102.9 million greater than the Adopted Budget primarily due to additional toll revenue resulting from the higher than forecast toll increase implemented on March 31st and actual favorable traffic trends through May. Toll revenue accounts for 98% of all revenues and is projected at \$2,088.2 million in the Mid-Year Forecast compared to \$1,983.6 million in the Adopted Budget.

The 2019 Mid-Year Forecast includes expenses totaling \$557.9 million before depreciation and GASB adjustments. Labor costs are nearly \$282.2 million and non-labor costs are nearly \$275.8 million. Total expenses are \$40.1 million below the Adopted Budget.

Labor expenses have been reduced by \$14.2 million. Lower Payroll, Health and Welfare, and Other Fringe Benefits combined are \$22.3 million lower primarily due to vacancies that are expected to remain unfilled through the end of the year. Additional savings include \$1.2 million in reduced Overtime required for capital projects and another \$1.2 million resulting from defined medical plan rate re-estimates for OPEB Current Payments. Partially offsetting these savings are \$10.8 million in higher Pension costs based on revised projections issued by the New York City Office of the Actuary.

Non-labor expenses have been lowered by \$25.9 million. Most of these savings will be realized through a Budget Reduction Program (BRP) totaling \$17.3 million annually beginning in 2019. The BRP is comprised of cost reductions across cashless tolling operations and various maintenance areas, the details of which are described in the Summary of Major Plan-to-Plan Changes section. Additional savings beyond the BRP include \$4.6 million in lower Professional Service Contracts primarily due to reduced consulting costs, and \$2.4 million in combined savings resulting from rate and policy re-estimates for electric power, fuel, and insurance.

Total Support to Mass Transit is \$1,098.8 million compared to \$979.5 million in the 2019 Adopted Budget, an increase of \$119.2 million which is the net result of \$143.0 million more in baseline operating income (\$102.9 million more revenue and over \$40.1 million fewer expenses), partially offset by higher Capitalized Assets of \$17.0 million due to programmatic timing, and higher B&T Debt Service of \$6.7 million.

In 2019, total planned year-end headcount is 1,499, including 87 capital reimbursable full-time equivalents, which is unchanged from the Adopted Budget.

2020 Preliminary Budget - Baseline

In the 2020 Preliminary Budget, a total of \$1,577.4 million is projected in baseline operating income compared to \$1,431.1 million in the February Financial Plan, an increase of \$146.3 million.

Total revenue is budgeted at \$2,164.4 million, which is \$129.3 million greater than the Adopted Budget primarily due to higher toll revenue resulting from the higher than forecast toll increase implemented on March 31st, 2019, and baselining the favorable actual traffic trends experienced through May 2019. Toll revenue is projected at \$2,121.4 million for the 2020 Preliminary Budget compared to \$1,990.4 million in the February Financial Plan.

Expenses before depreciation and GASB adjustments total \$587.0 million and are comprised of \$305.7 million in labor expenses and \$281.3 million in non-labor costs. Overall expenses are \$17.0 million below the February Financial Plan primarily due to the \$17.3 million in recurring non-labor savings identified in the Budget Reduction Program, which is detailed in the Summary of Major Plan-to-Plan Changes section.

Total Support to Mass Transit is \$1,155.8 million in the 2020 Preliminary Budget compared to \$1,039.6 million in the February Financial Plan, an increase of \$116.2 million resulting from the net of \$146.3 million more in baseline operating income (\$129.3 million more revenue and \$17.0 million fewer expenses), partially offset by higher Capitalized Assets of \$2.0 million due to programmatic timing, and higher B&T Debt Service of \$28.1 million.

In 2020, total headcount is budgeted at 1,505, including 87 capital reimbursable full-time equivalents, which is unchanged from the Adopted Budget.

2021-2023 Projections

The 2021 projection for baseline operating income is \$1,568.1 million compared to \$1,423.0 million in the February Financial Plan. This consists of \$2,172.4 million in revenues less \$604.3 million in expenses. The expenses are comprised of nearly \$312.2 million in labor costs and nearly \$292.1 million in non-labor expenses.

The 2022 projection for baseline operating income is \$1,550.8 million compared to \$1,402.7 million in the February Financial Plan. This consists of \$2,173.0 million in revenues, offset by \$622.2 million in expenses. The expenses are comprised of \$317.4 million in labor costs and \$304.8 million in non-labor expenses.

In 2023, the projection for baseline operating income is \$1,550.0 million. This consists of over \$2,175.4 million in revenues, offset by nearly \$625.5 million in expenses. The expenses are comprised of \$321.1 million in labor costs and \$304.4 million in non-labor expenses.

Total headcount is planned at 1,505 in 2021 and 2022, and at 1,511 om 2023, including 87 capitally-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 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
<u>Non-Reimbursable</u>						
Operating Revenue						
Toll Revenue	\$1,975.663	\$2,088.195	\$2,121.410	\$2,128.937	\$2,128.998	\$2,130.935
Other Operating Revenue	23.921	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	2.603	1.240	1.240	1.240	1.240	1.240
Total Revenues	\$2,002.186	\$2,108.371	\$2,141.586	\$2,149.114	\$2,149.175	\$2,151.112
Operating Expense						
<u>Labor:</u>						
Payroll	\$119.588	\$120.770	\$141.585	\$144.013	\$146.948	\$150.220
Overtime	23.676	27.347	27.895	28.455	29.026	29.606
Health and Welfare	26.866	30.454	32.112	33.411	34.916	36.495
OPEB Current Payments	21.672	22.999	24.387	25.500	26.783	27.685
Pension	36.465	46.427	43.037	43.644	40.997	37.485
Other Fringe Benefits	21.175	19.536	21.694	21.879	23.087	23.635
Reimbursable Overhead	(6.328)	(7.720)	(7.874)	(8.032)	(8.192)	(8.356)
Total Labor Expenses	\$243.114	\$259.813	\$282.837	\$288.870	\$293.564	\$296.770
<u>Non-Labor:</u>						
Electric Power	\$4.474	\$5.074	\$5.209	\$5.381	\$5.598	\$5.947
Fuel	1.960	1.931	1.950	1.880	1.840	1.872
Insurance	11.755	11.254	11.876	12.581	13.194	13.861
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	152.519	164.785	165.698	174.234	184.112	180.135
Professional Services Contracts	39.620	39.533	41.787	41.864	43.305	45.173
Materials and Supplies	4.550	3.744	3.824	3.913	4.008	4.105
Other Business Expenses	43.273	49.432	50.963	52.252	52.773	53.294
Total Non-Labor Expenses	\$258.150	\$275.753	\$281.307	\$292.105	\$304.831	\$304.387
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$501.265	\$535.567	\$564.144	\$580.974	\$598.394	\$601.157
Depreciation	\$148.686	\$151.977	\$158.779	\$169.848	\$181.689	\$194.355
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	41.265	40.094	33.900	36.023	38.150	38.814
GASB 68 Pension Expense Adjustment	(8.968)	(17.838)	(13.597)	(13.153)	(9.456)	(4.896)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$682.247	\$709.800	\$743.227	\$773.693	\$808.777	\$829.430
Less: Depreciation	148.686	151.977	158.779	169.848	181.689	194.355
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Exp Adjustment	41.265	40.094	33.900	36.023	38.150	38.814
GASB 68 Pension Exp Adjustment	(8.968)	(17.838)	(13.597)	(13.153)	(9.456)	(4.896)
Total Expenses	\$501.265	\$535.567	\$564.144	\$580.974	\$598.394	\$601.157
Net Surplus/(Deficit)	\$1,500.922	\$1,572.805	\$1,577.442	\$1,568.139	\$1,550.780	\$1,549.955

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

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

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

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Non-Reimbursable / Reimbursable						
Page 1 of 2						
Operating Revenue						
Toll Revenue	\$1,975.663	\$2,088.195	\$2,121.410	\$2,128.937	\$2,128.998	\$2,130.935
Other Operating Revenue	23.921	18.936	18.936	18.936	18.936	18.936
Capital and Other Reimbursements	21.175	22.345	22.826	23.317	23.817	24.328
Investment Income	2.603	1.240	1.240	1.240	1.240	1.240
Total Revenues	\$2,023.362	\$2,130.717	\$2,164.412	\$2,172.430	\$2,172.992	\$2,175.439
Operating Expense						
Labor:						
Payroll	\$128.404	\$129.447	\$150.435	\$153.040	\$156.155	\$159.611
Overtime	24.007	28.174	28.763	29.364	29.977	30.601
Health and Welfare	29.010	32.321	34.017	35.354	36.898	38.517
OPEB Current Payments	21.672	22.999	24.387	25.500	26.783	27.685
Pension	38.807	48.648	45.309	45.967	43.373	39.915
Other Fringe Benefits	22.390	20.570	22.752	22.962	24.194	24.768
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$264.290	\$282.159	\$305.663	\$312.187	\$317.381	\$321.097
Non-Labor:						
Electric Power	\$4.474	\$5.074	\$5.209	\$5.381	\$5.598	\$5.947
Fuel	1.960	1.931	1.950	1.880	1.840	1.872
Insurance	11.755	11.254	11.876	12.581	13.194	13.861
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	152.519	164.785	165.698	174.234	184.112	180.135
Professional Services Contracts	39.620	39.533	41.787	41.864	43.305	45.173
Materials and Supplies	4.550	3.744	3.824	3.913	4.008	4.105
Other Business Expenses	43.273	49.432	50.963	52.252	52.773	53.294
Total Non-Labor Expenses	\$258.150	\$275.753	\$281.307	\$292.105	\$304.831	\$304.387
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$522.440	\$557.912	\$586.971	\$604.291	\$622.212	\$625.484
Depreciation	\$148.686	\$151.977	\$158.779	\$169.848	\$181.689	\$194.355
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	41.265	40.094	33.900	36.023	38.150	38.814
GASB 68 Pension Expense Adjustment	(8.968)	(17.838)	(13.597)	(13.153)	(9.456)	(4.896)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$703.423	\$732.146	\$766.053	\$797.010	\$832.594	\$853.758
Less: Depreciation	148.686	151.977	158.779	169.848	181.689	194.355
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Exp Adjustment	41.265	40.094	33.900	36.023	38.150	38.814
GASB 68 Pension Exp Adjustment	(8.968)	(17.838)	(13.597)	(13.153)	(9.456)	(4.896)
Total Expenses	\$522.440	\$557.912	\$586.971	\$604.291	\$622.212	\$625.484
Net Surplus/(Deficit)	\$1,500.922	\$1,572.805	\$1,577.442	\$1,568.139	\$1,550.780	\$1,549.955

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

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Non-Reimbursable / Reimbursable						
Page 2 of 2						
Net Surplus/(Deficit)	\$1,500.922	\$1,572.805	\$1,577.442	\$1,568.139	\$1,550.780	\$1,549.955
<u>Deductions from Income:</u>						
Less: Capitalized Assets	\$9.684	\$41.710	\$29.090	\$21.895	\$22.427	\$22.965
B&T Capital Reserves	(0.793)	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000	0.000
Adjusted Net Surplus/(Deficit)	\$1,492.031	\$1,531.095	\$1,548.352	\$1,546.244	\$1,528.353	\$1,526.990
Less: Debt Service	\$667.808	\$675.747	\$708.409	\$730.236	\$737.742	\$818.845
Less: Contribution to the Capital Program	119.664	132.981	56.623	13.878	0.000	0.000
Income Available for Distribution	\$704.559	\$722.367	\$783.320	\$802.131	\$790.611	\$708.145
<u>Distributable To:</u>						
MTA - Investment Income	\$2.603	\$1.240	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Distributable Income	411.822	419.250	449.758	458.743	450.722	415.060
NYCT - Distributable Income	290.135	301.877	332.322	342.147	338.649	291.844
Total Distributable Income	\$704.559	\$722.367	\$783.320	\$802.131	\$790.611	\$708.145
<u>Actual Cash Transfers:</u>						
MTA - Investment Income - Prior Year	\$1.477	\$2.603	\$1.240	\$1.240	\$1.240	\$1.240
MTA - Cash Surplus Transfer	404.229	447.592	446.707	457.845	451.524	418.626
NYCT - Cash Surplus Transfer	287.811	314.922	329.277	341.165	338.999	296.525
Total Cash Transfers	\$693.517	\$765.116	\$777.225	\$800.250	\$791.763	\$716.391
SUPPORT TO MASS TRANSIT:						
Total Revenue	\$2,023.362	\$2,130.717	\$2,164.412	\$2,172.430	\$2,172.992	\$2,175.439
Total Expenses Before Non-Cash Liability Adjs.	522.440	557.912	586.971	604.291	622.212	625.484
Net Operating Income	\$1,500.922	\$1,572.805	\$1,577.442	\$1,568.139	\$1,550.780	\$1,549.955
<u>Deductions from Operating Income:</u>						
B&T Debt Service	\$282.391	\$299.354	\$335.971	\$359.998	\$379.325	\$431.255
Contribution to the Capital Program	119.664	132.981	56.623	13.878	0.000	0.000
Capitalized Assets	9.684	41.710	29.090	21.895	22.427	22.965
B&T Capital Reserves	(0.793)	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000
Total Deductions from Operating Income	\$410.946	\$474.045	\$421.684	\$395.771	\$401.752	\$454.220
Total Support to Mass Transit	\$1,089.975	\$1,098.760	\$1,155.758	\$1,172.368	\$1,149.029	\$1,095.735

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

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

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

MTA BRIDGES AND TUNNELS
2020 Preliminary Budget
July Financial Plan 2020–2023
Year-to-Year Changes by Category - Baseline

Toll Revenue

- Toll revenue is forecast at \$2,088.2 million in 2019 and \$2,121.4 million in 2020. Revenue growth in 2020 is primarily based on a full year's impact of the toll increase implemented on March 31st, 2019 and higher paid traffic volume stemming from modest growth in regional employment (See Traffic/Utilization).
- Toll revenue increases to \$2,128.9 million in 2021, \$2,129.0 million in 2022, and \$2,130.9 million in 2023, 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 \$22.3 million in 2019 and grow by approximately \$0.5 million each year through 2023.

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 \$129.4 million in 2019 to \$150.4 million in 2020 primarily due to the filling of 2019 vacancies, contractual step-up increases and inflationary adjustments.
- Thereafter, projected costs grow to \$153.0 million in 2021, \$156.2 million in 2022, and \$159.6 million in 2023 primarily reflecting contractual step-up increases and inflationary adjustments.
- Salaries for most represented employees include contract settlements for increases to compensation earned from 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 reflect wage growth assumptions.

Overtime

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

Health and Welfare/OPEB Current Payments

- In 2020, there is an increase of \$3.1 million from 2019 primarily due to forecast inflation of 6.5% for most defined medical programs and the filling of 2019 vacancies.
- Expenses increase by \$2.4 million in 2021, \$2.8 million in 2021 and \$2.5 million in 2023 primarily reflecting forecast annual medical program inflation of 4.3% in 2021 and 4.8% each year thereafter.

Pension

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

Other Fringe Benefits

- Year-to-year growth in Other Fringe Benefits is generally proportionate to changes in payroll and overtime.
- Other Fringe Benefits range between \$20.6 million in 2019 to \$24.8 million in 2023.

Electric Power

- Electricity costs are based on the most recent rate projections.
- Expenses are estimated at \$5.1 million in 2019 and grow by \$0.2 million on average each year through 2023.

Fuel

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

Insurance

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

Maintenance and Other Operating Contracts

- Expenses are forecast at \$164.8 million in 2019 and grow to \$165.7 million in 2020 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. Expenses subsequently grow to \$174.2 million in 2021 and to \$184.1 million in 2022.
- Cost estimates decline to \$180.1 million in 2023, reflecting current baseline needs adjusted for inflation.

Professional Service Contracts

- Total costs grow from \$39.5 million in 2019 to \$41.8 million in 2020 and to \$41.9 million in 2022 largely due to inflationary adjustments and the timing of consulting costs associated with the development of the Enterprise Asset Management (EAM) program.
- Estimated costs grow to \$45.2 million in 2023 primarily due to Inflationary adjustments.

Materials and Supplies

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

Other Business Expenses

- Year-to-year growth in expenses between 2019 and 2023 averages \$1.0 million annually and is largely due to inflationary adjustments.

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

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Non-Reimbursable									
Operating Revenues									
Toll Revenue	\$2,088.195	\$2,121.410	\$33.215	\$2,128.937	\$7.527	\$2,128.998	\$0.061	\$2,130.935	\$1.937
Other Operating Revenue	18.936	18.936	0.000	18.936	0.000	18.936	0.000	18.936	0.000
Investment Income	1.240	1.240	0.000	1.240	0.000	1.240	0.000	1.240	0.000
Total Revenues	\$2,108.371	\$2,141.586	\$33.215	\$2,149.114	\$7.527	\$2,149.175	\$0.061	\$2,151.112	\$1.937
Operating Expenses									
<u>Labor:</u>									
Payroll	\$120.770	\$141.585	(\$20.815)	\$144.013	(\$2.428)	\$146.948	(\$2.935)	\$150.220	(\$3.272)
Overtime	27.347	27.895	(0.548)	28.455	(0.559)	29.026	(0.571)	29.606	(0.581)
Health and Welfare	30.454	32.112	(1.659)	33.411	(1.299)	34.916	(1.505)	36.495	(1.579)
OPEB Current Payments	22.999	24.387	(1.389)	25.500	(1.112)	26.783	(1.284)	27.685	(0.902)
Pension	46.427	43.037	3.389	43.644	(0.607)	40.997	2.647	37.485	3.511
Other Fringe Benefits	19.536	21.694	(2.157)	21.879	(0.186)	23.087	(1.207)	23.635	(0.548)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(7.720)	(7.874)	0.154	(8.032)	0.157	(8.192)	0.161	(8.356)	0.164
Total Labor Expenses	\$259.813	\$282.837	(\$23.024)	\$288.870	(\$6.033)	\$293.564	(\$4.694)	\$296.770	(\$3.206)
<u>Non-Labor:</u>									
Electric Power	\$5.074	\$5.209	(\$0.135)	\$5.381	(\$0.172)	\$5.598	(\$0.217)	\$5.947	(\$0.349)
Fuel	1.931	1.950	(0.020)	1.880	0.071	1.840	0.040	1.872	(0.032)
Insurance	11.254	11.876	(0.622)	12.581	(0.705)	13.194	(0.613)	13.861	(0.667)
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	164.785	165.698	(0.913)	174.234	(8.536)	184.112	(9.878)	180.135	3.978
Professional Services Contracts	39.533	41.787	(2.254)	41.864	(0.077)	43.305	(1.441)	45.173	(1.868)
Materials and Supplies	3.744	3.824	(0.080)	3.913	(0.089)	4.008	(0.095)	4.105	(0.096)
Other Business Expenses	49.432	50.963	(1.531)	52.252	(1.289)	52.773	(0.522)	53.294	(0.521)
Total Non-Labor Expenses	\$275.753	\$281.307	(\$5.554)	\$292.105	(\$10.797)	\$304.831	(\$12.726)	\$304.387	\$0.444
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$535.567	\$564.144	(\$28.578)	\$580.974	(\$16.830)	\$598.394	(\$17.420)	\$601.157	(\$2.762)
Depreciation	\$151.977	\$158.779	(\$6.802)	\$169.848	(\$11.069)	\$181.689	(\$11.841)	\$194.355	(\$12.666)
GASB 75 OPEB Expense Adjustment	40.094	33.900	(6.194)	36.023	(2.123)	38.150	(2.126)	38.814	(0.665)
GASB 68 Pension Expense Adjustment	(17.838)	(13.597)	(4.241)	(13.153)	(0.444)	(9.456)	(3.697)	(4.896)	(4.560)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$709.800	\$743.227	(\$33.426)	\$773.693	(\$30.466)	\$808.777	(\$35.084)	\$829.430	(\$20.653)
Less: Depreciation	\$151.977	\$158.779	(\$6.802)	\$169.848	(\$11.069)	\$181.689	(\$11.841)	\$194.355	(\$12.666)
GASB 75 OPEB Expense Adjustment	40.094	33.900	6.194	36.023	(2.123)	38.150	(2.126)	38.814	(0.665)
GASB 68 Pension Expense Adjustment	(17.838)	(13.597)	(4.241)	(13.153)	(0.444)	(9.456)	(3.697)	(4.896)	(4.560)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$535.567	\$564.144	(\$28.578)	\$580.974	(\$16.830)	\$598.394	(\$17.420)	\$601.157	(\$2.762)
Net Surplus/(Deficit)	\$1,572.805	\$1,577.442	\$4.637	\$1,568.139	(\$9.303)	\$1,550.780	(\$17.359)	\$1,549.955	(\$0.825)

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

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

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

	Mid-Year Forecast	Preliminary Budget	Change	Change	Change	Change	Change	Change	
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
Non-Reimbursable and Reimbursable									
Operating Revenues									
Toll Revenue	\$2,088.195	\$2,121.410	\$33.215	\$2,128.937	\$7.527	\$2,128.998	\$0.061	\$2,130.935	\$1.937
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	22.345	22.826	0.481	23.317	0.491	23.817	0.500	24.328	0.510
Total Revenues	\$2,130.717	\$2,164.412	\$33.696	\$2,172.430	\$8.018	\$2,172.992	\$0.561	\$2,175.439	\$2.447
Operating Expenses									
Labor:									
Payroll	\$129.447	\$150.435	(\$20.988)	\$153.040	(\$2.605)	\$156.155	(\$3.115)	\$159.611	(\$3.456)
Overtime	28.174	28.763	(0.589)	29.364	(0.601)	29.977	(0.613)	30.601	(0.624)
Health and Welfare	32.321	34.017	(1.696)	35.354	(1.337)	36.898	(1.544)	38.517	(1.619)
OPEB Current Payments	22.999	24.387	(1.389)	25.500	(1.112)	26.783	(1.284)	27.685	(0.902)
Pension	48.648	45.309	3.339	45.967	(0.658)	43.373	2.595	39.915	3.458
Other Fringe Benefits	20.570	22.752	(2.182)	22.962	(0.210)	24.194	(1.233)	24.768	(0.574)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$282.159	\$305.663	(\$23.505)	\$312.187	(\$6.523)	\$317.381	(\$5.194)	\$321.097	(\$3.716)
Non-Labor:									
Electric Power	\$5.074	\$5.209	(\$0.135)	\$5.381	(\$0.172)	\$5.598	(\$0.217)	\$5.947	(\$0.349)
Fuel	1.931	1.950	(0.020)	1.880	0.071	1.840	0.040	1.872	(0.032)
Insurance	11.254	11.876	(0.622)	12.581	(0.705)	13.194	(0.613)	13.861	(0.667)
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	164.785	165.698	(0.913)	174.234	(8.536)	184.112	(9.878)	180.135	3.978
Professional Services Contracts	39.533	41.787	(2.254)	41.864	(0.077)	43.305	(1.441)	45.173	(1.868)
Materials and Supplies	3.744	3.824	(0.080)	3.913	(0.089)	4.008	(0.095)	4.105	(0.096)
Other Business Expenses	49.432	50.963	(1.531)	52.252	(1.289)	52.773	(0.522)	53.294	(0.521)
Total Non-Labor Expenses	\$275.753	\$281.307	(\$5.554)	\$292.105	(\$10.797)	\$304.831	(\$12.726)	\$304.387	\$0.444
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$557.912	\$586.971	(\$29.059)	\$604.291	(\$17.321)	\$622.212	(\$17.920)	\$625.484	(\$3.273)
Depreciation	\$151.977	\$158.779	(\$6.802)	\$169.848	(\$11.069)	\$181.689	(\$11.841)	\$194.355	(\$12.666)
GASB 75 OPEB Expense Adjustment	40.094	33.900	(6.194)	36.023	(2.123)	38.150	(2.126)	38.814	(0.665)
GASB 68 Pension Expense Adjustment	(17.838)	(13.597)	(4.241)	(13.153)	(0.444)	(9.456)	(3.697)	(4.896)	(4.560)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$732.146	\$766.053	(\$33.907)	\$797.010	(\$30.957)	\$832.594	(\$35.584)	\$853.758	(\$21.164)
Less: Depreciation	\$151.977	\$158.779	(\$6.802)	\$169.848	(\$11.069)	\$181.689	(\$11.841)	\$194.355	(\$12.666)
GASB 75 OPEB Expense Adjustment	40.094	33.900	6.194	36.023	(2.123)	38.150	(2.126)	38.814	(0.665)
GASB 68 Pension Expense Adjustment	(17.838)	(13.597)	(4.241)	(13.153)	(0.444)	(9.456)	(3.697)	(4.896)	(4.560)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$557.912	\$586.971	(\$29.059)	\$604.291	(\$17.321)	\$622.212	(\$17.920)	\$625.484	(\$3.273)
Net Surplus/(Deficit)	\$1,572.805	\$1,577.442	\$4.637	\$1,568.139	(\$9.303)	\$1,550.780	(\$17.359)	\$1,549.955	(\$0.825)

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

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
--	------------------------------	-------------------------------	-----------------------	------	-----------------------	------	-----------------------	------	-----------------------

Non-Reimbursable / Reimbursable
Page 2 of 2

Net Surplus/(Deficit)	\$1,572.805	\$1,577.442	\$4.637	\$1,568.139	(\$9.303)	\$1,550.780	(\$17.359)	\$1,549.955	(\$0.825)
------------------------------	--------------------	--------------------	----------------	--------------------	------------------	--------------------	-------------------	--------------------	------------------

Deductions from Income:

Less: Capitalized Assets	\$41.710	\$29.090	\$12.620	\$21.895	\$7.195	\$22.427	(\$0.532)	\$22.965	(\$0.538)
Capitalized Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 45 Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Adjusted Net Surplus/(Deficit)	\$1,531.095	\$1,548.352	\$17.257	\$1,546.244	(\$2.107)	\$1,528.353	(\$17.891)	\$1,526.990	(\$1.363)
---------------------------------------	--------------------	--------------------	-----------------	--------------------	------------------	--------------------	-------------------	--------------------	------------------

Less: Debt Service	\$675.747	\$708.409	(\$32.661)	\$730.236	(\$21.827)	\$737.742	(\$7.506)	\$818.845	(\$81.103)
Less: Contribution to the Capital Program	\$132.981	\$56.623	\$76.358	\$13.878	\$42.745	\$0.000	\$13.878	\$0.000	\$0.000

Income Available for Distribution	\$722.367	\$783.320	(\$15.405)	\$802.131	(\$23.934)	\$790.611	(\$25.397)	\$708.145	(\$82.467)
--	------------------	------------------	-------------------	------------------	-------------------	------------------	-------------------	------------------	-------------------

Distributable To:

MTA - Investment Income	\$1.240	\$1.240	\$0.000	\$1.240	\$0.000	\$1.240	\$0.000	\$1.240	\$0.000
MTA - Distributable Income	419.250	449.758	30.508	458.743	8.986	450.722	(8.021)	415.060	(35.662)
NYCT - Distributable Income	301.877	332.322	30.445	342.147	9.825	338.649	(3.498)	291.844	(46.804)

Total Distributable Income:	\$722.367	\$783.320	\$60.953	\$802.131	\$18.811	\$790.611	(\$11.519)	\$708.145	(\$82.467)
------------------------------------	------------------	------------------	-----------------	------------------	-----------------	------------------	-------------------	------------------	-------------------

Actual Cash Transfers:

MTA - Investment Income - Prior Year	\$2.603	\$1.240	(\$1.363)	\$1.240	\$0.000	\$1.240	\$0.000	\$1.240	\$0.000
MTA - Cash Surplus Transfer	447.592	446.707	(0.884)	457.845	11.138	451.524	(6.320)	418.626	(32.898)
NYCT - Cash Surplus Transfer	314.922	329.277	14.356	341.165	11.887	338.999	(2.166)	296.525	(42.474)

Total Cash Transfers:	\$765.116	\$777.225	\$12.109	\$800.250	\$23.025	\$791.763	(\$8.486)	\$716.391	(\$75.372)
------------------------------	------------------	------------------	-----------------	------------------	-----------------	------------------	------------------	------------------	-------------------

SUPPORT TO MASS TRANSIT:

Total Revenue	\$2,130.717	\$2,164.412	\$33.696	\$2,172.430	\$8.018	\$2,172.992	\$0.561	\$2,175.439	\$2.447
Total Expenses Before Non-Cash Liability Adjs.	557.912	586.971	(29.059)	604.291	(17.321)	622.212	(17.920)	625.484	(3.273)

Net Operating Income:	\$1,572.805	\$1,577.442	\$4.637	\$1,568.139	(\$9.303)	\$1,550.780	(\$17.359)	\$1,549.955	(\$0.825)
------------------------------	--------------------	--------------------	----------------	--------------------	------------------	--------------------	-------------------	--------------------	------------------

Deductions from Operating Income:

B&T Debt Service	\$299.354	\$335.971	(\$36.617)	\$359.998	(\$24.027)	\$379.325	(\$19.327)	\$431.255	(\$51.930)
Contribution to the Capital Program	132.981	56.623	76.358	13.878	42.745	0.000	13.878	0.000	0.000
Capitalized Assets	41.710	29.090	12.620	21.895	7.195	22.427	(0.532)	22.965	(0.538)
Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB Reserves	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Total Deductions from Operating Income:	\$474.045	\$421.684	\$52.361	\$395.771	\$25.913	\$401.752	(\$5.981)	\$454.220	(\$52.469)
--	------------------	------------------	-----------------	------------------	-----------------	------------------	------------------	------------------	-------------------

Total Support to Mass Transit:	\$1,098.760	\$1,155.758	\$56.998	\$1,172.368	\$16.610	\$1,149.029	(\$23.340)	\$1,095.735	(\$53.294)
---------------------------------------	--------------------	--------------------	-----------------	--------------------	-----------------	--------------------	-------------------	--------------------	-------------------

MTA BRIDGES AND TUNNELS
2020 Preliminary Budget
July Financial Plan 2020–2023
Summary of Major Plan-to-Plan Changes

Non-Reimbursable

2019: July Financial Plan vs. February Financial Plan

Revenue

The toll revenue forecast has been revised upward by \$104.6 million due to the toll increase implemented on March 31, 2019 and favorable actual traffic trends through May compared to the Adopted Budget (See Traffic/Utilization).

Expenses

Non-reimbursable expenses are projected to be \$38.4 million below the Adopted Budget. Labor costs are nearly \$12.5 million lower and non-labor expenses are \$25.9 million lower. The following is a brief description of the major variances.

Labor

- Lower Payroll, Health and Welfare, and Other Fringe Benefits costs combined are \$22.0 million lower primarily due to vacancies that are expected to remain unfilled through the end of the year.
- Favorable rate re-estimates for OPEB Current Payments total an additional \$1.2 million.
- These savings are partially offset by \$10.8 million in additional Pension costs resulting from revised projections issued by the NYC Office of the Actuary to NYCERS.

Non-Labor

- B&T's July Financial Plan incorporates a Budget Reduction Program (BRP) that reduces non-labor expenses by \$17.3 million annually beginning in 2019. The program consists of the following elements:
 - In the expectation that operating in a cashless tolling environment would create numerous customer service and revenue protection challenges, B&T has maintained a contingency fund to manage these risks. Now that we have over a year and a half of experience managing these risks we can confidently reduce the amount in the contingency fund by \$7.5 million;
 - The Major Maintenance and Bridge Painting Program, which is funded solely through operating sources, has been reduced by \$6.4 million. Several projects that were planned in this program are eligible for Capital Program funding and will be transferred accordingly. In addition, other projects have been identified that can be deferred, cancelled or have significant scope reductions without compromising B&T's ability to maintain its facilities in a state of good repair;
 - A thorough review of routine maintenance contracts, ranging from de-icing materials to a wide array of roadway materials and facility repair services, has yielded a total of \$2.2 million in combined contract savings;
 - Re-estimates for building occupancy costs have reduced costs by \$1.1 million in this area.
- Additional savings beyond those included in the BRP include:
 - Professional Service Contracts are \$4.6 million lower primarily due to reduced consulting costs across a variety of areas.
 - Approximately \$2.4 million in combined savings will be realized through rate and policy re-estimates for electric power (\$0.9 million), fuel (\$0.5 million) and insurance (\$1.0 million).

Deductions from Operating Income

Capitalized Assets are \$17.0 million higher primarily due to the re-scheduling of projects from 2018.

Reimbursable

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

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

Non-Reimbursable

Revenue

The toll increase implemented on March 31, 2019 and the favorable traffic trends experienced through May have been baselined through the July Plan period, which are the primary factors driving additional toll revenue of \$131.0 million in 2020, \$130.6 million in 2021 and \$130.7 million in 2021.

Expenses

Non-reimbursable expenses decrease by \$15.3 million in 2020, \$14.5 million in 2021, and \$17.3 million in 2022.

Labor

Expenses increase by \$7.0 million in 2020, \$6.5 million in 2021, and \$2.8 million in 2022 due to:

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

Non-Labor

Non-Labor expenses decrease by \$22.3 million in 2020, \$21.0 million in 2021, and \$20.1 million in 2022 based on the following major variances:

- The previously discussed BRP savings of \$17.3 million recur in each year of the financial plan;
- Additional combined annual savings of \$2.4 million to \$2.6 million result from rate and policy re-estimates for electric power, fuel and insurance.

Deductions from Operating Income

Capitalized Assets are higher by \$2.0 million in 2020 based on the timing of non-revenue fleet purchases that were delayed from 2018. Thereafter, estimated costs in this area are essentially the same as in the February Financial Plan with only minor adjustments to incorporate a revised inflation forecast.

Reimbursable

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

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

NON-REIMBURSABLE

	2019	2020	2021	2022
2019 February Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,405.110	\$1,404.043	\$1,401.136	\$1,380.318
Baseline Changes				
Revenue				
Vehicle Toll Revenue	\$104.558	\$131.018	\$130.596	\$130.729
Other Operating Revenue	(0.000)	(0.000)	(0.000)	(0.000)
Investment Income	(0.000)	0.000	0.000	0.000
Total Revenue Changes	\$104.558	\$131.018	\$130.596	\$130.729
Expenses				
<i>Labor:</i>				
Payroll	\$18.948	\$0.000	(\$0.000)	\$0.000
Overtime	0.000	0.000	0.000	0.000
Health and Welfare	1.917	1.469	1.829	2.091
OPEB Current Payment	1.214	0.905	1.184	1.368
Pensions	(10.814)	(9.354)	(9.551)	(6.243)
Other Fringe Benefits	1.233	(0.000)	(0.000)	(0.000)
Reimbursable Overhead	0.000	(0.000)	0.000	0.000
Total Labor Expense Changes	\$12.498	(\$6.980)	(\$6.538)	(\$2.784)
<i>Non-Labor:</i>				
Electric Power	\$0.851	\$0.883	\$0.921	\$0.976
Fuel	0.543	0.506	0.503	0.498
Insurance	0.963	0.997	1.003	1.167
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	18.239	18.869	17.697	16.570
Professional Service Contracts	4.566	0.305	0.255	0.221
Materials & Supplies	0.677	0.698	0.658	0.670
Other Business Expenses	0.103	0.013	0.009	0.007
Total Non-Labor Expense Changes	\$25.943	\$22.271	\$21.047	\$20.108
Total Expenses before Depreciation and GASB Adjs.	\$38.441	\$15.292	\$14.508	\$17.324
Add: Depreciation				
Add: GASB 75 OPEB Expense Adjustment	(\$3.546)	\$0.000	(\$0.000)	\$0.000
Add: GASB 68 Pension Adjustment	27.602	37.181	38.612	40.217
Add: Environmental Remediation	30.413	28.413	29.311	26.677
Total Expenses after Depreciation and GASB Adjs.	\$92.910	\$80.885	\$82.431	\$84.219
Less: Depreciation	(\$3.546)	\$0.000	(\$0.000)	\$0.000
Less: GASB 75 OPEB Expense Adjustment	27.602	37.181	38.612	40.217
Less: GASB 68 Pension Adjustment	30.413	28.413	29.311	26.677
Total Expense Changes	\$38.441	\$15.292	\$14.508	\$17.324
Total Net Surplus/(Deficit) Changes	\$142.999	\$146.309	\$145.104	\$148.053
Deductions from Income				
Capitalized Assets	(\$17.014)	(\$2.000)	\$0.004	(\$0.017)
Total Deductions from Income	(\$17.014)	(\$2.000)	\$0.004	(\$0.017)
Total Adjusted Net Surplus/(Deficit) Changes	\$125.985	\$144.309	\$145.109	\$148.036
2019 July Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,531.095	\$1,548.352	\$1,546.244	\$1,528.353

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

REIMBURSABLE	2019	2020	2021	2022
2019 February Financial Plan - Adjusted Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000
<i>Baseline Changes</i>				
Revenue				
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	(1.701)	(1.701)	(1.701)	(1.701)
Investment Income	0.000	0.000	0.000	0.000
Total Revenue Changes	(\$1.701)	(\$1.701)	(\$1.701)	(\$1.701)
Expenses				
<i>Labor:</i>				
Payroll	(\$0.000)	(\$0.000)	\$0.000	(\$0.000)
Overtime	1.212	1.212	1.212	1.212
Health and Welfare	0.000	(0.000)	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000
Pensions	0.309	0.309	0.309	0.309
Other Fringe Benefits	0.180	0.180	0.180	0.180
Reimbursable Overhead	(0.000)	0.000	(0.000)	(0.000)
Total Labor Expense Changes	\$1.701	\$1.701	\$1.701	\$1.701
<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
Total Non-Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000
Total Expense Changes	\$1.701	\$1.701	\$1.701	\$1.701
Cash Adjustment Changes				
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000
Total Net Surplus/(Deficit) Changes	\$0.000	(\$0.000)	\$0.000	\$0.000
Deductions from Income				
Capitalized Assets	\$0.000	\$0.000	\$0.000	\$0.000
Total Deductions from Income	\$0.000	\$0.000	\$0.000	\$0.000
Total Adjusted Net Surplus/(Deficit) Changes	\$0.000	(\$0.000)	\$0.000	\$0.000
2019 July Financial Plan - Adjusted Net Surplus/(Deficit)	\$0.000	(\$0.000)	\$0.000	\$0.000

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

NON-REIMBURSABLE and REIMBURSABLE	2019	2020	2021	2022
2019 February Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,405.110	\$1,404.043	\$1,401.136	\$1,380.318
Baseline Changes				
Revenue				
Vehicle Toll Revenue	\$104.558	\$131.018	\$130.596	\$130.729
Other Operating Revenue	(0.000)	(0.000)	(0.000)	(0.000)
Capital and Other Reimbursement	(1.701)	(1.701)	(1.701)	(1.701)
Investment Income	(0.000)	0.000	0.000	0.000
Total Revenue Changes	\$102.857	\$129.317	\$128.895	\$129.028
Expenses				
<i>Labor:</i>				
Payroll	\$18.948	(\$0.000)	(\$0.000)	(\$0.000)
Overtime	1.212	1.212	1.212	1.212
Health and Welfare	1.917	1.469	1.829	2.091
OPEB Current Payment	1.214	0.905	1.184	1.368
Pensions	(10.505)	(9.045)	(9.242)	(5.934)
Other Fringe Benefits	1.413	0.180	0.180	0.180
Reimbursable Overhead	0.000	0.000	0.000	0.000
Total Labor Expense Changes	\$14.199	(\$5.279)	(\$4.837)	(\$1.083)
<i>Non-Labor:</i>				
Electric Power	\$0.851	\$0.883	\$0.921	\$0.976
Fuel	0.543	0.506	0.503	0.498
Insurance	0.963	0.997	1.003	1.167
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	18.239	18.869	17.697	16.570
Professional Service Contracts	4.566	0.305	0.255	0.221
Materials & Supplies	0.677	0.698	0.658	0.670
Other Business Expenses	0.103	0.013	0.009	0.007
Total Non-Labor Expense Changes	\$25.943	\$22.271	\$21.047	\$20.108
Total Expenses before Depreciation and GASB Adjs.	\$40.142	\$16.993	\$16.209	\$19.025
Add: Depreciation	(\$3.546)	\$0.000	(\$0.000)	\$0.000
Add: GASB 75 OPEB Expense Adjustment	27.602	37.181	38.612	40.217
Add: GASB 68 Pension Adjustment	30.413	28.413	29.311	26.677
Add: Environmental Remediation	0.000	0.000	0.000	0.000
Total Expenses after Depreciation and GASB Adjs.	\$94.611	\$82.586	\$84.132	\$85.920
Less: Depreciation	(\$3.546)	\$0.000	(\$0.000)	\$0.000
Less: GASB 75 OPEB Expense Adjustment	27.602	37.181	38.612	40.217
Less: GASB 68 Pension Adjustment	30.413	28.413	29.311	26.677
Total Expense Changes	\$40.142	\$16.993	\$16.209	\$19.025
Total Baseline Changes	\$142.999	\$146.309	\$145.104	\$148.053
Deductions from Income				
Capitalized Assets	(\$17.014)	(\$2.000)	\$0.004	(\$0.017)
Total Deductions from Income	(\$17.014)	(\$2.000)	\$0.004	(\$0.017)
Total Adjusted Baseline Changes	\$125.985	\$144.309	\$145.109	\$148.036
2019 July Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,531.095	\$1,548.352	\$1,546.244	\$1,528.353

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

NON-REIMBURSABLE and REIMBURSABLE	2019	2020	2021	2022
2019 February Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,405.110	\$1,404.043	\$1,401.136	\$1,380.318
Non-Reimbursable Major Changes				
Revenue				
Additional toll revenue due to 2.3% toll increase and higher traffic	\$104.558	\$131.018	\$130.596	\$130.729
Sub-Total Non-Reimbursable Revenue Changes	\$104.558	\$131.018	\$130.596	\$130.729
Expenses				
Budget Reduction Program				
Cashless Tolling	\$7.534	\$7.534	\$7.534	\$7.534
Major Maintenance	6.423	6.423	6.423	6.423
Routine Maintenance	2.247	2.247	2.247	2.247
Building Services	1.096	1.096	1.096	1.096
Additional Savings Actions				
Hiring freeze/non-essential promotions	19.198	0.000	0.000	0.000
Enterprise Asset Management (EAM)	4.200	2.000	1.000	0.000
Consulting expenses	2.500	0.000	0.000	0.000
Non-revenue Vehicles	0.901	0.000	0.000	0.000
Travel/Subscriptions/Memberships & Dues/External Training/Food	0.484	0.000	0.000	0.000
Changes in Rates & Related Assumptions:				
Health & Welfare/OPEB	3.131	2.374	3.013	3.459
Insurance	0.963	0.997	1.003	1.167
Electric Power	0.851	0.865	0.902	0.955
Fuel	0.543	0.506	0.503	0.498
Inflation	0.000	0.294	0.034	(0.139)
Pensions	(10.505)	(9.045)	(9.242)	(5.934)
New Need: Timekeeping System Upgrade	(0.224)	0.000	0.000	0.000
2018 Timing Adjustments	(17.915)	(2.000)	0.000	0.000
Sub-Total Non-Reimbursable Expense Changes	\$21.427	\$13.291	\$14.512	\$17.306
Total Non-Reimbursable Major Changes	\$125.985	\$144.309	\$145.108	\$148.035
Reimbursable Major Changes				
Revenue				
Budget Reduction Program				
Reduction in Capital Reimbursements due to reduced OT	(1.701)	(1.701)	(1.701)	(1.701)
Sub-Total Reimbursable Revenue Changes	(\$1.701)	(\$1.701)	(\$1.701)	(\$1.701)
Expenses				
Budget Reduction Program				
Reduce Overtime on Capital Projects	1.701	1.701	1.701	1.701
Sub-Total Reimbursable Expense Changes	\$1.701	\$1.701	\$1.701	\$1.701
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	\$125.985	\$144.309	\$145.108	\$148.035
Cash Adjustment Changes				
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000
Total Net Changes	\$125.985	\$144.309	\$145.108	\$148.035
2019 July Financial Plan - Adjusted Net Surplus/(Deficit)	\$1,531.095	\$1,548.352	\$1,546.244	\$1,528.353

MTA BRIDGES AND TUNNELS
2020 Preliminary Budget
July Financial Plan 2020–2023
Traffic/Utilization

Year-to-Year

In 2019, traffic volume is estimated to reach a record high of 331.3 million crossings based on actual trends through May. The forecast from 2020 through 2023 includes average year-to-year traffic growth of 0.3%, which assumes average annual regional employment growth of 0.3% 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 332.1 million crossings in 2020, 333.8 million in 2021, 334.3 million in 2022 and 335.0 million in 2023.

Plan-to-Plan

Paid traffic volume is estimated to reach a record high of 331.3 million crossings in 2019, which is 7.4 million crossings, or 2.3% above the Adopted Budget level. Actual volume through May was higher than the Adopted Budget forecast by 5.3 million crossings, or 4.0%, primarily due to the continuation of stable gas prices, modest economic improvements and relatively favorable weather. The 2019 forecast calls for an additional 4.4 million crossings from June through December, which is 2.2% above the Adopted Budget level for this period.

The increased volume in 2019 has been baselined through each of year of the July Financial Plan, which drives most of the favorable plan-to-plan variances going forward. Traffic is higher than the February Financial Plan by 7.0 million crossings in 2020, 7.5 million in 2021 and 8.0 million in 2022.

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

Actual	Mid-Year	Preliminary			
2018	Forecast	Budget	2021	2022	2023
	2019	2020			

TRAFFIC VOLUME

Total Traffic Volume

322.289	331.276	332.077	333.816	334.296	334.977
----------------	----------------	----------------	----------------	----------------	----------------

TOLL REVENUE

Toll Revenue

\$1,975.663	\$2,088.195	\$2,121.410	\$2,128.937	\$2,128.998	\$2,130.935
--------------------	--------------------	--------------------	--------------------	--------------------	--------------------

MTA BRIDGES AND TUNNELS
July Financial Plan 2020-2023
2019 Budget Reduction Plan (BRPs) Summary
(\$ in millions)

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

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

Category by Function: Administration

Program: Building Services

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

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

Program Implementation Date: January 2019

When will savings begin?: January 2019

Are these savings recurring?: Yes

Other Issues: None

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

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

Category by Function: Service

Program: Cashless Tolling

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

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

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

Are these savings recurring?: Yes

Other Issues: None

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

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

Category by Function: Maintenance/Operations

Program: Major Maintenance

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

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

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

Other Issues: None

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

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

Category by Function: Maintenance/Operations

Program: Routine Maintenance

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

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

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

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

Category by Function: Reimbursable

Program: Reimbursable BRP

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

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

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

MTA BRIDGES AND TUNNELS
2020 Preliminary Budget
July Financial Plan 2020–2023
Positions

Position Assumptions

Year-to-Year

Year-end headcount is budgeted at 1,499 in 2019. The development plan for the Enterprise Asset Management program requires an additional six positions in 2020, which brings headcount to 1,505, where it remains through 2022. Headcount increases to 1,511 in 2023, when an additional 6 positions are projected for the maintenance and development of Cashless Tolling systems.

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

Plan-to-Plan

Year-end headcount is unchanged from the February Financial Plan.

MTA BRIDGES AND TUNNELS				
July Financial Plan 2020-2023				
Favorable/(Unfavorable)				
Total Position Changes at a Glance				
	2019	2020	2021	2022
2019 February Plan - Total Positions¹	1,499	1,505	1,505	1,505
Total Plan-to-Plan Changes	0	0	0	0
2019 July Plan - Total Positions¹	1,499	1,505	1,505	1,505
Total Year-to-Year Changes, July Plan		(6)	0	0
Total Plan-to-Plan Changes by Reporting Category:				
<i>Non-Reimbursable</i>	0	0	0	0
<i>Reimbursable</i>	0	0	0	0
Total	0	0	0	0
<i>Full-Time</i>	0	0	0	0
<i>Full-Time Equivalents</i>	0	0	0	0
Total	0	0	0	0
<i>By Function Category</i>				
- Administration	1	1	1	1
- Operations	5	5	5	5
- Maintenance	(6)	(6)	(6)	(6)
- Engineering/Capital	0	0	0	0
- Public Safety	0	0	0	0
Total	0	0	0	0
<i>By Occupational Group</i>				
- Managers/Supervisors	1	1	1	1
- Professional/Technical/Clerical	(1)	(1)	(1)	(1)
- Operational Hourlies	0	0	0	0
Total	0	0	0	0
Total Plan-to-Plan Changes by Major Category:				
2019 BRPs²	0	0	0	0
New Needs	0	0	0	0
Change in Reimbursable Positions³	0	0	0	0
Re-estimates & All Other⁴	0	0	0	0
Total	0	0	0	0

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

² Non-Reimbursable only.

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

⁴ Includes Full-time Equivalents .

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

FUNCTION/DEPARTMENT	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Administration						
Executive	8	9	9	9	9	9
Law ⁽¹⁾	13	18	18	18	18	18
CFO ⁽²⁾	23	27	27	27	27	27
Administration	34	40	40	40	40	40
EEO	1	2	2	2	2	2
Total Administration	79	96	96	96	96	96
Operations						
Revenue Management	35	42	42	42	42	42
Operations (Non-Security)	52	57	57	57	57	57
Total Operations	87	99	99	99	99	99
Maintenance						
Maintenance	249	233	233	233	233	239
Operations - Maintainers	161	163	163	163	163	163
Total Maintenance	410	396	396	396	396	402
Engineering/Capital						
Engineering & Construction	149	192	192	192	192	192
Health & Safety	9	10	10	10	10	10
Law ⁽¹⁾	18	22	22	22	22	22
Planning & Budget Capital	26	31	37	37	37	37
Total Engineering/Capital	202	255	261	261	261	261
Public Safety						
Operations (Security)	575	605	605	605	605	605
Internal Security - Operations	35	48	48	48	48	48
Total Public Safety	610	653	653	653	653	653
Total Positions	1,388	1,499	1,505	1,505	1,505	1,511
<i>Non-Reimbursable</i>	1,301	1,412	1,418	1,418	1,418	1,424
<i>Reimbursable</i>	87	87	87	87	87	87
<i>Total Full-Time</i>	1,388	1,499	1,505	1,505	1,505	1,511
<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 2020 - 2023
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Administration						
Managers/Supervisors	30	33	33	33	33	33
Professional/Technical/Clerical	49	63	63	63	63	63
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	79	96	96	96	96	96
Operations						
Managers/Supervisors	53	61	61	61	61	61
Professional/Technical/Clerical	34	38	38	38	38	38
Operational Hourlies (1)	0	0	0	0	0	0
Total Operations Headcount	87	99	99	99	99	99
Maintenance						
Managers/Supervisors	20	31	31	31	31	31
Professional/Technical/Clerical	17	22	22	22	22	28
Operational Hourlies (2)	373	343	343	343	343	343
Total Maintenance Headcount	410	396	396	396	396	402
Engineering / Capital						
Managers/Supervisors	47	62	62	62	62	62
Professional/Technical/Clerical	155	193	199	199	199	199
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	202	255	261	261	261	261
Public Safety						
Managers/Supervisors	161	188	188	188	188	188
Professional/Technical/Clerical	27	37	37	37	37	37
Operational Hourlies (3)	422	428	428	428	428	428
Total Public Safety Headcount	610	653	653	653	653	653
Total Positions						
Managers/Supervisors	311	375	375	375	375	375
Professional/Technical/ Clerical	282	353	359	359	359	365
Operational Hourlies	795	771	771	771	771	771
Total Positions	1,388	1,499	1,505	1,505	1,505	1,511

(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
2020 Preliminary Budget
July Financial Plan 2020-2023

FINANCIAL OVERVIEW

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

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

Below is a list of proposed recurring budget reductions and new needs included in MTACC's 2019 Mid-Year Forecast and July Financial Plan 2020 – 2023 projections:

- Staffing reductions - reduce 18 authorized vacant positions from the Adopted Budget. These vacant positions no longer meet the staffing requirements of existing projects.
- IT Network support for East Side Access – the network will be brought in-house and integrated under MTA IT, streamlining and improving support for projects and field offices.

2019 Mid-Year Forecast

MTACC's 2019 Mid-Year Forecast is projected to be \$40.5 million, reflecting a \$7.0 million decrease from the Adopted Budget and a reduction of 18 positions in the projected staffing level. Labor costs are projected at \$27.2 million, a decrease of \$8.2 million, or 23.2%, with headcount of 163 by year-end. Revised payroll projections, reflecting a reduction in authorized positions and the hiring freeze impact, coupled with the revised timing of project needs, contributed to the decrease in Labor. Non-Labor costs are projected at \$13.3 million, an increase of \$1.2 million, or 9.6%, from the Adopted Budget. The increase is due to the transition and maintenance costs associated with shifting the East Side Access project's IT network to MTA IT.

2020 Preliminary Budget – Baseline

MTACC projects 2020 expenses to be \$43.6 million, which is a decrease of \$3.4 million and 18 positions below the February Financial Plan.

Overall Labor expenses are projected at \$32.9 million, a \$3.5 million decrease or 9.5%, from the February Plan. This is primarily due to the reduction of 18 vacant positions no longer needed to support projects. Non-Labor expenses are projected at \$10.7 million, which is \$0.1 million, or 0.6%, higher than the February Plan.

2021 - 2023 Projections

Expenses are projected at \$44.9 million in 2021, \$46.2 million in 2022 and \$47.5 million in 2023, which reflects a decrease of \$3.4 million annually when compared to the February Plan, caused by the reduction in staffing levels.

Year-end staffing levels of 163 employees remain constant through 2023.

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

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	36.900	40.542	43.638	44.893	46.167	47.521
Total Revenues	\$36.900	\$40.542	\$43.638	\$44.893	\$46.167	\$47.521
Operating Expense						
Labor:						
Payroll	\$17.219	\$18.938	\$22.791	\$23.243	\$23.703	\$24.173
Overtime	0.017	0.000	0.000	0.000	0.000	0.000
Health and Welfare	2.615	3.212	3.999	4.177	4.384	4.600
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.305	2.978	3.641	3.831	4.033	4.245
Other Fringe Benefits	1.615	2.091	2.466	2.537	2.611	2.686
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$23.772	\$27.218	\$32.897	\$33.788	\$34.732	\$35.704
Non-Labor:						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.002	0.002	0.002	0.002	0.002	0.002
Insurance	0.000	0.038	0.043	0.050	0.058	0.067
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.552	3.001	2.914	2.977	3.081	3.188
Professional Services Contracts	9.323	9.908	7.389	7.677	7.888	8.149
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.252	0.375	0.393	0.399	0.406	0.411
Total Non-Labor Expenses	\$13.128	\$13.323	\$10.742	\$11.105	\$11.435	\$11.817
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$36.900	\$40.542	\$43.638	\$44.893	\$46.167	\$47.521
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

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

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	\$36.900	\$40.542	\$43.638	\$44.893	\$46.167	\$47.521
Total Receipts	\$36.900	\$40.542	\$43.638	\$44.893	\$46.167	\$47.521
Expenditures						
<u>Labor:</u>						
Payroll	\$17.219	\$18.938	\$22.791	\$23.243	\$23.703	\$24.173
Overtime	0.017	0.000	0.000	0.000	0.000	0.000
Health and Welfare	2.615	3.212	3.999	4.177	4.384	4.600
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.305	2.978	3.641	3.831	4.033	4.245
Other Fringe Benefits	1.615	2.091	2.466	2.537	2.611	2.686
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$23.772	\$27.218	\$32.897	\$33.788	\$34.732	\$35.704
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.002	0.002	0.002	0.002	0.002	0.002
Insurance	0.000	0.038	0.043	0.050	0.058	0.067
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.552	3.001	2.914	2.977	3.081	3.188
Professional Services Contracts	9.323	9.908	7.389	7.677	7.888	8.149
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.252	0.375	0.393	0.399	0.406	0.411
Total Non-Labor Expenditures	\$13.128	\$13.323	\$10.742	\$11.105	\$11.435	\$11.817
<u>Other Expenditure Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$36.900	\$40.542	\$43.638	\$44.893	\$46.167	\$47.521
Net Cash Balance	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

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

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

MTA CAPITAL CONSTRUCTION COMPANY
2020 Preliminary Budget
July Financial Plan 2020-2023
Year-to-Year Changes by Category - Baseline

Revenue

Capital and Other Reimbursements

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

Expenses

Payroll

- 2020 payroll costs reflect a full-year of staffing levels of 163. As a result, payroll costs are projected to increase by 20.3% as compared to 2019.
- Staffing of 163 remains constant from 2021 to 2023 and reflect CPI-based increases of 2.0% per year.

Other Fringe Benefits

- In 2020, healthcare costs are projected to increase by 24.5%, due to higher payroll costs. Pension and Other Fringe Benefits are projected to increase by 22.3% and 17.9% respectively, for the same reason.
- Overall Benefit expenditures are projected to increase by 4.4%, 4.6%, and 4.6% respectively from 2021 to 2023, as a result of projected benefit and escalation rates from multi-agency payrolls.

Fuel

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

Insurance

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

Maintenance and Other Operating Contracts

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

Professional Service Contracts

- With the anticipated completion of independent compliance services in 2019 and fewer NYCT administrative staff support costs, 2020 Professional Services are expected to decrease by \$2.5 million, or 25.4%.
- Expenditures are projected to increase by \$0.3, \$0.2 and \$0.3 million, respectively, from 2021 to 2023 as the level of engineering and consulting services remain relatively constant to support the workload of assumed capital project activity.

Other Business Expenses

- Expenses will increase by 4.7% due to a full year of 163 staff level positions in 2020.
- From 2021 to 2023, expenditures are projected to remain relatively constant.

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

	Mid-Year Forecast	Preliminary Budget	Change		Change		Change		Change
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
Reimbursable									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	40.542	43.638	3.097	44.893	1.255	46.167	1.273	47.521	1.355
Total Revenues	\$40.542	\$43.638	\$3.097	\$44.893	\$1.255	\$46.167	\$1.273	\$47.521	\$1.355
Operating Expenses									
<u>Labor:</u>									
Payroll	\$18.938	\$22.791	(\$3.853)	\$23.243	(\$0.452)	\$23.703	(\$0.461)	\$24.173	(\$0.470)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	3.212	3.999	(0.787)	4.177	(0.178)	4.384	(0.207)	4.600	(0.217)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.978	3.641	(0.664)	3.831	(0.190)	4.033	(0.202)	4.245	(0.211)
Other Fringe Benefits	2.091	2.466	(0.375)	2.537	(0.072)	2.611	(0.074)	2.686	(0.074)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$27.218	\$32.897	(\$5.679)	\$33.788	(\$0.891)	\$34.732	(\$0.944)	\$35.704	(\$0.972)
<u>Non-Labor:</u>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.002	0.002	0.000	0.002	0.000	0.002	0.000	0.002	0.000
Insurance	0.038	0.043	(0.006)	0.050	(0.007)	0.058	(0.008)	0.067	(0.009)
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.001	2.914	0.087	2.977	(0.063)	3.081	(0.104)	3.188	(0.108)
Professional Services Contracts	9.908	7.389	2.519	7.677	(0.288)	7.888	(0.211)	8.149	(0.261)
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.375	0.393	(0.018)	0.399	(0.006)	0.406	(0.007)	0.411	(0.005)
Total Non-Labor Expenses	\$13.323	\$10.742	\$2.582	\$11.105	(\$0.364)	\$11.435	(\$0.330)	\$11.817	(\$0.382)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$40.542	\$43.638	(\$3.097)	\$44.893	(\$1.255)	\$46.167	(\$1.273)	\$47.521	(\$1.355)
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 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$40.542	\$43.638	(\$3.097)	\$44.893	(\$1.255)	\$46.167	(\$1.273)	\$47.521	(\$1.355)
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

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

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
<u>Cash Receipts and Expenditures</u>									
Receipts									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	40.542	43.638	3.097	44.893	1.255	46.167	1.273	47.521	1.355
Total Receipts	\$40.542	\$43.638	\$3.097	\$44.893	\$1.255	\$46.167	\$1.273	\$47.521	\$1.355
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$18.938	\$22.791	(\$3.853)	\$23.243	(\$0.452)	\$23.703	(\$0.461)	\$24.173	(\$0.470)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	3.212	3.999	(0.787)	4.177	(0.178)	4.384	(0.207)	4.600	(0.217)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	2.978	3.641	(0.664)	3.831	(0.190)	4.033	(0.202)	4.245	(0.211)
Other Fringe Benefits	2.091	2.466	(0.375)	2.537	(0.072)	2.611	(0.074)	2.686	(0.074)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$27.218	\$32.897	(\$5.679)	\$33.788	(\$0.891)	\$34.732	(\$0.944)	\$35.704	(\$0.972)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.002	0.002	0.000	0.002	0.000	0.002	0.000	0.002	0.000
Insurance	0.038	0.043	(0.006)	0.050	(0.007)	0.058	(0.008)	0.067	(0.009)
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.001	2.914	0.087	2.977	(0.063)	3.081	(0.104)	3.188	(0.108)
Professional Services Contracts	9.908	7.389	2.519	7.677	(0.288)	7.888	(0.211)	8.149	(0.261)
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.375	0.393	(0.018)	0.399	(0.006)	0.406	(0.007)	0.411	(0.005)
Total Non-Labor Expenditures	\$13.323	\$10.742	\$2.582	\$11.105	(\$0.364)	\$11.435	(\$0.330)	\$11.817	(\$0.382)
<u>Other Expenditure Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$40.542	\$43.638	(\$3.097)	\$44.893	(\$1.255)	\$46.167	(\$1.273)	\$47.521	(\$1.355)
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION COMPANY
2020 Preliminary Budget
July Financial Plan 2020-2023
Plan-to-Plan Changes by Generic Category

2019: 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 \$40.5 million, a decrease of \$7.0 million, or 14.8%, from the Adopted Budget.

Major changes include:

- **Payroll costs** are projected to decrease by \$5.2 million due to the hiring freeze, timing of project needs as well as the reduction of vacant positions that no longer meet the projects' staffing requirements.
- Overall **Fringe Benefit** costs are projected to decrease by \$2.9 million for the same reasons noted for payroll costs.
- **Professional Services** costs are projected to increase by \$1.7 million primarily due to costs related to the East Side Access project's IT network migrating to the MTA IT department for support and maintenance.
- **Maintenance and Other Operating Contracts** will decrease by \$0.5 million due to revised occupancy escalation assumptions.

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

Revenue

Capital and Other Reimbursements – (explained previously)

Expenses

Overall expenses are projected at \$43.6 million in 2020, \$44.9 million in 2021, and \$46.2 million in 2022, which reflect decreases of \$3.4 million annually when compared to the February Plan.

Major changes include:

- The reduction in the staffing level from 181 to 163 positions resulted in a decrease of \$3.5, \$3.6, and \$3.7 million respectively, from 2020 to 2022, in overall **Labor** costs.
- **Professional Services** are anticipated to come in higher than the February Plan in 2020, 2021, and 2022, by \$0.2 million, \$0.4 million, and \$0.6 million, respectively. Forecasting reflects sustained levels of engineering and consulting support costs based on the current schedules of MTACC “mega” projects.

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

REIMBURSABLE

	2019	2020	2021	2022
February Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes				
Revenue				
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue				
Capital and Other Reimbursement	(7.046)	(3.400)	(3.400)	(3.400)
Total Revenue Changes	(\$7.046)	(\$3.400)	(\$3.400)	(\$3.400)
Expenses				
<i>Labor:</i>				
Payroll	\$5.248	\$1.878	\$1.920	\$1.962
Overtime	0.025	0.026	0.027	0.027
Health and Welfare	1.305	0.717	0.803	0.872
OPEB Current Payment	-	-	-	-
Pensions	1.178	0.695	0.689	0.684
Other Fringe Benefits	0.457	0.153	0.160	0.168
Reimbursable Overhead	-	-	-	-
Total Labor Expense Changes	8.212	3.469	3.598	3.713
<i>Non-Labor:</i>				
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.001	0.001	0.001	0.001
Insurance	0.001	(0.001)	(0.003)	(0.006)
Claims	-	-	-	-
Paratransit Service Contracts	-	-	-	-
Maintenance and Other Operating Contracts	0.550	0.196	0.288	0.347
Professional Service Contracts	(1.702)	(0.225)	(0.445)	(0.617)
Materials & Supplies	-	-	-	-
Other Business Expenses	(0.016)	(0.040)	(0.039)	(0.038)
Total Non-Labor Expense Changes	(\$1.167)	(\$0.069)	(\$0.198)	(\$0.313)
Total Expense Changes	\$7.046	\$3.400	\$3.400	\$3.400
<i>Other Expense Adjustments/Gap Closing Actions</i>				
Other - Restricted Cash Adjustment				
Total Other Expenditure AdjustmentsChanges	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.000	\$0.000	\$0.000	\$0.000
July Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000

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

REIMBURSABLE

	2019	2020	2021	2022
February Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000
<i>Non-Reimbursable Major Changes</i>				
Revenue				
Sub-Total Non-Reimbursable Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000
Expenses				
Sub-Total Non-Reimbursable Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000
Total Non-Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000
<i>Reimbursable Major Changes</i>				
Revenue	(\$7.046)	(\$3.400)	(\$3.400)	(\$3.400)
Sub-Total Reimbursable Revenue Changes	(\$7.046)	(\$3.400)	(\$3.400)	(\$3.400)
Expenses	\$7.046	\$3.400	\$3.400	\$3.400
Sub-Total Reimbursable Expense Changes	\$7.046	\$3.400	\$3.400	\$3.400
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	\$0.000	\$0.000	\$0.000	\$0.000
Cash Adjustment Changes				
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.000	\$0.000	\$0.000	\$0.000
July Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000

MTA CAPITAL CONSTRUCTION COMPANY
2020 Preliminary Budget
July Financial Plan 2020-2023
Positions

Position Assumptions

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

- Second Avenue Subway – 15 positions
- East Side Access – 30 positions
- 7 Line Extension – 1 position
- Lower Manhattan – 4 positions
- Security Program – 2 positions
- Penn Station Access – 6 positions
- LIRR 3rd Track – 7 positions
- Canarsie Line Reconstruction – 4 positions
- Moynihan Train Hall – 4 positions
- MTACC Administration – 90 positions

By 2019 year-end, position levels are projected to be 163, 18 positions below the Adopted Budget. Annual staffing levels are projected to remain at 163 through 2023 based on current projects that MTACC is managing.

Of the 90 positions in MTACC's Administration group, 60 positions provide legal, procurement, estimating, scheduling, risk management, financial, employee relations and communications support on all projects. The remaining 30 positions reside temporarily under the MTACC Administration group until project responsibility centers are established.

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

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

*Employees of other Agencies under temporary management by MTACC

MTA Capital Construction Company				
July Financial Plan 2020-2023				
Favorable/(Unfavorable)				
Total Position Changes at a Glance				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
2019 February Plan - Total Baseline Positions¹	181	181	181	181
Total Plan-to-Plan Changes	<u>18</u>	<u>18</u>	<u>18</u>	<u>18</u>
2019 July Plan - Total Baseline Positions¹	163	163	163	163
Total Year-to-Year Changes, July Plan		0	0	0

Total Plan-to-Plan Changes by Reporting Category:				
<i>Non-Reimbursable</i>	0	0	0	0
<i>Reimbursable</i>	18	18	18	18
Total	18	18	18	18
<i>Full-Time</i>	18	18	18	18
<i>Full-Time Equivalents</i>	0	0	0	0
Total	18	18	18	18
<i>By Function Category</i>				
- Administration	2	2	2	2
- Operations	0	0	0	0
- Maintenance	0	0	0	0
- Engineering/Capital	16	16	16	16
- Public Safety	0	0	0	0
Total	18	18	18	18
<i>By Occupational Group</i>				
- Managers/Supervisors	0	0	0	0
- Professional, Technical, Clerical	18	18	18	18
- Operational Hourlies	0	0	0	0
Total	18	18	18	18

Total Plan-to-Plan Changes by Major Category:				
<i>2019 BRPs²</i>	0	0	0	0
<i>New Needs</i>	0	0	0	0
<i>Change in Reimbursable Positions³</i>	18	18	18	18
<i>Re-estimates & All Other⁴</i>	0	0	0	0
Total	18	18	18	18

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

² Non-Reimbursable only.

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

⁴ Includes Full-time Equivalents .

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

FUNCTION/DEPARTMENT	2018 Actual	2019 Mid-Year Forecast	2020 Preliminary Budget	2021	2022	2023
Administration						
MTACC	18	19	19	19	19	19
Engineering/Capital						
MTACC	38	71	71	71	71	71
East Side Access	24	30	30	30	30	30
Security Program	4	2	2	2	2	2
Second Avenue Subway	16	15	15	15	15	15
Lower Manhattan Project	8	4	4	4	4	4
7 Line Extension	6	1	1	1	1	1
Penn Station Access	5	6	6	6	6	6
LIRR 3rd Track	6	7	7	7	7	7
Canarsie Line Reconstruction	-	4	4	4	4	4
LIRR Concourse Train Hall	-	4	4	4	4	4
Total Engineering/Capital	107	144	144	144	144	144
Total Baseline Positions	125	163	163	163	163	163
<i>Non-Reimbursable</i>	-	-	-	-	-	-
<i>Reimbursable</i>	125	163	163	163	163	163
<i>Total Full-Time</i>	125	163	163	163	163	163
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

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

FUNCTION / OCCUPATIONAL GROUP	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Administration						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	18	19	19	19	19	19
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	18	19	19	19	19	19
Operations						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Operations Headcount	0	0	0	0	0	0
Maintenance						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Maintenance Headcount	0	0	0	0	0	0
Engineering / Capital						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	107	144	144	144	144	144
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	107	144	144	144	144	144
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/ Clerical	125	163	163	163	163	163
Operational Hourlies	0	0	0	0	0	0
Total Positions	125	163	163	163	163	163

[THIS PAGE INTENTIONALLY LEFT BLANK]

Long Island Rail Road

MTA LONG ISLAND RAIL ROAD

2020 Preliminary Budget

July Financial Plan 2020 - 2023

FINANCIAL OVERVIEW

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

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

LIRR Forward

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

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

This initiative includes the following:

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

Crews have made good progress. To date, teams have repaired all ten switches, upgraded over 169 track circuits (specifically at Harold, Queens, Jay and Hall Interlockings), outfitted and continue to maintain all 296 grade crossings with delineators, replaced 72 PSEG LI poles, welded over 2,600 joints, and cleared over 225 miles of vegetation along the right of way.

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

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

To date, all manholes have been insulated, and over 2,700 M7 threshold plates have been replaced. Through May, there have been no delays related to defective threshold plates compared to 27 at this point in 2017. Engineering and Maintenance of Equipment completed the season milestones for the lightning protection, switch snow covers (install and remove), and rail heaters.

LIRR Forward, which launched about a year ago, is already producing tangible results. Through May of 2019, system-wide on-time performance increased to 93.9% from 90.2%, which is significantly better than the performance for 2018. The number of short trains dropped 19%, and train cancelations are down over 50%. The average delay per late train decreased to 11.4 minutes, which is one minute less than the same period in 2018.

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

Safety Initiatives

The LIRR's approach to safety management engages every employee to promote the value of safety, and leads collaborative efforts between the Corporate Safety Department and all LIRR operating, support, and administrative departments. 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, New Jersey Transit, and New York City Transit on customer safety awareness events at Penn Station; facilitating a confidential close-call reporting system; establishing an accident investigation unit and a dedicated roadway worker protection field compliance unit to assure that all field workers are following company and Federal Railroad Administration (FRA) mandated safety procedures; participating in the MTA's sleep apnea

initiative; and partnering with the MTA Information Technology Department and Metro-North Railroad to implement a new safety enterprise safety system to enhance analytics and better focus on interventions to optimize safety performance.

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, and is upgrading and replacing fire alarm and fire suppression systems throughout its employee facilities and stations.

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

System Investments

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

With many of these projects nearing completion, the LIRR's operating budget and financial plan include funding to operate and maintain these investments (operating budget impacts) after they are put into use. Some of the major projects that will impact the LIRR's operating environment and budget within the next several years include: East Side Access (ESA), Main Line Expansion, 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 expand service.

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

Efficiency Initiatives

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

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

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

The LIRR continues its extensive review of how to more efficiently integrate existing LIRR service with new service to Grand Central Terminal. The July Plan reflects revised estimates of East Side Access opening day staffing requirements, training and operating costs. Significant payroll and non-payroll savings and efficiencies were identified, some of which were incorporated into the LIRR's budget reduction package, while some are used to self-fund the maintenance costs for retaining a portion of the M3 fleet in revenue service through 2024.

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

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

Customers are increasingly using less cash to purchase tickets, opting instead to pay digitally through electronic transactions. In light of this, the July Plan proposes the elimination of cash acceptance on board trains. This will encourage customers onboard to either move to the popular eTix or, as a secondary option, take advantage of credit/debit options offered by train crews. Customers will still be able to use cash to purchase tickets at windows or vending machines. This initiative is expected to reduce processing and back office costs and result in a more efficient operation, which is a fundamental premise of the MTA's One Metro New York (OMNY) Project.

The July Plan also proposes the implementation of several train service adjustments which do not violate service guidelines and are expected to minimally impact customers. These adjustments focus on either weekend service or special events service.

The LIRR continues to place tight controls on non-payroll spending and hiring. Even before the MTA-wide hiring restriction was put in place, the LIRR had been aggressive in reviewing all hiring decisions, including simple backfills of existing vacant positions. Both efforts have resulted in additional budget savings in the July Financial Plan.

In addition to the operating budget reduction, the LIRR also reduced its reimbursable budget - Reimbursable revenue and expenses decrease by \$23.3 million annually. The 2020 reduction assumes a 12.7% reduction in headcount from the 2019 level based on more efficient use of resources. This reduction includes Engineering Construction and Support Headcount, Equipment Field and Rolling Stock Support Headcount, Transportation Field and Construction Support Headcount, Department of Program Management, Special Projects/East Side Access

Construction Support and other administrative reductions. Independent of this exercise, the 2020 - 2023 was reviewed and adjusted to reflect the anticipated 2020 - 2024 capital program.

Ridership and Revenue

Through April 2019 ridership was 3.3% higher than the same period in 2018 (adjusted for the same number of calendar workdays) and 2.8% higher than the Adopted Budget. The July Financial Plan forecasts year-end 2019 ridership to be 91.0 million customers compared to 89.9 million in the Adopted Budget. A fare increase yielding 3.85% was implemented at the end of April. The financial impact of this fare increase was originally captured below-the-line in the MTA consolidated February Financial Plan and is now reflected at the Agency level.

In 2018, the LIRR introduced two new fare programs to customers. The Summer Saturdays Program, which offers a discount to customers who travel with an existing monthly ticket holder, and the Atlantic Ticket Field Study, a temporary fare discount program for customers traveling between Southeast Queens and Downtown Brooklyn. Both programs will continue in 2019. The LIRR is assessing these two programs to determine their impacts on customer travel patterns, train operations, customer convenience, and revenues. In addition, working with the South Fork communities, the LIRR has launched a pilot program called the South Fork Commuter Connection, which provides additional “shuttle” service on the South Fork of Long Island that meets with buses (provided by the local municipalities)

Several special events included in the financial plan and impacting revenue and ridership in 2019 include the PGA Championship at Bethpage State Park and the Belmont Stakes.

2019 Mid-Year Forecast

The LIRR’s 2019 Mid-Year Forecast is comprised of Non-Reimbursable revenue totaling \$813.1 million, and Non-Reimbursable expenses including Government Accounting Standards Board (GASB) 68, Depreciation, Other Post-Employment Benefits (OPEB), and environmental remediation of \$2,101.5 million, that generates an operating deficit of \$1,288.3 million. The 2019 Mid-Year Forecast Reimbursable revenue and expenses each total \$402.0 million.

Total Non-Reimbursable revenue is \$22.5 million higher than the Adopted Budget, primarily driven by the April fare increase and higher ridership than previously estimated.

Total Non-Reimbursable expenses (excluding non-cash liabilities) are lower by \$70.0 million primarily as a result of vacant positions due to the hiring freeze, lower Health, and Welfare rates, lower Electric and Fuel rates, and the timing of various non-payroll and RCM activities and modifications, partially offset by additional costs associated with retaining the M3 fleet longer than previously anticipated.

Full-time positions total 7,710 in the 2019 Mid-Year Forecast, with 6,589 Non-Reimbursable positions and 1,121 Reimbursable positions.

2020 Preliminary Budget - Baseline

The LIRR's Financial Plan is geared toward achieving several key goals in 2019: maintain a high level of rolling stock reliability; improve service reliability; enhance the customer experience; and improve employee and customer safety and security.

The 2020 Preliminary Budget includes revenue totaling \$1,127.5 million, of which \$815.5 million is Non-Reimbursable revenue and \$312.0 million is Reimbursable revenue. The total expense budget is \$2,494.0 million, of which \$2,048.9 million is for operating expenses, and the balance is associated with non-cash items such as the GASB 68 adjustment, Depreciation, OPEB, and environmental remediation liability. Non-Reimbursable operating expenses total \$1,736.9 million (excluding non-cash items), while reimbursable expenses are \$312.0 million.

The cash budget for the 2020 Preliminary Budget incorporates \$1,117.1 million in cash receipts and \$2,048.0 million in cash disbursements. The baseline cash requirement of \$930.9 million is driven by operating expenses and revenues anticipated in the 2020 Preliminary Budget and other adjustments to cash flow.

On an accrued basis, revenues are lower and expenses are higher in the 2020 Preliminary Budget than the 2019 Mid-Year Forecast. Total revenues for 2020 are \$1,127.5 million, \$87.66 million lower than 2019, with Non-Reimbursable revenues increasing by \$2.44 million and Reimbursable revenues decreasing by \$89.99 million. Ridership in the 2020 Preliminary Budget increases over the 2019 Mid-Year Forecast by 0.3 million rides or 0.4%. Total operating expenses before the GASB 68 Adjustment, Depreciation and OPEB, of \$2,048.9 million reflects an increase of \$30.4 million over 2019. Non-Reimbursable expenses increase by \$120.3 million and Reimbursable expenses decrease by \$89.9 million. The resulting total operating baseline deficit, including non-cash items such as GASB 68, Depreciation, OPEB, and Environmental Remediation, increases by \$78.11 million to \$1,366.4 million in the 2020 Preliminary Budget. The projected baseline cash deficit (or subsidy requirement) of \$930.9 million in the 2020 Preliminary Budget is \$111.0 million higher than 2019.

Full-time positions total 7,753 in the 2020 Preliminary Budget, with 6,802 Non-Reimbursable positions and 951 Reimbursable positions. Compared to the 2019 Mid-Year Forecast, this reflects a net increase of 42 positions -- an increase of 213 Non-Reimbursable positions and a decrease of 171 Reimbursable positions. The Non-Reimbursable headcount increase is primarily due to the ramp-up for ESA, which increases staffing needs by 163 positions, and continued maintenance of the M3 fleet, partially offset by the impact of various budget reduction initiatives. Reimbursable positions decrease due to anticipated changes in capital project activity. Otherwise, changes in year-end Non-reimbursable and Reimbursable headcount are due to the timing of capital and maintenance activity. As a result, 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 is a net decrease of 123 positions – a decrease of 131 Non-Reimbursable positions and an increase of eight Reimbursable positions. The Non-Reimbursable position decrease is primarily driven by budget reduction initiatives associated with improved operational efficiencies and administrative positions, partially offset by higher

headcount associated with continuing the RCM program for the M3 fleet, staffing for the Moynihan Station and other customer service centric positions, and West Side Yard overbuild maintenance.

Financial Plan 2021-2023 Projections

The baseline projections for 2021 through 2023 reflect continued initiatives launched in 2019 and 2020. During this period the LIRR has increased its investments in the RCM Program as many components start to enter critical maintenance stages, as well as various operating budget impacts including ESA, Moynihan Station, PTC, West Side Yard overbuild and West End Concourse.

The baseline projections for 2021 through 2023 reflect these various impacts. Non-Reimbursable revenues grow by 0.2% in 2021, 0.7% in 2022 and 1.1% in 2023 with the launch of service to Grand Central Terminal in July 2022, while Reimbursable revenues decrease by 5.0% in 2021 and 1.2% in 2022 and grow by 2.2% in 2023.

The pace of expense growth is higher than projected revenue growth, driven by rates that exceed inflation in “uncontrollable costs,” such as health insurance (active employees and retirees). Non-Reimbursable expenses (before Depreciation) grow by 5.8% from \$1,736.99 million in 2020 to \$1,835.2 million in 2021. They continue to rise by 3.2% in 2022 and 3.1% in 2023, reaching \$1,953.11 million. The higher rate of growth in the out-years is primarily due to ESA readiness efforts. Reimbursable revenues/expenses decrease by 5.0% in 2021, 1.2% in 2022 and grow by 2.2% in 2023.

On a year-to-year basis, baseline positions increase by 229 positions in 2021, decline by ten positions in 2022 and increase by 58 positions in 2023. Non-Reimbursable positions increase by 268 in 2021, 15 in 2022 and 58 in 2023. These increases are primarily related to ESA readiness efforts (increases of 282 in 2021, 29 positions in 2022 and 67 in 2023). Reimbursable positions decrease by 40 in 2021, 25 in 2022, and 0 in 2023, due to changes in project activity.

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$740.477	\$770.804	\$779.585	\$780.889	\$786.231	\$795.140
Other Operating Revenue	49.206	42.342	35.914	36.380	36.843	37.311
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$789.683	\$813.146	\$815.499	\$817.268	\$823.074	\$832.451
Operating Expense						
Labor:						
Payroll	\$536.064	\$583.098	\$637.862	\$663.322	\$673.139	\$691.532
Overtime	151.021	153.946	147.358	162.233	167.848	171.854
Health and Welfare	107.952	117.311	135.882	148.129	156.199	165.199
OPEB Current Payments	61.676	66.368	74.468	78.101	82.312	87.391
Pension	123.361	134.945	149.744	156.590	150.327	146.449
Other Fringe Benefits	151.612	149.166	156.137	163.756	168.117	172.918
Reimbursable Overhead	(54.575)	(32.259)	(18.811)	(18.268)	(16.910)	(17.596)
Total Labor Expenses	\$1,077.111	\$1,172.575	\$1,282.640	\$1,353.864	\$1,381.031	\$1,417.747
Non-Labor:						
Electric Power	\$88.946	\$81.539	\$89.400	\$96.338	\$118.533	\$122.854
Fuel	21.068	23.588	20.733	20.051	19.788	20.229
Insurance	19.880	20.494	23.088	25.585	27.917	30.540
Claims	13.505	6.894	4.546	4.612	4.682	4.755
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	73.056	81.297	83.802	92.720	95.967	104.475
Professional Services Contracts	46.658	42.658	39.416	39.265	37.468	38.191
Materials and Supplies	136.464	166.960	172.183	180.660	187.274	192.249
Other Business Expenses	14.178	20.611	21.075	22.063	21.761	22.085
Total Non-Labor Expenses	\$413.753	\$444.041	\$454.242	\$481.294	\$513.390	\$535.377
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,490.865	\$1,616.615	\$1,736.882	\$1,835.158	\$1,894.421	\$1,953.124
Depreciation	\$362.333	\$397.085	\$397.510	\$401.806	\$405.783	\$409.799
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	133.232	99.584	52.144	39.059	20.663	0.452
GASB 68 Pension Expense Adjustment	(5.492)	(13.800)	(6.600)	(37.400)	(29.000)	2.500
Environmental Remediation	1.936	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$1,982.875	\$2,101.484	\$2,181.936	\$2,240.624	\$2,293.866	\$2,367.876
Net Surplus/(Deficit)	(\$1,193.192)	(\$1,288.338)	(\$1,366.437)	(\$1,423.355)	(\$1,470.792)	(\$1,535.424)
Cash Conversion Adjustments						
Depreciation	\$362.333	\$397.085	\$397.510	\$401.806	\$405.783	\$409.799
Operating/Capital	(19.188)	(26.291)	(13.878)	(12.738)	(12.275)	(13.167)
Other Cash Adjustments	149.808	100.753	51.915	(0.002)	(9.034)	3.832
Total Cash Conversion Adjustments	\$492.953	\$471.547	\$435.547	\$389.066	\$384.473	\$400.464
Net Cash Surplus/(Deficit)	(\$700.239)	(\$816.792)	(\$930.890)	(\$1,034.289)	(\$1,086.319)	(\$1,134.960)

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	510.390	401.952	312.047	296.480	292.982	299.336
Total Revenues	\$510.390	\$401.952	\$312.047	\$296.480	\$292.982	\$299.336
Operating Expense						
Labor:						
Payroll	\$138.072	\$136.695	\$119.547	\$117.477	\$116.041	\$118.028
Overtime	67.694	39.545	20.771	21.043	21.464	21.744
Health and Welfare	34.846	30.160	23.371	23.065	22.801	23.180
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	50.993	47.194	37.971	37.475	37.046	37.662
Other Fringe Benefits	37.428	30.863	23.898	23.586	23.316	23.704
Reimbursable Overhead	54.575	32.259	18.811	18.268	16.910	17.596
Total Labor Expenses	\$383.608	\$316.717	\$244.369	\$240.913	\$237.580	\$241.914
Non-Labor:						
Electric Power	\$1.299	\$0.436	\$0.268	\$0.268	\$0.268	\$0.268
Fuel	0.052	0.000	0.000	0.000	0.000	0.000
Insurance	8.478	8.936	7.687	7.633	7.491	7.836
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	34.502	21.890	14.624	12.517	12.517	12.633
Professional Services Contracts	8.473	1.114	0.669	0.682	0.696	0.709
Materials and Supplies	72.519	52.397	44.106	34.148	34.114	35.654
Other Business Expenses	1.459	0.461	0.324	0.320	0.316	0.321
Total Non-Labor Expenses	\$126.782	\$85.235	\$67.678	\$55.567	\$55.402	\$57.421
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$510.390	\$401.952	\$312.047	\$296.480	\$292.982	\$299.336
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$740.477	\$770.804	\$779.585	\$780.889	\$786.231	\$795.140
Other Operating Revenue	49.206	42.342	35.914	36.380	36.843	37.311
Capital and Other Reimbursements	510.390	401.952	312.047	296.480	292.982	299.336
Total Revenues	\$1,300.073	\$1,215.098	\$1,127.546	\$1,113.748	\$1,116.056	\$1,131.787
Operating Expense						
<u>Labor:</u>						
Payroll	\$674.137	\$719.793	\$757.409	\$780.799	\$789.180	\$809.560
Overtime	218.715	193.490	168.129	183.276	189.312	193.598
Health and Welfare	142.798	147.471	159.253	171.194	179.000	188.380
OPEB Current Payments	61.676	66.368	74.468	78.101	82.312	87.391
Pension	174.354	182.139	187.715	194.065	187.373	184.111
Other Fringe Benefits	189.039	180.030	180.036	187.342	191.433	196.622
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$1,460.720	\$1,489.292	\$1,527.009	\$1,594.777	\$1,618.611	\$1,659.662
<u>Non-Labor:</u>						
Electric Power	\$90.245	\$81.976	\$89.668	\$96.606	\$118.801	\$123.122
Fuel	21.120	23.588	20.733	20.051	19.788	20.229
Insurance	28.358	29.429	30.775	33.217	35.408	38.376
Claims	13.505	6.894	4.546	4.612	4.682	4.755
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	107.558	103.187	98.426	105.237	108.484	117.108
Professional Services Contracts	55.130	43.773	40.085	39.947	38.163	38.900
Materials and Supplies	208.983	219.357	216.288	214.808	221.388	227.903
Other Business Expenses	15.637	21.073	21.399	22.383	22.077	22.406
Total Non-Labor Expenses	\$540.536	\$529.276	\$521.919	\$536.861	\$568.792	\$592.798
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$2,001.255	\$2,018.567	\$2,048.929	\$2,131.638	\$2,187.403	\$2,252.460
Depreciation	\$362.333	\$397.085	\$397.510	\$401.806	\$405.783	\$409.799
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	133.232	99.584	52.144	39.059	20.663	0.452
GASB 68 Pension Expense Adjustment	(5.492)	(13.800)	(6.600)	(37.400)	(29.000)	2.500
Environmental Remediation	1.936	2.000	2.000	2.000	2.000	2.000
Total Expenses	\$2,493.266	\$2,503.436	\$2,493.983	\$2,537.104	\$2,586.848	\$2,667.211
Net Surplus/(Deficit)	(\$1,193.192)	(\$1,288.338)	(\$1,366.437)	(\$1,423.355)	(\$1,470.792)	(\$1,535.424)
Cash Conversion Adjustments						
Depreciation	\$362.333	\$397.085	\$397.510	\$401.806	\$405.783	\$409.799
Operating/Capital	(19.188)	(26.291)	(13.878)	(12.738)	(12.275)	(13.167)
Other Cash Adjustments	149.808	100.753	51.915	(0.002)	(9.034)	3.832
Total Cash Conversion Adjustments	\$492.953	\$471.547	\$435.547	\$389.066	\$384.473	\$400.464
Net Cash Surplus/(Deficit)	(\$700.239)	(\$816.792)	(\$930.890)	(\$1,034.289)	(\$1,086.319)	(\$1,134.960)

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$763.083	\$781.449	\$795.585	\$796.889	\$802.231	\$811.140
Other Operating Revenue	31.130	33.050	23.901	24.054	24.212	24.380
Capital and Other Reimbursements	491.745	383.113	297.620	283.184	280.139	285.590
Total Receipts	\$1,285.958	\$1,197.612	\$1,117.106	\$1,104.127	\$1,106.582	\$1,121.110
Expenditures						
<u>Labor:</u>						
Payroll	\$668.506	\$710.845	\$751.027	\$774.272	\$782.508	\$802.737
Overtime	215.582	193.490	168.129	183.276	189.312	193.598
Health and Welfare	149.992	134.194	159.254	171.194	179.000	188.380
OPEB Current Payments	65.568	62.274	74.468	78.101	82.312	87.391
Pension	169.624	181.112	187.715	194.065	187.373	184.111
Other Fringe Benefits	180.524	183.239	179.036	186.342	190.433	195.622
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,449.797	\$1,465.154	\$1,519.629	\$1,587.250	\$1,610.938	\$1,651.839
<u>Non-Labor:</u>						
Electric Power	\$91.115	\$81.976	\$89.667	\$96.606	\$118.801	\$123.122
Fuel	21.386	23.588	20.733	20.051	19.788	20.229
Insurance	27.511	28.481	30.454	32.864	36.069	37.977
Claims	2.599	6.723	1.822	1.837	1.852	1.867
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	94.825	119.303	98.426	105.237	108.484	117.108
Professional Services Contracts	36.223	41.813	29.585	28.922	26.587	26.745
Materials and Supplies	226.430	210.787	217.519	224.445	229.428	235.844
Other Business Expenses	16.460	23.718	24.161	25.204	24.954	25.339
Total Non-Labor Expenditures	\$516.549	\$536.389	\$512.367	\$535.166	\$565.963	\$588.231
<u>Other Expenditure Adjustments:</u>						
Other	\$16.711	\$16.000	\$16.000	\$16.000	\$16.000	\$16.000
Total Other Expense Adjustments	\$16.711	\$16.000	\$16.000	\$16.000	\$16.000	\$16.000
Total Expenditures	\$1,983.058	\$2,017.543	\$2,047.996	\$2,138.416	\$2,192.901	\$2,256.070
Net Cash Balance	(\$697.100)	(\$819.931)	(\$930.890)	(\$1,034.289)	(\$1,086.319)	(\$1,134.960)
Cash Timing and Availability Adjustment	(3.139)	3.139	(0.000)	(0.000)	(0.000)	(0.000)
Net Cash Balance after Cash Timing & Availability Adj	(\$700.239)	(\$816.792)	(\$930.890)	(\$1,034.289)	(\$1,086.319)	(\$1,134.960)

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$22.606	\$10.645	\$16.000	\$16.000	\$16.000	\$16.000
Other Operating Revenue	(18.076)	(9.292)	(12.013)	(12.326)	(12.631)	(12.931)
Capital and Other Reimbursements	(18.645)	(18.839)	(14.427)	(13.296)	(12.843)	(13.746)
Total Receipts	(\$14.116)	(\$17.486)	(\$10.440)	(\$9.621)	(\$9.474)	(\$10.677)
Expenditures						
Labor:						
Payroll	\$5.630	\$8.948	\$6.382	\$6.527	\$6.672	\$6.823
Overtime	3.133	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(7.195)	13.277	(0.001)	0.000	0.000	0.000
OPEB Current Payments	(3.892)	4.094	0.000	0.000	0.000	0.000
Pension	4.730	1.027	0.000	0.000	0.000	0.000
Other Fringe Benefits	8.516	(3.209)	1.000	1.000	1.000	1.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$10.923	\$24.138	\$7.380	\$7.527	\$7.673	\$7.823
Non-Labor:						
Electric Power	(\$0.870)	\$0.000	0.001	\$0.000	\$0.000	\$0.000
Fuel	(0.266)	0.000	0.000	0.000	0.000	0.000
Insurance	0.847	0.948	0.321	0.353	(0.661)	0.399
Claims	10.906	0.171	2.724	2.775	2.830	2.888
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	12.733	(16.116)	0.000	0.000	0.000	0.000
Professional Services Contracts	18.907	1.960	10.500	11.025	11.576	12.155
Materials and Supplies	(17.448)	8.570	(1.231)	(9.637)	(8.040)	(7.941)
Other Business Expenses	(0.823)	(2.645)	(2.762)	(2.821)	(2.877)	(2.933)
Total Non-Labor Expenditures	\$23.986	(\$7.113)	\$9.552	\$1.695	\$2.829	\$4.567
Other Expenditure Adjustments:						
Other Expense Adjustments	(\$16.711)	(\$16.000)	(\$16.000)	(\$16.000)	(\$16.000)	(\$16.000)
Total Other Expenditure Adjustments	(\$16.711)	(\$16.000)	(\$16.000)	(\$16.000)	(\$16.000)	(\$16.000)
Total Expenditures	\$18.198	\$1.024	\$0.933	(\$6.778)	(\$5.498)	(\$3.610)
Total Cash Conversion Adjustments before Depreciation	\$4.082	(\$16.461)	(\$9.507)	(\$16.399)	(\$14.973)	(\$14.287)
Depreciation	\$362.333	\$397.085	\$397.510	\$401.806	\$405.783	\$409.799
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	133.232	99.584	52.144	39.059	20.663	0.452
GASB 68 Pension Expense Adjustment	(5.492)	(13.800)	(6.600)	(37.400)	(29.000)	2.500
Environmental Remediation	1.936	2.000	2.000	2.000	2.000	2.000
Cash Timing and Availability Adjustment	(3.139)	3.139	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$492.953	\$471.547	\$435.547	\$389.066	\$384.473	\$400.464

MTA LONG ISLAND RAIL ROAD
2019 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

<i>NON-REIMBURSABLE OVERTIME</i>	Total		
	Hours	\$	%
Scheduled Service	429,473	\$27.544	17.9%
Unscheduled Service	82,090	5.547	3.6%
Programmatic/Routine Maintenance	973,938	58.513	38.0%
Unscheduled Maintenance	12,009	0.727	0.5%
Vacancy/Absentee Coverage	825,472	50.317	32.7%
Weather Emergencies	162,863	9.633	6.3%
Safety/Security/Law Enforcement	0	0.000	-
Other	26,663	1.664	1.1%
Subtotal	2,512,508	\$153.946	100.0%
<i>REIMBURSABLE OVERTIME</i>	661,047	\$39.545	
TOTAL OVERTIME	3,173,555	\$193.490	

**MTA Long Island Rail Road
2020 Preliminary Budget
July Financial Plan 2020 – 2023
Year-To-Year Changes by Category - Baseline**

Revenue

Farebox Revenue

- The regional economy and employment trends are the primary drivers of Farebox Revenue.
- Farebox revenue is projected to increase by 1.1% in 2020, 0.2% in 2021, 0.7% in 2022 and 1.1% in 2023. 2020 reflects the full year impact of the fare increase implemented in April 2019. 2022 reflects additional Farebox Revenue associated with the beginning of service to Grand Central Terminal in July 2022.

Other Operating Revenue

- Decreases from 2019 to 2020 due to lower Penn Station rent revenue and lower scrap material sales.
- Increases from 2020 to 2023 due to normal inflationary increases.

Capital and Other Reimbursements

- 2020 to 2022 decreases reflect the fact that the 2020 to 2024 Capital Program has not yet been developed as well as Operating Funded Capital reductions, reduction in flagging headcount, lower Overtime costs related to Eastern/Western Rail Yard, and miscellaneous other project changes.

Expenses

Payroll

- Salaries for non-represented employees assume a 2.0% increase on July 1, 2019, and each July 1st after that.
- Salaries for represented employees are based on labor agreements that assume a one-time lump sum payment in February 2019 and then subsequent 2.0% increases each April upon expiration of the current agreement.
- 2019 to 2020 payroll increase is primarily due to higher headcount for ESA which increases by 163 positions, vacant positions being filled, budgeted 2% salary increases, and the full year impact of continued M3 and other fleet maintenance, partially offset by various budget reduction initiatives including fleet maintenance, administrative reductions, and other operational efficiencies.
- Almost all the operating headcount increases from 2020 to 2023 are related to ESA readiness efforts. ESA headcount increases by 282 positions in 2021, 29 in 2022 and 67 in 2023.

Overtime

- 2019 to 2020 overtime decrease is primarily associated with lower capital project activity, lower vacant position coverage, and lower right of way maintenance.
- 2020 to 2021 increase is associated with ESA operations, higher M3 maintenance costs, and normal inflationary increases.
- 2021 to 2023 overtime increases are associated with ESA operations, and normal inflationary increases.

Health & Welfare

- 2019 to 2023 increases reflect annual New York State Health Insurance Program (NYSHIP) rate increases of approximately 0.4% (2019), 5.6% (2020), 3.2% (2021) and 3.8% (2022 and 2023), for individual coverage, and 0.8% (2019), 6.1% (2020), 4.3% (2021) and 4.8% (2022 and 2023) for family coverage.
- Reflects the impact of headcount changes each year, including ramp-up costs for ESA beginning in 2019.

Pensions

- Reflects the latest actuarial estimates.

Other Fringe Benefits

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

Electric Power

- 2019 is based on actuals through March and reflects the latest LIRR consumption estimates and inflationary increases.
- 2020 to 2023 reflects the latest LIRR consumption estimates and inflationary increases.
- 2021 to 2023 includes ESA operating costs

Fuel

- 2019 is based on actuals through March and reflects the latest LIRR consumption estimates and inflationary increases.
- 2020 to 2023 reflects the latest inflationary increases.

Insurance

- 2019 to 2022 reflects the latest inflationary increases and Force Account Insurance estimates based on project activity. Generally, premium rates are assumed to increase by 5% to 10% per year.

Claims

- 2019 reflects actual experience through March and the anticipated settlement and payout of claims for the balance of the year.
- 2020 to 2023 reflects anticipated settlement and payout of claims as well as inflationary increases.

Maintenance and Other Operating Contracts

- 2019 to 2020 decrease due to reduced anticipated capital project activity and the 2019 Budget Reduction Program, partially offset by increases associated with ESA readiness efforts, the timing of expenses shifting from 2019 to 2020, and higher joint facility costs.
- 2020 through 2023 increases are primarily due to higher ESA operating costs.

Professional Service Contracts

- 2019 to 2020 decrease reflects lower investments in EAM, the timing of various maintenance of way professional service agreements and completion of the migration to a new credit card clearing house and chip upgrade, and various rail studies.
- 2021 to 2022 decrease due to lower fleet decommissioning costs.
- 2021 through 2023 normal inflationary increases.

Material and Supplies

- 2019 to 2020 decrease include changes in activity for capital program work, the timing of various rolling stock RCM and fleet modification initiatives including M7 inverter replacement and various operating funded capital project, including station fire alarm upgrades and vehicle replacement, partially offset by ESA operating costs.
- 2020 to 2021 decreases due to lower capital project activity and ESA operating costs, partially offset by the timing of various rolling stock RCM and fleet modification initiatives including the M7 Inverter replacement.
- 2021 to 2022 increase due to material associated with ESA readiness efforts, partially offset by changes in rolling stock maintenance and modifications activities.
- 2022 to 2023 increase due to material associated with ESA readiness efforts.

Other Business Expenses

- 2019 to 2020 increase due to right of way miscellaneous expenses related to Mainline third track.
- 2020 to 2021 increase associated with ESA operating costs.
- 2021 to 2022 decrease associated with the completion of Mainline third track, partially offset by increases associated with ESA operating costs.
- 2022 to 2023 increase associated with ESA operating costs.

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

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

Cash Adjustments

Expense

- Insurance to adjustment to reflect projected payments versus accrued expenses for potential liabilities.
- Depreciation and other non-cash adjustments for each year.
- FELA Payments versus reserve adjustments.
- New York Power Authority (NYPA) loan payments.
- Timing of receipts/expenditures from 2019.

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Non-Reimbursable									
Operating Revenues									
Farebox Revenue	\$770.804	\$779.585	\$8.782	\$780.889	\$1.303	\$786.231	\$5.343	\$795.140	\$8.909
Other Operating Revenue	42.342	35.914	(6.428)	36.380	0.466	36.843	0.463	37.311	0.468
Total Revenues	\$813.146	\$815.499	\$2.353	\$817.268	\$1.769	\$823.074	\$5.806	\$832.451	\$9.377
Operating Expenses									
<u>Labor:</u>									
Payroll	\$583.098	\$637.862	(\$54.764)	\$663.322	(\$25.460)	\$673.139	(\$9.817)	\$691.532	(\$18.393)
Overtime	153.946	147.358	6.588	162.233	(14.875)	167.848	(5.615)	171.854	(4.006)
Health and Welfare	117.311	135.882	(18.571)	148.129	(12.248)	156.199	(8.069)	165.199	(9.000)
OPEB Current Payments	66.368	74.468	(8.100)	78.101	(3.632)	82.312	(4.211)	87.391	(5.079)
Pension	134.945	149.744	(14.798)	156.590	(6.847)	150.327	6.264	146.449	3.878
Other Fringe Benefits	149.166	156.137	(6.971)	163.756	(7.619)	168.117	(4.360)	172.918	(4.802)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(32.259)	(18.811)	(13.448)	(18.268)	(0.544)	(16.910)	(1.357)	(17.596)	0.685
Total Labor Expenses	\$1,172.575	\$1,282.640	(\$110.065)	\$1,353.864	(\$71.224)	\$1,381.031	(\$27.167)	\$1,417.747	(\$36.716)
<u>Non-Labor:</u>									
Electric Power	\$81.539	\$89.400	(\$7.860)	\$96.338	(\$6.939)	\$118.533	(\$22.195)	\$122.854	(\$4.321)
Fuel	23.588	20.733	2.855	20.051	0.682	19.788	0.262	20.229	(0.441)
Insurance	20.494	23.088	(2.594)	25.585	(2.497)	27.917	(2.332)	30.540	(2.623)
Claims	6.894	4.546	2.348	4.612	(0.066)	4.682	(0.071)	4.755	(0.072)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	81.297	83.802	(2.505)	92.720	(8.918)	95.967	(3.246)	104.475	(8.509)
Professional Services Contracts	42.658	39.416	3.242	39.265	0.151	37.468	1.797	38.191	(0.723)
Materials and Supplies	166.960	172.183	(5.223)	180.660	(8.478)	187.274	(6.613)	192.249	(4.975)
Other Business Expenses	20.611	21.075	(0.464)	22.063	(0.988)	21.761	0.302	22.085	(0.324)
Total Non-Labor Expenses	\$444.041	\$454.242	(\$10.201)	\$481.294	(\$27.052)	\$513.390	(\$32.096)	\$535.377	(\$21.987)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,616.615	\$1,736.882	(\$120.267)	\$1,835.158	(\$98.276)	\$1,894.421	(\$59.262)	\$1,953.124	(\$58.704)
Depreciation	\$397.085	\$397.510	(\$0.425)	\$401.806	(\$4.297)	\$405.783	(\$3.976)	\$409.799	(\$4.016)
GASB 75 OPEB Expense Adjustment	99.584	52.144	(47.440)	39.059	13.085	20.663	18.396	0.452	20.211
GASB 68 Pension Expense Adjustment	(13.800)	(6.600)	(7.200)	(37.400)	30.800	(29.000)	(8.400)	2.500	(31.500)
Environmental Remediation	2.000	2.000	0.000	2.000	0.000	2.000	0.000	2.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$2,101.484	\$2,181.936	(\$80.452)	\$2,240.624	(\$58.688)	\$2,293.866	(\$53.243)	\$2,367.876	(\$74.009)
Net Surplus/(Deficit)	(\$1,288.338)	(\$1,366.437)	(\$78.098)	(\$1,423.355)	(\$56.919)	(\$1,470.792)	(\$47.437)	(\$1,535.424)	(\$64.632)

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Reimbursable									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	401.952	312.047	(89.905)	296.480	(15.567)	292.982	(3.498)	299.336	6.354
Total Revenues	\$401.952	\$312.047	(\$89.905)	\$296.480	(\$15.567)	\$292.982	(\$3.498)	\$299.336	\$6.354
Operating Expenses									
<u>Labor:</u>									
Payroll	\$136.695	\$119.547	\$17.148	\$117.477	\$2.070	\$116.041	\$1.436	\$118.028	(\$1.987)
Overtime	39.545	20.771	18.774	21.043	(0.272)	21.464	(0.421)	21.744	(0.280)
Health and Welfare	30.160	23.371	6.790	23.065	0.306	22.801	0.263	23.180	(0.379)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	47.194	37.971	9.222	37.475	0.497	37.046	0.428	37.662	(0.616)
Other Fringe Benefits	30.863	23.898	6.965	23.586	0.313	23.316	0.269	23.704	(0.388)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	32.259	18.811	13.448	18.268	0.544	16.910	1.357	17.596	(0.685)
Total Labor Expenses	\$316.717	\$244.369	\$72.348	\$240.913	\$3.456	\$237.580	\$3.333	\$241.914	(\$4.334)
<u>Non-Labor:</u>									
Electric Power	\$0.436	\$0.268	\$0.168	\$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	8.936	7.687	1.249	7.633	0.054	7.491	0.141	7.836	(0.345)
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	21.890	14.624	7.266	12.517	2.107	12.517	0.000	12.633	(0.116)
Professional Services Contracts	1.114	0.669	0.445	0.682	(0.013)	0.696	(0.014)	0.709	(0.014)
Materials and Supplies	52.397	44.106	8.291	34.148	9.958	34.114	0.034	35.654	(1.540)
Other Business Expenses	0.461	0.324	0.137	0.320	0.004	0.316	0.004	0.321	(0.005)
Total Non-Labor Expenses	\$85.235	\$67.678	\$17.558	\$55.567	\$12.111	\$55.402	\$0.165	\$57.421	(\$2.019)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$401.952	\$312.047	\$89.905	\$296.480	\$15.567	\$292.982	\$3.498	\$299.336	(\$6.354)
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	Change 2021	Change 2020 - 2021	Change 2022	Change 2021 - 2022	Change 2023	Change 2022 - 2023
<u>Non-Reimbursable and Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$770.804	\$779.585	\$8.782	\$780.889	\$1.303	\$786.231	\$5.343	\$795.140	\$8.909
Other Operating Revenue	42.342	35.914	(6.428)	36.380	0.466	36.843	0.463	37.311	0.468
Capital and Other Reimbursements	401.952	312.047	(89.905)	296.480	(15.567)	292.982	(3.498)	299.336	6.354
Total Revenues	\$1,215.098	\$1,127.546	(\$87.552)	\$1,113.748	(\$13.798)	\$1,116.056	\$2.308	\$1,131.787	\$15.731
Operating Expenses									
<u>Labor:</u>									
Payroll	\$719.793	\$757.409	(\$37.616)	\$780.799	(\$23.390)	\$789.180	(\$8.381)	\$809.560	(\$20.379)
Overtime	193.490	168.129	25.361	183.276	(15.147)	189.312	(6.036)	193.598	(4.286)
Health and Welfare	147.471	159.253	(11.781)	171.194	(11.942)	179.000	(7.806)	188.380	(9.379)
OPEB Current Payments	66.368	74.468	(8.100)	78.101	(3.632)	82.312	(4.211)	87.391	(5.079)
Pension	182.139	187.715	(5.576)	194.065	(6.350)	187.373	6.692	184.111	3.262
Other Fringe Benefits	180.030	180.036	(0.006)	187.342	(7.307)	191.433	(4.091)	196.622	(5.189)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$1,489.292	\$1,527.009	(\$37.718)	\$1,594.777	(\$67.768)	\$1,618.611	(\$23.834)	\$1,659.662	(\$41.051)
<u>Non-Labor:</u>									
Electric Power	\$81.976	\$89.668	(\$7.692)	\$96.606	(\$6.939)	\$118.801	(\$22.195)	\$123.122	(\$4.321)
Fuel	23.588	20.733	2.855	20.051	0.682	19.788	0.262	20.229	(0.441)
Insurance	29.429	30.775	(1.345)	33.217	(2.442)	35.408	(2.191)	38.376	(2.968)
Claims	6.894	4.546	2.348	4.612	(0.066)	4.682	(0.071)	4.755	(0.072)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	103.187	98.426	4.761	105.237	(6.811)	108.484	(3.247)	117.108	(8.624)
Professional Services Contracts	43.773	40.085	3.687	39.947	0.139	38.163	1.784	38.900	(0.737)
Materials and Supplies	219.357	216.288	3.069	214.808	1.480	221.388	(6.580)	227.903	(6.515)
Other Business Expenses	21.073	21.399	(0.326)	22.383	(0.984)	22.077	0.306	22.406	(0.330)
Total Non-Labor Expenses	\$529.276	\$521.919	\$7.357	\$536.861	(\$14.942)	\$568.792	(\$31.931)	\$592.798	(\$24.007)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$2,018.567	\$2,048.929	(\$30.361)	\$2,131.638	(\$82.710)	\$2,187.403	(\$55.764)	\$2,252.460	(\$65.058)
Depreciation	\$397.085	\$397.510	(\$0.425)	\$401.806	(\$4.297)	\$405.783	(\$3.976)	\$409.799	(\$4.016)
GASB 75 OPEB Expense Adjustment	99.584	52.144	(47.440)	39.059	13.085	20.663	18.396	0.452	20.211
GASB 68 Pension Expense Adjustment	(13.800)	(6.600)	(7.200)	(37.400)	30.800	(29.000)	(8.400)	2.500	(31.500)
Environmental Remediation	2.000	2.000	0.000	2.000	0.000	2.000	0.000	2.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$2,503.436	\$2,493.983	\$9.453	\$2,537.104	(\$43.121)	\$2,586.848	(\$49.744)	\$2,667.211	(\$80.363)
Net Surplus/(Deficit)	(\$1,288.338)	(\$1,366.437)	(\$78.098)	(\$1,423.355)	(\$56.919)	(\$1,470.792)	(\$47.437)	(\$1,535.424)	(\$64.632)

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
<u>Cash Receipts and Expenditures</u>									
Receipts									
Farebox Revenue	\$781.449	\$795.585	\$14.136	\$796.889	\$1.304	\$802.231	\$5.342	\$811.140	\$8.909
Other Operating Revenue	33.050	23.901	(9.149)	24.054	0.153	24.212	0.158	24.380	0.168
Capital and Other Reimbursements	383.113	297.620	(85.493)	283.184	(14.436)	280.139	(3.045)	285.590	5.451
Total Receipts	\$1,197.612	\$1,117.106	(\$80.506)	\$1,104.127	(\$12.979)	\$1,106.582	\$2.455	\$1,121.110	\$14.528
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$710.845	\$751.027	(\$40.182)	\$774.272	(\$23.245)	\$782.508	(\$8.236)	\$802.737	(\$20.229)
Overtime	193.490	168.129	25.361	183.276	(15.147)	189.312	(6.036)	193.598	(4.286)
Health and Welfare	134.194	159.254	(25.060)	171.194	(11.940)	179.000	(7.806)	188.380	(9.380)
OPEB Current Payments	62.274	74.468	(12.194)	78.101	(3.633)	82.312	(4.211)	87.391	(5.079)
Pension	181.112	187.715	(6.603)	194.065	(6.350)	187.373	6.692	184.111	3.262
Other Fringe Benefits	183.239	179.036	4.203	186.342	(7.306)	190.433	(4.091)	195.622	(5.189)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,465.154	\$1,519.629	(\$54.475)	\$1,587.250	(\$67.621)	\$1,610.938	(\$23.688)	\$1,651.839	(\$40.901)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$81.976	\$89.667	(\$7.691)	\$96.606	(\$6.939)	\$118.801	(\$22.195)	\$123.122	(\$4.321)
Fuel	23.588	20.733	2.855	20.051	0.682	19.788	0.263	20.229	(0.441)
Insurance	28.481	30.454	(1.973)	32.864	(2.410)	36.069	(3.205)	37.977	(1.908)
Claims	6.723	1.822	4.901	1.837	(0.015)	1.852	(0.015)	1.867	(0.015)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	119.303	98.426	20.877	105.237	(6.811)	108.484	(3.247)	117.108	(8.624)
Professional Services Contracts	41.813	29.585	12.228	28.922	0.663	26.587	2.335	26.745	(0.158)
Materials and Supplies	210.787	217.519	(6.732)	224.445	(6.926)	229.428	(4.983)	235.844	(6.416)
Other Business Expenses	23.718	24.161	(0.443)	25.204	(1.043)	24.954	0.250	25.339	(0.385)
Total Non-Labor Expenditures	\$536.389	\$512.367	\$24.022	\$535.166	(\$22.799)	\$565.963	(\$30.797)	\$588.231	(\$22.268)
<u>Other Expenditure Adjustments:</u>									
Other	16.000	16.000	0.000	16.000	0.000	16.000	0.000	16.000	0.000
Total Other Expenditure Adjustments	\$16.000	\$16.000	\$0.000	\$16.000	\$0.000	\$16.000	\$0.000	\$16.000	\$0.000
Total Expenditures	\$2,017.543	\$2,047.996	(\$30.453)	\$2,138.416	(\$90.420)	\$2,192.901	(\$54.485)	\$2,256.070	(\$63.169)
Cash Timing Adjustments	\$3.139	(\$0.000)	(\$3.139)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)
Net Surplus/(Deficit)	(\$816.792)	(\$930.890)	(\$114.098)	(\$1,034.289)	(\$103.399)	(\$1,086.319)	(\$52.030)	(\$1,134.960)	(\$48.641)

MTA LONG ISLAND RAIL ROAD
2020 Preliminary Budget
July Financial Plan 2020 - 2023
Plan-To-Plan Changes by Generic Category - Baseline

2019: Mid-Year Forecast vs. Adopted Budget

2019 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 favorable due to the fare increase implemented in April, higher ridership than originally estimated, and the 2019 PGA event at Bethpage State Park. The financial impact of this fare increase was originally captured below the line on the MTA consolidated February Financial Plan and is now reflected within Agency baselines.
- Other Operating Revenue is unfavorable due to lower rental revenue and scrap material sales, partially offset by a change in Accounting policy related to upfront wireless payments associated with wireless system construction.
- Capital and Other Reimbursements are higher due to the timing of capital project activity.

Expense

- Payroll is lower because of vacant positions, including revised ESA needs for operational readiness, the MTA-wide hiring restrictions, and the timing of retroactive compression payments.
- Overtime increases as a result of maintaining 80 M3 cars in revenue service through 2024 as well as coverage requirements for vacancies (offset by payroll savings), right of way maintenance, Nassau 1 switch and crossover replacement work, South Fork Commuter Connection and Penn Station Amtrak state of good repair efforts, 2019 PGA golf tournament, and greater reimbursable activity for right-of-way maintenance and third-party flagging support.
- Health and Welfare costs are lower due to vacant positions and lower rates.
- OPEB Current Payment is lower due to fewer than projected retirees/beneficiaries and lower rates.
- Pension is higher based on the latest actuarial estimates.
- Other Fringe decreased primarily due to vacant positions, partially offset by higher overtime.
- Lower Electric Power costs are due to lower inflationary growth assumptions and consumption.
- Higher Fuel costs are due to higher consumption, partially offset by lower rates.
- Lower Insurance cost due to lower Liability insurance.
- Lower Maintenance and Other Operating Contracts due to a change in Accounting treatment related to Upfront Wireless payments associated with wireless system construction, lower ESA operational readiness costs, shift of platform investment funding from non-payroll to overtime and Fuel, reallocation of Engineering department non-payroll funding from maintenance to other non-payroll accounts, and timing of various initiatives shifted to outer years of the financial plan.
- Lower Professional Services costs primarily due to the timing of various initiatives shifted to outer years of the financial plan, lower and timing of M3 decommissioning costs, and lower M7 Propulsion testing, partially offset by the write-offs of various projects that are no longer capital-eligible.

- Lower Material costs are due to the timing of RCM activity, lower capital project activity and timing of security initiatives shifted to 2020, partially offset by RCM activities related to maintaining the M3 fleet through 2024.
- Other Business Expense is higher due to Mainline Third Track expenses previously captured in Maintenance and Other Operating Contracts.

2020 – 2022: July Financial Plan vs February Financial Plan

Revenue

- Passenger Revenue is favorable due to the fare increase implemented in April 2019 and higher ridership. The financial impact of this fare increase was originally captured below the line on the MTA consolidated February Financial Plan. It is now reflected at the Agency level. Farebox revenue also reflects the latest service plan for ESA, which assumes service begins in July 2022.
- Other Operating Revenue is unfavorable due to lower freight and rental revenue.
- Capital and Other Reimbursements are higher due to the timing of capital activity.

Expense

- Payroll is lower due to the 2019 July Plan Budget Reduction Program operational, administrative and support efficiency improvements and the latest East Side Access operating plan, partially offset by maintaining the M3 fleet through 2024, the timing of compression payments (2020) and the timing of opening Moynihan Train Hall and other customer-centric support positions.
- Overtime increases as a result of maintaining the M3 fleet through 2024 and East Side Access operations 2020 and 2022, partially offset by timing of various RCM activities each year, the 2019 budget reduction initiatives regarding fleet and more efficient use of resources from 2020 to 2022 and lower ESA operations in 2021.
- Health and Welfare costs are favorable due to lower headcount and lower rates.
- Pension costs are higher due to the latest actuarial estimate.
- Other Fringe costs are lower due to lower payroll costs, partially offset by higher overtime.
- Lower Electric Power costs are due to lower inflationary growth assumptions from 2020 to 2022 and the latest estimates for ESA operations.
- Fuel changes are based on rate changes.
- Insurance changes are due to Force Account insurance and Liability Insurance changes.
- Maintenance and Other Operating Contracts costs are lower due to the revised ESA service plan, the timing of initiatives from 2019, and BRPs associated with tighter control and prioritization of non-payroll funds to core mission initiatives.
- Professional Services are higher due to an estimate of write-offs of various projects that are no longer capital-eligible (non-cash).
- Material & Supplies costs are lower in 2020 due to the timing of M7 Inverter RCM program and lower ESA operating costs, partially offset by higher costs due to maintaining the M3 fleet through 2024. 2021 and 2022 are higher due to maintaining the M3 fleet through 2024 and the timing of the M7 Inverter RCM program.

- Other Business Expenses are lower primarily due to lower mobility tax as a result of lower headcount associated with reduced ESA operating costs and the impact of the BRPs.

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

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

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2019	2020	2021	2022
February Financial Plan - Cash Surplus/(Deficit)	(\$934.130)	(\$980.506)	(\$1,123.205)	(\$1,169.940)
Baseline Changes				
Revenue				
Farebox Revenue	\$27.154	\$33.272	\$34.296	\$39.974
Vehicle Toll Revenue				
Other Operating Revenue	(4.702)	(6.967)	(7.096)	(7.221)
Capital and Other Reimbursement				
Total Revenue Changes	\$22.452	\$26.305	\$27.200	\$32.753
Expenses				
<i>Labor:</i>				
Payroll	\$30.390	\$6.023	\$24.941	\$28.589
Overtime	(17.788)	(7.727)	(2.039)	(7.021)
Health and Welfare	17.232	10.568	17.922	20.618
OPEB Current Payment	6.565	3.426	4.535	5.305
Pensions	(2.968)	(11.306)	(16.771)	(22.108)
Other Fringe Benefits	3.090	2.593	7.876	7.641
Reimbursable Overhead	5.940	0.600	0.318	0.460
Total Labor Expense Changes	\$42.461	\$4.177	\$36.784	\$33.485
<i>Non-Labor:</i>				
Electric Power	\$8.131	\$0.938	(\$0.090)	\$16.707
Fuel	(0.980)	1.705	1.816	1.811
Insurance	1.453	0.550	(0.131)	(0.460)
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	10.777	7.528	32.194	17.436
Professional Service Contracts	2.412	(6.831)	(6.890)	(5.516)
Materials & Supplies	6.009	7.481	(12.096)	(22.824)
Other Business Expenses	(0.281)	0.180	0.422	0.357
Total Non-Labor Expense Changes	\$27.522	\$11.551	\$15.224	\$7.511
Total Expense Changes before Depreciation and GASB Adjs.	\$69.983	\$15.727	\$52.008	\$40.995
Depreciation	(\$8.967)	(\$5.511)	(\$5.889)	(\$5.906)
GASB 75 OPEB Expense Adjustment	44.249	96.004	113.534	136.507
GASB 68 Pension Expense Adjustment	13.800	6.600	37.400	29.000
Environmental Remediation	0.000	(0.000)	0.000	0.000
Total Expense Changes	\$119.065	\$112.820	\$197.053	\$200.596
Cash Adjustment Changes				
Timing from 2018	\$16.201	\$0.000	\$0.000	\$0.000
Planning Studies	5.800	6.090	6.394	6.714
Advertising Revenue	3.014	2.883	2.957	3.028
Insurance	(0.024)	(0.054)	(0.051)	(0.102)
Depreciation/OPEB/Environmental Remediation	(49.082)	(97.092)	(145.045)	(159.601)
Other Miscellaneous	(0.388)	(0.457)	(0.468)	(0.479)
Total Cash Adjustment Changes	(\$24.479)	(\$88.630)	(\$136.213)	(\$150.440)
Total Baseline Changes	\$117.038	\$50.495	\$88.041	\$82.909
July Financial Plan - Cash Surplus/(Deficit)	(\$817.092)	(\$930.011)	(\$1,035.164)	(\$1,087.031)

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2019	2020	2021	2022
February Financial Plan - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes				
Revenue				
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue				
Other Operating Revenue				
Capital and Other Reimbursement	19.004	4.933	1.316	2.453
Total Revenue Changes	\$19.004	\$4.933	\$1.316	\$2.453
Expenses				
<i>Labor:</i>				
Payroll	(\$1.304)	(\$1.909)	(\$0.990)	(\$1.462)
Overtime	(6.846)	(0.226)	(0.087)	(0.089)
Health and Welfare	(2.278)	(0.350)	(0.184)	(0.266)
OPEB Current Payment	0.000	0.000	0.000	0.000
Pensions	(1.892)	(0.568)	(0.299)	(0.431)
Other Fringe Benefits	(2.352)	(0.358)	(0.188)	(0.272)
Reimbursable Overhead	(5.940)	(0.600)	(0.318)	(0.460)
Total Labor Expense Changes	(\$20.612)	(\$4.011)	(\$2.067)	(\$2.980)
<i>Non-Labor:</i>				
Electric Power	(\$0.168)	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000
Insurance	0.065	(0.191)	(0.097)	(0.146)
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	0.526	(2.144)	(0.023)	(0.033)
Professional Service Contracts	(0.283)	0.000	0.000	0.000
Materials & Supplies	1.544	1.419	0.874	0.710
Other Business Expenses	(0.075)	(0.005)	(0.003)	(0.004)
Total Non-Labor Expense Changes	\$1.609	(\$0.922)	\$0.751	\$0.527
Total Expense Changes	(\$19.004)	(\$4.933)	(\$1.316)	(\$2.453)
Cash Adjustment Changes				
Operating Funded Capital	0.296	(0.879)	0.875	0.712
Total Cash Adjustment Changes	\$0.296	(\$0.879)	\$0.875	\$0.712
Total Baseline Changes	\$0.296	(\$0.879)	\$0.875	\$0.712
July Financial Plan - Cash Surplus/(Deficit)	\$0.296	(\$0.879)	\$0.875	\$0.712

MTA LONG ISLAND RAILROAD
July Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE

	2019	2020	2021	2022
February Financial Plan - Cash Surplus/(Deficit)	(\$934.130)	(\$980.506)	(\$1,123.205)	(\$1,169.940)
Baseline Changes				
Revenue				
Farebox Revenue	\$27.154	\$33.272	\$34.296	\$39.974
Vehicle Toll Revenue	0.000	0.000	0.000	0.000
Other Operating Revenue	(4.702)	(6.967)	(7.096)	(7.221)
Capital and Other Reimbursement	19.004	4.933	1.316	2.453
Total Revenue Changes	\$41.455	\$31.238	\$28.516	\$35.206
Expenses				
<i>Labor:</i>				
Payroll	\$29.086	\$4.114	\$23.951	\$27.126
Overtime	(24.634)	(7.953)	(2.126)	(7.110)
Health and Welfare	14.953	10.219	17.738	20.353
OPEB Current Payment	6.565	3.426	4.535	5.305
Pensions	(4.860)	(11.875)	(17.070)	(22.539)
Other Fringe Benefits	0.738	2.235	7.688	7.369
Reimbursable Overhead	0.000	0.000	0.000	0.000
Total Labor Expense Changes	\$21.849	\$0.165	\$34.717	\$30.504
<i>Non-Labor:</i>				
Electric Power	\$7.963	\$0.938	(\$0.090)	\$16.707
Fuel	(0.980)	1.705	1.816	1.811
Insurance	1.517	0.358	(0.228)	(0.606)
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	11.302	5.384	32.171	17.403
Professional Service Contracts	2.129	(6.831)	(6.890)	(5.516)
Materials & Supplies	7.554	8.900	(11.223)	(22.114)
Other Business Expenses	(0.356)	0.175	0.420	0.353
Total Non-Labor Expense Changes	\$29.130	\$10.629	\$15.976	\$8.038
Total Expense Changes before Depreciation and GASB Adjs.	\$50.979	\$10.795	\$50.692	\$38.542
Depreciation	(\$8.967)	(\$5.511)	(\$5.889)	(\$5.906)
GASB 75 OPEB Expense Adjustment	44.249	96.004	113.534	136.507
GASB 68 Pension Expense Adjustment	13.800	6.600	37.400	29.000
Environmental Remediation	0.000	(0.000)	0.000	0.000
Total Expense Changes	\$100.061	\$107.887	\$195.737	\$198.143
Cash Adjustment Changes				
Timing from 2018	\$16.201	\$0.000	\$0.000	\$0.000
Planning Studies	5.800	6.090	6.394	6.714
Operating Funded Capital	0.296	(0.879)	0.875	0.712
Advertising Revenue	3.014	2.883	2.957	3.028
Insurance	(0.024)	(0.054)	(0.051)	(0.102)
Depreciation/OPEB/Environmental Remediation	(49.082)	(97.092)	(145.045)	(159.601)
Other Miscellaneous	(0.388)	(0.457)	(0.468)	(0.479)
Total Cash Adjustment Changes	(\$24.183)	(\$89.510)	(\$135.338)	(\$149.728)
Total Baseline Changes	\$117.334	\$49.615	\$88.916	\$83.621
July Financial Plan - Cash Surplus/(Deficit)	(\$816.796)	(\$930.891)	(\$1,034.289)	(\$1,086.319)

MTA LONG ISLAND RAIL ROAD
2020 Preliminary Budget
July Financial Plan 2020 - 2023
Summary of Major Plan-To-Plan Changes

Revenue

- Farebox Revenue is favorable compared with the February Plan due to higher projected ridership, the 2019 fare increase previously captured at the MTA level, 2019 PGA event at Bethpage State Park, BRP associated with reduced Debit/Credit Card fraud and ESA Revenue starting in mid-2022.
- Lower advertising revenue based on latest vendor projections
- Other Operating Revenue is lower due to freight and rental revenue.

Expenses

- Savings as a result of the hiring restrictions.
- 2019 July Plan BRP operating savings of \$50.0 million per year beginning in 2020.
- Maintain 80 M3 cars through 2024 due to the accelerated opening day of ESA and delay in acquisition of M9A cars.
- Savings in ESA Operational Readiness costs based on the latest service plan.
- Latest Pension Actuarial Estimates.
- Electric and Diesel rate changes.
- Health and Welfare (Active and OPEB Current) rate changes.
- Payroll Rates, Open Positions (Represented) and overtime Adjustments result in savings in 2019 and slightly unfavorable from 2020 to 2022 due to the timing of attrition related to the 2018 BRP program and other rate adjustments.
- General & Administrative (G&A) and Pension overhead changes in 2019 associated with higher capital project activity.
- 2019 Amtrak Penn Station Emergency Mitigation Costs.
- 2019 PGA event at Bethpage State Park.
- Installation of biometric time and attendance system across all areas of the LIRR.
- Timing adjustments between years for various RCM activities and modifications, Lifecycle Asset Management Program and other non-payroll expenses

Cash

- Timing of receipts/expenditures from 2018.
- GASB 68 Pension Adjustment, Depreciation, and Environmental Remediation are all accrued but not cash items.
- Timing of Operating Funded Capital projects.
- Timing of various cash expenses.
- Advertising revenue.
- Write-off of planning studies no longer capitally eligible.

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020-2023
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2019	2020	2021	2022
February Financial Plan - Cash Surplus/(Deficit)	(\$934.130)	(\$980.506)	(\$1,123.205)	(\$1,169.940)
Non-Reimbursable Major Changes				
Revenue				
Farebox Revenue - Base	\$5.742	\$3.708	\$4.722	\$5.775
Farebox Revenue - Fare Increase	20.384	29.063	29.075	29.062
Farebox Revenue - East Side Access				4.638
Farebox Revenue - PGA - Golf Tournament	1.028	0.000	0.000	0.000
BRP - Fare Evasion (Credit Card Fraud prevention)		0.500	0.500	0.500
Advertising Revenue	(3.014)	(2.883)	(2.957)	(3.028)
Other Operating Revenue	(1.688)	(4.084)	(4.140)	(4.193)
Sub-Total Non-Reimbursable Revenue Changes	\$22.452	\$26.305	\$27.200	\$32.753
Expenses				
Hiring freeze savings	11.969			
2019 Budget Reduction Program	-	49.500	49.500	49.500
Latest Pension Actuarial Estimate	(7.000)	(13.000)	(18.600)	(24.100)
Electric and Diesel Rate Changes	6.541	2.427	6.480	9.050
Payroll Rates, Open Positions and Vacancy Rate Adjustments	13.315	(2.781)	(1.550)	(1.640)
Reliability Centered Maintenance and Rolling Stock Modification Updates	10.273	(2.350)	(2.415)	(2.720)
G&A and Pension Overhead Changes	6.937	(0.025)	(0.051)	(0.052)
M3 Maintenance (maintain 80 M3 cars)	(11.588)	(30.856)	(34.633)	(31.811)
East Side Access Operations	6.500	(1.338)	57.948	41.843
Biometrics	(4.189)	(0.860)	(0.360)	(0.360)
Health & Welfare Rate Update	14.345	10.988	15.067	17.563
Amtrak Penn Station Emergency Mitigation Costs - 2019	(2.591)	0.000	0.000	0.000
Non-payroll Adjustments - Miscellaneous	12.564	(4.847)	(5.439)	(2.077)
PGA - Golf Tournament	(0.962)			
Lifecycle Asset Management Program (LAMP)	0.000	20.000	(6.667)	(6.667)
Planning Studies	(5.800)	(6.089)	(6.394)	(6.714)
Depreciation/GASB 68 Pension Expense Adjustment/Environmental Remediation/OPEE	49.082	97.092	145.045	159.601
All Other	19.668	(5.041)	(0.878)	(0.821)
Sub-Total Non-Reimbursable Expense Changes	\$119.065	\$112.820	\$197.053	\$200.596
Total Non-Reimbursable Major Changes	\$141.517	\$139.125	\$224.254	\$233.349
Reimbursable Major Changes				
Revenue				
Capital and Other Reimbursements	19.004	4.933	1.316	2.453
Sub-Total Reimbursable Revenue Changes	\$19.004	\$4.933	\$1.316	\$2.453
Expenses				
Capital and Other Reimbursements - Base Change	(19.004)	(4.933)	(1.316)	(2.453)
Sub-Total Reimbursable Expense Changes	(\$19.004)	(\$4.933)	(\$1.316)	(\$2.453)
Total Reimbursable Major Changes	\$0.000	(\$0.000)	\$0.000	\$0.000
Total Accrual Changes	\$141.517	\$139.125	\$224.254	\$233.349
Cash Adjustment Changes				
Timing from 2018	\$16.201	\$0.000	\$0.000	\$0.000
Planning Studies	5.800	6.090	6.394	6.714
Operating Funded Capital	0.296	(0.879)	0.875	0.712
Advertising Revenue	3.014	2.883	2.957	3.028
Insurance	(0.024)	(0.054)	(0.051)	(0.102)
Depreciation/OPEB/Environmental Remediation	(49.082)	(97.092)	(145.045)	(159.601)
Other Miscellaneous	(0.388)	(0.457)	(0.468)	(0.479)
Total Cash Adjustment Changes	(\$24.183)	(\$89.510)	(\$135.338)	(\$149.728)
Total Baseline Changes	\$117.334	\$49.615	\$88.916	\$83.621
July Financial Plan - Cash Surplus/(Deficit)	(\$816.796)	(\$930.891)	(\$1,034.289)	(\$1,086.319)

**MTA LONG ISLAND RAIL ROAD
2020 Preliminary Budget
July Financial Plan 2020 – 2023
Ridership/(Utilization)**

RIDERSHIP/UTILIZATION PROJECTIONS

Growth in the regional economy and employment are the primary drivers of passenger ridership. Other areas of growth included the 2019 PGA Golf Tournament and ESA opening day in July 2022. Ridership through April was 2.8% higher than the Adopted Budget and above the 2018 level by 3.3% (adjusted for the same number of calendar work days). The 2019 Mid-Year Forecast projects ridership to be 91.0 million, which is 0.6 million higher than the Adopted Budget. Ridership projections for the outer years of the July Financial Plan 2020-2023 reveal modest annual growth of 0.4% in 2020, flat in 2021, 0.8% in 2022 and 1.2% in 2023.

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
Ridership (Utilization)
(in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
--	----------------	------------------------------	-------------------------------	------	------	------

RIDERSHIP

Monthly Ridership	48.731	48.835	49.186	49.087	49.767	50.867
Weekly Ridership	2.101	2.303	2.311	2.314	2.316	2.314
Total Commutation	50.832	51.138	51.497	51.401	52.083	53.181
One-way Full Fare	9.258	9.738	9.728	9.745	9.754	9.748
One-way Off-Peak	18.638	18.878	18.860	18.892	18.909	18.899
All Other	11.044	11.280	11.290	11.310	11.320	11.314
Total Non-Commutation	38.941	39.895	39.878	39.946	39.982	39.961
Total Ridership	89.773	91.034	91.375	91.347	92.065	93.142

FAREBOX REVENUE

Baseline Total Farebox Revenue	\$740.477	\$770.804	\$779.585	\$780.889	\$786.231	\$795.140
---------------------------------------	------------------	------------------	------------------	------------------	------------------	------------------

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022	Pos.	2023
Administration										
Eliminate Administration Positions	-	0.000	12	2.059	12	2.100	12	2.143	12	2.193
<i>Subtotal Administration</i>	-	0.000	12	2.059	12	2.100	12	2.143	12	2.193
Customer Convenience/Amenities										
Reduce Customer Support through efficiencies.	-	0.000	3	0.301	3	0.307	3	0.313	3	0.320
Reduce/Eliminate Ticket Office Hours	-	0.000	4	0.722	4	0.730	4	0.736	4	0.691
Do not accept cash on board trains	-	0.000	10	1.184	10	1.238	10	1.268	10	1.304
<i>Subtotal Customer Convenience/Amenities</i>	-	0.000	16	2.208	16	2.275	16	2.317	16	2.316
Maintenance										
LIRR Forward Reductions	-	0.000	15	2.164	15	2.210	15	2.258	15	2.315
Fleet Maintenance Initiatives	-	0.000	5	9.093	5	9.089	5	9.087	5	9.079
Enterprise Asset Management	-	0.000	-	0.180	-	0.180	-	0.180	-	0.180
Right of Way Maintenance Support Efficiencies	-	0.000	5	0.844	6	1.013	6	1.108	6	1.133
Reduction in budgeted overtime hours based on more efficient use of resources	-	0.000	-	0.542	-	0.554	-	0.565	-	0.577
Employee Facility Cleaning	-	0.000	1	0.053	1	0.058	1	0.061	1	0.064
Improve efficiency of right of way maintenance	-	0.000	5	0.601	11	1.333	20	2.485	26	3.302
Operating Efficiencies within Core Operations/East Side Access	-	0.000	83	20.762	83	20.762	83	20.762	83	20.762
Tighter Control and Prioritization of Non Payroll Funds to Core Mission Initiatives	-	0.000	-	5.009	-	3.840	-	2.343	-	1.262
<i>Subtotal Maintenance</i>	-	0.000	114	39.249	121	39.038	130	38.849	136	38.674
Revenue Enhancement										
Fare Evasion Strategy - Debit/Credit Card	-	0.000	-	0.500	-	0.500	-	0.500	-	0.500
<i>Subtotal Revenue Enhancement</i>	-	0.000	-	0.500	-	0.500	-	0.500	-	0.500
Safety										
<i>Subtotal Safety</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Security										
<i>Subtotal Security</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Service										
Service Adjustments Within Guidelines	-	0.000	5	1.600	5	1.611	5	1.620	5	1.634
<i>Subtotal Service</i>	-	0.000	5	1.600	5	1.611	5	1.620	5	1.634
Service Support										
Crew Book Efficiencies	-	0.000	24	2.855	24	2.913	24	2.975	24	3.047
Train Service Support Efficiencies	-	0.000	8	1.273	8	1.300	8	1.327	8	1.360
<i>Subtotal Service Support</i>	-	0.000	32	4.129	32	4.213	32	4.302	32	4.407
Other										
Homeless Outreach Bowery Residences' Committee (BRC)	-	0.000	-	0.256	-	0.263	-	0.269	-	0.276
<i>Subtotal Other</i>	-	0.000	-	0.256	-	0.263	-	0.269	-	0.276
Total Non-Reimbursable BRP	-	\$0.000	179	\$50.000	186	\$50.000	195	\$50.000	201	\$50.000
Reimbursable BRP										
Capital Program										
Capital and Other Reimbursements Reduction	-	\$0.000	-	(\$23.278)	160	(\$23.278)	160	(\$23.278)	160	(\$23.278)
Reimbursable Expense Reduction	-	0.000	-	23.278	-	23.278	-	23.278	-	23.278
Total Reimbursable BRP	-	\$0.000	-	\$0.000	160	\$0.000	160	\$0.000	160	\$0.000
Total Non-Reimbursable and Reimbursable BRP	-	\$0.000	179	\$50.000	346	\$50.000	355	\$50.000	361	\$50.000

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Administration
Program: Eliminate Administration Positions

Background Details: Reduce administrative positions across the company by combining functions to improve productivity and efficiency. Positions reduced through attrition.

Program Description/ Implementation Plan:

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020
Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$2.059	\$2.100	\$2.143	\$2.193
<i>Total Positions Required:</i>	0	12	12	12	12

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Customer Convenience

Program: Reduce Customer Support through efficiencies.

Background Details: Reduce customer support at Penn Station and Moynihan Station. Cover through existing clerks and Ambassadors. Positions reduced through attrition.

Program Description/ Implementation Plan:

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020

Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.301	\$0.307	\$0.313	\$0.320
<i>Total Positions Required:</i>	0	3	3	3	3

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Customer Convenience
Program: Reduce/Eliminate Ticket Office Hours

Background Details:	Eliminate 7 Ticket Offices (5 currently part-time and 2 full-time), reduce weekend hours at 2 stations, reduce clerks at Jamaica. Minimal ticket selling at Moynihan Station.
----------------------------	---

Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.722	\$0.730	\$0.736	\$0.691
<i>Total Positions Required:</i>	0	4	4	4	4

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Customer Convenience

Program: Do not accept cash on board trains

Background Details: No longer accept cash on board train which will allow for a reduction in back office support and ticket remittance clerks at various locations. This initiative will also result in the closing of three ticket offices at eastern stations. Positions reduced through attrition and/or reallocated to Moynihan Station upon opening.

Program Description/ Implementation Plan:

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020

Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.184	\$1.238	\$1.268	\$1.304
<i>Total Positions Required:</i>	0	10	10	10	10

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance

Program: LIRR Forward Reductions

Background Details:	Reduce Ushers, Transportation support, Stations Movement Bureau Support, overnight signal supervisors and maintenance of way inspectors. The overall elements of LIRR Forward will remain, just strategically scaled back. Greater efficiencies within existing resources will be achieved. Positions reduced through attrition.
----------------------------	--

Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$2.164	\$2.210	\$2.258	\$2.315
<i>Total Positions Required:</i>	0	15	15	15	15

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance

Program: Fleet Maintenance Initiatives

Background Details: Further material savings identified due to high MDBF of M7 fleet. Certain reliability maintenance and modification activities will be "stretched" over a greater number of years including M7 Phase 4 Truck RCM, Phase 2 Battery Change out and Phase 2 Air Brake. All programs extended from 8 years to 10 years. Extend coupler RCM program. Refrigeration changeout program done in house within existing RCM program.

Program Description/ Implementation Plan:

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020

Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$9.093	\$9.089	\$9.087	\$9.079
<i>Total Positions Required:</i>	0	5	5	5	5

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: Enterprise Asset Management

Background Details:	Increase reliance on existing staff for project management.
----------------------------	---

Program Description/ Implementation Plan:	LIRR has established a committee to review all proposed hiring.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.180	\$0.180	\$0.180	\$0.180
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance

Program: Right of Way Maintenance Support Efficiencies

Background Details: Eliminate Right of Way Maintenance managerial positions through improved efficiencies by combining job functions. Positions reduced through attrition.

Program Description/ Implementation Plan:

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020

Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.844	\$1.013	\$1.108	\$1.133
<i>Total Positions Required:</i>	0	5	6	6	6

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance

Program: Reduction in budgeted overtime hours based on more efficient use of resources

Background Details: More efficiently manage bus programs, foreman coverage and holiday overtime in Stations Department. Do not backfill open jobs on the 2nd and 3rd tour within the Signal Department.

Program Description/ Implementation Plan:

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020

Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.542	\$0.554	\$0.565	\$0.577
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: Employee Facility Cleaning

Background Details: More efficiently manage employee facility cleaning at Hillside, Vanderbilt Yard and West Side Yard. Position reduced through attrition.

Program Description/ Implementation Plan:

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020
Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.053	\$0.058	\$0.061	\$0.064
<i>Total Positions Required:</i>	0	1	1	1	1

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance

Program: Improve efficiency of right of way maintenance

Background Details: Improve efficiency/productivity of existing workforce. Positions reduced through attrition.

**Program Description/
Implementation Plan:**

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020
Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.601	\$1.333	\$2.485	\$3.302
<i>Total Positions Required:</i>	0	5	11	20	26

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance

Program: Operating Efficiencies within Core Operations/East Side Access

Background Details:	The LIRR has continued it's review on how to more efficiently integrate the existing LIRR service with the new service to Grand Central including operational staffing, administrative staffing, training, fleet maintenance, crew staffing, etc. Based on this continuing review, savings have been identified.
----------------------------	--

Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$20.762	\$20.762	\$20.762	\$20.762
<i>Total Positions Required:</i>	0	83	83	83	83

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: Tighter Control and Prioritization of Non Payroll Funds to Core Mission Initiatives

Background Details: Funding reduction for miscellaneous contract services as a result of historical spending trends and programmatic initiatives.

Program Description/ Implementation Plan: LIRR Staff will continue to closely monitor contract costs and spending.

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020
Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
<i>Financial Impact (Operating):</i>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$5.009	\$3.840	\$2.343	\$1.262
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Revenue

Program: Fare Evasion Strategy - Debit/Credit Card

Background Details:	New chip enabled TVM and TOM technology will reduce Debit/Credit Card charges.
----------------------------	--

Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.500	\$0.500	\$0.500	\$0.500
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Service
Program: Service Adjustments Within Guidelines

Background Details:	Based on a careful review of service guidelines, there are several adjustments which can be made that will have minimal impact on customers.
----------------------------	--

Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.600	\$1.611	\$1.620	\$1.634
<i>Total Positions Required:</i>	0	5	5	5	5

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Service Support
Program: Crew Book Efficiencies

Background Details:	Analyzed existing crew book and future service needs and was able to reduce number of Assistant Conductor/Collector hires.
----------------------------	--

Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$2.855	\$2.913	\$2.975	\$3.047
<i>Total Positions Required:</i>	0	24	24	24	24

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Service Support
Program: Train Service Support Efficiencies

Background Details: Consolidations and efficiencies within Transportation Support areas will result in savings. Positions reduced through attrition.

Program Description/ Implementation Plan:

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020
Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.273	\$1.300	\$1.327	\$1.360
<i>Total Positions Required:</i>	0	8	8	8	8

**MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Other

Program: Homeless Outreach Bowery Residences' Committee (BRC)

Background Details: Reduce BRC funding at Penn Station, Jamaica, Atlantic Terminal.

**Program Description/
Implementation Plan:**

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020

Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.256	\$0.263	\$0.269	\$0.276
<i>Total Positions Required:</i>	0	0	0	0	0

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Maintenance

Program: BRP - Reimbursable

Background Details: The 2020 budget reduction for Reimbursable assumes a 12.7% reduction in headcount from the 2019 level based on more efficient use of resources. This reduction includes Engineering Construction and Support Headcount, Equipment Field and Rolling Stock Support Headcount, Transportation Field and Construction Support Headcount, Department of Program Management, Special Projects/East Side Access Construction Support and other administrative reductions. Independent of this exercise, the 2020 - 2023 was reviewed and adjusted to reflect the anticipated 2020 - 2024 capital program.

Program Description/ Implementation Plan:

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020

Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	160	160	160	160

MTA LONG ISLAND RAIL ROAD
2020 Preliminary Budget
July Financial Plan 2020 – 2023
Positions
Year-To-Year Summary of Changes

Position Assumptions

Positions are identified as of year-end (December 31) for each year in the financial plan and reflect an estimate of the total number of paid employees required to meet and achieve corporate goals as well as those in line with reimbursable activity. Position totals incorporate the seasonal, as well as other fluctuations in staffing requirements for capital projects.

2019 - 2020 Changes

The 2020 Preliminary Budget totals 7,753 positions, an increase of 42 positions from the 2019 Mid-Year Forecast. This includes an increase of 213 Non-Reimbursable positions and a decrease of 171 Reimbursable positions. The Non-Reimbursable headcount increase is primarily due to ESA which increases by 163 positions, continued RCM maintenance of M3, staffing for Moynihan Station and other customer service centric positions and West Side Yard overbuild maintenance, partially offset by the impact of various budget reduction initiatives. Reimbursable positions 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.

2021 – 2023 Changes

Annual staffing levels increase by 229 positions in 2021, decrease by ten positions in 2022 and increase by 58 positions in 2023. Non-Reimbursable positions increase by 268 in 2021, 15 in 2022, and 58 in 2023. These increases are primarily related to ESA readiness efforts (increases of 282 in 2021, 29 positions in 2022 and 67 in 2023). Reimbursable positions decreased by 40 in 2021 and 25 in 2022 due to changes in project activity.

MTA LONG ISLAND RAIL ROAD
2020 Preliminary Budget
July Financial Plan 2020 – 2023
Positions
Plan-to-Plan Summary of Changes

Position Assumptions

Positions are identified as of year-end (December 31st) for each year in the financial plan and reflect an estimate of the total number of paid employees required to meet and achieve corporate goals as well as those in line with reimbursable activity. Position totals incorporate seasonal as well as other fluctuations in staffing requirements for capital projects.

2019 Changes

Total Positions of 7,710 in the 2019 Mid-Year Forecast represents a decrease of 142 positions from the 2019 Adopted Budget. Year-end Non-Reimbursable positions decreased by 83, and Reimbursable positions decreased by 59. The overall decrease is primarily related to the latest anticipated hiring plans for craft positions and ESA 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.

2020 Changes

The 2020 Preliminary Budget totals 7,753 positions, a decrease of 123 positions from the February Plan. Non-Reimbursable positions decreased by 131 and Reimbursable increased by 8. The Non-Reimbursable position decrease is primarily driven by BRPs associated with improved operational efficiencies and administrative positions, partially offset by higher headcount associated with continuing an RCM program for the M3 fleet, staffing for Moynihan Station and other customer service centric positions and West Side Yard overbuild maintenance.

2021 – 2022 Changes

The July Financial Plan in the years 2021 through 2023 reflects a decrease of 324 positions in 2021, 417 positions in 2022 and 342 in 2023. Non-Reimbursable positions decrease 324 in 2021, 421 in 2022 and 364 in 2023. The Non-Reimbursable positions reductions are driven by BRPs associated with improved operational efficiencies and administrative positions and revised ESA operating plans, partially offset by higher headcount associated with continuing an RCM program for the M3 fleet staffing for Moynihan Station and other customer service centric positions, and West Side Yard overbuild maintenance. Reimbursable positions increased by 4 in 2022.

MTA LONG ISLAND RAIL ROAD				
July Financial Plan 2020-2023				
Favorable/(Unfavorable)				
Total Position Changes at a Glance				
	2019	2020	2021	2022
2019 February Plan - Total Baseline Positions¹	7,852	7,875	8,305	8,388
Total Plan-to-Plan Changes	142	123	324	417
2019 July Financial Plan - Total Baseline Positions¹	7,710	7,753	7,981	7,971
Total Year-to-Year Changes, July Plan		(42)	(229)	10
Total Plan-to-Plan Changes by Reporting Category:				
<i>Non-Reimbursable</i>	83	131	324	421
<i>Reimbursable</i>	59	(8)	(0)	(4)
Total	142	123	324	417
<i>Full-Time</i>	142	123	324	417
<i>Full-Time Equivalents</i>				
Total	142	123	324	417
<i>By Function Category</i>				
- Administration	6	20	20	20
- Operations	48	181	199	199
- Maintenance	92	(74)	109	202
- Engineering/Capital	(4)	(4)	(4)	(4)
- Public Safety				
Total	142	123	324	417
<i>By Occupational Group</i>				
- Managers/Supervisors	(46)	6	25	23
- Professional, Technical, Clerical	(10)	(1)	24	20
- Operational Hourlies	198	117	275	374
Total	142	123	324	417
Total Plan-to-Plan Changes by Major Category:				
<i>2019 BRPs²</i>	0	179	186	195
<i>New Needs</i>	-	-	-	-
<i>Change in Reimbursable Positions³</i>	59	(8)	(0)	(4)
<i>Re-estimates & All Other⁴</i>	83	(48)	138	226
Total	142	123	324	417

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

² Non-Reimbursable only.

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

⁴ Includes Full-time Equivalents.

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020-2023
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2018 Actual	2019 Mid-Year Forecast	2020 Preliminary Budget	2021	2022	2023
Administration						
Executive VP	2	2	2	2	2	2
Enterprise Asset Management	6	7	7	7	7	7
Sr Vice President - Engineering	2	2	2	13	13	19
Labor Relations	18	18	18	18	18	18
Procurement & Logistics (excl. Stores)	64	75	70	68	66	64
Human Resources	34	39	39	39	39	39
Sr VP Administration	2	2	2	2	2	2
Strategic Investments	18	15	15	15	15	15
President	6	10	9	9	9	9
VP & CFO	2	3	3	3	3	3
Information Technology	0	0	0	0	0	0
Controller	44	45	44	45	45	45
Management and Budget	16	18	18	18	18	18
BPM, Controls, & Compliance	5	6	5	5	5	5
Market Dev. & Public Affairs	71	71	70	70	70	70
Gen. Counsel & Secretary	32	33	31	32	32	32
Diversity Management	3	3	3	3	3	3
Security	10	14	14	14	14	14
System Safety	36	42	42	42	42	40
Training	65	69	69	68	68	68
Service Planning	26	31	30	28	28	22
Rolling Stock Programs	10	17	17	17	17	17
Sr Vice President - Operations	1	2	2	2	2	2
Total Administration	473	524	512	520	518	514
Operations						
Train Operations	2,314	2,345	2,342	2,365	2,364	2,361
Customer Service	306	306	293	391	391	391
Total Operations	2,620	2,651	2,635	2,756	2,755	2,752
Maintenance						
Engineering	2,056	2,049	2,039	2,095	2,065	2,078
Equipment	2,140	2,164	2,246	2,302	2,326	2,389
Procurement (Stores)	94	95	95	95	95	95
Total Maintenance	4,290	4,308	4,380	4,492	4,486	4,562
Engineering/Capital						
Department of Program Management	134	152	151	151	150	150
Special Projects/East Side Access	41	61	61	60	60	49
Positive Train Control	13	14	14	3	3	3
Total Engineering/Capital	188	227	226	214	213	202
Total Baseline Positions	7,571	7,710	7,753	7,981	7,971	8,029
<i>Non-Reimbursable</i>	6,498	6,589	6,802	7,070	7,085	7,143
<i>Reimbursable</i>	1,073	1,121	951	911	886	886
<i>Total Full-Time</i>	7,571	7,710	7,753	7,981	7,971	8,029
<i>Total Full-Time Equivalents</i>	-	-	-	-	-	-

MTA LONG ISLAND RAIL ROAD
July Financial Plan 2020 - 2023
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Administration						
Managers/Supervisors	248	277	273	283	283	282
Professional/Technical/Clerical	121	143	136	134	132	129
Operational Hourlies	104	104	103	103	103	103
Total Administration Headcount	473	524	512	520	518	514
Operations						
Managers/Supervisors	306	325	318	344	343	340
Professional/Technical/Clerical	104	104	102	111	111	111
Operational Hourlies	2,210	2,222	2,215	2,301	2,301	2,301
Total Operations Headcount	2,620	2,651	2,635	2,756	2,755	2,752
Maintenance						
Managers/Supervisors	772	897	840	863	846	861
Professional/Technical/Clerical	237	290	313	340	338	356
Operational Hourlies	3,281	3,121	3,227	3,289	3,302	3,345
Total Maintenance Headcount	4,290	4,308	4,380	4,492	4,486	4,562
Engineering / Capital						
Managers/Supervisors	127	153	152	145	144	134
Professional/Technical/Clerical	61	74	74	69	69	68
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	188	227	226	214	213	202
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	1,453	1,652	1,583	1,635	1,616	1,617
Professional/Technical/ Clerical	523	611	625	654	650	664
Operational Hourlies	5,595	5,447	5,545	5,693	5,706	5,749
Total Positions	7,571	7,710	7,753	7,982	7,972	8,030

[THIS PAGE INTENTIONALLY LEFT BLANK]

Metro-North Railroad

MTA METRO-NORTH RAILROAD
2020 Preliminary Budget
July Financial Plan 2020 - 2023

FINANCIAL OVERVIEW

Metro-North's (MNR) July Financial Plan 2020-2023 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 Customers, Our Infrastructure, and Our People.

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

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

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

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

The July Financial Plan focuses on resources to continue the support of Metro-North's Strategic Plan. October 2018 saw the launch of Metro-North's "Way Ahead" Program, which lays out how Metro-North will continue to set the standard for safety, reliability and innovation in the delivery of excellent customer service.

This Plan also incorporates the impact of the most comprehensive Budget Reduction Plan (BRP) in Metro-North history. In total, Metro-North has achieved its annual expense reduction target of \$50.0 million beginning in 2020. Metro-North's proposals reflect budget reductions that minimize, as much as possible, adverse impacts upon the delivery of transportation service, without sacrificing safety or the restoration of our infrastructure to a state of good repair.

Also included in the current July Financial Plan are several new initiatives which will significantly enhance customer convenience as well as improve regulatory compliance and safety for both our customers and our employees. These new initiatives are:

Infrastructure Investments

- ***Replacement of the Operations Control Center (OCC) Display Board Projection Engines***

The Operations Control Center (OCC) display board projection engines are obsolete and replacement parts are no longer available. The OCC display board is critical as it allows the Rail Traffic Controllers (RTCs) to view train locations real-time and safely manage and control rail traffic throughout the MNR territory. This project replaces the existing engines with LED technology.

- ***Congruent Communications Network (CCN) Maintenance***

The Congruent Communications Network (CCN) is a wireless communications system installed by Verizon Wireless within the GCT terminal and outlying Park Avenue Tunnels that, once fully accepted will be maintained by MNR. This system replaces the legacy radio system and all vital radio communications will be transmitted via this network. These include Rail Traffic Control, the GCT Fire Brigade, MTA PD, etc. In addition, FDNY and NYPD radio communications will also interface with this new system.

- ***Tarrytown Station Sewer Line Repair***

The Tarrytown bathrooms are currently out of service due the collapse of a sewer line. In order to get the bathrooms back in service, a new line needs to be run and connected to the Westchester County's' existing sanitary system.

Investments in Our People

- ***Office of System Safety Compliance Managers for Operations Control Center (OCC) and Right-of-Way***

These two new positions focus on OCC and Right-of-Way Safety for customers as well as MNR and third party employees. They will ensure compliance with regulatory requirements as well as numerous internal MNR safety requirements, including the Roadway Safety Manual, Safety Rule Book, etc. In addition, field observations and audits will take place to ensure compliance with various Rail Traffic Controller functions, including proper control of Track Car Movements and the applying of block devices in accordance with protocol.

- ***MTA Agency-Wide Biometric Time and Attendance Initiative***

At the direction of MTA leadership, all agencies will be installing Kronos Biometric time clocks at shops, job check-in sites and T&E crew bases on an aggressive time frame. The installation of these new clocks will confirm consistency between Kronos time keeping activity and job attendance.

Ridership

- The 2019 Mid-Year Forecast estimates 87.5 million East and West of Hudson riders, an increase of 1.1% over 2018.
- Compared to the Adopted Budget, the 2019 estimate is 0.5% lower primarily due to revised ridership projections.
- For 2020 to 2023, ridership is projected to grow by 0.6% in 2020, 0.1% in 2021, 0.1% in 2022 and 0.5% in 2023, with modest growth across all lines.

Overtime

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 \$1.6 million across several departments. 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
2020 Preliminary Budget
July Financial Plan 2020 - 2023

2019 MID-YEAR FORECAST

Non-Reimbursable 2019 Mid-Year Forecast reflects revenue projections totaling \$827.6 million and expense, including non-cash liability adjustments, of \$1,665.2 million resulting in an operating deficit of \$837.6 million. Operating revenue includes Farebox Revenue of \$767.7 million that is \$9.7 million favorable versus the Adopted Budget due to the recent fare increase. Other Operating Revenue of \$59.8 million is \$3.1 million higher than the Adopted Budget driven by higher net GCT retail income and advertising revenue partially offset by the elimination of the Reimbursement for the Maybrook Trailway Project due to the transfer to Reimbursable funding. Non-Reimbursable operating expense is \$58.7 million higher than the Adopted Budget. This is due primarily to a higher GASB 75 Adjustment, GASB 68 Pension Adjustment and Maintenance and Other Operating Contracts partially offset by lower OPEB Liability Adjustments and favorable Reimbursable Overhead.

Reimbursable 2019 Mid-Year Forecast of expenditures (and receipts) is \$349.9 million, which is \$30.3 million higher than the Adopted Budget. This increase largely reflects the transfer of the Maybrook Trailway Project from Operating Capital to Reimbursable, as well as the timing of project activity and refinements to project scheduling primarily for the East of Hudson Power Rehabilitation Project.

The 2019 Mid-Year Cash Forecast cash subsidy requirement of \$614.3 million for Non-Reimbursable operations is \$8.6 million lower than the 2019 Adopted Budget. This reflects higher than budgeted cash receipts by \$51.9 million partially offset by higher than budgeted cash expenditures by \$43.3 million.

2020 PRELIMINARY BUDGET BASELINE

Non-Reimbursable 2020 Preliminary Budget reflects revenue projections totaling \$841.5 million and expense, including non-cash liability adjustments, of \$1,611.8 million that generate an operating deficit of \$770.3 million. Farebox Revenue of \$778.9 million is \$11.2 million higher than 2019 due to the full year impact of the 2019 fare increase and the implementation of improved on-board fare collection practices. Other Operating Revenue of \$62.6 million is projected to be \$2.8 million favorable versus 2019 reflecting higher East of Hudson parking revenue, advertising and GCT net retail income. Operating expenses of \$1,611.8 million are \$53.4 million lower reflecting a favorable GASB 75 Adjustment and lower Maintenance and Other Operating Contracts, Materials and Supplies, and Other Business Expenses partially offset by increased Labor costs and GASB 68 Pension Adjustment expense.

Reimbursable 2020 Preliminary Budget expenditures (and receipts) total \$330.7 million, a decrease of \$19.2 million versus 2019. This decrease largely reflects the timing of project activity and refinements to project scheduling primarily for the Maybrook Trailway as well as the BRP.

The 2020 Mid-Year Cash Forecast cash subsidy requirement of \$564.7 million for Non-Reimbursable operations is \$49.5 million lower than the 2019 Mid-Year Cash Forecast. This reflects lower expenditures by \$73.0 million partially offset by lower cash receipts by \$23.5 million.

2021-2023 PROJECTIONS

Non-Reimbursable revenues increase by \$6.7 million in 2021, decrease by \$0.3 million in 2022 and increase by \$6.2 million in 2023. Operating expenses, including non-cash liability adjustments, increase by \$13.2 million in 2021, \$31.5 million in 2022 and \$47.4 million in 2023.

Reimbursable expenditures (and receipts) are lower in 2021 and 2022 by \$46.2 million and \$34.4 million, respectively, and higher in 2023 by \$1.5 million.

The 2021 to 2023 July Financial Plan subsidy requirements are lower by \$28.9 million in 2021 and higher by \$19.9 million in 2022 and \$26.1 million in 2023.

2021 to 2023 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, consulting, and material as well as capital projects. Major assumptions reflected in 2021 to 2023 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 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$740.271	\$767.702	\$778.868	\$780.628	\$782.977	\$787.039
Other Operating Revenue	52.577	59.848	62.616	67.580	64.934	67.103
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$792.848	\$827.550	\$841.484	\$848.209	\$847.911	\$854.142
Operating Expense						
Labor:						
Payroll	\$527.238	\$520.149	\$536.533	\$547.998	\$561.214	\$568.003
Overtime	100.996	95.413	96.397	98.324	100.291	102.297
Health and Welfare	108.999	109.162	112.703	114.807	117.402	118.327
OPEB Current Payments	36.416	39.000	36.000	37.000	38.000	39.000
Pension	104.896	109.885	109.352	106.856	97.610	89.995
Other Fringe Benefits	124.338	125.542	128.882	131.237	133.987	135.510
Reimbursable Overhead	(59.971)	(75.827)	(72.180)	(70.989)	(55.320)	(51.161)
Total Labor Expenses	\$942.912	\$923.324	\$947.687	\$965.234	\$993.184	\$1,001.971
Non-Labor:						
Electric Power	\$75.264	\$73.137	\$73.507	\$76.008	\$78.942	\$83.185
Fuel	21.736	21.314	21.146	20.520	20.223	20.459
Insurance	17.480	16.300	18.672	21.011	23.106	25.504
Claims	5.162	1.000	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	108.310	121.231	103.085	108.716	110.367	113.847
Professional Services Contracts	36.983	39.562	39.684	41.064	40.554	39.987
Materials and Supplies	95.223	100.871	92.771	92.451	88.425	94.929
Other Business Expenses	32.024	27.421	20.504	29.448	29.264	29.471
Total Non-Labor Expenses	\$392.182	\$400.835	\$370.370	\$390.218	\$391.881	\$408.383
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,335.093	\$1,324.159	\$1,318.057	\$1,355.452	\$1,385.064	\$1,410.353
Depreciation	\$230.485	\$246.507	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	97.599	94.200	39.700	33.800	26.900	26.000
GASB 68 Pension Expense Adjustment	3.770	(3.700)	3.500	(14.800)	(6.000)	17.000
Environmental Remediation	17.351	4.000	4.000	4.000	4.000	4.000
Total Expenses	\$1,684.299	\$1,665.166	\$1,611.764	\$1,624.959	\$1,656.471	\$1,703.860
Net Surplus/(Deficit)	(\$891.451)	(\$837.615)	(\$770.280)	(\$776.750)	(\$808.560)	(\$849.718)
Cash Conversion Adjustments						
Depreciation	\$230.485	\$246.507	\$246.507	\$246.507	\$246.507	\$246.507
Operating/Capital	(59.998)	(89.305)	(66.555)	(29.086)	(15.139)	(16.811)
Other Cash Adjustments	169.717	66.148	25.589	23.478	21.431	38.212
Total Cash Conversion Adjustments	\$340.204	\$223.349	\$205.540	\$240.898	\$252.799	\$267.908
Net Cash Surplus/(Deficit)	(\$551.247)	(\$614.266)	(\$564.739)	(\$535.852)	(\$555.760)	(\$581.810)

MTA METRO-NORTH RAILROAD
July Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
<i>MNR - MTA</i>	<i>129.157</i>	<i>164.687</i>	<i>158.047</i>	<i>148.259</i>	<i>122.371</i>	<i>130.920</i>
<i>MNR - CDOT</i>	<i>110.977</i>	<i>149.053</i>	<i>145.881</i>	<i>119.070</i>	<i>114.656</i>	<i>106.791</i>
<i>MNR - Other</i>	<i>12.304</i>	<i>36.163</i>	<i>26.783</i>	<i>17.171</i>	<i>13.042</i>	<i>13.842</i>
Capital and Other Reimbursements	252.438	349.902	330.711	284.500	250.069	251.553
Total Revenues	\$252.438	\$349.902	\$330.711	\$284.500	\$250.069	\$251.553
Operating Expense						
<u>Labor:</u>						
Payroll	\$46.791	\$54.246	\$54.700	\$59.207	\$57.494	\$59.070
Overtime	26.791	28.868	30.441	31.903	33.567	35.144
Health and Welfare	16.514	18.481	18.842	20.255	20.053	20.740
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	11.515	13.173	13.525	14.504	14.408	14.874
Other Fringe Benefits	12.632	14.305	14.556	15.651	15.502	16.032
Reimbursable Overhead	57.309	71.983	70.240	69.499	54.184	50.351
Total Labor Expenses	\$171.552	\$201.056	\$202.303	\$211.020	\$195.208	\$196.211
<u>Non-Labor:</u>						
Electric Power	\$0.188	\$0.002	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	4.238	3.568	3.998	3.700	2.918	2.813
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	28.077	57.506	45.395	16.205	15.294	15.661
Professional Services Contracts	21.107	32.542	26.449	22.168	21.555	21.992
Materials and Supplies	26.931	54.517	51.796	31.303	14.988	14.769
Other Business Expenses	0.346	0.711	0.769	0.104	0.106	0.109
Total Non-Labor Expenses	\$80.886	\$148.846	\$128.408	\$73.481	\$54.861	\$55.343
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$252.438	\$349.902	\$330.711	\$284.500	\$250.069	\$251.553
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA METRO-NORTH RAILROAD
July Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$740.271	\$767.702	\$778.868	\$780.628	\$782.977	\$787.039
Other Operating Revenue	52.577	59.848	62.616	67.580	64.934	67.103
MNR - MTA	<u>129.159</u>	<u>164.687</u>	<u>158.047</u>	<u>148.259</u>	<u>122.371</u>	<u>130.920</u>
MNR - CDOT	110.977	149.053	145.881	119.070	114.656	106.791
MNR - Other	<u>12.302</u>	<u>36.163</u>	<u>26.783</u>	<u>17.171</u>	<u>13.042</u>	<u>13.842</u>
Capital and Other Reimbursements	252.438	349.902	330.711	284.500	250.069	251.553
Total Revenues	\$1,045.286	\$1,177.453	\$1,172.195	\$1,132.709	\$1,097.980	\$1,105.695
Operating Expense						
<u>Labor:</u>						
Payroll	\$574.029	\$574.395	\$591.233	\$607.205	\$618.708	\$627.072
Overtime	127.786	124.281	126.837	130.228	133.858	137.441
Health and Welfare	125.513	127.643	131.545	135.062	137.455	139.067
OPEB Current Payments	36.416	39.000	36.000	37.000	38.000	39.000
Pension	116.411	123.058	122.876	121.360	112.017	104.870
Other Fringe Benefits	136.969	139.847	143.439	146.888	149.489	151.542
Reimbursable Overhead	(2.662)	(3.844)	(1.940)	(1.489)	(1.136)	(0.810)
Total Labor Expenses	\$1,114.463	\$1,124.380	\$1,149.991	\$1,176.253	\$1,188.391	\$1,198.181
<u>Non-Labor:</u>						
Electric Power	\$75.451	\$73.139	\$73.507	\$76.008	\$78.942	\$83.185
Fuel	21.736	21.314	21.146	20.520	20.223	20.459
Insurance	21.718	19.868	22.671	24.712	26.024	28.317
Claims	5.162	1.000	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	136.387	178.737	148.480	124.921	125.660	129.508
Professional Services Contracts	58.090	72.104	66.134	63.232	62.109	61.979
Materials and Supplies	122.154	155.387	144.568	123.754	103.413	109.698
Other Business Expenses	32.370	28.132	21.273	29.552	29.370	29.580
Total Non-Labor Expenses	\$473.068	\$549.682	\$498.777	\$463.699	\$446.741	\$463.725
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,587.531	\$1,674.061	\$1,648.768	\$1,639.952	\$1,635.133	\$1,661.907
Depreciation	\$230.485	\$246.507	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	97.599	94.200	39.700	33.800	26.900	26.000
GASB 68 Pension Expense Adjustment	3.770	(3.700)	3.500	(14.800)	(6.000)	17.000
Environmental Remediation	17.351	4.000	4.000	4.000	4.000	4.000
Total Expenses	\$1,936.737	\$2,015.068	\$1,942.474	\$1,909.459	\$1,906.540	\$1,955.413
Net Surplus/(Deficit)	(\$891.451)	(\$837.615)	(\$770.280)	(\$776.750)	(\$808.560)	(\$849.718)
Cash Conversion Adjustments						
Depreciation	\$230.485	\$246.507	\$246.507	\$246.507	\$246.507	\$246.507
Operating/Capital	(59.998)	(89.305)	(66.555)	(29.086)	(15.139)	(16.811)
Other Cash Adjustments	169.717	66.148	25.589	23.478	21.431	38.212
Total Cash Conversion Adjustments	\$340.204	\$223.349	\$205.540	\$240.898	\$252.799	\$267.908
Net Cash Surplus/(Deficit)	(\$551.247)	(\$614.266)	(\$564.739)	(\$535.852)	(\$555.760)	(\$581.810)

MTA METRO-NORTH RAILROAD
July Financial Plan 2020 - 2023
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$726.616	\$754.293	\$765.377	\$766.924	\$769.160	\$773.100
Other Operating Revenue	125.503	95.592	87.089	92.550	90.460	93.182
MNR - MTA	135.709	165.858	153.943	151.888	126.674	129.020
MNR - CDOT	112.768	149.053	145.881	119.070	114.656	106.791
MNR - Other	<u>15.191</u>	<u>37.732</u>	<u>26.783</u>	<u>17.171</u>	<u>13.042</u>	<u>13.842</u>
Capital and Other Reimbursements	263.668	352.643	326.607	288.129	254.373	249.653
Total Receipts	\$1,115.787	\$1,202.528	\$1,179.073	\$1,147.602	\$1,113.993	\$1,115.935
Expenditures						
Labor:						
Payroll	\$569.675	\$584.710	\$592.888	\$599.351	\$612.615	\$620.526
Overtime	125.615	128.381	129.258	130.122	134.171	137.613
Health and Welfare	144.002	139.593	143.431	147.033	149.556	151.261
OPEB Current Payments	36.423	39.000	36.000	37.000	38.000	39.000
Pension	118.967	123.941	122.707	121.079	111.668	104.457
Other Fringe Benefits	133.889	139.109	141.209	142.209	145.331	147.309
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,128.571	\$1,154.734	\$1,165.493	\$1,176.795	\$1,191.341	\$1,200.165
Non-Labor:						
Electric Power	\$79.229	\$75.406	\$75.388	\$77.934	\$80.913	\$85.203
Fuel	22.654	20.825	20.646	20.011	19.704	19.929
Insurance	20.949	21.937	23.431	24.998	27.358	28.628
Claims	19.154	19.368	1.648	1.146	1.146	1.146
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	146.040	229.797	196.494	142.096	133.154	130.471
Professional Services Contracts	64.401	78.653	69.994	65.742	62.613	62.486
Materials and Supplies	144.239	168.352	149.936	125.494	103.795	110.433
Other Business Expenses	41.797	47.724	40.785	49.238	49.730	59.282
Total Non-Labor Expenditures	\$538.463	\$662.061	\$578.320	\$506.660	\$478.413	\$497.580
Other Expenditure Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Cash Timing and Availability Adjustment	(17.765)	2.289	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	(\$17.765)	\$2.289	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$1,649.269	\$1,819.083	\$1,743.813	\$1,683.454	\$1,669.753	\$1,697.745
Net Cash Balance	(\$551.247)	(\$614.266)	(\$564.739)	(\$535.852)	(\$555.760)	(\$581.810)
Subsidies						
MTA	\$439.182	\$491.637	\$441.910	\$411.003	\$423.497	\$445.508
CDOT	<u>129.830</u>	<u>122.629</u>	<u>122.829</u>	<u>124.849</u>	<u>132.264</u>	<u>136.303</u>
Total Subsidies	\$569.012	\$614.266	\$564.739	\$535.852	\$555.760	\$581.810

MTA METRO-NORTH RAILROAD
July Financial Plan 2020 - 2023
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Cash Flow Adjustments						
Receipts						
Farebox Revenue	(\$13.655)	(\$13.409)	(\$13.491)	(\$13.705)	(\$13.817)	(\$13.938)
Other Operating Revenue	72.926	35.744	24.473	24.969	25.526	26.079
<i>MNR - MTA</i>	6.550	1.171	(4.104)	3.629	4.304	(1.900)
<i>MNR - CDOT</i>	1.791	0.000	0.000	0.000	0.000	0.000
<i>MNR - Other</i>	2.889	1.569	0.000	0.000	0.000	0.000
Total Capital and Other Reimbursements	\$11.230	\$2.740	(\$4.104)	\$3.629	\$4.304	(\$1.900)
Total Receipts	\$70.501	\$25.075	\$6.878	\$14.893	\$16.013	\$10.240
Expenditures						
Labor:						
Payroll	\$4.354	(\$10.316)	(\$1.655)	\$7.853	\$6.093	\$6.547
Overtime	2.171	(4.100)	(2.421)	0.106	(0.312)	(0.172)
Health and Welfare	(18.489)	(11.949)	(11.886)	(11.971)	(12.102)	(12.194)
OPEB Current Payments	(0.007)	0.000	0.000	0.000	0.000	0.000
Pension	(2.556)	(0.883)	0.169	0.281	0.349	0.413
Other Fringe Benefits	3.080	0.737	2.230	4.679	4.159	4.232
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(2.662)	(3.844)	(1.940)	(1.489)	(1.136)	(0.810)
Total Labor Expenditures	(\$14.108)	(\$30.354)	(\$15.502)	(\$0.542)	(\$2.949)	(\$1.984)
Non-Labor:						
Electric Power	(\$3.778)	(\$2.267)	(1.881)	(\$1.926)	(\$1.971)	(\$2.018)
Fuel	(0.918)	0.490	0.499	0.509	0.520	0.530
Insurance	0.769	(2.069)	(0.760)	(0.287)	(1.334)	(0.312)
Claims	(13.992)	(18.368)	(0.648)	(0.146)	(0.146)	(0.146)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(9.653)	(51.060)	(48.014)	(17.175)	(7.493)	(0.964)
Professional Services Contracts	(6.311)	(6.548)	(3.860)	(2.510)	(0.503)	(0.508)
Materials and Supplies	(22.085)	(12.965)	(5.368)	(1.740)	(0.382)	(0.735)
Other Business Expenses	(9.427)	(19.592)	(19.512)	(19.686)	(20.360)	(29.702)
Total Non-Labor Expenditures	(\$65.395)	(\$112.379)	(\$79.543)	(\$42.960)	(\$31.671)	(\$33.855)
Other Expenditure Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	(\$79.503)	(\$142.733)	(\$95.045)	(\$43.502)	(\$34.620)	(\$35.839)
Total Cash Conversion Adjustments before Depreciation	(\$9.002)	(\$117.658)	(\$88.166)	(\$28.609)	(\$18.607)	(\$25.599)
Depreciation	\$230.485	\$246.507	\$246.507	\$246.507	\$246.507	\$246.507
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	97.599	94.200	39.700	33.800	26.900	26.000
GASB 68 Pension Expense Adjustment	3.770	(3.700)	3.500	(14.800)	(6.000)	17.000
Environmental Remediation	17.351	4.000	4.000	4.000	4.000	4.000
Total Cash Conversion Adjustments	\$340.204	\$223.349	\$205.540	\$240.898	\$252.799	\$267.908

MTA METRO-NORTH RAILROAD
2019 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

	Total		
	Hours	\$	%
<i>NON-REIMBURSABLE OVERTIME</i>			
Scheduled Service	648,635	\$39.065	40.9%
Unscheduled Service	0	0.000	-
Programmatic/Routine Maintenance	559,399	33.578	35.2%
Unscheduled Maintenance	3,918	0.224	0.2%
Vacancy/Absentee Coverage	296,366	16.898	17.7%
Weather Emergencies	110,482	6.506	6.8%
Safety/Security/Law Enforcement	0	0.000	-
Other	10	-0.859	(0.9)%
Subtotal	1,618,809	\$95.413	100.0%
<i>REIMBURSABLE OVERTIME</i>	83,975	\$28.868	
TOTAL OVERTIME	1,702,785	\$124.281	

MTA METRO-NORTH RAILROAD
2020 Preliminary Budget
July Financial Plan 2020 - 2023
Year-to-Year Changes by Category - Baseline

REVENUE

FAREBOX REVENUE

- Farebox revenues are projected to grow by 1.5% in 2020, 0.2% in 2021, 0.3% in 2022 and 0.5% in 2023.
 - 2020 increases due to the full year impact of the 2019 Fare increase, the implementation of improved on-board fare collection practices, and higher ridership growth of 0.6%.
 - 2021-2023 shows slight revenue growth based upon modest annual ridership increases of 0.1% in 2021 and 2022, and 0.5% in 2023.
 - No New York State or Connecticut fare increases are assumed for 2020 through 2023.

OTHER OPERATING REVENUE

- Other Operating Revenue increases in 2020 and 2021, decreases in 2022 and then increases in 2023 due to increases in East of Hudson Parking revenue, advertising revenue and net GCT retail income as well as timing related to the removal of the Maybrook Trailway Reimbursement due to the transfer of this project to Reimbursable funding.

CAPITAL AND OTHER REIMBURSEMENTS

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

- 2020-2023 accrued reimbursable receipts of \$330.7 million, \$284.5 million, \$250.1 million and \$251.6 million reflects decreases of \$19.2 million, \$46.2 million, \$34.4 million and an increase of \$1.5 million, respectively.

EXPENSES

PAYROLL

- Non-agreement salaries reflect wage growth assumptions.
- Agreement salaries increase by the same assumptions as the latest wage settlement agreement with a one-time payment of \$500 for applicable employees in 2019 and increases of 2.0% as of May 16th, 2019 and in each subsequent year thereafter.
- 2020 increases include the full year impact of new hires primarily in the Operational Departments and other wage growth assumptions.
- 2021-2023 includes primarily Operational Department hires and wage growth assumptions.

OVERTIME

- 2020 reflects wage growth assumptions and the full year impact of the April Schedule Change partially offset by the BRP.
- 2021-2023 reflects the impact of wage growth assumptions.

HEALTH AND WELFARE

- Reflects revised staffing assumptions and rates.

OPEB CURRENT PAYMENT (GASB 45)

- Other Post Employment Benefit (OPEB) Current Payment reflects Metro-North's estimated annual cost of health care for current retirees.
- Projections reflect the rising cost of health care premiums and an increase in the number of covered retirees.

PENSIONS

- Pension costs represent the inclusion of all non-represented and most represented Metro-North employees in the MTA Defined Benefit Plan (DB Plan). Those employees not in the DB Plan are participants in the MTA 401K Plan. Metro-North's projected share of the incremental funding requirements for the DB Plan is based on interim projections prepared by actuarial consultants.

OTHER FRINGE BENEFITS

- Railroad Retirement Tax maximum limits are based on the projected maximum earnings base from the Railroad Retirement Board and annual Consumer Price Index (CPI) increases; the tax rate for each tier is expected to remain unchanged.

REIMBURSABLE OVERHEAD

Non-Reimbursable

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

Reimbursable Expense:

- Overhead costs are based on a percentage share of direct labor costs charged to reimbursable projects.
- 2020 is lower primarily due to the impact of the BRP on Reimbursable Overhead partially offset by the timing of project activity and refinements to project scheduling for the Signal Replacement from Greenwich to South Norwalk Project and Cyclical Track Program.
- 2021 is lower primarily due to Positive Train Control (PTC) and West of Hudson Signal Improvement Project partially offset by the impact of the BRP on Reimbursable Overhead.
- 2022 is lower due to the Interlocking Replacement, the Waterbury Branch Cab Signal System Installation, the Harmon to Poughkeepsie Signal Replacement, and the Harlem Wayside Communication and Signal Projects as well as the impact of the BRP on Reimbursable Overhead.
- 2023 decrease reflects lower costs in Phase Five of the Harmon Shop Replacement and the Signal Replacement from Greenwich to South Norwalk Projects.
- Material handling and equipment recovery increases are based on CPI driven inflation rates.

ELECTRIC POWER

Traction Power - Revenue

- 2019-2023 reflects the latest inflation assumptions.

Non-Traction Power – Non-Revenue

- 2019-2023 reflects the latest inflation assumptions.

FUEL

Revenue Vehicle Fuel

- 2019-2023 reflects the latest inflation assumptions.

Non-Revenue Fuel

- 2019-2023 reflects the latest inflation assumptions.

INSURANCE

- Reflects revised insurance premium estimates.

CLAIMS

- Reflects current claim trends for passenger injuries and miscellaneous claims.

Materials and Supplies were inflated by CPI increases in 2020-2023 of 0.56%, 1.51%, 1.88%, and 1.86%, respectively. The remaining Non-Reimbursable cost categories were inflated by CPI increases in 2020 through 2023 of 2.14%, 2.34%, 2.43%, and 2.40%, respectively.

MAINTENANCE AND OTHER OPERATING CONTRACTS

Non-Reimbursable

- 2020 decrease reflects the BRP, timing of the repairs for the Bridgeport Derailment, resolution of an outstanding dispute with the New York City Water Board, and last year's lease of two P-42 Amtrak locomotives.
- 2021-2023 changes result from the timing of the BL-20 Locomotive Overhaul Program, inflation and increased MTA Police allocations.

Reimbursable

- 2020-2022 decreases and 2023 increase due to the timing of project activity and refinements to project scheduling for the Maybrook Trailway and the Signal Replacement from Greenwich to South Norwalk Projects.

PROFESSIONAL SERVICES CONTRACTS

Non-Reimbursable

- 2020-2023 changes are comprised of timing for Enterprise Asset Management (EAM) consulting services and ad-hoc engineering work in Maintenance of Equipment, the BRP, and the completion of the Tarrytown Station Sewer Repair Project in 2019.

Reimbursable

- 2020-2022 decreases and 2023 increases due to the timing of project activity and refinements to project scheduling primarily for the Positive Train Control and Waterbury Branch Cab Signal Projects.

MATERIAL AND SUPPLIES

Non-Reimbursable

- 2020-2023 changes result from the BRP, timing of expense for Reliability Centered Maintenance (RCM) Programs and inflation.

Reimbursable

- 2020-2023 decreases due to the timing of project activity and refinements to project scheduling for the Waterbury Branch Cab Signal, East of Hudson Power Rehabilitation, and Phase V of the Harmon Shop Replacement Projects, as well as impact of the BRPs.

OTHER BUSINESS EXPENSES

- 2020 is lower primarily due to the projected insurance recovery for the Park Avenue Viaduct Fire, increased Amtrak recoveries from the Passenger Rail Investment and Improvement Act (PRIIA) and the BRP partially offset by higher NJ Transit Subsidy payments and recovery in 2019 of expense from Norfolk Southern related to track maintenance on the Port Jervis line in 2016 and 2017.
- 2021 is higher primarily due to the prior year's reimbursement for the Park Avenue Viaduct Fire partially offset by increased PRIIA Amtrak recoveries and the BRP.
- 2022-2023 are essentially flat.

DEPRECIATION

- Reflects timing differences in project completions and assets reaching beneficial use.

GASB75 ADJUSTMENT

- Reflects the latest actuarial estimates.

GASB 68 PENSION ADJUSTMENT

- Reflects the latest actuarial estimates.

ENVIRONMENTAL REMEDIATION

- Reflects the estimated liability for environmental remediation costs associated with capital projects.

CASH ADJUSTMENTS

Cash adjustments are made to the accrual financial statements to align the forecast with actual cash impacts for several categories. These categories include: Farebox Revenue, Other Operating Revenue, Payroll, Claims and Other Business Expenses. Other cash adjustments are made to reverse items that are accrued but have no impact on cash reporting. These items include: GASB 68 and 75 Adjustments, Depreciation and Environmental Remediation.

Major Year-over-Year cash adjustments include:

- Payroll – Payroll timing differences and retroactive wage settlements made in 2019 for \$23.4 million.
- Claims – Reflects injury claim settlements made in 2019 for two NJT employees operating West of Hudson service for \$7.9 million.
- Other Operating Revenue – Reimbursement of \$1.0 million from a third party insurer for Spuyten Duyvil passenger injury settlements.

MTA METRO-NORTH RAILROAD
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast	Preliminary Budget	Change		Change		Change		Change
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
<u>Non-Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$767.702	\$778.868	\$11.166	\$780.628	\$1.760	\$782.977	\$2.349	\$787.039	\$4.062
Other Operating Revenue	59.848	62.616	2.768	67.580	4.964	64.934	(2.646)	67.103	2.169
Total Revenues	\$827.550	\$841.484	\$13.934	\$848.209	\$6.725	\$847.911	(\$0.297)	\$854.142	\$6.231
Operating Expenses									
<u>Labor:</u>									
Payroll	\$520.149	\$536.533	(\$16.384)	\$547.998	(\$11.464)	\$561.214	(\$13.217)	\$568.003	(\$6.789)
Overtime	95.413	96.397	(0.984)	98.324	(1.928)	100.291	(1.966)	102.297	(2.006)
Health and Welfare	109.162	112.703	(3.542)	114.807	(2.103)	117.402	(2.595)	118.327	(0.925)
OPEB Current Payments	39.000	36.000	3.000	37.000	(1.000)	38.000	(1.000)	39.000	(1.000)
Pension	109.885	109.352	0.533	106.856	2.495	97.610	9.247	89.995	7.614
Other Fringe Benefits	125.542	128.882	(3.340)	131.237	(2.355)	133.987	(2.750)	135.510	(1.523)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(75.827)	(72.180)	(3.647)	(70.989)	(1.191)	(55.320)	(15.668)	(51.161)	(4.159)
Total Labor Expenses	\$923.324	\$947.687	(\$24.364)	\$965.234	(\$17.546)	\$993.184	(\$27.950)	\$1,001.971	(\$8.787)
<u>Non-Labor:</u>									
Electric Power	\$73.137	\$73.507	(\$0.370)	\$76.008	(\$2.502)	\$78.942	(\$2.933)	\$83.185	(\$4.244)
Fuel	21.314	21.146	0.169	20.520	0.626	20.223	0.297	20.459	(0.236)
Insurance	16.300	18.672	(2.372)	21.011	(2.339)	23.106	(2.095)	25.504	(2.398)
Claims	1.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	121.231	103.085	18.145	108.716	(5.631)	110.367	(1.651)	113.847	(3.480)
Professional Services Contracts	39.562	39.684	(0.122)	41.064	(1.379)	40.554	0.510	39.987	0.567
Materials and Supplies	100.871	92.771	8.099	92.451	0.321	88.425	4.026	94.929	(6.504)
Other Business Expenses	27.421	20.504	6.916	29.448	(8.944)	29.264	0.185	29.471	(0.208)
Total Non-Labor Expenses	\$400.835	\$370.370	\$30.466	\$390.218	(\$19.849)	\$391.881	(\$1.662)	\$408.383	(\$16.502)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,324.159	\$1,318.057	\$6.102	\$1,355.452	(\$37.395)	\$1,385.064	(\$29.612)	\$1,410.353	(\$25.289)
Depreciation	\$246.507	\$246.507	\$0.000	\$246.507	\$0.000	\$246.507	\$0.000	\$246.507	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	94.200	39.700	(54.500)	33.800	5.900	26.900	6.900	26.000	0.900
GASB 68 Pension Expense Adjustment	(3.700)	3.500	(7.200)	(14.800)	18.300	(6.000)	(8.800)	17.000	(23.000)
Environmental Remediation	4.000	4.000	0.000	4.000	0.000	4.000	0.000	4.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$1,665.166	\$1,611.764	\$53.402	\$1,624.959	(\$13.195)	\$1,656.471	(\$31.512)	\$1,703.860	(\$47.389)
Net Surplus/(Deficit)	(\$837.615)	(\$770.280)	\$67.336	(\$776.750)	(\$6.470)	(\$808.560)	(\$31.810)	(\$849.718)	(\$41.158)

MTA METRO-NORTH RAILROAD
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Reimbursable									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	349.902	330.711	(19.192)	284.500	(46.211)	250.069	(34.432)	251.553	1.485
Total Revenues	\$349.902	\$330.711	(\$19.192)	\$284.500	(\$46.211)	\$250.069	(\$34.432)	\$251.553	\$1.485
Operating Expenses									
<u>Labor:</u>									
Payroll	\$54.246	\$54.700	(\$0.454)	\$59.207	(\$4.507)	\$57.494	\$1.713	\$59.070	(\$1.576)
Overtime	28.868	30.441	(1.573)	31.903	(1.463)	33.567	(1.664)	35.144	(1.576)
Health and Welfare	18.481	18.842	(0.360)	20.255	(1.414)	20.053	0.203	20.740	(0.688)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	13.173	13.525	(0.352)	14.504	(0.980)	14.408	0.097	14.874	(0.467)
Other Fringe Benefits	14.305	14.556	(0.252)	15.651	(1.094)	15.502	0.149	16.032	(0.529)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	71.983	70.240	1.743	69.499	0.741	54.184	15.315	50.351	3.833
Total Labor Expenses	\$201.056	\$202.303	(\$1.247)	\$211.020	(\$8.716)	\$195.208	\$15.812	\$196.211	(\$1.003)
<u>Non-Labor:</u>									
Electric Power	\$0.002	\$0.000	\$0.002	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	3.568	3.998	(0.430)	3.700	0.298	2.918	0.783	2.813	0.105
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	57.506	45.395	12.111	16.205	29.190	15.294	0.911	15.661	(0.367)
Professional Services Contracts	32.542	26.449	6.093	22.168	4.281	21.555	0.613	21.992	(0.437)
Materials and Supplies	54.517	51.796	2.720	31.303	20.493	14.988	16.315	14.769	0.219
Other Business Expenses	0.711	0.769	(0.058)	0.104	0.665	0.106	(0.003)	0.109	(0.003)
Total Non-Labor Expenses	\$148.846	\$128.408	\$20.439	\$73.481	\$54.927	\$54.861	\$18.620	\$55.343	(\$0.482)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$349.902	\$330.711	\$19.192	\$284.500	\$46.211	\$250.069	\$34.432	\$251.553	(\$1.485)
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA METRO-NORTH RAILROAD
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast	Preliminary Budget	Change	Change	Change	Change	Change	Change	Change
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
<u>Non-Reimbursable and Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$767.702	\$778.868	\$11.166	\$780.628	\$1.760	\$782.977	\$2.349	\$787.039	\$4.062
Other Operating Revenue	59.848	62.616	2.768	67.580	4.964	64.934	(2.646)	67.103	2.169
Capital and Other Reimbursements	349.902	330.711	(19.192)	284.500	(46.211)	250.069	(34.432)	251.553	1.485
Total Revenues	\$1,177.453	\$1,172.195	(\$5.258)	\$1,132.709	(\$39.486)	\$1,097.980	(\$34.729)	\$1,105.695	\$7.716
Operating Expenses									
<u>Labor:</u>									
Payroll	\$574.395	\$591.233	(\$16.838)	\$607.205	(\$15.972)	\$618.708	(\$11.503)	\$627.072	(\$8.365)
Overtime	124.281	126.837	(2.557)	130.228	(3.391)	133.858	(3.631)	137.441	(3.582)
Health and Welfare	127.643	131.545	(3.902)	135.062	(3.517)	137.455	(2.393)	139.067	(1.612)
OPEB Current Payments	39.000	36.000	3.000	37.000	(1.000)	38.000	(1.000)	39.000	(1.000)
Pension	123.058	122.876	0.181	121.360	1.516	112.017	9.343	104.870	7.147
Other Fringe Benefits	139.847	143.439	(3.592)	146.888	(3.449)	149.489	(2.601)	151.542	(2.052)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(3.844)	(1.940)	(1.904)	(1.489)	(0.450)	(1.136)	(0.353)	(0.810)	(0.326)
Total Labor Expenses	\$1,124.380	\$1,149.991	(\$25.611)	\$1,176.253	(\$26.263)	\$1,188.391	(\$12.138)	\$1,198.181	(\$9.790)
<u>Non-Labor:</u>									
Electric Power	\$73.139	\$73.507	(\$0.367)	\$76.008	(\$2.502)	\$78.942	(\$2.933)	\$83.185	(\$4.244)
Fuel	21.314	21.146	0.169	20.520	0.626	20.223	0.297	20.459	(0.236)
Insurance	19.868	22.671	(2.802)	24.712	(2.041)	26.024	(1.312)	28.317	(2.293)
Claims	1.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	178.737	148.480	30.257	124.921	23.559	125.660	(0.740)	129.508	(3.847)
Professional Services Contracts	72.104	66.134	5.970	63.232	2.902	62.109	1.123	61.979	0.131
Materials and Supplies	155.387	144.568	10.820	123.754	20.814	103.413	20.341	109.698	(6.285)
Other Business Expenses	28.132	21.273	6.859	29.552	(8.279)	29.370	0.182	29.580	(0.210)
Total Non-Labor Expenses	\$549.682	\$498.777	\$50.905	\$463.699	\$35.078	\$446.741	\$16.958	\$463.725	(\$16.984)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$1,674.061	\$1,648.768	\$25.294	\$1,639.952	\$8.816	\$1,635.133	\$4.819	\$1,661.907	(\$26.774)
Depreciation	\$246.507	\$246.507	\$0.000	\$246.507	\$0.000	\$246.507	\$0.000	\$246.507	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	94.200	39.700	(54.500)	33.800	5.900	26.900	6.900	26.000	0.900
GASB 68 Pension Expense Adjustment	(3.700)	3.500	(7.200)	(14.800)	18.300	(6.000)	(8.800)	17.000	(23.000)
Environmental Remediation	4.000	4.000	0.000	4.000	0.000	4.000	0.000	4.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$2,015.068	\$1,942.474	\$72.594	\$1,909.459	\$33.016	\$1,906.540	\$2.919	\$1,955.413	(\$48.874)
Net Surplus/(Deficit)	(\$837.615)	(\$770.280)	\$67.336	(\$776.750)	(\$6.470)	(\$808.560)	(\$31.810)	(\$849.718)	(\$41.158)

MTA METRO-NORTH RAILROAD
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
<u>Cash Receipts and Expenditures</u>									
Receipts									
Farebox Revenue	\$754.293	\$765.377	\$11.084	\$766.924	\$1.546	\$769.160	\$2.236	\$773.100	\$3.941
Other Operating Revenue	95.592	87.089	(8.503)	92.550	5.460	90.460	(2.089)	93.182	2.722
Capital and Other Reimbursements	352.643	326.607	(26.036)	288.129	(38.478)	254.373	(33.756)	249.653	(4.720)
Total Receipts	\$1,202.528	\$1,179.073	(\$23.455)	\$1,147.602	(\$31.471)	\$1,113.993	(\$33.609)	\$1,115.935	\$1.943
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$584.710	\$592.888	(\$8.178)	\$599.351	(\$6.463)	\$612.615	(\$13.264)	\$620.526	(\$7.910)
Overtime	128.381	129.258	(0.878)	130.122	(0.864)	134.171	(4.049)	137.613	(3.442)
Health and Welfare	139.593	143.431	(3.838)	147.033	(3.602)	149.556	(2.523)	151.261	(1.705)
OPEB Current Payments	39.000	36.000	3.000	37.000	(1.000)	38.000	(1.000)	39.000	(1.000)
Pension	123.941	122.707	1.234	121.079	1.627	111.668	9.411	104.457	7.212
Other Fringe Benefits	139.109	141.209	(2.100)	142.209	(1.000)	145.331	(3.121)	147.309	(1.979)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1,154.734	\$1,165.493	(\$10.759)	\$1,176.795	(\$11.302)	\$1,191.341	(\$14.546)	\$1,200.165	(\$8.825)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$75.406	\$75.388	\$0.018	\$77.934	(\$2.546)	\$80.913	(\$2.979)	\$85.203	(\$4.290)
Fuel	20.825	20.646	0.179	20.011	0.636	19.704	0.307	19.929	(0.226)
Insurance	21.937	23.431	(1.493)	24.998	(1.568)	27.358	(2.360)	28.628	(1.270)
Claims	19.368	1.648	17.720	1.146	0.502	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	229.797	196.494	33.303	142.096	54.398	133.154	8.942	130.471	2.683
Professional Services Contracts	78.653	69.994	8.659	65.742	4.252	62.613	3.129	62.486	0.126
Materials and Supplies	168.352	149.936	18.416	125.494	24.441	103.795	21.699	110.433	(6.638)
Other Business Expenses	47.724	40.785	6.939	49.238	(8.454)	49.730	(0.492)	59.282	(9.552)
Total Non-Labor Expenditures	\$662.061	\$578.320	\$83.741	\$506.660	\$71.661	\$478.413	\$28.247	\$497.580	(\$19.168)
<u>Other Expenditure Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$1,816.794	\$1,743.813	\$72.982	\$1,683.454	\$60.358	\$1,669.753	\$13.701	\$1,697.745	(\$27.992)
Net Cash Surplus/(Deficit)	(\$614.266)	(\$564.739)	\$49.527	(\$535.852)	\$28.887	(\$555.760)	(\$19.908)	(\$581.810)	(\$26.050)
Subsidies									
MTA	491.637	441.910	(49.727)	411.003	(30.907)	423.497	12.494	445.508	22.011
CDOT	122.629	122.829	0.200	124.849	2.020	132.264	7.415	136.303	4.039
Total Subsidies	\$614.266	\$564.739	(\$49.527)	\$535.852	(\$28.887)	\$555.760	\$19.908	\$581.810	\$26.050

MTA METRO-NORTH RAILROAD
2020 Preliminary Budget
July Financial Plan 2020 - 2023
Summary of Plan-to-Plan Changes by Generic Category

REVENUE

FAREBOX REVENUE

- 2019-2022 is favorable due to the 2019 Fare increase and improved on-board fare collection practices partially offset by lower ridership assumptions.

OTHER OPERATING REVENUE

- 2019 is favorable, 2020 and 2021 are unfavorable and 2022 is favorable due to the East of Hudson Parking Fee Increase, advertising revenue and net GCT retail income as well as timing related to the removal of the Maybrook Trailway Reimbursement due to the transfer of this project to Reimbursable funding.

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 \$349.9 million, \$330.7 million, \$284.5 million and \$250.1 million reflects increases of \$30.3 million, \$62.0 million, \$21.0 million and \$6.9 million, respectively.

EXPENSES

PAYROLL

Non-Reimbursable

- 2019-2022 costs are lower driven by reduced hiring levels based upon the MTA Agency-wide hiring restrictions, rescheduling of hiring projections and the BRP partially offset by costs associated with the April Schedule Change.

Reimbursable

- 2019-2022 costs are lower primarily due to the timing of project activity and refinements to project scheduling for the Track Programs, West of Hudson Signal Improvement Project and Walk Bridge Construction Project as well as the BRP.

OVERTIME

Non-Reimbursable

- 2019 is slightly higher primarily due to the April Schedule Change.
- 2020-2022 is lower due to the BRP which is slightly offset by costs associated with the April Schedule Change.

Reimbursable

- 2019-2022 costs are higher primarily due to the timing of project activity and refinements to project scheduling for the Connecticut Track Programs, Positive Train Control, West of Hudson Signal Improvement Project and the Interlocking Replacement Project.

HEALTH AND WELFARE

- Reflects revised staffing assumptions and rates.

PENSIONS

- Pension costs represent updated actuarial estimates for the Defined Benefit Plan.

OTHER FRINGE BENEFITS

- Reflects changes in Railroad Retirement taxes.

REIMBURSABLE OVERHEAD

- Overhead costs are based on a percentage share of direct labor costs charged to reimbursable projects.
- Non-Reimbursable and Reimbursable changes in overhead cost recoveries reflect revisions in Reimbursable project cost estimates, the impact of the Reimbursable BRPs and a correction to overhead rates for several projects.

ELECTRIC POWER

Traction Power - Revenue

- 2019-2022 reflects the latest inflation assumptions.

Non-Traction Power – Non-Revenue

- 2019-2022 reflects the latest inflation assumptions.

FUEL

Revenue Vehicle Fuel

- 2019-2022 reflects the latest inflation assumptions.

Non-Revenue Fuel

- 2019-2022 reflects the latest inflation assumptions.

INSURANCE

- Reflects the impact of revised premiums.

CLAIMS

- Reflects current passenger claim trends.

MAINTENANCE AND OTHER OPERATING CONTRACTS

Non-Reimbursable

- 2019 increase reflects higher expense due to the re-timing of the BL-20 Locomotive Overhauls, Bridgeport Derailment Repairs of four M-8 cars, resolution of the dispute with the New York City Water Board, the lease of two P-42 Amtrak locomotives and the Congruent Communication Network (CCN) Maintenance expense.
- 2020 decrease reflects the impact of the BRPs partially offset by CCN Maintenance expense.
- 2021 decrease reflects the impact of the BRPs partially offset by the re-timing of the BL-20 Locomotive Overhauls and CCN Maintenance expense.
- 2022 decrease reflects the impact of the BRPs and the re-timing of the BL-20 Locomotive Overhauls partially offset by the CCN Maintenance expense.

Reimbursable

- 2019 and 2020 increases, 2021 decrease, and 2022 increase is due to the timing of project activity and refinements to project scheduling for the Signal Replacement from Greenwich to South Norwalk Projects as well as the transfer from Operating Capital to Reimbursable for the Maybrook Trailway Project.

PROFESSIONAL SERVICES CONTRACTS

Non-Reimbursable

- 2019 decrease is due to lower EAM expense and reduced outside training partially offset by the Tarrytown Station Sewer Repair Project.
- 2020 is lower primarily due to the BRP.
- 2021 is higher due to the re-timing of EAM partially offset by the BRP.
- 2022 is lower primarily due to the BRP.

Reimbursable

- 2019 decrease and 2020-2022 increases reflect the timing of project activity and refinements to project scheduling primarily for the Positive Train Control and Waterbury Branch Cab Signal Projects.

MATERIAL AND SUPPLIES

Non-Reimbursable

- 2019 is lower due to transfer of expense to Operating Capital for several projects.
- 2020-2022 is lower due primarily to the BRP.

Reimbursable

- 2019-2021 increases and 2022 decrease reflect the timing of project activity and refinements to project scheduling for the Waterbury Branch Cab Signal and East of Hudson Power Rehabilitation Projects as well as the BRP impact.

OTHER BUSINESS EXPENSES

- 2019 is lower due to the recovery of expense from Norfolk Southern related to track maintenance on the Port Jervis line in 2016 and 2017 and the Grand Central Terminal (GCT) power outage insurance recovery.
- 2020 is higher primarily due to the removal of the insurance recovery for the 2016 restaurant tenant fire in GCT and a revised estimate for the Park Avenue Viaduct Fire partially offset by increased PRIIA Amtrak recoveries and the BRP.
- 2021-2022 are lower primarily due to increased PRIIA Amtrak recoveries and the BRP.

DEPRECIATION

- Reflects timing differences in project completions and assets reaching beneficial use.

GASB 75 ADJUSTMENT

- Reflects the latest actuarial estimates.

GASB 68 PENSION ADJUSTMENT

- Reflects the latest actuarial estimates.

ENVIRONMENTAL REMEDIATION

- Reflects the estimated liability for environmental remediation costs associated with capital projects.

CASH ADJUSTMENTS

Cash adjustments are made to the accrual financial statements to align the forecast with actual cash impacts for several categories. These categories include: Farebox Revenue, Other Operating Revenue, Payroll, Claims and Other Business Expenses. Other cash adjustments are made to reverse items that are accrued but have no impact on cash reporting. These items include: GASB 68 and 75 Adjustments, Depreciation and Environmental Remediation.

Major Plan-over-Plan cash adjustments include:

- Claims – Reflects injury claim settlements made in 2019 for two NJT employees operating West of Hudson service for \$7.9 million.
- Non-traction Power – a correction to reflect the principal portion of the New York Power Authority (NYPA) financing loan for GCT chiller units of approximately \$2.0 million annually, which is not reflected in the accrued financial statements.
- Insurance – Reflects changes in the timing of insurance premium payments.

MTA METRO-NORTH RAILROAD
July Financial Plan 2020 - 2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE	2019	2020	2021	2022
2019 February Financial Plan - Cash Surplus/(Deficit)	(\$622.885)	(\$601.198)	(\$546.185)	(\$574.349)
Baseline Changes				
Revenue				
Farebox Revenue	\$9.697	\$14.418	\$15.665	\$10.888
Vehicle Toll Revenue	0.000	0.000	0.000	0.000
Other Operating Revenue	3.108	(19.078)	(20.908)	2.198
Capital and Other Reimbursement	0.000	0.000	0.000	0.000
Total Revenue Changes	\$12.805	(\$4.660)	(\$5.242)	\$13.086
Expenses				
<i>Labor:</i>				
Payroll	\$2.799	\$8.144	\$6.704	\$3.666
Overtime	(0.156)	0.765	0.781	0.796
Health and Welfare	2.094	3.538	3.247	2.524
OPEB Current Payment	(4.000)	0.000	0.000	0.000
Pensions	(4.987)	(7.606)	(10.468)	(13.660)
Other Fringe Benefits	(1.129)	(0.090)	(0.360)	(0.943)
Reimbursable Overhead	6.283	6.027	1.986	(2.275)
Total Labor Expense Changes	\$0.904	\$10.778	\$1.889	(\$9.891)
<i>Non-Labor:</i>				
Electric Power	(\$2.243)	(\$0.176)	(\$0.073)	\$0.111
Fuel	0.992	1.084	1.234	1.294
Insurance	2.528	1.604	0.805	0.434
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	(6.904)	8.919	7.429	12.536
Professional Service Contracts	0.794	0.351	(0.315)	0.516
Materials & Supplies	0.362	3.386	6.101	8.262
Other Business Expenses	1.341	(1.599)	1.588	1.649
Total Non-Labor Expense Changes	(\$3.129)	\$13.570	\$16.770	\$24.802
Total Expenses before Depreciation and GASB Adjustments	(\$2.225)	\$24.348	\$18.658	\$14.911
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	58.000	58.000	\$58.000	58.000
GASB 68 Pension Adjustment	(20.300)	(29.200)	(\$26.900)	(24.200)
Environmental Remediation	0.000	0.000	\$0.000	0.000
GASB75 Adjustment	(94.200)	(39.700)	(33.800)	(26.900)
Total Expense Changes	(\$58.725)	\$13.448	\$15.958	\$21.811
Cash Conversion Adjustment Changes				
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000
Operating/Capital	11.028	24.638	(2.222)	(4.501)
Other Cash Adjustments	43.510	3.033	1.839	(11.808)
Total Cash Conversion Adjustments	\$54.539	\$27.671	(\$0.383)	(\$16.309)
Net Surplus/(Deficit) Changes	\$8.618	\$36.459	\$10.333	\$18.589
2019 July Financial Plan - Net Operating Cash Surplus/(Deficit)	(\$614.266)	(\$564.739)	(\$535.852)	(\$555.760)

MTA METRO-NORTH RAILROAD
July Financial Plan 2020 - 2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE	2019	2020	2021	2022
2019 February Financial Plan - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes				
Revenue				
Farebox Revenue				
Other Operating Revenue				
Capital and Other Reimbursement	30.346	61.974	20.988	6.872
Total Revenue Changes	\$30.346	\$61.974	\$20.988	\$6.872
Expenses				
<i>Labor:</i>				
Payroll	\$4.140	\$5.407	\$3.737	\$7.311
Overtime	(2.725)	(3.143)	(3.317)	(4.124)
Health and Welfare	0.928	1.222	0.725	1.522
OPEB Current Payment	0.000	0.000	0.000	0.000
Pensions	0.122	0.205	(0.120)	0.410
Other Fringe Benefits	0.249	0.472	0.083	0.687
Reimbursable Overhead	(6.108)	(6.215)	(2.131)	2.109
Total Labor Expense Changes	(\$3.394)	(\$2.051)	(\$1.023)	\$7.915
<i>Non-Labor:</i>				
Electric Power	(\$0.002)	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000
Insurance	0.955	0.607	1.307	1.039
Claims	0.000	0.000	0.000	0.000
Paratransit Service Contracts				
Maintenance and Other Operating Contracts	(23.968)	(25.584)	0.546	(0.743)
Professional Service Contracts	24.620	(3.988)	(11.351)	(20.502)
Materials & Supplies	(28.050)	(30.513)	(10.564)	5.321
Other Business Expenses	(0.507)	(0.444)	0.096	0.099
Total Non-Labor Expense Changes	(\$26.952)	(\$59.923)	(\$19.965)	(\$14.787)
Total Expense Changes	(\$30.346)	(\$61.974)	(\$20.988)	(\$6.872)
2019 July Financial Plan - Net Operating Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	(\$0.000)

MTA METRO-NORTH RAILROAD
July Financial Plan 2020 - 2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2019	2020	2021	2022
2019 February Financial Plan - Cash Surplus/(Deficit)	(\$622.885)	(\$601.198)	(\$546.185)	(\$574.349)
Baseline Changes				
Revenue				
Farebox Revenue	\$9.697	\$14.418	\$15.665	\$10.888
Vehicle Toll Revenue	0.000	0.000	0.000	0.000
Other Operating Revenue	3.108	(19.078)	(20.908)	2.198
Capital and Other Reimbursement	30.346	61.974	20.988	6.872
Total Revenue Changes	\$43.151	\$57.314	\$15.745	\$19.958
Expenses				
<i>Labor:</i>				
Payroll	\$6.939	\$13.551	\$10.441	\$10.977
Overtime	(2.881)	(2.378)	(2.536)	(3.328)
Health and Welfare	3.022	4.760	3.972	4.046
OPEB Current Payment	(4.000)	0.000	0.000	0.000
Pensions	(4.865)	(7.400)	(10.588)	(13.249)
Other Fringe Benefits	(0.880)	0.382	(0.278)	(0.256)
Reimbursable Overhead	0.175	(0.189)	(0.145)	(0.165)
Total Labor Expense Changes	(\$2.490)	\$8.726	\$0.866	(\$1.976)
<i>Non-Labor:</i>				
Electric Power	(\$2.245)	(\$0.176)	(\$0.073)	\$0.111
Fuel	0.992	1.084	1.234	1.294
Insurance	3.483	2.211	2.112	1.473
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	(30.872)	(16.665)	7.975	11.794
Professional Service Contracts	25.415	(3.636)	(11.666)	(19.987)
Materials & Supplies	(27.688)	(27.127)	(4.462)	13.583
Other Business Expenses	0.834	(2.043)	1.685	1.747
Total Non-Labor Expense Changes	(\$30.081)	(\$46.352)	(\$3.195)	\$10.015
Total Expenses before Non-Cash Liability Adjs.	(\$32.571)	(\$37.626)	(\$2.329)	\$8.039
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	58.000	58.000	58.000	58.000
GASB 68 Pension Adjustment	(20.300)	(29.200)	(26.900)	(24.200)
Environmental Remediation	0.000	0.000	0.000	0.000
GASB75 Adjustment	(94.200)	(39.700)	(33.800)	(26.900)
Total Expense Changes	(\$89.071)	(\$48.526)	(\$5.029)	\$14.939
Net Surplus/(Deficit) Changes	(\$45.920)	\$8.788	\$10.716	\$34.897
Cash Conversion Adjustment Changes				
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000
Operating/Capital	11.028	24.638	(2.222)	(4.501)
Other Cash Adjustments	43.510	3.033	1.839	(11.808)
Total Cash Conversion Adjustments	\$54.539	\$27.671	(\$0.383)	(\$16.309)
Net Surplus/(Deficit) Changes	\$8.618	\$36.459	\$10.333	\$18.589
2019 July Financial Plan - Net Operating Cash Surplus/(Deficit)	(\$614.266)	(\$564.739)	(\$535.852)	(\$555.760)

MTA Metro-North Railroad
July Financial Plan 2020 - 2023
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2019	2020	2021	2022
2019 February Financial Plan - Cash Surplus/(Deficit)	(\$622.885)	(\$601.198)	(\$546.185)	(\$574.349)
Non-Reimbursable Major Changes				
Revenue				
<i>Fare Revenue - Fare Increase and Revised Ridership Projections</i>	\$9.697	\$13.418	\$14.665	\$9.888
<i>2019 Budget Reduction Program</i>	0.000	1.000	1.000	1.000
<i>GCT Net Retail Revenue Projections</i>	3.833	2.040	2.101	1.460
<i>Advertising Revenue</i>	2.035	2.177	2.233	2.287
<i>Removal of Maybrook Trailway Reimbursement due to transfer of project to I&C funding source</i>	(2.822)	(24.044)	(26.006)	(2.602)
<i>Other</i>	0.061	0.750	0.765	1.052
Sub-Total Non-Reimbursable Revenue Changes	\$12.805	(\$4.660)	(\$5.242)	\$13.086
Expenses				
<i>Operating Expense - New Needs</i>	(\$1.125)	(\$0.584)	(\$0.597)	(\$0.610)
<i>2019 Budget Reduction Program</i>	0.000	25.358	28.067	31.173
<i>Payroll - Impact of 2019 Hiring Freeze, Rescheduling of Hiring Projections and Reimbursable Activity</i>	3.744	2.765	1.862	(1.565)
<i>Health & Welfare - Revised Rates & Payroll Projections</i>	2.094	1.793	1.499	0.666
<i>Revised OPEB Current Payment due to higher number of retirees</i>	(4.000)	0.000	0.000	0.000
<i>Pensions - Revised Actuarial Estimate & Payroll Projections</i>	(4.987)	(8.825)	(11.960)	(14.959)
<i>Other Fringe Benefits - Revised Rates & Payroll Projections</i>	(1.129)	(1.362)	(1.635)	(2.296)
<i>Reimbursable Overhead - Rescheduling of Reimbursable Project Activity and Revised Overhead Rates</i>	6.283	9.984	3.121	2.189
<i>Reimbursable Overhead - Reimbursable BRP impact</i>	0.000	(3.958)	(1.135)	(4.464)
<i>Revised Electricity Rates</i>	(2.243)	(0.176)	(0.073)	0.111
<i>Revised Fuel Rates</i>	0.992	1.084	1.234	1.294
<i>Revised Insurance Premiums</i>	2.528	1.604	0.805	0.434
<i>Re-timing of Bridgeport Derailment Repairs</i>	(2.036)	0.000	0.000	0.000
<i>Resolution of Dispute with the NYC Water Board</i>	(2.900)	0.000	0.000	0.000
<i>Re-timing of BL-20 Overhaul</i>	(1.932)	(2.157)	(3.134)	1.101
<i>Enterprise Asset Management Consulting Expenses</i>	0.875	0.000	(0.767)	0.000
<i>Revised Projection of Insurance Recoveries</i>	0.419	(3.100)	0.000	0.000
<i>Revised Amtrak PRIIA Recoveries</i>	0.005	1.304	1.304	1.304
<i>Norfolk Southern Recovery</i>	0.742	0.000	0.000	0.000
<i>Non-Cash Liability Adjustments</i>	(56.500)	(10.900)	(2.700)	6.900
<i>Other Net Expense Changes</i>	0.444	0.617	0.068	0.531
Sub-Total Non-Reimbursable Expense Changes	(\$58.725)	\$13.448	\$15.958	\$21.811
Total Non-Reimbursable Major Changes	(\$45.920)	\$8.788	\$10.716	\$34.897
Reimbursable Major Changes				
Revenue				
<i>Projections for 2019-2023 reflects the retiming of capital project activity levels and 2019 Budget Reduction Program</i>	\$30.346	\$61.974	\$20.988	\$6.872
Sub-Total Reimbursable Revenue Changes	\$30.346	\$61.974	\$20.988	\$6.872
Expenses				
<i>Projections for 2019-2023 reflects the retiming of capital project activity levels and 2019 Budget Reduction Program</i>	(\$30.346)	(\$61.974)	(\$20.988)	(\$6.872)
Sub-Total Reimbursable Expense Changes	(\$30.346)	(\$61.974)	(\$20.988)	(\$6.872)
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	(\$0.000)
Total Accrual Changes	(\$45.920)	\$8.788	\$10.716	\$34.897
Cash Adjustment Changes				
<i>Operating Capital - New Needs</i>	(\$3.000)	\$0.000	\$0.000	\$0.000
<i>2019 Budget Reduction Program - Operating Capital</i>	0.000	2.828	2.839	0.895
<i>Operating Capital - Rescheduling of Projects</i>	(10.308)	(4.661)	(7.108)	(5.396)
<i>Operating Capital - Maybrook Trail Project Moved to I&C funding source</i>	24.337	26.471	2.047	0.000
<i>Timing of MTA Reimbursable Receipts</i>	2.182	(7.058)	7.563	(0.578)
<i>Reversal of Non-Cash Liability Adjustments</i>	56.500	10.900	2.700	(6.900)
<i>New Jersey Transit Employee Injury Claim Payments</i>	(7.865)	0.000	0.000	0.000
<i>Revised Retiree Cash Payouts due to higher number of retirees</i>	(0.314)	(0.124)	(0.819)	(0.408)
<i>Other Adjustments</i>	(6.993)	(0.684)	(7.605)	(3.921)
Total Cash Adjustment Changes	\$54.539	\$27.671	(\$0.383)	(\$16.309)
Net Surplus/(Deficit) Changes	\$8.618	\$36.459	\$10.333	\$18.589
2019 July Financial Plan - Net Operating Cash Surplus/(Deficit)	(\$614.266)	(\$564.739)	(\$535.852)	(\$555.760)

MTA METRO-NORTH RAILROAD
2020 Preliminary Budget
July Financial Plan 2020 - 2023
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 87.5 million in 2019, which is 0.5% lower than the 2019 Adopted Budget due to revised ridership projections.

East of Hudson ridership is projected at 85.9 million rides, which is 0.5% lower than the Adopted Budget due to the aforementioned revised ridership projections. In 2020-2022, East of Hudson ridership is projected to decline versus the prior plan by 0.7%, 0.7%, and 1.4%, respectively. 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 2019, is 0.2% higher than the Adopted Budget reflecting higher growth in the non-commutation sector. In 2020-2022, West of Hudson ridership versus the Adopted Budget is projected to decrease by 0.5%, 0.7%, and 2.0%, respectively. During this period, ridership is expected to decline slightly in 2020 and subsequently grow modestly year-over-year.

MTA METRO-NORTH RAILROAD
July Financial Plan 2020 - 2023
Ridership (Utilization)
(in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
--	----------------	------------------------------	-------------------------------	------	------	------

RIDERSHIP

<i>Harlem Line Ridership - Commutation</i>	16.643	16.771	16.868	16.868	16.890	16.951
<i>Harlem Line Ridership - Non-Commutation</i>	<u>10.808</u>	<u>11.146</u>	<u>11.211</u>	<u>11.211</u>	<u>11.226</u>	<u>11.266</u>
Harlem Line	27.451	27.917	28.079	28.079	28.116	28.218
<i>Hudson Line Ridership - Commutation</i>	9.418	9.466	9.540	9.563	9.595	9.640
<i>Hudson Line Ridership - Non-Commutation</i>	<u>7.743</u>	<u>7.885</u>	<u>7.946</u>	<u>7.965</u>	<u>7.992</u>	<u>8.030</u>
Hudson Line	17.161	17.351	17.486	17.529	17.587	17.670
<i>New Haven Line Ridership - Commutation</i>	22.086	22.221	22.328	22.327	22.335	22.460
<i>New Haven Line Ridership - Non-Commutation</i>	<u>18.213</u>	<u>18.418</u>	<u>18.507</u>	<u>18.506</u>	<u>18.513</u>	<u>18.616</u>
New Haven Line	40.299	40.639	40.834	40.833	40.848	41.076
Total Commutation Ridership	48.146	48.458	48.735	48.758	48.821	49.052
Total Non-Commutation Ridership	<u>36.764</u>	<u>37.449</u>	<u>37.663</u>	<u>37.682</u>	<u>37.730</u>	<u>37.912</u>
Total East of Hudson Ridership	84.911	85.906	86.399	86.441	86.551	86.964
West of Hudson Ridership	1.642	1.617	1.617	1.627	1.634	1.644
Total Ridership	86.553	87.524	88.016	88.067	88.185	88.608

FAREBOX REVENUE

<i>Harlem Line - Commutation Revenue</i>	111.605	115.190	116.921	117.096	117.441	117.909
<i>Harlem Line - Non-Commutation Revenue</i>	<u>99.382</u>	<u>105.984</u>	<u>107.827</u>	<u>107.987</u>	<u>108.305</u>	<u>108.735</u>
Harlem Line	\$210.988	\$221.174	\$224.748	\$225.083	\$225.745	\$226.644
<i>Hudson Line - Commutation Revenue</i>	73.751	76.079	77.416	77.741	78.135	78.547
<i>Hudson Line - Non-Commutation Revenue</i>	<u>87.230</u>	<u>92.318</u>	<u>94.190</u>	<u>94.584</u>	<u>95.062</u>	<u>95.562</u>
Hudson Line	\$160.981	\$168.396	\$171.606	\$172.325	\$173.197	\$174.109
<i>New Haven Line - Commutation Revenue</i>	158.018	162.536	164.267	164.540	164.868	165.835
<i>New Haven Line - Non-Commutation Revenue</i>	<u>195.673</u>	<u>200.956</u>	<u>203.597</u>	<u>203.934</u>	<u>204.339</u>	<u>205.535</u>
New Haven Line	\$353.691	\$363.491	\$367.864	\$368.474	\$369.207	\$371.370
Total Commutation Revenue	\$343.374	\$353.804	\$358.605	\$359.376	\$360.444	\$362.291
Total Non-Commutation Revenue	<u>382.286</u>	<u>399.257</u>	<u>405.614</u>	<u>406.505</u>	<u>407.706</u>	<u>409.833</u>
Total East of Hudson Revenue	\$725.660	\$753.061	\$764.218	\$765.881	\$768.150	\$772.124
West of Hudson Revenue	\$14.611	\$14.640	\$14.650	\$14.747	\$14.827	\$14.915
Total Farebox Revenue	\$740.271	\$767.702	\$778.868	\$780.628	\$782.977	\$787.039

Notes: West of Hudson total ridership is both Pascack Valley and Port Jervis lines.

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary
(\$ in millions)**

	Favorable/(Unfavorable)									
	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022	Pos.	2023
Non-Reimbursable BRP										
<u>Administration</u>										
Elimination of Administrative Positions	-	0.000	59	8.253	59	8.253	63	8.923	63	8.923
Administrative Office Space Reconfiguration	-	<u>0.000</u>	-	<u>3.852</u>	-	<u>3.942</u>	-	<u>4.038</u>	-	<u>4.135</u>
<i>Subtotal Administration</i>	-	<u>0.000</u>	59	<u>12.105</u>	59	<u>12.195</u>	63	<u>12.961</u>	63	<u>13.058</u>
<u>Customer Convenience/Amenities</u>										
Remove MNR Responsibility of Hudson Rail Link Service	-	0.000	-	2.508	-	2.839	-	2.908	-	2.978
Eliminate Rockland County Transportation Subsidy	-	0.000	-	0.512	-	0.524	-	0.537	-	0.550
Eliminate Holiday Shopper Special Trains	-	<u>0.000</u>	-	<u>0.202</u>	-	<u>0.206</u>	-	<u>0.210</u>	-	<u>0.215</u>
<i>Subtotal Customer Convenience/Amenities</i>	-	<u>0.000</u>	-	<u>3.222</u>	-	<u>3.570</u>	-	<u>3.656</u>	-	<u>3.743</u>
<u>Maintenance/Operations</u>										
Fleet Maintenance Initiatives	-	0.000	-	3.104	-	5.943	-	8.207	-	7.843
Enterprise Asset Management	-	0.000	11	1.743	11	1.745	11	1.748	11	1.636
Reduction in Budgeted Overtime Hours	-	0.000	-	1.595	-	1.627	-	1.659	-	1.693
Reduce Annual Vehicle Replacement Program Funding	-	<u>0.000</u>	-	<u>2.241</u>	-	<u>2.293</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Maintenance/Operations</i>	-	<u>0.000</u>	11	<u>8.683</u>	11	<u>11.608</u>	11	<u>11.614</u>	11	<u>11.172</u>
<u>Revenue Enhancement</u>										
Improve On-Board Fare Collection Practices	-	0.000	-	1.000	-	1.000	-	1.000	-	1.000
East of Hudson Parking Increase	-	<u>0.000</u>	-	<u>0.997</u>	-	<u>0.997</u>	-	<u>0.997</u>	-	<u>0.997</u>
<i>Subtotal Revenue Enhancement</i>	-	<u>0.000</u>	-	<u>1.997</u>	-	<u>1.997</u>	-	<u>1.997</u>	-	<u>1.997</u>
<u>Safety/Security</u>										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Safety</i>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<u>Service</u>										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Service</i>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<u>Service Support</u>										
None	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<i>Subtotal Service Support</i>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>	-	<u>0.000</u>
<u>Other</u>										
Elimination of Long-Term Lease Expense of Grand Central Terminal and Harlem/Hudson Lines	-	0.000	-	2.062	-	2.062	-	2.062	-	2.062
Tighter Control and Prioritization of Non-Payroll Expenses	-	0.000	-	1.118	-	0.474	-	0.779	-	0.499
<i>Subtotal Other</i>	-	<u>0.000</u>	-	<u>3.180</u>	-	<u>2.536</u>	-	<u>2.841</u>	-	<u>2.561</u>
Total Non-Reimbursable BRPs	-	\$0.000	70	\$29.186	70	\$31.906	74	\$33.068	74	\$32.529
Reimbursable BRP										
<u>Capital Program</u>										
Capital and Other Reimbursements Reduction	-	0.000	-	(34.102)	-	(18.044)	-	(13.097)	-	(17.097)
Total Reimbursable Capital Expenses	-	<u>0.000</u>	<u>13</u>	<u>34.102</u>	<u>23</u>	<u>18.044</u>	<u>65</u>	<u>13.097</u>	<u>65</u>	<u>17.097</u>
Total Reimbursable BRPs	-	\$0.000	13	\$0.000	23	\$0.000	65	\$0.000	65	\$0.000
Total Non-Reimbursable and Reimbursable BRPs	-	\$0.000	83	\$29.186	93	\$31.906	139	\$33.068	139	\$32.529

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Administrative
Program: Elimination of Administrative Positions

Background Details:	Metro-North will eliminate a total of 63 Administrative Positions by 2022 in order to reduce costs and streamline the organization. These reductions span various functional areas of the organization and include the restructuring of several departments as well as the reassignment of responsibilities to other personnel.
----------------------------	---

Program Description/ Implementation Plan:	Positions identified for elimination will be removed from Metro-North's list of Authorized Positions on the date specified by the department. The effective date of eliminated positions will be January 1, 2020 or later. These positions will not be available for department hiring forecasts.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$8.253	\$8.253	\$8.923	\$8.923
<i>Total Positions Required:</i>	0	59	59	63	63

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Administration
Program: Administrative Office Space Reconfiguration

Background Details:	Due to the elimination of Administrative positions, Metro-North will reconfigure office space in the New York Campus Graybar building.
----------------------------	--

Program Description/ Implementation Plan:	Metro-North will work with MTA Real Estate Department to find suitable sub-leasing tenants either from other MTA agencies or outside parties to assume financial responsibility for the office space no longer needed by Metro-North in the Graybar Building.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$3.852	\$3.942	\$4.038	\$4.135
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Customer Convenience/Amenities
Program: Remove MNR Responsibility of Hudson Rail Link Service

Background Details:	<p>Metro-North contracts with a vendor to provide bus service to Metro-North stations of Spuyten Duyvil and Riverdale and the local neighborhoods. The buses operate in the narrow Bronx neighborhood streets with weekday service comprised of 8 routes radiating from Spuyten Duyvil and Riverdale stations and provides 1,600 weekday rides. There is no weekend or holiday service.</p> <p>Metro-North provides management oversight and customer service function and the vendor performs required maintenance on buses. Metro-North's annual operating cost is \$2 million which includes the purchase of two new replacement buses with NYCT Bus and installation of MetroCard readers.</p>
----------------------------	--

Program Description/ Implementation Plan:	<p>This BRP includes the cancellation or transfer of the annual service contract as well as the commitment to purchase two fully equipped replacement buses. Metro-North, in conjunction appropriate MTA stakeholders, will identify a vendor to assume the financial responsibilities of the contract. If no MTA party or outside vendor is identified, Metro-North will unilaterally cancel the contract.</p>
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$2.508	\$2.839	\$2.908	\$2.978
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Customer Convenience/Amenities

Program: Eliminate Rockland County Transportation Subsidy

Background Details:	During the 2018 November Financial Plan, Metro-North included an annual Rockland County Transportation subsidy to assist with the expanded Tappan Zee Express bus service, providing connecting service to White Plains and Tarrytown. The Hudson Link Bus service is fully operational and paid for by New York State, therefore this subsidy is no longer needed.
----------------------------	---

Program Description/ Implementation Plan:	This BRP is predicated on the transfer of the annual transportation subsidy payment to Rockland County. Metro-North, in conjunction with the appropriate MTA stakeholders, will identify another MTA entity to assume the financial responsibilities of the agreement.
--	--

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$0.512	\$0.524	\$0.537	\$0.550
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Customer Convenience/Amenities
Program: Eliminate Holiday Shoppers' Specials Trains

Background Details:	Metro-North operates Holiday Shoppers' special service on the Hudson and New Haven Lines for six weekends between November and December.
----------------------------	--

Program Description/ Implementation Plan:	Elimination of this incremental service will allow existing staff to be utilized for regularly scheduled service coverage during the holiday season. This will reduce the need for overtime or relief-day coverage.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$0.202	\$0.206	\$0.210	\$0.215
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Maintenance/Operations
Program: Fleet Maintenance Initiatives

Background Details:	Several fleet maintenance activities will be extended including implementing a 8-year airbrake maintenance cycle versus the existing 6-year cycle for both the M7 and M8 Fleet as well as the M8 Seat Replacement Program. In addition, replacement initiatives for the end door coach seat and floor and center door aisle floor will be eliminated.
----------------------------	---

Program Description/ Implementation Plan:	Extending fleet maintenance activities and eliminating the noted replacement initiatives will result in material savings.		
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$3.104	\$5.943	\$8.207	\$7.843
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Maintenance/Operations

Program: Enterprise Asset Management

Background Details:	Metro-North will eliminate a total of 11 Enterprise Asset Management Positions due to efficiencies and realignment of tasks.
----------------------------	--

Program Description/ Implementation Plan:	Positions identified for elimination will be removed from Metro-North's list of Authorized Positions on the date specified by the department. The effective date of eliminated positions will be January 1, 2020. These positions will not be available for department hiring forecasts.
--	--

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$1.743	\$1.745	\$1.748	\$1.636
<i>Total Positions Required:</i>	0	11	11	11	11

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Maintenance/Operations

Program: Reduction in Budgeted Overtime Hours

Background Details:	Reduction of Overtime hours in the Maintenance of Way, Customer Service and Mail and Ride Departments.
----------------------------	--

Program Description/ Implementation Plan:	Departmental management will continue to review overtime requirements and only authorize overtime usage for valid performance of work functions.
--	--

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$1.595	\$1.627	\$1.659	\$1.693
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Maintenance/Operations
Program: Reduce Annual Vehicle Replacement Program Funding

Background Details:	Metro-North purchases replacement work vehicles annually to ensure that work gangs can safely get to and from right-of-way work locations. Purchased vehicles are generally less expensive over their useful life than rented/leased vehicles. Metro-North will reschedule \$2.1 million worth of annual vehicle purchases planned for both 2020 and 2021.
----------------------------	--

Program Description/ Implementation Plan:	Annual Work Vehicle Purchase costs will be reduced by \$2.2 million from the Operating Capital Portfolio in 2020 and 2021.		
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$2.241	\$2.293	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Revenue Enhancement
Program: Improve On-Board Fare Collection Practices

Background Details:	<p>Metro-North Conductors check and validate tickets not sold onboard trains; they also collect fares onboard.</p> <p>Onboard fare collection comprised of two distinct transactions: Selling a one-way ticket to a customer without a ticket Charging peak fare differential to a customer with an off-peak ticket</p> <p>MTA Audit tests for instances in which the conductor does not: Sell a ticket to a customer without a ticket – Fare Not Collected Charge the appropriate fare differential – Incorrect Fare Collected</p> <p>Metro-North 2019 goal for both measures is a 10% reduction to 2018 observed and extrapolated instances to increase onboard fare collection by \$1 million</p>
----------------------------	--

Program Description/ Implementation Plan:	Metro-North will improve and monitor conductor training and oversight to ensure compliance with onboard fare collection requirements. Metro-North will also work with MTA Audit to refine sample size and methodology used to estimate fare evasion impacts.
--	--

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$1.000	\$1.000	\$1.000	\$1.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Revenue Enhancement
Program: East of Hudson Parking Increase

Background Details:	Metro-North will modify parking fees at all 25 East of Hudson station facilities that are managed by Metro-North's Private Parking Operator, LAZ Parking. The overall percentage increase of the revised fees is 13.8%. Specifically, daily meter rates will increase by 16.5%, annual permit rates will increase by 10% and free parking on Saturday & Sunday along with 10 MNR designated holidays will be eliminated.
----------------------------	--

Program Description/ Implementation Plan:	No Public Hearings are required. The last parking fee increase of 5.1% was implemented December 2013. However, as the overall percentage increase of the new fees (13.8%) is greater than CPI inflation, this proposed fee structure will require MTA Board Approval.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$0.997	\$0.997	\$0.997	\$0.997
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Other

Program: Elimination of Long-Term Lease Expense of Grand Central Terminal and Harlem/Hudson Lines

Background Details:	Metro-North Railroad leases Grand Central Terminal and the Harlem and Hudson right-of-way from Midtown Trackage Ventures, LLC. The current lease contract runs through 2274. MTA has exercised an early purchase option in 2017 with Midtown Trackage to purchase Grand Central Terminal and Harlem and Hudson right-of-way from Midtown Trackage. As a result of the purchase agreement, Metro-North will no longer incur lease expenses and interest payments.
----------------------------	--

Program Description/ Implementation Plan:	Midtown Trackage, the landlord of Grand Central Terminal, has executed the Term Sheet, an important step in moving towards MTA's acquisition of GCT and the Harlem and Hudson right-of-way. Legal and financial teams are moving forward with the sale and transfer of ownership documents.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$2.062	\$2.062	\$2.062	\$2.062
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Other
Program: Tighter Control and Prioritization of Non-Payroll Expenses

Background Details:	Departments across Metro-North have identified budget savings related to historical spending trends and cost containment efforts. Examples of these reductions include: advertising, materials and supplies, health and wellness programs and several other categories.
----------------------------	---

Program Description/ Implementation Plan:	Reduce Non-Payroll budgets within various departments at Metro-North.		
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$1.118	\$0.474	\$0.779	\$0.499
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Reimbursable / Capital Programs

Program: Eliminate Administrative Positions Supporting Reimbursable / Capital Programs

Background Details:	Metro-North will eliminate a total of 12 Administrative Positions by 2022 in order to reduce costs and streamline the organization. These reductions span various functional areas of the organization and include the restructuring of several departments as well as the reassignment of responsibilities to other personnel.
----------------------------	---

Program Description/ Implementation Plan:	Positions identified for elimination will be removed from Metro-North's list of Authorized Positions on the date specified by the department. The effective date of eliminated positions will be January 1, 2020 or later. These positions will not be available for department hiring forecasts.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$0.725	\$0.725	\$2.067	\$2.067
<i>Total Positions Required:</i>	0	5	5	12	12

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Reimbursable / Capital Programs

Program: Eliminate Track Department Production Gangs Supporting Reimbursable / Capital Program

Background Details:	Metro-North will abolish the Track System Special Project Gang in 2021 and abolish the Track System Production Gang in 2022. Both of these gangs support capital production work.
----------------------------	---

Program Description/ Implementation Plan:	Positions identified for elimination will be removed from Metro-North's list of Authorized Positions on the date specified by the department. The effective date of eliminated positions will be January 1, 2021 or later. These positions will not be available for department hiring forecasts. Associated reimbursable capital materials expenses will also be removed from the forecast.
--	--

Program Implementation Date:	1/1/2021	When will savings begin?:	1/1/2021
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$0.000	\$1.152	\$7.682	\$7.682
<i>Total Positions Required:</i>	0	0	10	45	45

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Reimbursable / Capital Programs

Program: Eliminate Procurement Design-Build Positions Supporting Reimbursable / Capital Program

Background Details:	Metro-North will eliminate 8 Design-Build Positions in 2020 in order to reduce costs and streamline the organization. These positions have presented significant challenges to fill for Metro-North and have remained vacant since they were approved to be added to Metro-North's 2017 Budget.
----------------------------	---

Program Description/ Implementation Plan:	Positions identified for elimination will be removed from Metro-North's list of Authorized Positions on the date specified by the department. The effective date of eliminated positions will be January 1, 2020 or later. These positions will not be available for department hiring forecasts.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$1.347	\$1.347	\$1.347	\$1.347
<i>Total Positions Required:</i>	0	8	8	8	8

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Reimbursable / Capital Programs

Program: PRIIA Capital Reimbursements - Northeast Corridor Commission Baseline Cost Contribution payments LTD

Background Details:	The Passenger Rail Investment and Improvement Act of 2008 (PRIIA), established a cost allocation model for allocating common capital and operating costs between owners and operators. For the Baseline Cost Contribution for infrastructure projects on the Northeast Corridor, and pursuant to Agreement between Amtrak and Metro-North for 10-miles of the New Haven Line from CP216 in New Rochelle to milepost 26 in Port Chester (NY/CT state line), Amtrak will reimburse Metro-North \$2.1 M yearly for basic capital maintenance work performed in this segment. For the time period 2016 through the end of 2020 Amtrak has or will pay Metro-North up to \$2.1 M yearly, for a cumulative anticipated capital contribution of \$9.63 M.
----------------------------	--

Program Description/ Implementation Plan:	Metro-North will work with MTA HQ to apply cash received from AMTRAK back to the MTA Capital Program. The cash received to date and expected from AMTRAK through 2020 is for railroad capital improvements funded and reimbursed through approved five year capital programs and Metro-North Operating-Capital projects.		
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	No
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$9.630	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Reimbursable / Capital Programs

Program: 2015-2019 Capital Program M702-02-15 Beacon/Southeast Station Improvements (3rd party)

Background Details:	<p>M702-02-15: This project includes preliminary engineering design consultant for design-build contract services for the planning, engineering and construction of Station improvements at the selected stations.</p> <p>Planned improvements at the Beacon Station include platform repairs and improvements to the north overpass, rehabilitation of the tunnel underpass and new entrances at the tunnel approaches on the east and west sides of the railroad.</p> <p>Planned improvements for the Southeast Station include platform repairs and new platform amenities, new station shelter, improvements to the platform canopy and the installation of CSI elements (including public address, visual information boards and security.)</p>
----------------------------	--

Program Description/ Implementation Plan:	Do not proceed with Third Party Professional Services - design-build contract. Reduce 2015-2019 Capital Program costs.
--	--

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	No

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$13.200	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Reimbursable / Capital Programs

Program: 2015-2019 Capital Program M703-01-06 Turnouts - Yards/Sidings (Force Account: labor/materials)

Background Details:	M703-01-06: This project helps maintain Metro-North yard turnouts and sidings in a state of good repair to ensure train service to be operated in safe condition and at maximum efficiency through Force Account replacement of aging/deteriorated turnouts in yards and siding locations. This supports reliable travel time for Metro-North customers and greater flexibility for railroad operations. Locations funded in the 2015-2019 Capital Program are as follows: Brewster and Tulnoy Lumber on the Harlem Line, and Harmon 98, Harmon F9 and Highbridge on the Hudson Line.
----------------------------	---

Program Description/ Implementation Plan:	Force Account project - estimated % split of labor and materials/equipment based on typical historical costs. Reduce 2015-2019 Capital Program costs.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	No

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$2.800	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Reimbursable / Capital Programs

Program: 2015-2019 Capital Program M703-02-13 DC Substation/Signal House Roof Replacement (Force Account: labor/materials)

Background Details:	M703-02-13: This project provides for force account rebuilding/replacement of deteriorated roofing systems and other roofing components at various signal power substations or signal houses on the Harlem and Hudson Lines. These substations provide 700 Volt DC traction power to the tracks. It is important to maintain them as weather proof enclosures for reliable and safe operation of traction and wayside signal equipment. This project would help reduce the possibility of water infiltration, extend the useful of the roofs of signal houses by 15 years and ensure regular rail service with minimal disruptions. Locations are prioritized based on field inspection of existing conditions and number of years in service.
----------------------------	--

Program Description/ Implementation Plan:	Force Account project - estimated % split of labor and materials/equipment based on typical historical costs. Reduce 2015-2019 Capital Program costs.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	No

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$3.500	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Reimbursable / Capital Programs
Program: 2015-2019 Capital Program M708-01-11 EAM Reserve (tbd)

Background Details: M708-01-11: This project allocates capital funding in support of the MTA-led Metro-North EAM implementation program. Costs incurred to date are significantly lower than project total.

Program Description/ Implementation Plan: Reduce committed Third Party Professional Services costs. Reduce 2015-2019 Capital Program costs.

Program Implementation Date: 1/1/2020 **When will savings begin?:** 1/1/2020
Are these savings recurring?: No

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$2.900	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Reimbursable / Capital Programs

Program: 2020-2024 Capital Program M802 Stations placeholder (3rd party assessment, design, priority repairs)

Background Details:	Scope under development as part of preparation of the upcoming 2020-2024 Capital Program. The Twenty Year Needs Assessment includes a stations placeholder for a future stations condition assessment with a resulting design and construction of priority repairs, including mentoring contract(s). Considering the robust state of good repair work already identified and included for design and construction in the 2020-2024 Capital Program, as well as the accessibility improvements Metro-North is planning to implement, this planned work will be eliminated. This includes eliminating a \$3m mentoring (Small Business Development Program) component to the project.
----------------------------	---

Program Description/ Implementation Plan:	Third Party Professional Services - scope under development as part of preparation of the upcoming 2020-2024 Capital Program. Reduce 2020-2024 Capital Program scope.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	No

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$0.000	\$14.820	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Reimbursable / Capital Programs

Program: 2020-2024 Capital Program M803-01-09 Turnouts - Yards/Sidings (Force Account: labor/materials)

Background Details: M803-01-09: Under development as part of the 2020-2024 Capital Program, this project helps maintain Metro-North yard turnouts and sidings in a state of good repair to ensure train service to be operated in safe condition and at maximum efficiency through Force Account replacement of aging/deteriorated turnouts in yards and siding locations. This supports reliable travel time for Metro-North customers and greater flexibility for railroad operations. Locations will be selected as part of the scoping and development of the project, prioritized based on condition, age, and operational criticality.

Program Description/ Implementation Plan: Force Account project - estimated % split of labor and materials/equipment based on typical historical costs - scope under development as part of preparation of the upcoming 2020-2024 Capital Program. Reduce 2020-2024 Capital Program Scope

Program Implementation Date: 1/1/2024 **When will savings begin?:** 1/1/2024
Are these savings recurring?: No

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Reimbursable / Capital Programs

Program: 2020-2024 Capital Program M803-01-10 Rock Slope Remediation (3rd party)

Background Details:	<p>M803-01-10 / M803-03-01: Under this on-going program, Metro-North will make continued investments to the enhance the safety of Metro North Railroad passengers on East and West of Hudson lines (EoH & WoH) through rock slope remediation. This project includes the ongoing rock slope stabilization program informed by the findings of the annual inspections, completing critical rock slope repairs at priority locations.</p> <p>In 1998, Metro-North Railroad initiated a Rock Slope Remediation Program in response to a rock fall that occurred in early January of that year. The program, established in 1998, includes annual inspections and remediation of rock slope sites. There are approximately 185 sites EoH and 75 WoH, the majority of which were created with limited controlled blasting when the tracks were laid. Exposure to the elements over time and cyclical geological changes pose a risk of rock fall.</p> <p>Annual inspections are conducted and rock slope locations are assigned to one of three categories: Emergency, Priority and Routine. This project includes funding for a design consultant contract for the annual inspection of rock slope sites and the development of remediation designs, along with rehabilitation of some priority sites.</p>
----------------------------	--

Program Description/ Implementation Plan:	Third Party Professional Services - scope under development as part of preparation of the upcoming 2020-2024 Capital Program. Reduce 2020-2024 Capital Program Scope.		
Program Implementation Date:	1/1/2022	When will savings begin?:	1/1/2022
		Are these savings recurring?:	No
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$0.000	\$0.000	\$2.000	\$0.000
<i>Total Positions Required:</i>	0	0	0	0	0

**MTA Metro-North Railroad
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan (BRPs) Summary**

Category by Function: Reimbursable / Capital Programs

Program: 2020-2024 Capital Program M803-03-04 Moodna/Woodbury Viaduct Priority Repairs (3rd party contract reduction)

Background Details:	M803-03-04: This project continues priority repairs at Moodna and Woodbury Viaducts on Metro North's Port Jervis Line (PJL) West of the Hudson River. These 100+ year old viaducts have been in continuous service without major rehabilitation since their opening, supporting rail commutation and access to the New York City metropolitan area and supporting freight transport for operators to access intermodal container ports and industry in New Jersey and elsewhere on the Eastern Seaboard. In-depth inspections and live load ratings were performed by engineering design consultants on the viaducts in 2003, 2009, and 2016. On both viaducts, components such as girders, columns, connectors, rivets, cover plates, bearings, foundations and abutments were found to be deteriorated, contributing to the reduction in the live load rating of both structures. The project scope will include inspection, design and construction of continued priority repairs to both viaducts to enable these major structures to remain in service until replaced under a future capital program.
----------------------------	--

Program Description/ Implementation Plan:	Third Party Professional Services - scope under development as part of preparation of the upcoming 2020-2024 Capital Program. Reduce 2020-2024 Capital Program Scope.
--	---

Program Implementation Date:	1/1/2023	When will savings begin?:	1/1/2023
		Are these savings recurring?:	No

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	\$0.000	\$0.000	\$0.000	\$0.000	\$6.000
<i>Total Positions Required:</i>	0	0	0	0	0

MTA METRO-NORTH RAILROAD
2019 Preliminary Budget
July Financial Plan 2020 - 2023
Positions

POSITION ASSUMPTIONS

YEAR-TO-YEAR CHANGES

2019-2020

The July Financial Plan for 2020 includes a net decrease of 79 authorized positions. This decrease consists of the elimination of 83 positions resulting from the Budget Reduction Plan partially offset by the addition of 1 Safety Compliance Manager for the Operations Control Center and 1 for the Right of Way, and 2 Maintenance of Way C&S authorized positions to support various capital projects.

2020-2021

The July Financial Plan for 2021 includes a net decrease of 1 authorized position due to the elimination of 10 authorized positions as part of the Budget Reduction Plan partially offset by the addition of 9 authorized Conductor positions to support capital needs.

2021-2022

The July Financial Plan for 2021 includes a decrease of 46 authorized positions as part of the Budget Reduction Plan.

PLAN-TO-PLAN CHANGES

2019

The 2019 Mid-Year Forecast shows an increase of 14 positions versus the Adopted Budget. This increase is due to the addition of 13 Locomotive Engineers in Transportation and 1 management position in the Operations Support & EAM department.

2020

The July Financial Plan for 2020 shows a net decrease of 67 authorized positions versus the February Financial Plan. This decrease is due to the elimination of 83 authorized positions as part of the Budget Reduction Plan partially offset by the addition of 1 Safety Compliance Manager for the Operations Control Center and 1 for the Right of Way, and the increase of 14 positions carried forward from 2019.

2021

The July Financial Plan for 2021 shows a decrease of 77 positions over the February Financial Plan. This decrease is due to the elimination of 10 authorized positions as part of the Budget Reduction Plan and the net decrease of 67 positions carried forward from 2020.

2022

The July Financial Plan for 2022 shows a decrease of 123 positions over the February Financial Plan. This decrease is due to the elimination of 46 authorized positions as part of the Budget Reduction Plan and the decrease of 77 positions carried forward from 2021.

MTA METRO-NORTH RAILROAD				
July Financial Plan 2020 - 2023				
Favorable/(Unfavorable)				
Total Position Changes at a Glance				
	2019	2020	2021	2022
2019 February Plan - Total Positions¹	7,135	7,137	7,146	7,146
Total Plan-to-Plan Changes	(14)	67	77	123
2019 July Plan - Total Positions¹	7,149	7,070	7,069	7,023
Total Year-to-Year Changes, July Plan		79	1	46
Total Plan-to-Plan Changes by Reporting Category:				
<i>Non-Reimbursable</i>	(66)	37	41	90
<i>Reimbursable</i>	52	30	36	33
Total	(14)	67	77	123
<i>Full-Time</i>	(14)	67	77	123
<i>Full-Time Equivalents</i>	0	0	0	0
Total	(14)	67	77	123
<i>By Function Category</i>				
- Administration	0	47	47	58
- Operations	(16)	7	7	7
- Maintenance	2	10	20	55
- Engineering/Capital	0	3	3	3
- Public Safety	0	0	0	0
Total	(14)	67	77	123
<i>By Occupational Group</i>				
- Managers/Supervisors	(24)	(4)	(4)	1
- Professional, Technical, Clerical	26	81	81	87
- Operational Hourlies	(16)	(10)	0	35
Total	(14)	67	77	123
Total Plan-to-Plan Changes by Major Category:				
<i>2019 BRPs²</i>	<i>0</i>	<i>70</i>	<i>70</i>	<i>74</i>
<i>New Needs</i>	<i>0</i>	<i>(2)</i>	<i>(2)</i>	<i>(2)</i>
<i>Change in Reimbursable Positions³</i>	<i>52</i>	<i>30</i>	<i>36</i>	<i>33</i>
<i>Re-estimates & All Other⁴</i>	<i>(66)</i>	<i>(31)</i>	<i>(27)</i>	<i>18</i>
Total	(14)	67	77	123

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

² Non-Reimbursable only.

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

⁴ Includes Full-time Equivalents .

MTA METRO-NORTH RAILROAD
July Financial Plan 2020 - 2023
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2018 Actual	2019 Mid-Year Forecast	2020 Preliminary Budget	2021	2022	2023
Administration						
President	3	3	3	3	3	3
Labor Relations	14	20	19	19	19	19
Safety	55	66	65	65	65	65
Security	24	26	23	23	23	23
Office of the Executive VP	9	10	10	10	10	10
Corporate & Public Affairs	16	19	15	15	15	15
Customer Service	61	69	65	65	65	65
Legal	12	20	15	15	15	15
Claims	12	14	12	12	12	12
Environmental Compliance & Svce	7	0	0	0	0	0
VP Human Resources	46	51	44	44	44	44
Training	86	101	96	96	96	96
Employee Relations & Diversity	5	7	6	6	6	6
VP Planning	2	2	2	2	2	2
Operations Planning & Analysis	21	22	23	23	19	19
Capital Planning & Programming	13	18	17	17	11	11
Long Range Planning	8	8	7	7	6	6
VP Finance & Info Systems	0	2	1	1	1	1
Controller	72	82	77	77	77	77
Information Technology & Project Mgmt	0	0	0	0	0	0
Budget	17	23	22	22	22	22
Procurement & Material Management	25	39	33	33	33	33
Corporate	0	0	0	0	0	0
Total Administration	508	602	555	555	544	544
Operations						
Operations Support	73	108	93	93	93	93
Transportation	1,639	1,687	1,686	1,695	1,695	1,695
Customer Service	268	403	396	396	396	396
Metro-North West	31	44	44	44	44	44
Corporate	0	0	0	0	0	0
Total Operations	2,011	2,242	2,219	2,228	2,228	2,228
Maintenance						
Maintenance of Equipment	1,652	1,724	1,724	1,724	1,724	1,724
Maintenance of Way	2,162	2,304	2,300	2,290	2,255	2,255
Procurement & Material Management	123	141	139	139	139	139
Corporate	0	0	0	0	0	0
Total Maintenance	3,937	4,169	4,163	4,153	4,118	4,118
Engineering/Capital						
Construction Management	36	44	43	43	43	43
Engineering & Design	78	92	90	90	90	90
Total Engineering/Capital	114	136	133	133	133	133
Total Positions	6,570	7,149	7,070	7,069	7,023	7,023
<i>Non-Reimbursable</i>	6,064	6,435	6,352	6,339	6,298	6,296
<i>Reimbursable</i>	507	714	718	730	725	727
<i>Total Full-Time</i>	6,570	7,148	7,069	7,068	7,022	7,022
<i>Total Full-Time-Equivalents</i>		1	1	1	1	1

MTA METRO-NORTH RAILROAD
July Financial Plan 2020 - 2023
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Administration						
Managers/Supervisors	172	198	185	185	180	180
Professional/Technical/Clerical	336	404	370	370	364	364
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	508	602	555	555	544	544
Operations						
Managers/Supervisors	243	262	259	259	259	259
Professional/Technical/Clerical	173	252	238	238	238	238
Operational Hourlies	1,595	1,728	1,722	1,731	1,731	1,731
Total Operations Headcount	2,011	2,242	2,219	2,228	2,228	2,228
Maintenance						
Managers/Supervisors	644	684	681	681	681	681
Professional/Technical/Clerical	501	527	522	522	522	522
Operational Hourlies	2,792	2,958	2,960	2,950	2,915	2,915
Total Maintenance Headcount	3,937	4,169	4,163	4,153	4,118	4,118
Engineering / Capital						
Managers/Supervisors	47	53	52	52	52	52
Professional/Technical/Clerical	67	83	81	81	81	81
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	114	136	133	133	133	133
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	1,107	1,197	1,177	1,177	1,172	1,172
Professional/Technical/ Clerical	1,077	1,266	1,211	1,211	1,205	1,205
Operational Hourlies	4,387	4,686	4,682	4,681	4,646	4,646
Total Positions	6,570	7,149	7,070	7,069	7,023	7,023

[THIS PAGE INTENTIONALLY LEFT BLANK]

MTA Headquarters

MTA HEADQUARTERS
2020 Preliminary Budget
July Financial Plan 2020 – 2023

FINANCIAL OVERVIEW

MTA Headquarters' operations include four distinct components: Policy and Oversight; Consolidated Functions (departments that perform services on behalf of MTA Agencies); the Business Service Center (BSC); and the MTA Police Department (MTAPD). The MTA Headquarters' July Financial Plan demonstrates the organization's commitment to streamlining operations and maximizing efficiencies within the organization and across the MTA. 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 or support the Agencies' missions. 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 spending deemed less essential 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 the development and roll-out of OMNY (One Metro New York) fare payment system;
- Funding for continuing upgrades and maintenance of the MTA's critical technology systems and infrastructure;
- The hiring of new MTAPD officers 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 revenue service begins in 2022.

The Plan includes support for new initiatives and investments for the following:

- Funding for the MTA restructuring and cost containment initiatives;
- Upgrade and installation of attendance and timekeeping systems;
- MTAPD support of combatting fare evasion within Subways and Buses;
- New Information Technology (IT) initiatives to support business and Agency needs;
- Support of Central Business District Tolling.

2019 Mid-Year Forecast

The MTA Headquarters Baseline Deficit of \$802.0 million for the 2019 Mid-Year Forecast includes total non-reimbursable operating revenues of \$57.9 million and total expenses before depreciation and other non-cash adjustments of \$783.6 million, consisting of \$418.0 million in labor expenses and \$365.6 million in non-labor expenses. Total capital and other reimbursements are projected to be \$135.3 million. Total reimbursable labor expenses are \$75.4 million, and non-labor expenses are \$59.9 million. Cash adjustments before depreciation and GASB 68/75 are a favorable \$31.6 million. The Baseline Cash Deficit is projected to be \$694.1 million, a \$67.7 million unfavorable variance from the February Adopted Budget of \$626.4 million. The Mid-Year Forecast captures the timing delay of expenses that were accrued in 2018 but not paid until 2019; it also includes the re-scheduling of certain initiatives originally projected for 2018. New and re-estimated needs are also reflected in the Forecast.

Major operating cash changes include:

Unfavorable

- Investments of \$41.5 million for information technology needs include: increased software licensing expenses; technology projects which address business and management needs; replacement of LIRR and MNR On-Board Ticket Issuance Machines (OBTIMS); replacement of servers that have reached end-of-life; and a B&T system to mitigate fees.
- MTAPD increases of \$3.9 million in overtime wages reflect YTD trends in coverage requirements;
- Timing of payments for 2018 operating expenses and re-scheduling of certain initiatives into 2019 of \$33.3 million;
- Purchase and installation of time keeping and attendance technology;
- Timing of a recovery from MTA Capital Construction (MTACC) that occurred in 2018; and
- Timing of recovery of Headquarters relocation costs.

Favorable

- Savings from Budget Reduction Programs (BRP) of \$2.9 million mainly due to reductions in expenses across Headquarters and revision to MTAPD fleet replacement cycles;
- The elimination of 48 vacant positions across Headquarters, provide \$5.8 million in savings compared to the Budget;
- Continuation of the hiring freeze on non-operational employees, provide vacancy savings of \$6.8 million compared to Budget;
- Realignment of baseline MTA IT operating capital projects;
- Revised benefit rates; and
- Favorable timing of prior year Advertising Revenues of \$17.6 million.

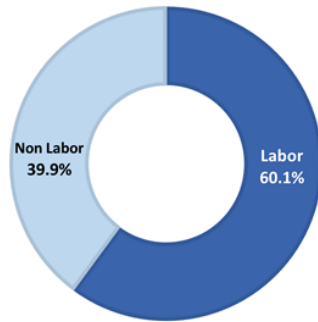
Reimbursable expenses consist of work done on behalf of the Agencies as well as Headquarters Risk and Insurance Management, Pension Department expenses, and pass-through charges for the West Side Yard development. These recoverable expenses are higher than February due to the purchase of time keeping clocks for all MTA Agencies, MTA IT assumption of technology services for ESA during construction, and higher West Side Yard activity.

Total baseline positions are projected to decrease from the February Plan by 44 positions to 3,052 positions. This decrease is due to the elimination of 49 vacant positions partially offset by the approval of filling five new positions.

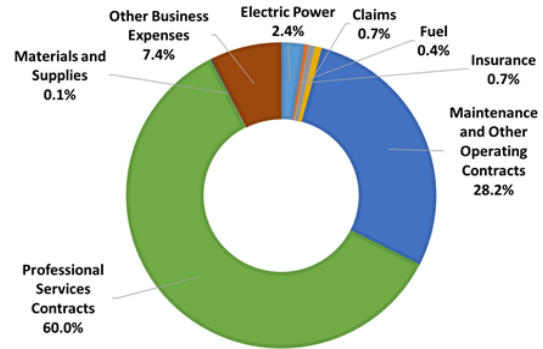
2020 Preliminary Budget - Baseline

The MTA Headquarters Baseline Deficit of \$770.1 million for the 2020 Preliminary Budget includes total Non-Reimbursable Operating Revenues of \$52.8 million and total expenses before depreciation and other post-employment benefits of \$726.4 million, consisting of \$436.6 million in labor expenses and \$289.8 million in non-labor expenses. Depreciation and GASB 68/75 adjustments total \$96.5 million.

LABOR VS NON LABOR 2020
BEFORE DEPRECIATION, GASB AND OPEB



NON LABOR 2020
BEFORE DEPRECIATION, GASB, AND OPEB



Total capital and other reimbursements are projected to be \$145.0 million. Total reimbursable labor expenses are \$74.8 million, and non-labor expenses are \$70.1 million. Cash adjustments before depreciation, OPEB obligation and GASB 68 are a favorable \$124.6 million reflecting the anticipated recovery of Headquarters relocation expenses and advertising revenue receipts.

The Baseline Cash Deficit is projected to be \$549.0 million, \$34.3 million unfavorable variance from the February Plan of \$514.7 million.

Major operating cash changes include:

Unfavorable

- Investments of \$22.2 million for information technology needs, which includes higher software licensing expenses, increased support for the attendance/timekeeping initiative and necessary technology projects that address business and management needs;
- Increased support for the Headquarters Enterprise Asset Management (EAM) program requiring funding of \$2.4 million;
- Revision of MTAPD hiring schedule to coordinate with revised ESA opening schedule increases funding by \$1.1 million;
- Unfavorable adjustment to OPEB expenditures of \$1.7 million; and
- Timing of recovery of Headquarters relocation costs.

Favorable

- Savings from BRPs of \$19.1 million due to the elimination of unnecessary MTA IT spending, rightsizing expenses across functions, modified MTAPD fleet replacement cycles, and a reduction in contingency funds;
- Additional drawdown on contingency funds to off-set MTA IT investments;
- The elimination of 49 vacant positions across Headquarters, providing \$6.4 million in savings compared to the Budget; and
- Revised benefit rates.

Recoverable expenses are higher than the February Plan due to MTA IT assumption of technology services for ESA during construction and higher West Side Yard activity.

Total baseline positions are projected to decrease from the February Plan by 28 positions to 3,122 positions. This decrease is due to the elimination of 49 vacant positions partially offset by the approval of filling five new positions and a revision to the MTAPD ESA hiring schedule for 16 officers.

2021 - 2022 Projections

Operating cash deficits are projected to decrease by \$74.7 million in 2021, and \$23.7 million in 2022 relative to the February Plan.

Major operating cash changes include:

Unfavorable

- Investments of \$22.7 million in 2021, \$22.2 million in 2022 and \$22.3 million in 2023 for information technology needs, which includes continued higher software licensing expenses and necessary technology projects that address business and management needs;
- Increased support for the Headquarters EAM program requiring funding of \$2.2 million in 2021, \$1.8 million in 2022 and \$1.9 million in 2023;

Favorable

- Savings from the BRPs of \$19.6 million annually in 2021 through 2023 are due to the continuation of the previously identified reductions.
- Continued annual drawdowns on contingency funds to off-set MTA IT investments;
- Rescheduling of the existing baseline operating capital projects;
- The elimination of 49 vacant positions across Headquarters, providing over \$6.5 million annually in savings compared to the Budget; and
- Revised benefit rates.

Recoverable expenses are higher than in the February Plan due to MTA IT assumption of technology services for ESA during construction and higher West Side Yard activity.

Total baseline positions, when compared to the February Plan, are projected to decrease by 46 positions to 3,114 in 2021 due to the elimination of 49 vacant positions partially offset by the approval of filling three new positions.

In 2022, when compared to the February Plan, positions are projected to decrease by 47 positions to 3,113 due to the elimination of 49 vacant positions partially offset by the approval of filling two new positions.

The MTA Headquarters Baseline Deficit of \$784.9 million in 2021 includes total non-reimbursable operating revenues of \$54.9 million, total non-reimbursable expenses before depreciation and other non-cash items is \$738.3 million, consisting of \$446.5 million in labor expenses and \$291.8 million in non-labor expenses. Total capital and other reimbursements are projected to be \$137.8 million. Total reimbursable labor expenses are \$75.9 million, and non-labor expenses are \$61.9 million. Cash adjustments before depreciation and other non-cash items are favorable by \$155.8 million primarily reflecting advertising revenue receipts and timing of Headquarters relocation recovery, offset by operating capital adjustments. Total headcount is projected to be 3,114 positions in 2021.

Baseline deficits for 2022 and 2023 are \$814.5 million and \$848.4 million respectively. Cash deficits for the same periods are \$598.1 million and \$618.7 million.

Budget Reduction Program (BRPs)

The July Plan includes total Headquarters BRPs of \$2.9 million in 2019, \$19.1 million in 2020 and \$19.6 million annually for 2021 through 2023.

Reductions were realized in non-critical MTA IT and MTA PD expenses and adjustments made to the level of annual police vehicle replacements. Additional reductions identified and eliminated non-essential spending throughout all Headquarters departments, such as:

- Reduction to contingencies and funding available for corporate-wide needs such as advertising, recruitment, and other professional services.
- Reductions taken across most Headquarters' departments that reflects and reinforces the impact of the spending restrictions in areas such as travel, training, outside services, memberships, and postage.

In addition to the above operating budget BRPs, Headquarters reviewed Capital Program project data to identify opportunities for reduction, specifically capital budgets controlled by Headquarters departments. This review identified \$10 million in project budgets being removed from the 2015-2019 Capital Program envelope.

MTA HEADQUARTERS
July Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.001	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Other Operating Revenue:</i>						
Rental Income	47.815	46.971	47.239	49.129	51.094	53.137
Advertising	0.000	0.000	0.000	0.000	0.000	0.000
Other	<u>(10.072)</u>	<u>10.901</u>	<u>5.576</u>	<u>5.743</u>	<u>5.912</u>	<u>6.456</u>
Other Operating Revenue	37.743	57.872	52.816	54.872	57.006	59.593
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$37.744	\$57.872	\$52.816	\$54.872	\$57.006	\$59.593
Operating Expense						
<i>Labor:</i>						
Payroll	\$285.033	\$288.188	\$303.495	\$310.138	\$316.464	\$323.186
Overtime	27.582	17.204	13.436	10.556	11.471	12.478
Health and Welfare	55.080	54.787	57.089	60.397	63.481	66.766
OPEB Current Payments	15.643	15.768	16.415	17.203	18.029	18.894
Pension	72.481	69.875	70.920	72.641	71.084	70.278
Other Fringe Benefits	29.257	33.822	36.291	37.471	38.671	39.863
Reimbursable Overhead	<u>(55.866)</u>	<u>(61.683)</u>	<u>(60.997)</u>	<u>(61.904)</u>	<u>(62.949)</u>	<u>(63.920)</u>
Total Labor Expenses	\$429.211	\$417.961	\$436.649	\$446.502	\$456.250	\$467.545
<i>Non-Labor:</i>						
Electric Power	\$5.865	\$6.648	\$6.965	\$7.130	\$7.378	\$8.045
Fuel	0.923	1.206	1.122	1.151	1.167	1.288
Insurance	1.824	1.857	2.067	2.362	2.767	3.120
Claims	3.720	2.326	2.142	2.356	2.592	2.592
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	80.115	95.747	81.749	84.091	86.971	89.167
Professional Services Contracts	193.519	235.988	173.827	173.215	177.835	182.082
Materials and Supplies	0.515	0.566	0.356	0.367	0.377	0.389
<i>Other Business Expenses</i>						
MTA Internal Subsidy	15.700	12.620	12.851	12.851	12.851	12.851
Other	<u>7.803</u>	<u>8.653</u>	<u>8.710</u>	<u>8.242</u>	<u>8.456</u>	<u>8.656</u>
Other Business Expenses	23.503	21.274	21.561	21.093	21.307	21.507
Total Non-Labor Expenses	\$309.985	\$365.612	\$289.789	\$291.763	\$300.394	\$308.190
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$739.196	\$783.573	\$726.438	\$738.266	\$756.644	\$775.735
Depreciation	\$39.653	\$44.841	\$45.539	\$45.532	\$45.526	\$45.526
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	24.405	31.801	49.002	59.727	69.806	79.136
GASB 68 Pension Expense Adjustment	(11.072)	(0.328)	1.947	(3.750)	(0.472)	7.594
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$792.183	\$859.887	\$822.925	\$839.775	\$871.503	\$907.991
Net Surplus/(Deficit)	(\$754.439)	(\$802.015)	(\$770.110)	(\$784.903)	(\$814.497)	(\$848.398)

MTA HEADQUARTERS
July Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	156.588	135.323	144.967	137.799	139.934	141.558
Total Revenues	\$156.588	\$135.323	\$144.967	\$137.799	\$139.934	\$141.558
Operating Expense						
Labor:						
Payroll	\$4.497	\$6.507	\$7.441	\$7.569	\$7.698	\$7.830
Overtime	4.162	4.340	2.771	2.727	2.681	2.681
Health and Welfare	0.723	1.383	1.804	1.828	1.915	2.006
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.610	0.793	0.928	0.962	0.998	1.034
Other Fringe Benefits	0.387	0.707	0.894	0.922	0.951	0.979
Reimbursable Overhead	55.866	61.683	60.997	61.904	62.949	63.920
Total Labor Expenses	\$66.246	\$75.413	\$74.836	\$75.912	\$77.193	\$78.453
Non-Labor:						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.001	0.001
Professional Services Contracts	90.306	59.809	70.081	61.834	62.685	63.047
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses						
MTA Internal Subsidy	0.000	0.000	0.000	0.000	0.000	0.000
Other	0.037	0.100	0.051	0.053	0.055	0.057
Other Business Expenses	0.037	0.100	0.051	0.053	0.055	0.057
Total Non-Labor Expenses	\$90.342	\$59.910	\$70.131	\$61.887	\$62.741	\$63.105
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$156.588	\$135.323	\$144.967	\$137.799	\$139.934	\$141.558
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA HEADQUARTERS
July Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$0.001	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Other Operating Revenue:</i>						
Rental Income	47.815	46.971	47.239	49.129	51.094	53.137
Advertising	0.000	0.000	0.000	0.000	0.000	0.000
Other	<u>(10.072)</u>	<u>10.901</u>	<u>5.576</u>	<u>5.743</u>	<u>5.912</u>	<u>6.456</u>
Other Operating Revenue	37.743	57.872	52.816	54.872	57.006	59.593
Capital and Other Reimbursements	156.588	135.323	144.967	137.799	139.934	141.558
Total Revenues	\$194.332	\$193.195	\$197.783	\$192.671	\$196.940	\$201.151
Operating Expense						
<i>Labor:</i>						
Payroll	\$289.530	\$294.695	\$310.936	\$317.707	\$324.162	\$331.017
Overtime	31.744	21.544	16.207	13.283	14.152	15.159
Health and Welfare	55.804	56.170	58.893	62.226	65.397	68.773
OPEB Current Payments	15.643	15.768	16.415	17.203	18.029	18.894
Pension	73.092	70.668	71.848	73.603	72.082	71.312
Other Fringe Benefits	29.644	34.529	37.185	38.393	39.622	40.843
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$495.457	\$493.374	\$511.485	\$522.415	\$533.443	\$545.998
<i>Non-Labor:</i>						
Electric Power	\$5.865	\$6.648	\$6.965	\$7.130	\$7.378	\$8.045
Fuel	0.923	1.206	1.122	1.151	1.167	1.288
Insurance	1.824	1.857	2.067	2.362	2.767	3.120
Claims	3.720	2.326	2.142	2.356	2.592	2.592
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	80.115	95.747	81.749	84.091	86.971	89.168
Professional Services Contracts	283.825	295.798	243.908	235.049	240.520	245.129
Materials and Supplies	0.515	0.566	0.356	0.367	0.377	0.389
<i>Other Business Expenses</i>						
MTA Internal Subsidy	15.700	12.620	12.851	12.851	12.851	12.851
Other	<u>7.840</u>	<u>8.754</u>	<u>8.761</u>	<u>8.294</u>	<u>8.511</u>	<u>8.713</u>
Other Business Expenses	23.539	21.374	21.612	21.145	21.362	21.564
Total Non-Labor Expenses	\$400.327	\$425.521	\$359.920	\$353.651	\$363.135	\$371.295
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$895.784	\$918.895	\$871.405	\$876.065	\$896.578	\$917.293
Depreciation	\$39.653	\$44.841	\$45.539	\$45.532	\$45.526	\$45.526
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	24.405	31.801	49.002	59.727	69.806	79.136
GASB 68 Pension Expense Adjustment	(11.072)	(0.328)	1.947	(3.750)	(0.472)	7.594
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$948.771	\$995.210	\$967.892	\$977.574	\$1,011.437	\$1,049.549
Net Surplus/(Deficit)	(\$754.439)	(\$802.015)	(\$770.110)	(\$784.903)	(\$814.497)	(\$848.398)

MTA HEADQUARTERS
July Financial Plan 2020 - 2023
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Other Operating Revenue:</i>						
Rental Income	46.575	46.971	47.239	49.129	51.094	53.137
Advertising Revenue	118.219	147.216	132.998	136.421	139.732	142.962
Other Revenue	<u>(0.280)</u>	<u>10.901</u>	<u>68.076</u>	<u>68.235</u>	<u>5.912</u>	<u>6.456</u>
Other Operating Revenue	164.514	205.088	248.314	253.785	196.738	202.555
Capital and Other Reimbursements	141.693	135.323	144.967	137.799	139.934	141.558
Total Receipts	\$306.207	\$340.410	\$393.281	\$391.584	\$336.672	\$344.113
Expenditures						
<i>Labor:</i>						
Payroll	\$281.954	\$287.737	\$304.436	\$311.207	\$317.662	\$324.517
Overtime	31.715	21.544	16.207	13.283	14.152	15.159
Health and Welfare	54.740	56.170	58.893	62.226	65.397	68.773
OPEB Current Payments	20.853	20.268	20.615	21.303	22.029	22.894
Pension	73.109	68.311	72.216	73.991	72.477	71.711
Other Fringe Benefits	28.967	34.427	37.185	38.393	39.622	40.843
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$491.338	\$488.456	\$509.553	\$520.403	\$531.338	\$543.897
<i>Non-Labor:</i>						
Electric Power	\$6.350	\$7.267	\$6.965	\$7.130	\$7.378	\$8.045
Fuel	0.947	1.374	1.222	1.247	1.167	1.288
Insurance	0.711	3.514	2.038	2.330	2.735	3.088
Claims	3.295	2.326	2.142	2.356	2.592	2.592
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	75.582	94.817	78.649	80.991	83.771	85.968
Professional Services Contracts	268.865	301.790	238.308	229.849	235.220	239.829
Materials and Supplies	0.040	0.670	0.356	0.367	0.377	0.389
<i>Other Business Expenses:</i>						
MTA Internal Subsidy	15.700	12.620	12.851	12.851	12.851	12.851
Other	<u>10.071</u>	<u>12.644</u>	<u>8.181</u>	<u>7.714</u>	<u>7.911</u>	<u>8.113</u>
Other Business Expenses	25.771	25.264	21.032	20.565	20.762	20.964
Total Non-Labor Expenditures	\$381.562	\$437.022	\$350.711	\$344.835	\$354.003	\$362.164
<i>Other Expenditure Adjustments:</i>						
Operating Capital	52.927	109.020	82.004	53.981	49.391	56.712
Total Other Expense Adjustments	\$52.927	\$109.020	\$82.004	\$53.981	\$49.391	\$56.712
Total Expenditures	\$925.827	\$1,034.498	\$942.268	\$919.218	\$934.732	\$962.772
Net Cash Balance	(\$619.620)	(\$694.087)	(\$548.987)	(\$527.634)	(\$598.060)	(\$618.659)

MTA HEADQUARTERS
July Financial Plan 2020 - 2023
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Cash Flow Adjustments						
Receipts						
Farebox Revenue	(\$0.001)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Rent and Utilities</i>	(1.240)	0.000	0.000	0.000	0.000	0.000
<i>Advertising</i>	118.219	147.216	132.998	136.421	139.732	142.962
<i>Other Revenue</i>	9.793	0.000	62.500	62.492	0.000	0.000
Other Operating Revenue	126.771	147.216	195.498	198.913	139.732	142.962
Capital and Other Reimbursements	(14.895)	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$111.876	\$147.216	\$195.498	\$198.913	\$139.732	\$142.962
Expenditures						
<u>Labor:</u>						
Payroll	\$7.576	\$6.958	\$6.500	\$6.500	\$6.500	\$6.500
Overtime	0.029	0.000	0.000	0.000	0.000	0.000
Health and Welfare	1.064	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	(5.210)	(4.500)	(4.200)	(4.100)	(4.000)	(4.000)
Pension	(0.018)	2.357	(0.368)	(0.388)	(0.395)	(0.399)
Other Fringe Benefits	0.677	0.103	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$4.119	\$4.918	\$1.932	\$2.012	\$2.105	\$2.101
<u>Non-Labor:</u>						
Electric Power	(\$0.485)	(\$0.619)	0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.025)	(0.168)	(0.100)	(0.096)	0.000	0.000
Insurance	1.113	(1.657)	0.029	0.032	0.032	0.032
Claims	0.425	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.533	0.930	3.100	3.100	3.200	3.200
Professional Services Contracts	14.960	(5.992)	5.600	5.200	5.300	5.300
Materials and Supplies	0.475	(0.104)	0.000	0.000	0.000	0.000
<u>Other Business Expenses</u>						
<i>MTA Internal Subsidy</i>	0.000	0.000	0.000	0.000	0.000	0.000
<i>Other Business Expenses</i>	(2.232)	(3.890)	0.580	0.580	0.600	0.600
Total Other Business Expenses	(2.232)	(3.890)	0.580	0.580	0.600	0.600
Total Non-Labor Expenditures	\$18.765	(\$11.501)	\$9.209	\$8.816	\$9.132	\$9.132
<u>Other Expenditure Adjustments:</u>						
Operating Capital	(52.927)	(109.020)	(82.004)	(53.981)	(49.391)	(56.712)
Total Other Expenditure Adjustments	(\$52.927)	(\$109.020)	(\$82.004)	(\$53.981)	(\$49.391)	(\$56.712)
Total Expenditures	(\$30.043)	(\$115.602)	(\$70.863)	(\$43.153)	(\$38.154)	(\$45.479)
Total Cash Conversion Adjustments before Depreciation	\$81.833	\$31.614	\$124.635	\$155.760	\$101.578	\$97.483
Depreciation	\$39.653	\$44.841	\$45.539	\$45.532	\$45.526	\$45.526
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	24.405	31.801	49.002	59.727	69.806	79.136
GASB 68 Pension Expense Adjustment	(11.072)	(0.328)	1.947	(3.750)	(0.472)	7.594
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$134.820	\$107.928	\$221.122	\$257.269	\$216.437	\$229.739

MTA HEADQUARTERS
2019 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

	Total		
	Hours	\$	%
<i>NON-REIMBURSABLE OVERTIME</i>			
Scheduled Service	0	\$0.000	-
Unscheduled Service	0	0.000	-
Programmatic/Routine Maintenance	0	0.000	-
Unscheduled Maintenance	0	0.000	-
Vacancy/Absentee Coverage	113,225	6.320	36.7%
Weather Emergencies	0	0.000	-
Safety/Security/Law Enforcement	131,922	7.173	41.7%
Other	75,179	3.711	21.6%
Subtotal	320,326	\$17.204	100.0%
<i>REIMBURSABLE OVERTIME</i>	80,129	\$4.340	
TOTAL OVERTIME	400,455	\$21.544	

MTA HEADQUARTERS
JULY FINANCIAL PLAN 2019 - 2023
Year-to-Year Changes by Category - Baseline

Receipts:

Rental and Other Income and Reimbursements

- An increase in other reimbursement revenue for each year is driven by higher recovery for West Side Yard development activities for all years and the addition of MTA IT assuming technology support for ESA during construction phase for 2019 through 2022.
- Advertising revenue in 2020 is lower than in 2019 due to prior year receipts received in 2019. Receipts in 2021 and beyond grow by CPI-U from the prior year.
- Rental revenue grows annually for 2019 through 2023, generally by CPI-U.
- Other Revenue includes one-time grant funding in 2019 for grade crossing safety work being performed by LIRR and MNR. For 2020 and beyond, Transit Museum revenues grow by CPI-U. Additional adjustments in 2019, 2020, and 2021 reflect the timing of reimbursement of Headquarters relocation expenses.

Expenditures:

Payroll

- Payroll in 2019 reflects savings from the continuance of the hiring freeze through the end of the year. The increases in 2020 over 2019 primarily reflect full-year staffing and MTA Headquarters non-represented employee salaries and MTAPD civilian salaries inflated by 2% on July 1.
- Payroll expenses in 2021 through 2023 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 by 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 2020 reflect a decrease from the forecasted 2019 amount. Higher levels of overtime coverage in the first half of 2019 resulting from higher than anticipated attrition rate and vacancy levels, combined with coverage for safety-security and law enforcement activities are revised downwards for 2020 and beyond. Additional adjustments to MTAPD overtime beginning in 2020, recognize savings with the utilization of new police officers before ESA coverage assignment. 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 2020 are projected to increase at a rate of 6.1% over 2019, 4.3% in 2021, and 4.8% in 2022 and

2023. Individual coverage rates in 2020 are projected to increase over 2019 at a rate of 5.6%, 3.2% in 2021, 3.8% in 2022 and 2023.

- 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 2019 primarily are based on New York State & Local Retirement System (NYSLERS), and MTA Defined Benefits contributions and estimated agency rates for those MTA Headquarters' employees currently on other agency payrolls.
- The NYSLERS 2020 estimate is then inflated at a 3-year average CPI +1%. These rates are 3.35% in 2021, 3.40% in 2022 and 3.36% in 2023. Additional assumptions are made to capture Tier 6 employees who elect to participate in the Voluntary Defined Contribution program rather than participate in NYSLERS.
- MTA Defined Benefits contributions estimates are based on actuarial growth assumptions through 2023.
- GASB 68 adjustments are reflected separately and represent the difference between the actuarially required contribution and the total pension liability.

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.
- Re-forecasted Claims expenses in 2019 reflect slightly higher activity than originally budgeted. Claims for 2020 return to a lower level with annual growth rates of 10%.

Maintenance and Other Operating Contracts

- Maintenance expenses decrease in 2020, and increase from 2021 through 2023, reflecting CPI-U growth on baseline expenses with adjustments for BRP reductions, changing levels of required facility costs, maintenance, and communication costs. Beginning in 2021, Madison Avenue building maintenance expenses are eliminated, which assumes the disposition of the property.

Professional Service Contracts

- Professional services in 2019 include adjustments related to payments for 2018 expenses, timing of work supporting on-going MTA initiatives, new needs, and higher IT investments.
- Professional Service needs in 2020 are lower due to the timing of expenses and the level of IT-related and other investments required when compared to 2019.
- Professional Services decrease in 2021 and then increase in 2022 and 2023. The majority of baseline expenses reflect the effect of inflation with annual adjustments corresponding to IT needs and the needs of the West Side Yards development, which continues through the plan period.

Materials and Supplies

- Higher expenses for the 2019 Forecast primarily reflects a reclassification current year expenses from other expense categories.

- Expenses in 2020 return to a lower level and reflect the effect of inflation for the remaining years.

MTA Internal Subsidy

- In 2020 this category reflects a full year impact of the 2019 toll increases on the annual support requirements for the Rockaway Resident Discount Program of \$5.9 million, and \$7.0 million for the Verrazzano-Narrows Bridge toll rebate program.

-

Other Business Expenses

- Baseline expenses in 2020 through 2023 reflect inflationary growth with some annual adjustments to reflect equipment purchases as part of the MTAPD hiring for ESA.

Other Expenditure Adjustments:

Capital Expenditures

- Capital expenditures from 2019 through 2023 fluctuate as a result of the revised scheduling of existing projects and the addition of new IT projects.

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

	Mid-Year Forecast	Preliminary Budget	Change	Change	Change	Change	Change	Change	Change
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
Non-Reimbursable									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Rental Income	46.971	47.239	0.268	49.129	1.890	51.094	1.965	53.137	2.044
Advertising	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other	10.901	5.576	(5.324)	5.743	0.167	5.912	0.169	6.456	0.543
Other Operating Revenue	57.872	52.816	(5.056)	54.872	2.056	57.006	2.134	59.593	2.587
Total Revenues	\$57.872	\$52.816	(\$5.056)	\$54.872	\$2.056	\$57.006	\$2.134	\$59.593	\$2.587
Operating Expenses									
Labor:									
Payroll	\$288.188	\$303.495	(\$15.307)	\$310.138	(\$6.643)	\$316.464	(\$6.326)	\$323.186	(\$6.723)
Overtime	17.204	13.436	3.768	10.556	2.879	11.471	(0.914)	12.478	(1.007)
Health and Welfare	54.787	57.089	(2.302)	60.397	(3.308)	63.481	(3.084)	66.766	(3.285)
OPEB Current Payments	15.768	16.415	(0.647)	17.203	(0.788)	18.029	(0.826)	18.894	(0.865)
Pension	69.875	70.920	(1.045)	72.641	(1.721)	71.084	1.557	70.278	0.806
Other Fringe Benefits	33.822	36.291	(2.468)	37.471	(1.181)	38.671	(1.200)	39.863	(1.193)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(61.683)	(60.997)	(0.687)	(61.904)	0.907	(62.949)	1.045	(63.920)	0.972
Total Labor Expenses	\$417.961	\$436.649	(\$18.688)	\$446.502	(\$9.854)	\$456.250	(\$9.748)	\$467.545	(\$11.295)
Non-Labor:									
Electric Power	\$6.648	\$6.965	(\$0.317)	\$7.130	(\$0.165)	\$7.378	(\$0.248)	\$8.045	(\$0.667)
Fuel	1.206	1.122	0.083	1.151	(0.029)	1.167	(0.016)	1.288	(0.121)
Insurance	1.857	2.067	(0.210)	2.362	(0.295)	2.767	(0.405)	3.120	(0.353)
Claims	2.326	2.142	0.184	2.356	(0.214)	2.592	(0.236)	2.592	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	95.747	81.749	13.999	84.091	(2.342)	86.971	(2.880)	89.167	(2.197)
Professional Services Contracts	235.988	173.827	62.161	173.215	0.612	177.835	(4.620)	182.082	(4.247)
Materials and Supplies	0.566	0.356	0.210	0.367	(0.011)	0.377	(0.011)	0.389	(0.011)
Other Business Expenses	21.274	21.561	(0.287)	21.093	0.469	21.307	(0.215)	21.507	(0.200)
Total Non-Labor Expenses	\$365.612	\$289.789	\$75.823	\$291.763	(\$1.975)	\$300.394	(\$8.630)	\$308.190	(\$7.796)
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$783.573	\$726.438	\$57.135	\$738.266	(\$11.828)	\$756.644	(\$18.378)	\$775.735	(\$19.091)
Depreciation	\$44.841	\$45.539	(\$0.698)	\$45.532	\$0.007	\$45.526	\$0.007	\$45.526	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	31.801	49.002	17.201	59.727	(10.726)	69.806	(10.079)	79.136	(9.330)
GASB 68 Pension Expense Adjustment	(0.328)	1.947	(2.275)	(3.750)	5.698	(0.472)	(3.278)	7.594	(8.067)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$859.887	\$822.925	\$36.962	\$839.775	(\$16.850)	\$871.503	(\$31.729)	\$907.991	(\$36.488)
Net Surplus/(Deficit)	(\$802.015)	(\$770.110)	\$31.905	(\$784.903)	(\$14.793)	(\$814.497)	(\$29.594)	(\$848.398)	(\$33.901)

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

	Mid-Year Forecast	Preliminary Budget	Change		Change		Change		Change
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
Reimbursable									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Rental Income	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Advertising	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	135.323	144.967	9.644	137.799	(7.168)	139.934	2.134	141.558	1.624
Total Revenues	\$135.323	\$144.967	\$9.644	\$137.799	(\$7.168)	\$139.934	\$2.134	\$141.558	\$1.624
Operating Expenses									
Labor:									
Payroll	\$6.507	\$7.441	(\$0.934)	\$7.569	(\$0.128)	\$7.698	(\$0.130)	\$7.830	(\$0.132)
Overtime	4.340	2.771	1.569	2.727	0.045	2.681	0.045	2.681	0.000
Health and Welfare	1.383	1.804	(0.421)	1.828	(0.024)	1.915	(0.087)	2.006	(0.091)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.793	0.928	(0.135)	0.962	(0.034)	0.998	(0.036)	1.034	(0.036)
Other Fringe Benefits	0.707	0.894	(0.187)	0.922	(0.028)	0.951	(0.029)	0.979	(0.029)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	61.683	60.997	0.687	61.904	(0.907)	62.949	(1.045)	63.920	(0.972)
Total Labor Expenses	\$75.413	\$74.836	\$0.577	\$75.912	(\$1.076)	\$77.193	(\$1.281)	\$78.453	(\$1.260)
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.001	(0.001)	0.001	0.000
Professional Services Contracts	59.809	70.081	(10.271)	61.834	8.246	62.685	(0.851)	63.047	(0.362)
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.100	0.051	0.050	0.053	(0.002)	0.055	(0.002)	0.057	(0.003)
Total Non-Labor Expenses	\$59.910	\$70.131	(\$10.222)	\$61.887	\$8.244	\$62.741	(\$0.854)	\$63.105	(\$0.364)
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$135.323	\$144.967	(\$9.644)	\$137.799	\$7.168	\$139.934	(\$2.134)	\$141.558	(\$1.624)
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 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjts.	\$135.323	\$144.967	(\$9.644)	\$137.799	\$7.168	\$139.934	(\$2.134)	\$141.558	(\$1.624)
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

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

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Non-Reimbursable and Reimbursable									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Rental Income	46.971	47.239	0.268	49.129	1.890	51.094	1.965	53.137	2.044
Advertising	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other	10.901	5.576	(5.324)	5.743	0.167	5.912	0.169	6.456	0.543
Other Operating Revenue	57.872	52.816	(5.056)	54.872	2.056	57.006	2.134	59.593	2.587
Capital and Other Reimbursements	135.323	144.967	9.644	137.799	(7.168)	139.934	2.134	141.558	1.624
Total Revenues	\$193.195	\$197.783	\$4.588	\$192.671	(\$5.112)	\$196.940	\$4.269	\$201.151	\$4.211
Operating Expenses									
Labor:									
Payroll	\$294.695	\$310.936	(\$16.242)	\$317.707	(\$6.770)	\$324.162	(\$6.455)	\$331.017	(\$6.854)
Overtime	21.544	16.207	5.336	13.283	2.924	14.152	(0.869)	15.159	(1.007)
Health and Welfare	56.170	58.893	(2.723)	62.226	(3.333)	65.397	(3.171)	68.773	(3.376)
OPEB Current Payments	15.768	16.415	(0.647)	17.203	(0.788)	18.029	(0.826)	18.894	(0.865)
Pension	70.668	71.848	(1.180)	73.603	(1.755)	72.082	1.521	71.312	0.770
Other Fringe Benefits	34.529	37.185	(2.655)	38.393	(1.208)	39.622	(1.229)	40.843	(1.221)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$493.374	\$511.485	(\$18.110)	\$522.415	(\$10.930)	\$533.443	(\$11.028)	\$545.998	(\$12.555)
Non-Labor:									
Electric Power	\$6.648	\$6.965	(\$0.317)	\$7.130	(\$0.165)	\$7.378	(\$0.248)	\$8.045	(\$0.667)
Fuel	1.206	1.122	0.083	1.151	(0.029)	1.167	(0.016)	1.288	(0.121)
Insurance	1.857	2.067	(0.210)	2.362	(0.295)	2.767	(0.405)	3.120	(0.353)
Claims	2.326	2.142	0.184	2.356	(0.214)	2.592	(0.236)	2.592	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	95.747	81.749	13.999	84.091	(2.342)	86.971	(2.881)	89.168	(2.197)
Professional Services Contracts	295.798	243.908	51.890	235.049	8.858	240.520	(5.471)	245.129	(4.609)
Materials and Supplies	0.566	0.356	0.210	0.367	(0.011)	0.377	(0.011)	0.389	(0.011)
Other Business Expenses	21.374	21.612	(0.238)	21.145	0.466	21.362	(0.217)	21.564	(0.202)
Total Non-Labor Expenses	\$425.521	\$359.920	\$65.601	\$353.651	\$6.270	\$363.135	(\$9.484)	\$371.295	(\$8.161)
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$918.895	\$871.405	\$47.491	\$876.065	(\$4.660)	\$896.578	(\$20.513)	\$917.293	(\$20.715)
Depreciation	\$44.841	\$45.539	(\$0.698)	\$45.532	\$0.007	\$45.526	\$0.007	\$45.526	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	31.801	49.002	17.201	59.727	(10.726)	69.806	(10.079)	79.136	(9.330)
GASB 68 Pension Expense Adjustment	(0.328)	1.947	(2.275)	(3.750)	5.698	(0.472)	(3.278)	7.594	(8.067)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$995.210	\$967.892	\$27.317	\$977.574	(\$9.682)	\$1,011.437	(\$33.863)	\$1,049.549	(\$38.112)
Net Surplus/(Deficit)	(\$802.015)	(\$770.110)	\$31.905	(\$784.903)	(\$14.793)	(\$814.497)	(\$29.594)	(\$848.398)	(\$33.901)

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

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
<u>Cash Receipts and Expenditures</u>									
Receipts									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Rental Income	46.971	47.239	0.268	49.129	1.890	51.094	1.965	53.137	2.044
Advertising	147.216	132.998	(14.218)	136.421	3.423	139.732	3.311	142.962	3.230
Other	10.901	68.076	57.176	68.235	0.159	5.912	(62.323)	6.456	0.543
Other Operating Revenue	205.088	248.314	43.226	253.785	5.471	196.738	(57.047)	202.555	5.817
Capital and Other Reimbursements	135.323	144.967	9.644	137.799	(7.168)	139.934	2.134	141.558	1.624
Total Receipts	\$340.410	\$393.281	\$52.870	\$391.584	(\$1.697)	\$336.672	(\$54.912)	\$344.113	\$7.441
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$287.737	\$304.436	(\$16.700)	\$311.207	(\$6.770)	\$317.662	(\$6.455)	\$324.517	(\$6.854)
Overtime	21.544	16.207	5.336	13.283	2.924	14.152	(0.869)	15.159	(1.007)
Health and Welfare	56.170	58.893	(2.723)	62.226	(3.333)	65.397	(3.171)	68.773	(3.376)
OPEB Current Payments	20.268	20.615	(0.347)	21.303	(0.688)	22.029	(0.726)	22.894	(0.865)
Pension	68.311	72.216	(3.906)	73.991	(1.775)	72.477	1.514	71.711	0.766
Other Fringe Benefits	34.427	37.185	(2.758)	38.393	(1.208)	39.622	(1.229)	40.843	(1.221)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$488.456	\$509.553	(\$21.097)	\$520.403	(\$10.850)	\$531.338	(\$10.935)	\$543.897	(\$12.559)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$7.267	\$6.965	\$0.302	\$7.130	(\$0.165)	\$7.378	(\$0.248)	\$8.045	(\$0.667)
Fuel	1.374	1.222	0.151	1.247	(0.025)	1.167	0.080	1.288	(0.121)
Insurance	3.514	2.038	1.476	2.330	(0.292)	2.735	(0.405)	3.088	(0.353)
Claims	2.326	2.142	0.184	2.356	(0.214)	2.592	(0.236)	2.592	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	94.817	78.649	16.169	80.991	(2.342)	83.771	(2.781)	85.968	(2.197)
Professional Services Contracts	301.790	238.308	63.482	229.849	8.458	235.220	(5.371)	239.829	(4.609)
Materials and Supplies	0.670	0.356	0.314	0.367	(0.011)	0.377	(0.011)	0.389	(0.011)
Other Business Expenses	25.264	21.032	4.232	20.565	0.466	20.762	(0.197)	20.964	(0.202)
Total Non-Labor Expenditures	\$437.022	\$350.711	\$86.311	\$344.835	\$5.877	\$354.003	(\$9.168)	\$362.164	(\$8.161)
<u>Other Expenditure Adjustments:</u>									
Other	109.020	82.004	27.016	53.981	28.023	49.391	4.590	56.712	(7.321)
Total Other Expenditure Adjustments	\$109.020	\$82.004	\$27.016	\$53.981	\$28.023	\$49.391	\$4.590	\$56.712	(\$7.321)
Total Expenditures	\$1,034.498	\$942.268	\$92.230	\$919.218	\$23.050	\$934.732	(\$15.514)	\$962.772	(\$28.040)
Net Cash Surplus/(Deficit)	(\$694.087)	(\$548.987)	\$145.100	(\$527.634)	\$21.353	(\$598.060)	(\$70.426)	(\$618.659)	(\$20.599)

MTA HEADQUARTERS
JULY FINANCIAL PLAN 2020 - 2023
Summary of Plan-to-Plan Changes by Generic Category

2019: July Financial Plan vs. February Financial Plan

Operating Revenue Changes

Revenues are projected to increase from the Adopted Budget by \$5.8 million. Higher recovery, particularly from West Side Yard development activities, are slightly offset by a decrease in rental revenue and Transit Museum revenue.

Operating Expense Changes

Excluding decreases of \$25.2 million in depreciation, GASB 68/75 and post-employment benefits, total Non-Reimbursable and Reimbursable operating expenses increased by \$41.9 million.

Major generic category changes include:

- Professional services increase by \$44.5 million, of which \$13.1 million relates to the timing of MTA initiatives from 2018. The remaining increase comes from a combination of new and re-estimated IT, and Headquarters needs and transfers from other expense categories, slightly offset by BRP savings;
- Higher Maintenance and Other Operating Contracts of \$9.2 million primarily reflecting IT re-estimates for telecommunications and data costs.
- MTAPD increases of \$5.4 million in overtime wages reflecting higher levels of non-reimbursable and reimbursable coverage;
- Lower Payroll costs of \$11.4 million reflect the baselining of February Plan Additional Savings Actions that eliminated 49 vacant positions as well as a full year assumption of continuing the hiring freeze on non-operating positions.
- Favorable employee benefits reflect the elimination of vacant positions combined with favorable changes in rates.

2020: July Financial Plan vs. February Financial Plan

Operating Revenue Changes

Revenues are projected to increase from the February Plan by \$26.6 million due to higher recovery, particularly from West Side Yard development activities, which are slightly offset by a decrease in rental revenue.

Operating Expense Changes

Excluding decreases of \$20.3 million in depreciation, GASB 68/75 and post-employment benefits, total Non-Reimbursable and Reimbursable operating expenses increased by \$32.8 million.

Major generic category changes include:

- Professional services increase by \$48.1 million, from a combination of new and re-estimated IT and Headquarters needs and transfers from other expense categories, slightly offset by BRP savings;
- Lower Maintenance and Other Operating Contracts of \$6.0 million primarily reflecting the reclassification of IT expenses.
- Lower Payroll costs of \$3.8 million reflect the baselining of February Plan Additional Savings Actions that eliminated 49 vacant positions, offset by a timing adjustment in MTAPD hiring and a minor increase in necessary executive and professional staff.
- Favorable employee benefits reflect the elimination of vacant positions combined with favorable changes in rates.

2021 to 2022: July Financial Plan vs. February Financial Plan

Operating Revenue Changes

Operating revenues in 2021 through 2022 are projected to increase from the February Plan by \$26.3 million, and \$26.3 million respectively, due to higher recovery, particularly from West Side Yard development activities, which are slightly offset by a decrease in rental revenue.

Operating Expense Changes

Excluding depreciation, GASB 68/75 and post-employment benefits decreases of \$15.5 million in 2021 and \$2.1 million in 2022, operating expenses are unfavorable by \$31.4 million in 2021, and \$33.7 million in 2022.

Major generic category changes include:

- Favorable payroll adjustments of \$4.0 million in 2021, and \$4.3 million in 2022 reflect the baselining of savings actions that eliminated 49 vacant positions, offset by a minor increase in necessary executive and professional staff.
- Favorable employee benefits throughout the Plan period reflect the elimination of vacant positions combined with favorable changes in rates.
- Professional Services increases averaging \$50.0 million annually result from a combination of new and re-estimated IT, and Headquarters needs and transfers from other expense categories, slightly offset by BRP savings;
- Lower Maintenance and Other Operating Contracts are averaging \$7.5 million primarily reflecting the reclassification of IT expenses.

MTA HEADQUARTERS
July Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2019	2020	2021	2022
February Financial Plan - Cash Surplus/(Deficit)	(\$626.416)	(\$514.681)	(\$602.325)	(\$621.806)
Baseline Changes				
Revenue				
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-
Rental Income	(0.139)	(0.500)	(0.500)	(0.500)
Advertising Revenue	-	-	-	-
Other	(0.443)	-	-	-
Capital and Other Reimbursement	-	-	-	-
Total Revenue Changes	(\$0.582)	(\$0.500)	(\$0.500)	(\$0.500)
Expenses				
<i>Labor:</i>				
Payroll	\$9.943	\$3.068	\$3.259	\$3.566
Overtime	(3.870)	-	-	-
Health and Welfare	2.153	3.218	3.345	3.201
OPEB Current Payment	0.545	0.584	0.731	0.891
Pensions	1.006	1.408	0.537	0.006
Other Fringe Benefits	3.298	1.899	3.005	2.648
<u>Reimbursable Overhead</u>	<u>(2.560)</u>	<u>(4.431)</u>	<u>(4.730)</u>	<u>(4.732)</u>
Total Labor Expense Changes	10.515	5.745	6.147	5.580
<i>Non-Labor:</i>				
Electric Power	(0.237)	(0.971)	(1.077)	(1.127)
Fuel	0.042	0.150	0.143	0.158
Insurance	0.096	(0.006)	(0.126)	(0.282)
Claims	(0.379)	-	-	-
Paratransit Service Contracts	-	-	-	-
Maintenance and Other Operating Contracts	(9.195)	5.992	7.529	7.279
Professional Service Contracts	(35.141)	(16.030)	(17.222)	(18.422)
Materials & Supplies	(0.248)	(0.043)	(0.048)	(0.052)
MTA Internal Subsidy	(0.304)	(0.535)	(0.535)	(0.535)
<u>Other Business Expenses</u>	<u>(0.678)</u>	<u>(0.040)</u>	<u>0.521</u>	<u>0.492</u>
Total Non-Labor Expense Changes	(\$46.046)	(\$11.483)	(\$10.816)	(\$12.489)
Total Expenses before Depreciation and GASB Adjs.	(\$35.531)	(\$5.738)	(\$4.668)	(\$6.910)
Depreciation	\$5.369	\$7.207	\$4.910	(\$2.930)
OPEB Liability Adjustment	\$95.915	\$99.943	\$105.440	\$111.239
GASB 68 Pension Expense Adjustment	(\$2.500)	(\$5.054)	(\$3.759)	(\$2.773)
<u>GASB 75 OPEB Expense Adjustment</u>	<u>(\$31.801)</u>	<u>(\$49.002)</u>	<u>(\$59.727)</u>	<u>(\$69.806)</u>
Total Expense Changes	\$31.451	\$47.357	\$42.195	\$28.820
Cash Adjustment Changes				
Revenue Adjustments	(23.842)	(38.192)	61.774	(0.735)
<u>Expense Adjustments</u>	<u>(\$74.697)</u>	<u>(\$42.970)</u>	<u>(\$28.778)</u>	<u>(\$3.840)</u>
Total Cash Adjustment Changes	(\$98.539)	(\$81.162)	\$32.996	(\$4.575)
Total Baseline Changes	(\$67.670)	(\$34.305)	\$74.691	\$23.745
July Financial Plan - Cash Surplus/(Deficit)	(\$694.087)	(\$548.987)	(\$527.634)	(\$598.060)

MTA HEADQUARTERS
July Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2019	2020	2021	2022
February Financial Plan - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes				
Revenue				
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>6.365</u>	<u>27.050</u>	<u>26.738</u>	<u>26.762</u>
Total Revenue Changes	\$6.365	\$27.050	\$26.738	\$26.762
Expenses				
<i>Labor:</i>				
Payroll	\$1.503	\$0.742	\$0.721	\$0.735
Overtime	(1.525)	-	-	-
Health and Welfare	0.043	(0.317)	(0.265)	(0.284)
OPEB Current Payment	-	-	-	-
Pensions	0.292	0.195	0.204	0.211
Other Fringe Benefits	0.124	(0.050)	(0.033)	(0.032)
<u>Reimbursable Overhead</u>	<u>2.560</u>	<u>4.431</u>	<u>4.730</u>	<u>4.732</u>
Total Labor Expense Changes	\$2.997	\$5.001	\$5.357	\$5.361
<i>Non-Labor:</i>				
Electric Power	-	-	-	-
Fuel	-	-	-	-
Insurance	-	-	-	-
Claims	-	-	-	-
Paratransit Service Contracts	-	-	-	-
Maintenance and Other Operating Contracts	0.022	0.022	0.022	0.023
Professional Services	(9.359)	(32.100)	(32.144)	(32.174)
Materials & Supplies	-	-	-	-
MTA Internal Subsidy	-	-	-	-
<u>Other Business Expenses</u>	<u>(0.024)</u>	<u>0.027</u>	<u>0.027</u>	<u>0.027</u>
Total Non-Labor Expense Changes	(\$9.362)	(\$32.051)	(\$32.095)	(\$32.124)
Total Expenses before Depreciation	(\$6.365)	(\$27.050)	(\$26.738)	(\$26.762)
Depreciation	-	-	-	-
Total Expense Changes	(\$6.365)	(\$27.050)	(\$26.738)	(\$26.762)
Total Baseline Changes	\$0.000	(\$0.000)	\$0.000	\$0.000
July Financial Plan - Cash Surplus/(Deficit)	\$0.000	(\$0.000)	\$0.000	\$0.000

MTA HEADQUARTERS
July Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON REIMBURSABLE/REIMBURSABLE

	2019	2020	2021	2022
February Financial Plan - Cash Surplus/(Deficit)	(\$626.416)	(\$514.681)	(\$602.325)	(\$621.806)
Baseline Changes				
Revenue				
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-
Rental Income	(\$0.139)	(\$0.500)	(\$0.500)	(\$0.500)
Advertising Revenue	-	-	-	-
Other	(0.443)	-	-	-
<u>Capital and Other Reimbursement</u>	<u>6.365</u>	<u>27.050</u>	<u>26.738</u>	<u>26.762</u>
Total Revenue Changes	\$5.783	\$26.550	\$26.238	\$26.262
Expenses				
<i>Labor:</i>				
Payroll	\$11.446	\$3.810	\$3.981	\$4.301
Overtime	(5.395)	-	-	-
Health and Welfare	2.196	2.901	3.080	2.917
OPEB Current Payment	0.545	0.584	0.731	0.891
Pensions	1.298	1.602	0.741	0.217
Other Fringe Benefits	3.422	1.849	2.972	2.615
<u>Reimbursable Overhead</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>(0.000)</u>
Total Labor Expense Changes	\$13.512	\$10.746	\$11.504	\$10.941
<i>Non-Labor:</i>				
Electric Power	(0.237)	(0.971)	(1.077)	(1.127)
Fuel	0.042	0.150	0.143	0.158
Insurance	0.096	(0.006)	(0.126)	(0.282)
Claims	(0.379)	-	-	-
Paratransit Service Contracts	-	-	-	-
Maintenance and Other Operating Contracts	(9.174)	6.014	7.551	7.302
Professional Services	(44.501)	(48.130)	(49.366)	(50.596)
Materials & Supplies	(0.248)	(0.043)	(0.048)	(0.052)
MTA Internal Subsidy	(0.304)	(0.535)	(0.535)	(0.535)
<u>Other Business Expenses</u>	<u>(0.703)</u>	<u>(0.013)</u>	<u>0.548</u>	<u>0.519</u>
Total Non-Labor Expense Changes	(\$55.409)	(\$43.534)	(\$42.910)	(\$44.613)
Total Expenses before Depreciation, OPEB & GASB	(\$41.897)	(\$32.788)	(\$31.406)	(\$33.672)
Depreciation	5.369	7.207	4.910	(2.930)
OPEB Liability Adjustment	95.915	99.943	105.440	111.239
GASB 68 Pension Expense Adjustment	(2.500)	(5.054)	(3.759)	(2.773)
<u>GASB 75 OPEB Expense Adjustment</u>	<u>(31.801)</u>	<u>(49.002)</u>	<u>(59.727)</u>	<u>(69.806)</u>
Total Expense Changes	\$25.085	\$20.307	\$15.457	2.058
Cash Adjustment Changes				
Revenue Adjustments	(23.842)	(38.192)	61.774	(0.735)
<u>Expense Adjustments</u>	<u>(74.697)</u>	<u>(42.970)</u>	<u>(28.778)</u>	<u>(3.840)</u>
Total Cash Adjustment Changes	(\$98.539)	(\$81.162)	\$32.996	(\$4.575)
Total Baseline Changes	(\$67.670)	(\$34.305)	\$74.691	\$23.745
July Financial Plan - Cash Surplus/(Deficit)	(\$694.087)	(\$548.987)	(\$527.634)	(\$598.060)

MTA HEADQUARTERS
JULY FINANCIAL PLAN 2020 - 2023
Summary of Major Plan-to-Plan Changes

2019: July Financial Plan vs. February Financial Plan

Revenue Changes

Revenues are projected to increase from the Adopted Budget by \$5.8 million. Higher recovery, particularly from West Side Yard development activities, are slightly offset by a decrease in rental revenue and Transit Museum revenue.

Expense Changes

Total accrued expenses decrease by \$25.1 million in 2019 from the Adopted Budget.

Major changes include:

Unfavorable

- MTAPD increases of \$5.4 million in overtime wages reflecting higher levels of non-reimbursable and reimbursable coverage;
- Timing of MTA initiatives from 2018 of \$13.1 million;
- New and re-estimated IT requirements of \$30.0 million
- Other Headquarters needs that support the MTA-wide timekeeping and attendance initiative and transformation

Favorable

- Operating BRPs of \$2.9 million as discussed in the BRP section;
- Revised payroll and employee fringe benefits resulting from the elimination of vacancies and favorable rates; and
- Changes in depreciation, OPEB liability, and GASB 68/75 assumptions totaling \$67.0 million.

Cash Adjustments

- Cash adjustments are unfavorable by \$98.5 million, which reflects unfavorable timing of payments for 2018 expenses and recovery of Headquarters relocation and other costs, changes in non-cash adjustments and MTA IT new operating capital needs. Somewhat offsetting this is favorable timing of prior year advertising revenue and incorporation of February Plan Additional Savings Actions.

2020: July Financial Plan vs. February Financial Plan

Revenue Changes

Revenues are projected to increase from the February Plan by \$26.6 million due to higher recovery, particularly from West Side Yard development activities, which are slightly offset by a decrease in rental revenue.

Expense Changes

Total Non-Reimbursable and Reimbursable expenses are projected to decrease by \$20.3 million.

Major changes include:

Unfavorable

- New and re-estimated IT requirements of \$17.6 million
- Other Headquarters needs that support EAM, the MTA-wide timekeeping and attendance initiative, and transformation.

Favorable

- Operating BRPs of \$9.1 million as discussed in the BRP section;
- Revised payroll and employee fringe benefits resulting from the elimination of vacancies and favorable rates; and
- Changes in depreciation, OPEB liability, and GASB 68/75 assumptions are totaling \$53.1 million.

Cash Adjustments

- Cash adjustments are unfavorable by \$81.2 million. Unfavorable changes include adjustments for non-cash items, MTA IT new operating capital needs, and timing of recovery of Headquarters relocation costs. Offsetting these are \$10.1 million in BRP operating capital savings, incorporation of February Plan Additional Savings Actions and a drawdown on contingency funds.

2021 to 2022: July Financial Plan vs. February Financial Plan

Revenue Changes

Operating revenues are projected to increase by \$26.3 million in 2021 and 2022, due to higher recovery, particularly from West Side Yard development activities, which are slightly offset by a decrease in rental revenue.

Expense Changes

Total Non-Reimbursable and Reimbursable expenses decrease by \$15.5 million in 2021 and \$2.1 million in 2022.

Major changes include:

Unfavorable

- New and re-estimated IT requirements of \$18.4 million in 2021, and \$17.9 million in 2022.
- Other Headquarters needs that support EAM, the MTA-wide timekeeping and attendance initiative, and transformation.

Favorable

- Operating BRPs of \$8.2 million in each year as discussed in the BRP section;
- Revised payroll and employee fringe benefits resulting from the elimination of vacancies and favorable rates; and
- Changes in depreciation, OPEB liability and GASB 68/75 assumptions are \$46.9 in 2021, and \$35.7 million in 2022.

Cash Adjustments

- Cash adjustments are projected to be favorable by \$33.0 million in 2021 primarily reflecting the timing of Headquarters relocation cost recovery, operating capital BRPs of \$11.4 million and a contingency drawdown, offset by adjustments to non-cash items and MTA IT new needs.
- Cash adjustments in 2022 are unfavorable by \$4.6 million and favorable by \$5.9 million.

MTA HEADQUARTERS
July Financial Plan 2020-2023
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2019	2020	2021	2022
February Financial Plan - Cash Surplus/(Deficit)	(\$626.416)	(\$514.681)	(\$602.325)	(\$621.806)
Non-Reimbursable Major Changes				
Revenue				
Elimination of anticipated lease revenue	(\$0.500)	(\$0.500)	(\$0.500)	(\$0.500)
Reduction in Transit Museum Revenue	(0.844)	-	-	-
<u>All Other Changes</u>	<u>0.762</u>	<u>-</u>	<u>-</u>	<u>-</u>
Sub-Total Non-Reimbursable Revenue Changes	(\$0.582)	(\$0.500)	(\$0.500)	(\$0.500)
Expenses				
Revised MTA IT costs	(24.744)	(12.574)	(13.068)	(12.574)
New MTA IT Operating Needs	(4.832)	(5.061)	(5.325)	(5.325)
Change in Pension costs	2.358	(3.501)	(4.518)	(5.340)
Shift of programmatic expenses	(12.085)	(1.000)	-	-
EAM PMO Right Sizing	-	(2.420)	(2.200)	(1.808)
Reduction in assumed vacancy savings	(1.000)	(1.000)	(1.000)	(1.000)
2 Broadway Carpet Replacement	(2.100)	(1.900)	-	-
Higher overtime for MTAPD slightly offset by lower BSC overtime	(3.871)	-	-	-
Re-estimated Occupational Health and Safety costs	(1.300)	(0.400)	(0.400)	(0.400)
Increase in Cross Bay / Rockaway Resident toll support	(0.304)	(0.535)	(0.535)	(0.535)
Kronos Timekeeping for MTAHQ	(1.137)	(3.710)	(3.710)	(3.710)
Special Counsel Position	(0.091)	(0.207)	(0.212)	(0.218)
Senior Counsel - FOIL Position	(0.073)	(0.199)	(0.204)	(0.210)
Director of Transformation position	(0.102)	(0.264)	(0.271)	(0.151)
Revised Insurance Premiums	0.096	(0.006)	(0.126)	(0.282)
Re-alignment of MTA IT exp. to reflect multi year prepayments	(4.426)	3.237	0.491	-
Revised hiring support costs for MTAPD-East Side Access	(0.162)	(0.479)	(0.051)	-
Revised hiring schedule for MTAPD-East Side Access	-	(1.091)	0.496	-
Excelsior Fellow Positions (2)	(0.042)	(0.189)	(0.143)	-
Effect of revised Inflation assumptions	-	0.697	0.940	0.771
Revised OPEB current payments	0.545	0.584	0.731	0.891
Savings from continued hiring restrictions - 2019	6.787	-	-	-
Revised Real Estate recovery and lower facility costs	-	2.420	2.262	1.879
Change in employee benefit costs	4.435	4.219	5.508	4.910
Elimination of 48 vacant positions	5.383	5.973	6.095	6.220
Operating BRPs	2.155	8.666	7.874	7.875
Change in Non Cash expenses	66.982	53.095	46.863	35.730
<u>All other adjustments</u>	<u>(1.021)</u>	<u>3.001</u>	<u>2.698</u>	<u>2.097</u>
Sub-Total Non-Reimbursable Expense Changes	31.451	47.357	42.194	28.820
Total Non-Reimbursable Major Changes	\$30.868	\$46.857	\$41.694	\$28.320
Reimbursable Major Changes				
Revenue				
<u>Change in Recovery levels</u>	<u>6.365</u>	<u>27.050</u>	<u>26.738</u>	<u>26.762</u>
Sub-Total Reimbursable Revenue Changes	\$6.365	\$27.050	\$26.738	\$26.762
Expenses				
West Side Yard Changes	(10.386)	(32.500)	(32.500)	(32.500)
<u>All Other</u>	<u>4.021</u>	<u>5.450</u>	<u>5.762</u>	<u>5.738</u>
Sub-Total Reimbursable Expense Changes	(\$6.365)	(\$27.050)	(\$26.738)	(\$26.762)
Total Reimbursable Major Changes	\$0.000	(\$0.000)	\$0.000	\$0.000
Total Accrual Changes	\$30.869	\$46.856	\$41.694	\$28.320
Cash Adjustment Changes				
Timing of 2018 payments	(20.241)	-	-	-
New MTA IT Operating Capital Projects	(11.966)	(0.842)	(0.567)	(0.567)
Adjustment to OPEB Current Payments	(2.000)	(1.700)	(1.600)	(1.500)
Adjustment for Non Cash expenses	(66.982)	(53.095)	(46.863)	(35.730)
Changes in Revenue CFA	(23.842)	(38.192)	61.774	(0.735)
Operating Capital BRP	0.435	10.115	11.440	11.416
Adjustments to Operating Capital and Cash only needs	24.342	6.178	12.895	26.102
<u>All Other CFA changes</u>	<u>1.715</u>	<u>(3.627)</u>	<u>(4.083)</u>	<u>(3.561)</u>
Total Cash Adjustment Changes	(\$98.539)	(\$81.163)	\$32.996	(\$4.575)
Total Baseline Changes	(\$67.670)	(\$34.307)	\$74.690	\$23.745
July Financial Plan - Cash Surplus/(Deficit)	(\$694.087)	(\$548.987)	(\$527.634)	(\$598.060)

MTA HEADQUARTERS
July Financial Plan 2020 - 2023
2019 Budget Reduction Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	2019		2020		2021		2022		2023	
	Pos.	Expenses	Pos.	Expenses	Pos.	Expenses	Pos.	Expenses	Pos.	Expenses
<u>Administration</u>										
Reduction in MTA IT expenses	-	-	-	5.000	-	5.000	-	5.000	-	5.000
Reduced Corporate wide Professional Services	-	-	-	1.000	-	1.000	-	1.000	-	1.000
Reduced Advertising Expenses	-	-	-	0.150	-	0.150	-	0.150	-	0.150
Reduced Employee Recruitment Expenses	-	-	-	0.100	-	0.100	-	0.100	-	0.100
Reduction in Business Service Center expenses	-	0.500	-	0.500	-	0.500	-	0.500	-	0.500
Human Resources	-	0.263	-	0.263	-	0.263	-	0.263	-	0.263
Risk & Insurance Management	-	0.320	-	0.320	-	0.320	-	0.320	-	0.320
Energy Management System	-	0.500	-	0.500	-	-	-	-	-	-
All Other HQ Misc Reductions	-	0.274	-	0.573	-	0.281	-	0.282	-	0.285
Subtotal Administration	-	\$1.857	-	\$8.406	-	\$7.614	-	\$7.615	-	\$7.618
<u>Customer Convenience/Amenities</u>										
None	-	-	-	-	-	-	-	-	-	-
Subtotal Customer Convenience/Amenities	-	-	-	-	-	-	-	-	-	-
<u>Maintenance</u>										
None	-	-	-	-	-	-	-	-	-	-
Subtotal Maintenance	-	-	-	-	-	-	-	-	-	-
<u>Revenue Enhancement</u>										
None	-	-	-	-	-	-	-	-	-	-
Subtotal Revenue Enhancement	-	-	-	-	-	-	-	-	-	-
<u>Safety</u>										
None	-	-	-	-	-	-	-	-	-	-
Subtotal Safety	-	-	-	-	-	-	-	-	-	-
<u>Security</u>										
MTA PD - Contract and Maintenance Reductions	-	0.618	-	0.580	-	0.580	-	0.580	-	0.580
Subtotal Security	-	\$0.618	-	\$0.580	-	\$0.580	-	\$0.580	-	\$0.580
<u>Service</u>										
None	-	-	-	-	-	-	-	-	-	-
Subtotal Services	-	-	-	-	-	-	-	-	-	-
<u>Service Support</u>										
None	-	-	-	-	-	-	-	-	-	-
Subtotal Service Support	-	-	-	-	-	-	-	-	-	-
<u>Other</u>										
MTA PD - CapOp Reduction	-	0.435	-	0.440	-	0.440	-	0.416	-	0.424
Reduction to Operating Capital Contingency	-	-	-	9.675	-	11.000	-	11.000	-	11.000
Subtotal Other	-	\$0.435	-	\$10.115	-	\$11.440	-	\$11.416	-	\$11.424
Total	-	\$2.910	-	\$19.101	-	\$19.634	-	\$19.611	-	\$19.621

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: Reduction in MTA IT expenses

Background Details:	Reduction to overall MTA IT spending in areas of advisory services, software, hardware and licensing needs
----------------------------	--

Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	-	5.000	5.000	5.000	5.000
Net Cash Savings (in millions)	\$0.000	\$5.000	\$5.000	\$5.000	\$5.000

Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: Reduced Corporate wide Professional Services

Background Details:	Reduction of funding set aside for unanticipated corporate-wide or Executive project needs.
----------------------------	---

Program Description/ Implementation Plan:	
Program Implementation Date: 1/1/2020	When will savings begin?: 1/1/2020
	Are these savings recurring?: Yes
Other Issues:	None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	1.000	1.000	1.000	1.000
Net Cash Savings (in millions)	\$0.000	\$1.000	\$1.000	\$1.000	\$1.000

Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration
Program: Reduced Advertising Expenses

Background Details:	Elimination of additional funds set aside for unanticipated advertising needs.
----------------------------	--

Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	0.150	0.150	0.150	0.150
Net Cash Savings (in millions)	\$0.000	\$0.150	\$0.150	\$0.150	\$0.150



Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: Reduced Employee Recruitment Expenses

Background Details:	Reduction of corporate-wide funding for employee recruitment activities.
----------------------------	--

Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	0.100	0.100	0.100	0.100
Net Cash Savings (in millions)	\$0.000	\$0.100	\$0.100	\$0.100	\$0.100



Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: Reduction in Business Service Center expenses

Background Details:	Reductions in budgeted amounts for outside training, advertising, other outside services and office furniture reflect reduced spending as a result of restrictions in place. Reduction in postage expense reflects the commitment to increasingly utilize electronic mailings as opposed to physical mail.
----------------------------	--

Program Description/ Implementation Plan:	
Program Implementation Date: 7/1/2019	When will savings begin?: 7/1/2019
	Are these savings recurring?: Yes
Other Issues:	None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.500	0.500	0.500	0.500	0.500
Net Cash Savings (in millions)	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration

Program: Human Resources

Background Details:	Reductions in Professional Services for Hay Contract, Other Misc. expenses for employee gifts and events. Reduction in membership dues and subscriptions reflect reduced spending as a result of restrictions in place.
----------------------------	---

Program Description/ Implementation Plan:	
Program Implementation Date: 7/1/2019	When will savings begin?: 7/1/2019
	Are these savings recurring?: Yes
Other Issues:	None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.263	0.263	0.263	0.263	0.263
Net Cash Savings (in millions)	\$0.263	\$0.263	\$0.263	\$0.263	\$0.263



Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration
Program: Risk & Insurance Management

Background Details:	Reduction primarily in legal expenses.
----------------------------	--

Program Description/ Implementation Plan:	
Program Implementation Date: 7/1/2019	When will savings begin?: 7/1/2019
Are these savings recurring?: Yes	
Other Issues:	None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.320	0.320	0.320	0.320	0.320
Net Cash Savings (in millions)	\$0.320	\$0.320	\$0.320	\$0.320	\$0.320



Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration
Program: Energy Management System

Background Details:	Reductions to software and hardware needs supporting the Energy Management System initiative.
----------------------------	---

Program Description/ Implementation Plan:	
Program Implementation Date: 7/1/2019	When will savings begin?: 7/1/2019
	Are these savings recurring?: No
Other Issues:	None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.500	0.500	0.000	0.000	0.000
Net Cash Savings (in millions)	\$0.500	\$0.500	\$0.000	\$0.000	\$0.000



Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration
Program: All Other HQ Misc Reductions

Background Details:	Reduction to various departments Software, Hardware, Training, Furniture, Office Supplies, Print and Stationary, Travel and other misc expenses.
----------------------------	--

Program Description/ Implementation Plan:			
Program Implementation Date:	7/1/2019	When will savings begin?:	7/1/2019
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.274	0.573	0.279	0.281	0.285
Net Cash Savings (in millions)	\$0.274	\$0.573	\$0.281	\$0.282	\$0.285



Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Security

Program: MTA PD - Contract and Maintenance Reductions

Background Details:	Reduction to overall MTAPD non-labor spending.
----------------------------	--

Program Description/ Implementation Plan:			
Program Implementation Date:	7/1/2019	When will savings begin?:	7/1/2019
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.618	0.580	0.580	0.580	0.580
Net Cash Savings (in millions)	\$0.618	\$0.580	\$0.580	\$0.580	\$0.580

Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Other

Program: MTA PD - CapOp Reduction

Background Details: Reduction to the planned annual MTAPD vehicle replacement cycle.

Program Description/ Implementation Plan:

Program Implementation Date: 7/1/2019 **When will savings begin?:** 11/1/2019

Are these savings recurring?: Yes

Other Issues: None

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.435	0.440	0.440	0.416	0.424
Net Cash Savings (in millions)	\$0.435	\$0.440	\$0.440	\$0.416	\$0.424



Total Positions Required:

MTA HEADQUARTERS
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet

Category by Function: Other

Program: Reduction to Operating Capital Contingency

Background Details:	Reduction to the Headquarters contingency which is utilized to fund special or unanticipated projects and emergency work.
----------------------------	---

Program Description/ Implementation Plan:			
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:	None		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>	0.000	9.675	11.000	11.000	11.000
Net Cash Savings (in millions)	\$0.000	\$9.675	\$11.000	\$11.000	\$11.000

Total Positions Required:

**MTA HEADQUARTERS
2020 Preliminary Budget
July Financial Plan 2020 - 2023
Positions**

POSITION ASSUMPTIONS

2019-2022: July Financial Plan vs. February Plan

Total baseline positions are projected to decrease by 44 due to the elimination of 49 vacant positions offset by the addition of five new positions to support the transformation effort and management needs. The net decrease of 44 positions are administrative, and five are reimbursable.

Position changes by occupational group are: Managers/Supervisors increase by 13 positions; and Professional, Technical, Clerical positions decrease by 57 positions in 2019. These changes align the budget with current staffing.

Year over Year

2020 over 2019

In 2020, total headcount increases by 70 positions to 3,122 positions due to the hiring of police officers to support ESA. Non-reimbursable positions are 2,996 in 2020, and reimbursable positions are 126. Occupational group increases include one position for Professional, Technical, and Clerical to 1,631 positions. Managers/Supervisors increase 14 positions to 791 positions, and Operational Hourlies increase 55 positions to 700 positions.

2021 over 2020

In 2021, total headcount decreases by eight positions to 3,114 positions due to the planned elimination of six non-reimbursable MTA IT positions and two Excelsior Program positions. Non-reimbursable positions are 2,988 in 2020 and 126 reimbursable positions. Occupational group decreases by eight positions for Professional, Technical, and Clerical to 1,623 positions. Managers/Supervisors remain at 791 positions, and Operational Hourlies remain at 700 positions.

2022 - 2023

In 2022, headcount decreases by one Manager/Supervisor position to 3,113 and remains unchanged in 2023.

MTA HEADQUARTERS TOTAL HEADCOUNT BY FUNCTIONAL AREA

■ MTA Consolidated
 ▨ MTA HQ, Policy & Oversight
 ■ BSC
 ▨ Public Safety



MTA HEADQUARTERS				
July Financial Plan 2020-2023				
Favorable/(Unfavorable)				
Total Position Changes at a Glance				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
2019 February Plan - Total Baseline Positions¹	3,096	3,150	3,160	3160
Total Plan-to-Plan Changes	44	28	46	47
2019 July Plan - Total Baseline Positions¹	3,052	3,122	3,114	3,113
Total Year-to-Year Changes, July Plan		(70)	8	1

Total Plan-to-Plan Changes by Reporting Category:				
<i>Non-Reimbursable</i>	39	23	41	42
<i>Reimbursable</i>	5	5	5	5
Total	44	28	46	47
<i>Full-Time</i>	44	28	46	47
<i>Full-Time Equivalents</i>				
Total	44	28	46	47
<i>By Function Category</i>				
- Administration	44	44	46	47
- Operations	-	-	-	-
- Maintenance	-	-	-	-
- Engineering/Capital	-	-	-	-
- Public Safety	-	(16)	-	-
Total	44	28	46	47
<i>By Occupational Group</i>				
- Managers/Supervisors	(13)	(13)	(13)	(12)
- Professional, Technical, Clerical	57	57	59	59
- Operational Hourlies	-	(16)	-	0
Total	44	28	46	47

Total Plan-to-Plan Changes by Major Category:				
<i>2019 BRPs²</i>	-	-	-	-
<i>New Needs</i>	(5)	(5)	(3)	(2)
<i>Change in Reimbursable Positions³</i>	5	5	5	5
<i>Re-estimates & All Other - MTA Police ESA 7/20⁴</i>	44	28	44	44
Total	44	28	46	47

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

² Non-Reimbursable only.

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

⁴ Includes Full-time Equivalents.

MTA HEADQUARTERS
July Financial Plan 2020-2023
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2018 Actual	2019 Mid-Year Forecast	2020 Preliminary Budget	2021	2022	2023
Office of Chairman	4	7	7	5	4	4
Govt Affairs & Community Relat						
Agency Operations & Initiative	1	1	1	1	1	1
Chief Safety Officer	7	12	12	12	12	12
Office of Counselor to the Chairman	1	1	1	1	1	1
Office of Chief of Staff	5	3	3	3	3	3
Federal Affairs	1	1	1	1	1	1
Intergovernmental Relations	4	4	4	4	4	4
Spec. Project Develop/Planning	6	8	8	8	8	8
Corporate Account	1	1	1	1	1	1
Human Resources	24	32	32	32	32	32
PCAC	5	5	5	5	5	5
Chief Operating Officer						
Chief Operating Officer	1	1	1	1	1	1
New Fare Payment System	18	40	40	40	40	40
Chief Operating Officer	19	41	41	41	41	41
Labor Relations						
Office of Labor Relations	10	13	13	13	13	13
Labor Relations	10	13	13	13	13	13
General Counsel						
Office of Ded General Counsel	36	39	39	39	39	39
Record Management	2	2	2	2	2	2
General Counsel	38	41	41	41	41	41
Office of Diversity						
Office of Diversity	2	2	2	2	2	2
Office of Civil Rights	11	13	13	13	13	13
Office of Diversity	13	15	15	15	15	15
Corporate & Internal Communications						
Office of DED Corp. Affairs and Comm.	2	3	3	3	3	3
Marketing	7	8	8	8	8	8
Corporate & Internal Communications	9	11	11	11	11	11
Chief Financial Officer						
Office of Chief Financial Officer	4	5	5	5	5	5
Comptroller's Office	19	22	22	22	22	22
Management & Budget	20	21	21	21	21	21
Strategic Initiatives	4	5	5	5	5	5
Chief Financial Officer	47	53	53	53	53	53
Capital Programs						
Environmental, Sustainability & Compliance	4	4	4	4	4	4
Capital Programs	4	4	4	4	4	4
Total MTA HQ, Policy & Oversight	199	253	253	251	250	250

MTA HEADQUARTERS
July Financial Plan 2020-2023
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2018 Actual	2019 Mid-Year Forecast	2020 Preliminary Budget	2021	2022	2023
MTA Consolidated Functions						
External Communication	11	16	16	16	16	16
Audit	77	81	81	81	81	81
Office of Diversity - MWDBE/ DBE Contract Integrity	13	15	15	15	15	15
Pensions	55	65	65	65	65	65
Occupational Health & Safety	29	30	30	30	30	30
Chief Operating Officer						
Procurement	73	93	93	93	93	93
Information Technology	982	1,078	1,078	1,072	1,072	1,072
Chief Operating Officer	1,055	1,171	1,171	1,165	1,165	1,165
General Counsel/Compliance						
Compliance	10	11	11	11	11	11
Chief Financial Officer						
Director of Finance	6	6	6	6	6	6
Treasury	17	17	17	17	17	17
Risk and Insurance Management	19	21	21	21	21	21
Chief Financial Officer	42	44	44	44	44	44
Chief Development Officer						
Dir. Of Facilities and Support	4	5	5	5	5	5
Office Services	13	14	14	14	14	14
Facilities Management						
Transit Oriented Development	7	8	8	8	8	8
Real Estate Operations	36	38	38	38	38	38
Chief Administrative Office						
Deputy CDO, Operations						
Deputy CDO, Planning	3	4	4	4	4	4
Transit Advertising & Media	1	8	8	8	8	8
New Technology Implementation		1	1	1	1	1
Office of Chief Development Officer						
GCT Development	2	2	2	2	2	2
	66	80	80	80	80	80
Capital Programs						
Office of Capital Programs	1	1	1	1	1	1
Construction Oversight	4	5	5	5	5	5
Federal Policy						
Enterprise Asset Management	8	9	9	9	9	9
Capital Program Management	13	14	14	14	14	14
Capital Program Funding	10	13	13	13	13	13
Total Capital Programs	36	42	42	42	42	42
Corporate and Internal Communications						
Market Research	3	3	3	3	3	3
MTA Arts & Design	10	10	10	10	10	10
Transit Museum Operations	10	12	12	12	12	12
Retail Operations	4	5	5	5	5	5
Corporate and Internal Communications	27	30	30	30	30	30
Total MTA Consolidated Functions	1,421	1,585	1,585	1,579	1,579	1,579
Business Service Center	293	317	317	317	317	317
Total Administration Positions	1,913	2,155	2,155	2,147	2,146	2,146
Public Safety	843	897	967	967	967	967
Baseline Total Positions	2,756	3,052	3,122	3,114	3,113	3,113
<i>Non-Reimbursable</i>	2,659	2,926	2,996	2,988	2,987	2,987
<i>Reimbursable</i>	97	126	126	126	126	126
<i>Full-Time</i>	2,756	3,052	3,122	3,114	3,113	3,113
<i>Full-Time Equivalents</i>	-	-	-	-	-	-

MTA HEADQUARTERS
July Financial Plan 2020 - 2023
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Administration						
Managers/Supervisors	490	601	601	601	600	600
Professional/Technical/Clerical	1,423	1,554	1,554	1,546	1,546	1,546
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	1,913	2,155	2,155	2,147	2,146	2,146
Operations						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Operations Headcount	0	0	0	0	0	0
Maintenance						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Maintenance Headcount	0	0	0	0	0	0
Engineering / Capital						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	0	0	0	0	0	0
Public Safety						
Managers/Supervisors	169	176	190	190	190	190
Professional/Technical/Clerical	62	76	77	77	77	77
Operational Hourlies	612	645	700	700	700	700
Total Public Safety Headcount	843	897	967	967	967	967
Total Positions						
Managers/Supervisors	659	777	791	791	790	790
Professional/Technical/ Clerical	1,485	1,630	1,631	1,623	1,623	1,623
Operational Hourlies	612	645	700	700	700	700
Total Positions	2,756	3,052	3,122	3,114	3,113	3,113

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 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 2020-2023
Accrual Statement of Operations by Major Function
(\$ in millions)

NON-REIMBURSABLE	2019 Mid-Year Forecast	2020 Preliminary Budget	2021	2022	2023
<u>MTA Consolidated Functions</u>					
Operating Revenue	\$13.139	\$6.613	\$5.576	\$5.743	\$5.912
Labor Expenses	\$183.480	\$179.394	\$192.175	\$196.588	\$202.231
Non-Labor Expenses	220.473	214.941	157.418	163.103	168.493
Depreciation / OPEB Obligation / GASB	31.439	42.749	59.194	69.913	79.985
Total Expenses	\$435.392	\$437.083	\$408.787	\$429.604	\$450.709
Baseline Deficit	(\$422.254)	(\$430.470)	(\$403.210)	(\$423.861)	(\$444.797)
<u>MTA HQ, Policy & Oversight</u>					
Operating Revenue	\$24.605	\$51.259	\$47.239	\$49.129	\$51.094
Labor Expenses	\$56.755	\$63.344	\$60.800	\$61.938	\$63.360
Non-Labor Expenses	88.452	134.488	109.366	105.368	107.316
Depreciation / OPEB Obligation / GASB	37.121	55.044	74.519	79.547	92.904
Total Expenses	\$182.327	\$252.876	\$244.685	\$246.854	\$263.580
Baseline Deficit	(\$157.722)	(\$201.617)	(\$197.445)	(\$197.726)	(\$212.486)
<u>Business Service Center</u>					
Operating Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Labor Expenses	\$33.167	\$30.173	\$31.068	\$32.004	\$32.885
Non-Labor Expenses	(4.849)	5.678	5.735	7.912	8.570
Depreciation / OPEB Obligation / GASB					
Total Expenses	\$28.317	\$35.851	\$36.803	\$39.916	\$41.455
Baseline Deficit	(\$28.317)	(\$35.851)	(\$36.803)	(\$39.916)	(\$41.455)
<u>Public Safety</u>					
Operating Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Labor Expenses	\$155.809	\$144.949	\$152.343	\$155.702	\$157.624
Non-Labor Expenses	5.909	10.504	13.559	11.669	12.304
Depreciation / OPEB Obligation / GASB	8.834	10.323	11.776	11.776	11.776
Total Expenses	\$170.551	\$165.776	\$177.678	\$179.147	\$181.704
Baseline Deficit	(\$170.551)	(\$165.776)	(\$177.678)	(\$179.147)	(\$181.704)

MTA HEADQUARTERS
July Financial Plan 2020-2023
Total Positions by Function
Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

FUNCTION	2018 Actual	2019 Mid-Year Forecast	2020 Preliminary Budget	2021	2022	2023
MTA Consolidated Functions	1,421	1,583	1,583	1,577	1,577	1,577
MTA HQ, Policy & Oversight	199	255	255	253	252	252
Business Service Center	293	317	317	317	317	317
Public Safety	843	897	967	967	967	967
Baseline Total Positions	2,756	3,052	3,122	3,114	3,113	3,113
Non-Reimbursable						
MTA Consolidated Functions	1,319	1,457	1,457	1,451	1,451	1,451
MTA HQ, Policy & Oversight	199	255	255	253	252	252
Business Service Center	293	317	317	317	317	317
Public Safety	843	897	967	967	967	967
	-	-	-	-	-	-
Reimbursable						
MTA Consolidated Functions	102	126	126	126	126	126
MTA HQ, Policy & Oversight	-	-	-	-	-	-
Business Service Center	-	-	-	-	-	-
Public Safety	-	-	-	-	-	-
	-	-	-	-	-	-
<i>Full-Time</i>	2,756	3,052	3,122	3,114	3,113	3,113
<i>Full-Time Equivalents</i>	-	-	-	-	-	-

Note: Actuals reflect headcount vacancies.

**MTA INSPECTOR GENERAL
2020 Preliminary Budget
July Financial Plan 2020-2023**

Financial Overview

The forecast for the Office of Inspector General (OIG) for the years 2019 to 2023 reflects the guidelines and assumptions used by MTA Headquarters and provides adequate resources used to investigate and audit matters of concern throughout the MTA and its subsidiaries.

2019 Mid-Year Forecast

In the 2019 Mid-Year Forecast a total of \$15.4 million is projected in baseline expenses, compared to \$16.0 million in the 2019 Adopted Budget. The favorable variance is mainly the result of vacancy savings.

2020 Preliminary Budget – Baseline

In the 2020 Preliminary Budget, a total of \$15.6 million is projected in baseline expenses compared to \$15.3 million in the February Plan. The unfavorable variance results from a re-estimation of OIG rent based on a new lease and increased maintenance related to the scheduled IT Data Center refresh.

2021-2023 Projections

The forecast for the Office of Inspector General for the years 2021 to 2023 reflects inflationary growth according to the prevailing guidelines and assumptions.

MTA INSPECTOR GENERAL
July Financial Plan 2020 - 2023
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	2018	2019	2020			
	Actual	Mid-Year	Preliminary	2021	2022	2023
		Forecast	Budget			
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	12.223	15.442	15.637	15.937	16.337	16.767
Total Revenue	\$12.223	\$15.442	\$15.637	\$15.937	\$16.337	\$16.767
Expenses						
<u>Labor:</u>						
Payroll	\$6.962	\$8.027	\$8.663	\$8.835	\$9.010	\$9.188
Overtime	-	-	-	-	-	-
Health and Welfare	0.813	1.298	1.660	1.652	1.733	1.817
OPEB Current Payment	-	-	-	-	-	-
Pensions	0.830	0.777	0.841	0.872	0.903	0.935
Other Fringe Benefits	0.490	0.662	0.777	0.797	0.817	0.836
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenses	\$9.095	\$10.764	\$11.941	\$12.156	\$12.463	\$12.776
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.018	0.041	0.036	0.035	0.035	0.040
Insurance	0.033	0.032	0.026	0.031	0.037	0.044
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.668	3.080	3.161	3.233	3.309	3.402
Professional Service Contracts	0.292	1.399	0.342	0.349	0.357	0.366
Materials & Supplies	-	-	-	-	-	-
Other Business Expenses	0.117	0.126	0.131	0.133	0.136	0.139
Total Non-Labor Expenses	\$3.128	\$4.678	\$3.696	\$3.781	\$3.874	\$3.991
<u>Other Expenses Adjustments:</u>						
Other	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$12.223	\$15.442	\$15.637	\$15.937	\$16.337	\$16.767
Depreciation	-	-	-	0.000	0.000	0.000
Total Expenses	\$12.223	\$15.442	\$15.637	\$15.937	\$16.337	\$16.767
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
July Financial Plan 2020 - 2023
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	2018	2019	2020			
	<u>Actual</u>	<u>Forecast</u>	<u>Preliminary Budget</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	12.223	15.442	15.637	15.937	16.337	16.767
Total Receipts	\$12.223	\$15.442	\$15.637	\$15.937	\$16.337	\$16.767
Expenditures						
<u>Labor:</u>						
Payroll	\$6.962	\$8.027	\$8.663	\$8.835	\$9.010	\$9.188
Overtime	-	-	-	-	-	-
Health and Welfare	0.813	1.298	1.660	1.652	1.733	1.817
OPEB Current Payment	-	-	-	-	-	-
Pensions	0.830	0.777	0.841	0.872	0.903	0.935
Other Fringe Benefits	0.490	0.662	0.777	0.797	0.817	0.836
GASB Account	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$9.095	\$10.764	\$11.941	\$12.156	\$12.463	\$12.776
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.018	0.041	0.036	0.035	0.035	0.040
Insurance	0.033	0.032	0.026	0.031	0.037	0.044
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.668	3.080	3.161	3.233	3.309	3.402
Professional Service Contracts	0.292	1.399	0.342	0.349	0.357	0.366
Materials & Supplies	-	-	-	-	-	-
Other Business Expenses	0.117	0.126	0.131	0.133	0.136	0.139
Total Non-Labor Expenditures	\$3.128	\$4.678	\$3.696	\$3.781	\$3.874	\$3.991
<u>Other Expenditure Adjustments:</u>						
Other - Operating Capital	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$12.223	\$15.442	\$15.637	\$15.937	\$16.337	\$16.767
Baseline Cash Deficit	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
July Financial Plan 2020 - 2023
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	2018	2019	2020			
	Actual	Mid-Year	Preliminary	2021	2022	2023
		Forecast	Budget			
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-	-
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-	-
Pensions	-	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	-	-
GASB Account	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-	-
Total Non-Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>						
Other - Operating Capital	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
July Financial Plan 2020 - 2023
Year-to-Year Changes by Category - Accrual Basis
(\$ in millions)

REIMBURSABLE

	Favorable/(Unfavorable)								
	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2020 - 2019	2021	Change 2021 - 2020	2022	Change 2022 - 2021	2023	Change 2023 - 2022
Revenue									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	15.442	15.637	0.195	15.937	0.300	16.337	0.400	16.767	0.430
Total Revenue	\$15.442	\$15.637	\$0.195	\$15.937	\$0.300	\$16.337	\$0.400	\$16.767	\$0.430
Expenses									
Labor:									
Payroll	\$8.027	\$8.663	(\$0.636)	\$8.835	(\$0.172)	\$9.010	(\$0.175)	\$9.188	(\$0.178)
Overtime	-	-	-	-	-	-	-	-	-
Health and Welfare	1.298	1.660	(0.362)	1.652	0.008	1.733	(0.081)	1.817	(0.084)
OPEB Current Payment	-	-	-	-	-	-	-	-	-
Pensions	0.777	0.841	(0.064)	0.872	(0.031)	0.903	(0.031)	0.935	(0.032)
Other Fringe Benefits	0.662	0.777	(0.115)	0.797	(0.020)	0.817	(0.020)	0.836	(0.019)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$10.764	\$11.941	(\$1.177)	\$12.156	(\$0.215)	\$12.463	(\$0.307)	\$12.776	(\$0.313)
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.041	0.036	0.005	0.035	0.001	0.035	0.000	0.040	(0.005)
Insurance	0.032	0.026	0.006	0.031	(0.005)	0.037	(0.006)	0.044	(0.007)
Claims	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other									
Operating Contracts	3.080	3.161	(0.081)	3.233	(0.072)	3.309	(0.076)	3.402	(0.093)
Professional Service Contracts	1.399	0.342	1.057	0.349	(0.007)	0.357	(0.008)	0.366	(0.009)
Materials & Supplies	-	-	-	-	-	-	-	-	-
MTA Internal Subsidy	-	-	-	-	-	-	-	-	-
Other Business Expenses	0.126	0.131	(0.005)	0.133	(0.002)	0.136	(0.003)	0.139	(0.003)
Total Non-Labor Expenses	\$4.678	\$3.696	\$0.982	\$3.781	(\$0.085)	\$3.874	(\$0.093)	\$3.991	(\$0.117)
Other Expenses Adjustments:									
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$15.442	\$15.637	(\$0.195)	\$15.937	(\$0.300)	\$16.337	(\$0.400)	\$16.767	(\$0.430)
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$15.442	\$15.637	(\$0.195)	\$15.937	(\$0.300)	\$16.337	(\$0.400)	\$16.767	(\$0.430)
Baseline Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
July Financial Plan 2020 - 2023
Year-to-Year Changes by Category - Cash Basis
(\$ in millions)

CASH RECEIPTS & EXPENDITURES

Favorable/(Unfavorable)

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2020 - 2019	2021	Change 2021 - 2020	2022	Change 2022 - 2021	2023	Change 2023 - 2022
Receipts									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	15.442	15.637	0.195	15.937	0.300	16.337	0.400	16.767	0.430
Total Receipts	\$15.442	\$15.637	\$0.195	\$15.937	\$0.300	\$16.337	\$0.400	\$16.767	\$0.430
Expenditures									
Labor:									
Payroll	\$8.027	\$8.663	(\$0.636)	\$8.835	(\$0.172)	\$9.010	(\$0.175)	\$9.188	(\$0.178)
Overtime	-	-	-	-	-	-	-	-	-
Health and Welfare	1.298	1.660	(0.362)	1.652	0.008	1.733	(0.081)	1.817	(0.084)
OPEB Current Payment	-	-	0.000	-	0.000	-	0.000	-	0.000
Pensions	0.777	0.841	(0.064)	0.872	(0.031)	0.903	(0.031)	0.935	(0.032)
Other Fringe Benefits	0.662	0.777	(0.115)	0.797	(0.020)	0.817	(0.020)	0.836	(0.019)
GASB Account	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$10.764	\$11.941	(\$1.177)	\$12.156	(\$0.215)	\$12.463	(\$0.307)	\$12.776	(\$0.313)
Non-Labor:									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.041	0.036	0.005	0.035	0.001	0.035	0.000	0.040	(0.005)
Insurance	0.032	0.026	0.006	0.031	(0.005)	0.037	(0.006)	0.044	(0.007)
Claims	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-
Maintenance and Other									
Operating Contracts	3.080	3.161	(0.081)	3.233	(0.072)	3.309	(0.076)	3.402	(0.093)
Professional Service Contracts	1.399	0.342	1.057	0.349	(0.007)	0.357	(0.008)	0.366	(0.009)
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
MTA Internal Subsidy	-	-	-	-	-	-	-	-	-
Other Business Expenses	0.126	0.131	(0.005)	0.133	(0.002)	0.136	(0.003)	0.139	(0.003)
Total Non-Labor Expenditures	\$4.678	\$3.696	\$0.982	\$3.781	(\$0.085)	\$3.874	(\$0.093)	\$3.991	(\$0.117)
Other Expenditure Adjustments:									
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$15.442	\$15.637	(\$0.195)	\$15.937	(\$0.300)	\$16.337	(\$0.400)	\$16.767	(\$0.430)
Baseline Cash Deficit	\$0.000	\$0.000	0.000	\$0.000	0.000	\$0.000	0.000	\$0.000	0.000

MTA INSPECTOR GENERAL
July Financial Plan 2020 - 2023
Summary of Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE

	2019	2020	2021	2022
2019 February Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000
Revenue:				
Capital and Other Reimbursements	(0.583)	0.312	0.242	0.270
Sub-Total Revenue Changes	(\$0.583)	\$0.312	\$0.242	\$0.270
Expenses:				
Payroll	\$0.804	\$0.345	\$0.353	\$0.361
Overtime	-	-	-	-
Health and Welfare	(0.064)	(0.372)	(0.293)	(0.309)
OPEB Current Payment	-	-	-	-
Pensions	(0.114)	(0.153)	(0.156)	(0.161)
Other Fringe Benefits	(0.039)	(0.141)	(0.147)	(0.154)
Reimbursable Overhead	-	-	-	-
Fuel	0.000	0.004	0.003	0.003
Insurance	(0.008)	0.001	(0.002)	(0.005)
Claims	-	-	-	-
Paratransit Service Contracts	-	-	-	-
Maintenance and Other				
Operating Contracts	0.019	0.008	0.004	0.000
Professional Service Contracts	(0.013)	0.001	0.001	0.000
Materials & Supplies	-	-	-	-
Other Business Expenses	(0.002)	(0.005)	(0.005)	(0.005)
Depreciation	0.000	0.000	0.000	0.000
Sub-Total Expense Changes	\$0.583	(\$0.312)	(\$0.242)	(\$0.270)
Sub-Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.000	\$0.000	\$0.000	\$0.000
Total Changes	\$0.000	\$0.000	\$0.000	\$0.000
2019 July Financial Plan - Operating Cash Income/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000

MTA INSPECTOR GENERAL
July Financial Plan 2020 - 2023
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time Positions/Full Time Equivalents

FUNCTION/DEPARTMENT	2018 Actual	2019 Mid-Year Forecast	2020 Preliminary Budget	2021	2022	2023
Administration						
Office of the Inspector General	73	86	86	86	86	86
Total Administration	73	86	86	86	86	86
Baseline Total Positions	73	86	86	86	86	86
Non-Reimbursable	-	-	-	-	-	-
Reimbursable	73	73	73	73	73	73
Total	73	73	73	73	73	73
Total Full-Time	73	86	86	86	86	86
Total Full-Time Equivalents	-	-	-	-	-	-

[THIS PAGE INTENTIONALLY LEFT BLANK]

**First Mutual Transportation Assurance Co.
(FMTAC)**

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
2020 Preliminary Budget
July Financial Plan for 2020 – 2023

Mission Statement and Highlights of Operations

The mission of the First Mutual Transportation Assurance Company (FMTAC) is to act as a pure captive insurance company under Section 7005, Article 70 of the Insurance Law and Section 1266 subdivision 5 of the Public Authorities Law of the State of New York. FMTAC's mission is to continue, develop, and improve the insurance and risk management needs as required by the MTA. FMTAC was established to maximize the flexibility and effectiveness of the MTA's insurance program while minimizing costs.

FINANCIAL OVERVIEW

FMTAC continues to utilize dedicated resources to efficiently address the challenges related to insurance and risk management for the MTA. FMTAC continues to draw from the expertise and support services available in other MTA agencies and outside service providers to support risk management. This is reflected in the current budget proposal.

For all years, on a cash basis, FMTAC generates a net cash deficit of zero, which is the true cash impact of FMTAC on MTA cash balances. FMTAC cash reserves are separate and distinct from MTA and are necessary to maintain the appropriate capital and reserve levels pursuant to the State of New York Insurance guidelines.

Insurance premiums from the Agencies (revenue) are recorded as credits to the Insurance expense line. Premiums are increasing 10% to 20% annually except for the Casualty Owner-Controlled Insurance Program (OCIP) programs which earn premium based on a percentage of contract completion calculation. Premium increases are primarily due to increased liability claims in the Excess Loss Programs and reduced market capacity in the Property Program.

Additional expenses consist primarily of Claims and Other Business Expenses.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
2020 Preliminary Budget
July Financial Plan 2020 - 2023

2019 Mid-Year Forecast

In the 2019 Mid-Year Forecast, Non-Reimbursable revenue is \$18 million, and Non-Reimbursable expenses are (\$5.7) million, generating a baseline surplus of \$23.7 million compared to \$21.0 million in the 2019 Adopted Budget. Total Non-Reimbursable Revenue decreases by \$3.1 million, including lower Other Operating Revenue of \$6.5 million, partially offset by an increase of \$3.4 million in Investment Income. Total Expenses decrease by \$5.8 million, including lower expenses for Other Business Expenses of \$11.5 million, and \$2.9 million for Insurance, partially offset by an increase in Claims expenses of \$8.6 million. Other Business Expenses and Insurance projections are based on trending actual results through April 2019. Claims are based on actuarial analysis of claims activity on an estimated basis.

2020 Preliminary Budget

In the 2020 Preliminary Budget, Non-Reimbursable revenue is \$18.4 million, and Non-Reimbursable expenses are (\$5.8) million, generating a baseline surplus of \$24.1 million compared to \$17.2 million in the February Plan. Total Non-Reimbursable Revenue decreases by \$3.2 million., including lower Other Operating Revenue of \$6.7 million, partially offset by an increase of \$3.5 million in Investment Income. Investment Income and Other Operating Revenue is estimated to increase over 2019 projections at a rate equal to CPI. Total Expenses decrease by \$10.2 million, including lower expenses for Other Business Expenses of \$11.8 million, and \$5.6 million for Insurance, partially offset by an increase in Claims expenses of \$7.2 million. Claims projections are higher based on actuarial analysis of claim activity on an estimated basis and partially offset by favorable insurance credits. Other Business Expenses are estimated to increase over 2019 at a rate of 2% each year.

2021 – 2023 Projections

2021 – 2023 Projections are representative of 2019 projections with market increases. Investment Income and Other Operating Revenue are estimated to increase over 2019 projections at a rate equal to CPI. Claims are based on actuarial analysis of projected claim activity and adjustments, whether favorable or unfavorable in required reserves. Other Business Expenses are estimated to increase over 2019 at a rate of 2% each year.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY

July Financial Plan 2020 - 2023

Accrual Statement of Operations By Category

(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
<u>Non-Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	25.351	12.000	12.240	12.514	12.813	13.122
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	(12.775)	6.000	6.120	6.257	6.407	6.561
Total Revenues	\$12.576	\$18.000	\$18.360	\$18.771	\$19.220	\$19.683
Operating Expense						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(154.268)	(120.750)	(126.837)	(135.936)	(148.215)	(163.935)
Claims	126.929	107.004	112.914	112.691	116.447	119.118
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	15.314	8.000	8.160	8.323	8.490	8.659
Total Non-Labor Expenses	(\$12.025)	(\$5.746)	(\$5.763)	(\$14.922)	(\$23.278)	(\$36.158)
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	(\$12.025)	(\$5.746)	(\$5.763)	(\$14.922)	(\$23.278)	(\$36.158)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	(\$12.025)	(\$5.746)	(\$5.763)	(\$14.922)	(\$23.278)	(\$36.158)
Net Surplus/(Deficit)	\$24.601	\$23.746	\$24.123	\$33.693	\$42.498	\$55.841

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
July Financial Plan 2020 - 2023
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Cash Receipts and Expenditures						
Receipts						
Other Operating Revenue	\$25.351	\$12.000	\$12.240	\$12.514	\$12.813	\$13.122
Investment Income	(12.775)	6.000	6.120	6.257	6.407	6.561
Total Receipts	\$12.576	\$18.000	\$18.360	\$18.771	\$19.220	\$19.683
Expenditures						
<u>Labor:</u>						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(154.268)	(120.750)	(126.837)	(135.936)	(148.215)	(163.935)
Claims	126.929	95.504	100.779	100.081	102.926	104.812
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	15.314	8.000	8.160	8.323	8.490	8.659
Total Non-Labor Expenditures	(\$12.025)	(\$17.246)	(\$17.898)	(\$27.532)	(\$36.799)	(\$50.464)
<u>Other Expenditure Adjustments:</u>						
Other	\$24.601	\$35.246	\$36.258	\$46.303	\$56.019	\$70.147
Total Other Expense Adjustments	\$24.601	\$35.246	\$36.258	\$46.303	\$56.019	\$70.147
Total Expenditures	\$12.576	\$18.000	\$18.360	\$18.771	\$19.220	\$19.683
Net Cash Balance	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
July Financial Plan 2020 - 2023
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Investment Income	0.000	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Expenditures						
Labor:						
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Non-Labor:						
Electric Power	\$0.000	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	11.500	12.135	12.610	13.521	14.306
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.000	\$11.500	\$12.135	\$12.610	\$13.521	\$14.306
Other Expenditure Adjustments:						
Other Expense Adjustments	(\$24.601)	(\$35.246)	(\$36.258)	(\$46.303)	(\$56.019)	(\$70.147)
Total Other Expenditure Adjustments	(\$24.601)	(\$35.246)	(\$36.258)	(\$46.303)	(\$56.019)	(\$70.147)
Total Expenditures	(\$24.601)	(\$23.746)	(\$24.123)	(\$33.693)	(\$42.498)	(\$55.841)
Total Cash Conversion Adjustments before Depreciation	(\$24.601)	(\$23.746)	(\$24.123)	(\$33.693)	(\$42.498)	(\$55.841)
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	(\$24.601)	(\$23.746)	(\$24.123)	(\$33.693)	(\$42.498)	(\$55.841)

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
July Financial Plan 2020 - 2023
Year-to-Year Changes by Category Baseline Narrative

Revenue

Investment Income

- Investment income is the change in net unrealized gains or losses on investments.
- Investment income is projected based on the MTA Region All Urban Consumer CPI inflation rates as provided in the Economic and Demographic Forecasts, dated April 1, 2019.

Other Operating Revenue

- This is the realized gains or earned investment income from bonds and equity investments (dividends, interest).
- Other Operating Revenue is projected based on the MTA Region All Urban Consumer CPI inflation rates as provided in the Economic and Demographic Forecasts dated April 1, 2019.

Expenses

Insurance

- Insurance (premiums paid to FMTAC) is from the 2019 Mid-Year Forecast of the MTA Summary & Detailed Agency Insurance Cash Budgets and are based on increases in the market and exposure, as well as increases in claims expenses and reserve adjustments. For the Casualty Owner-Controlled Insurance Program (OCIP) programs, an estimate of the earned premium is also included, which is calculated based on a percentage of contract completion.
- Insurance (premiums) are estimated to increase between 10% and 20%.

Claims

- Claims expenses are determined by an actuarial projection for the 2020 – 2023 period for actual claim expenses paid and any adjustment either favorable or unfavorable to reserves. In addition to the actuarial analysis, the claims increase follows simultaneously with the factors for the growth in exposure (i.e., vehicle count) and higher insurance premiums.

Other Business Expenses

- Other Business Expenses increase 2% for 2020 – 2023 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 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
<u>Non-Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	12.000	12.240	0.240	12.514	0.274	12.813	0.299	13.122	0.309
Investment Income	6.000	6.120	0.120	6.257	0.137	6.407	0.150	6.561	0.154
Total Revenues	\$18.000	\$18.360	\$0.360	\$18.771	\$0.411	\$19.220	\$0.449	\$19.683	\$0.463
Operating Expenses									
<u>Labor:</u>									
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor:</u>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(120.750)	(126.837)	6.087	(135.936)	9.099	(148.215)	12.279	(163.935)	15.720
Claims	107.004	112.914	(5.910)	112.691	0.223	116.447	(3.756)	119.118	(2.671)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	8.000	8.160	(0.160)	8.323	(0.163)	8.490	(0.167)	8.659	(0.169)
Total Non-Labor Expenses	(\$5.746)	(\$5.763)	\$0.017	(\$14.922)	\$9.159	(\$23.278)	\$8.356	(\$36.158)	\$12.880
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	(\$5.746)	(\$5.763)	\$0.017	(\$14.922)	\$9.159	(\$23.278)	\$8.356	(\$36.158)	\$12.880
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	(\$5.746)	(\$5.763)	\$0.017	(\$14.922)	\$9.159	(\$23.278)	\$8.356	(\$36.158)	\$12.880
Net Surplus/(Deficit)	\$23.746	\$24.123	\$0.377	\$33.693	\$9.570	\$42.498	\$8.805	\$55.841	\$13.343

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
<u>Cash Receipts and Expenditures</u>									
Receipts									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	12.000	12.240	0.240	12.514	0.274	12.813	0.299	13.122	0.309
Investment Income	6.000	6.120	0.120	6.257	0.137	6.407	0.150	6.561	0.154
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$18.000	\$18.360	\$0.360	\$18.771	\$0.411	\$19.220	\$0.449	\$19.683	\$0.463
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Non-Labor Expenditures:</u>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(120.750)	(126.837)	6.087	(135.936)	9.099	(148.215)	12.279	(163.935)	15.720
Claims	95.504	100.779	(5.275)	100.081	0.698	102.926	(2.845)	104.812	(1.886)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	8.000	8.160	(0.160)	8.323	(0.163)	8.490	(0.167)	8.659	(0.169)
Total Non-Labor Expenditures	(\$17.246)	(\$17.898)	\$0.652	(\$27.532)	\$9.634	(\$36.799)	\$9.267	(\$50.464)	\$13.665
<u>Other Expenditure Adjustments:</u>									
Other	35.246	36.258	(1.012)	46.303	(10.045)	56.019	(9.716)	70.147	(14.128)
Total Other Expenditure Adjustments	\$35.246	\$36.258	(\$1.012)	\$46.303	(\$10.045)	\$56.019	(\$9.716)	\$70.147	(\$14.128)
Total Expenditures	\$18.000	\$18.360	(\$0.360)	\$18.771	(\$0.411)	\$19.220	(\$0.449)	\$19.683	(\$0.463)
Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

V-235

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
July Financial Plan 2020 - 2023
Summary of Changes Between Financial Plans by Category

2019 – 2022 July Financial Plan vs. February Financial Plan

Revenue

Revenue changes from the February Plan over the 2019 – 2022 period include:

- The decrease of Other Operating Revenue is due lower than budgeted actual realized gains.
- The increase of Investment Income reflects a change in the methodology used to calculate the market value of investments.

Expenses

Expense changes from the February Plan over the 2019 – 2022 period include:

- An increase in Insurance (premium revenue) as projected in the 2019 Mid-Year Forecast of the MTA Summary & Detailed Agency Insurance Cash Budgets.
- Claim expenses resulted in unfavorable developments due to updated loss projections from actuarial projections.
- Other Business Expenses are favorable due to the reduction of Owner-Controlled Insurance Program (OCIP) safety expenses.

MTA FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY
July Financial Plan 2020 - 2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE	2019	2020	2021	2022
February Financial Plan - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes				
Revenue				
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-
Other Operating Revenue	(6.489)	(6.667)	(6.803)	(6.952)
Investment Income	3.407	3.469	3.548	3.635
Capital and Other Reimbursement	-	-	-	-
Total Revenue Changes	(\$3.082)	(\$3.198)	(\$3.255)	(\$3.317)
Expenses				
<i>Labor:</i>				
Payroll	\$0.000	\$0.000	\$0.000	\$0.000
Health and Welfare	-	-	-	-
OPEB Current Payment	-	-	-	-
Pensions	-	-	-	-
Other Fringe Benefits	-	-	-	-
Reimbursable Overhead	-	-	-	-
Total Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000
<i>Non-Labor:</i>				
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000
Insurance	2.922	5.628	9.298	14.119
Claims	(8.608)	(7.230)	(4.614)	(6.428)
Paratransit Service Contracts	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-
Materials & Supplies	-	-	-	-
Other Business Expenses	11.524	11.754	11.989	12.229
Total Non-Labor Expense Changes	\$5.838	\$10.152	\$16.673	\$19.920
<i>Total Expenses before Depreciation and GASB Adjs.</i>				
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000
OPEB Obligation	-	-	-	-
Environmental Remediation	-	-	-	-
Total Expense Changes	\$5.838	\$10.152	\$16.673	\$19.920
Cash Adjustment Changes				
<i>Revenue:</i>				
Other Operating Revenue	\$0.000	\$0.000	\$0.000	\$0.000
<i>Expenses:</i>				
Claims	\$2.555	\$2.527	\$2.785	\$3.519
Other Business Expenses	0.000	0.000	0.000	0.000
Total Expense Changes	2.555	2.527	2.785	3.519
Restricted Cash Adjustment	(\$5.311)	(\$9.481)	(\$16.204)	(\$20.122)
Total Cash Adjustment Changes	(\$2.756)	(\$6.954)	(\$13.419)	(\$16.603)
Total Baseline Changes	\$0.000	\$0.000	\$0.000	\$0.000
July Financial Plan - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000

[THIS PAGE INTENTIONALLY LEFT BLANK]

New York City Transit

MTA NEW YORK CITY TRANSIT
2020 Preliminary Budget
July Financial Plan 2020 – 2023

FINANCIAL OVERVIEW

NYC Transit's July Financial Plan provides funding to sustain current operations, support Subway Action Plan (SAP) initiatives, and advance NYCT's Fast Forward and Bus Plans, and reflects implementation of major operating efficiencies and the streamlining of processes which result in position reductions, enabling operations to become more efficient and to not needlessly spend money. These expense reductions will not impair the ability to advance the Agency's mission to provide safe, reliable, and customer-oriented transit service.

Financial Plan Highlights

- Budget Reduction Plan (BRP) savings in total are projected at \$79.3 million (0 positions) in 2019, \$191.5 million (601 positions) in 2020, \$235.0 million (883 positions) in 2021, \$242.6 million (883 positions) in 2022, and \$250.7 million (883 positions) in 2023.
- Comprehensive revision of the L tunnel reconstruction support requirements, reflecting the significant change in the project plan.
- Update of 2019 Subway Action Plan initiatives, including the new station and car deep cleaning initiatives, comprehensive inspection of the elevated structures, the final phase of the Con Edison power reliability initiative, and major signals modernization projects to replace cables and other key elements of the signal system.

Baseline Ridership

The recent ridership trend is presented as follows:

The 2019 July Financial Plan ridership forecast projects that 2019 subway ridership will be 0.9 percent above budget and bus ridership will be 2.9 percent below budget, based on the analysis of January to April 2019 weather and calendar adjusted ridership compared to the same period in 2018. The revised 2019 forecast includes actual ridership through April 2019, which was 1.2 percent above budget on subway and 2.6 percent below budget on bus, due mainly to a favorable subway ridership trend and an unfavorable bus ridership trend. As a result of higher subway and lower bus baseline ridership, projected 2019 subway and bus ridership is 1.9 million lower than the February 2019 Plan.

NYCT Subway Action Plan

Phase I of the Subway Action Plan (SAP) represented a surge of activity in 2017-18 to improve the reliability of subway assets, enhance response to delay-causing incidents, and improve the customer environment. The 2019 SAP targets reflect a continued focus on these strategic areas consistent with the ongoing SAP financial plan as included in this July Plan. Major new elements of SAP in 2019 include the following initiatives:

- **Station and Car Deep Cleaning.** Under this initiative, 100 stations and 1,301 subway cars will be intensively cleaned.

- **Power Reliability Phase IV.** Install additional SAG correctors to ensure properly regulated power supply.
- **Signals Modernization.** Replace 78 signal cables, 103 signal airlines, and 197 signal stop machines.

NYCT Bus Plan

In 2018, NYCT developed a comprehensive bus plan designed to improve bus service through a series of initiatives, including comprehensive network redesign in all five boroughs, increasing bus speeds by expanding bus lanes and bus lane enforcement cameras, and the installation of onboard technology to improve safety and customer communication. Major activities in 2019 include completion of the Bronx network redesign and the start of the Queens redesign.

NYCT Budget Reduction Plan (BRP)

In order to be more efficient and save money by utilizing Agency resources where most needed, this July Plan includes a significant expansion of Budget Reductions as follows:

- 2019 >> Savings of \$79.3 million, mainly reflecting reduced health & welfare costs.
- 2020 >> Reductions of 601 positions and savings of \$191.5 million, including mainly health & welfare savings of \$90.4 million, a NYCT reorganization with 240 position reductions and savings of \$33.1 million, and various maintenance position reductions of 257, with savings of \$34.6 million.
- 2021 >> Reductions of 883 positions and savings of \$235.0 million, including mainly health & welfare savings of \$97.4 million, a NYCT reorganization with 240 position reductions and savings of \$33.1, and various maintenance position reductions of 297, with savings of \$38.9 million.
- 2022 >> Reductions of 883 positions and savings of \$242.6 million, including mainly health & welfare savings of \$105.0 million, a NYCT reorganization with 240 position reductions and savings of \$33.1, and various maintenance position reductions of 297, with savings of \$38.9 million.
- 2023 >> Reductions of 883 positions and savings of \$250.7 million, including mainly health & welfare savings of \$113.2 million, a NYCT reorganization with 240 position reductions and savings of \$33.1 million, and various maintenance position reductions of 297, with savings of \$38.9 million.

2019 July Mid-Year Forecast

NYC Transit's 2019 July Mid-Year Forecast includes total expenses before Depreciation, OPEB, and GASB #68 Pension Adjustment, of \$10,257.9 million, consisting of \$8,837.3 million of non-reimbursable expenses and \$1,420.6 million of reimbursable expenses. Total revenues are projected to be \$6,435.2 million, of which \$5,014.6 million are operating revenues and \$1,420.6 million are capital reimbursements.

Total baseline full-time and full-time equivalent positions are 50,343 (44,354 non-reimbursable positions and 5,989 reimbursable positions).

The 2019 net operating cash deficit is projected to increase by a net \$32.2 million from the 2019 February Financial Plan.

Major operating cash changes include:

- Higher pension expenses of \$118.8 million, due to a major correction of the NYCERS pension projection issued by the NYC Office of the Actuary.
- Higher overtime requirements of \$76.4 million, mainly due to the finalization of 2019 SAP initiatives.
- Projected health & welfare savings of \$81.6 million, based on lower vendor prices.
- Underruns in maintenance contract expenses of \$43.2 million.
- Unfavorable cash flow adjustments of \$101.0 million, primarily due to the accelerated collections of capital reimbursements in 2018, causing an unfavorable timing variance in 2019.

Reimbursable expenses are projected to decrease in 2019 by a net \$36.9 million, principally due to the reduced support requirements for the revised L Tunnel reconstruction project.

Plan-to-Plan, total baseline positions are projected to decrease by 805, including a non-reimbursable decrease of 273 and a reimbursable decrease of 532. The non-reimbursable position decrease includes 77 in direct service due to a delay in implementing Subway running time adjustments from November 2018 to April 2019. The reimbursable position decrease is due mostly to a reduction in reimbursable bus shuttle requirements, reflecting the continuation of L train service during the L Tunnel reconstruction project.

2020 Preliminary Budget

NYC Transit's 2020 Preliminary Budget includes total expenses before depreciation, other post-employment benefits, and GASB #68 Pension Adjustment, of \$10,161.6 million, consisting of \$8,868.0 million of non-reimbursable expenses and \$1,293.6 million of reimbursable expenses. Total revenues are projected to be \$6,365.8 million, of which \$5,072.1 million are operating revenues and \$1,293.6 million are capital reimbursements. Total baseline full-time and full-time equivalent positions are 48,495, including 43,484 non-reimbursable positions and 5,011 reimbursable positions.

The 2020 net operating cash deficit is projected to decrease by a net \$306.3 million from the February Financial Plan.

Major operating cash changes include:

- Projected health & welfare savings of \$101.7 million, based on lower market prices.
- Lower payroll expenses of \$89.2 million, due to headcount reductions.
- Higher pension expenses of \$94.9 million, due to a major correction of the NYCERS pension projection issued by the NYC Office of the Actuary.

Reimbursable expenses are projected to decrease in 2020 by a net \$47.6 million, due primarily to reduced L Tunnel reconstruction support requirements and BRP initiatives that are projected to save \$38.1 million. An additional \$55 million in reductions to the capital program are also projected and are primarily the result of operational efficiencies and streamlining processes.

Plan-to-Plan, total baseline positions are projected to decrease by 1,303, including a non-reimbursable decrease of 1,113 and a reimbursable decrease of 190. The non-reimbursable decrease includes 984 savings resulting from budget reduction initiatives (see the beginning of this narrative for more information and the position assumptions section for a detailed breakout). The reimbursable decrease is due mostly to budget reduction initiatives to reduce costs and streamline the organization.

2021-2022 Projections

Net operating cash deficits are projected to decrease by \$340.5 million in 2021, and \$367.5 million in 2022, relative to the February Financial Plan.

Major operating cash changes include:

- Favorable farebox revenue of \$187.3 million in 2021, and \$186.9 million in 2022, due primarily to a scheduled fare increase.
- Projected health & welfare savings of \$111.3 million in 2021, and \$119.7 million in 2022, based upon lower vendor prices.
- Lower payroll expenses of \$111.0 million in 2021, and \$114.7 million in 2022, driven by Financial Plan headcount reductions.
- Higher pension expenses of \$100.7 million in 2021, and \$86.5 million in 2022, due to a major correction of the NYCERS pension projection issued by the NYC Office of the Actuary.

Reimbursable expenses are projected to decrease by \$18.9 million in 2021, and \$20.8 million in 2022, primarily due to BRP initiatives. An additional \$55 million in reductions to the capital program are also projected for each year of the Plan, beginning in 2020.

Plan-to-Plan, total baseline positions are projected to decrease by 1,582 in 2021, and 1,617 in 2022, including non-reimbursable decreases of 1,395 in 2021, and 1,416 in 2022. Reimbursable decreases are projected to be 187 in 2021, and 201 in 2022. The non-reimbursable and reimbursable decreases are due largely to the budget reduction program.

MTA NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Non-Reimbursable						
Operating Revenue						
<i>Farebox Revenue:</i>						
Subway	\$3,426.813	\$3,524.040	\$3,575.453	\$3,560.302	\$3,561.873	\$3,557.681
Bus	928.768	912.599	921.322	916.915	917.257	916.145
Paratransit	20.547	23.453	24.199	25.409	26.679	28.013
Fare Media Liability	<u>70.414</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>
Farebox Revenue	\$4,446.541	\$4,538.592	\$4,599.474	\$4,581.126	\$4,584.309	\$4,580.339
<i>Other Operating Revenue:</i>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	196.794	219.046	212.557	219.554	228.033	235.761
Other	<u>165.336</u>	<u>172.942</u>	<u>176.102</u>	<u>180.352</u>	<u>185.202</u>	<u>189.632</u>
Other Operating Revenue	\$446.146	\$476.004	\$472.675	\$483.922	\$497.251	\$509.409
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$4,892.687	\$5,014.596	\$5,072.149	\$5,065.048	\$5,081.560	\$5,089.748
Operating Expense						
<i>Labor:</i>						
Payroll	\$3,422.442	\$3,508.669	\$3,497.898	\$3,526.782	\$3,601.427	\$3,659.761
Overtime	<u>684.331</u>	<u>550.871</u>	<u>493.274</u>	<u>497.369</u>	<u>503.566</u>	<u>519.430</u>
Total Salaries and Wages	\$4,106.773	\$4,059.541	\$3,991.172	\$4,024.151	\$4,104.993	\$4,179.191
Health and Welfare	855.910	949.405	991.981	1,043.999	1,118.569	1,190.967
OPEB Current Payments	444.137	474.087	525.189	578.750	639.019	704.852
Pension	933.318	1,066.783	1,021.268	1,017.312	983.165	946.611
Other Fringe Benefits	<u>489.257</u>	<u>464.170</u>	<u>478.126</u>	<u>499.404</u>	<u>512.739</u>	<u>525.714</u>
Total Fringe Benefits	\$2,722.621	\$2,954.445	\$3,016.564	\$3,139.464	\$3,253.492	\$3,368.145
Reimbursable Overhead	(347.451)	(291.996)	(269.180)	(251.335)	(251.804)	(252.688)
Total Labor Expenses	\$6,481.944	\$6,721.990	\$6,738.556	\$6,912.280	\$7,106.682	\$7,294.648
<i>Non-Labor:</i>						
Electric Power	\$301.001	\$278.854	\$291.629	\$301.549	\$314.995	\$334.558
Fuel	112.183	108.687	110.853	106.770	105.318	107.306
Insurance	67.313	68.914	78.205	88.177	97.618	108.265
Claims	225.666	208.909	210.484	207.084	207.084	210.574
Paratransit Service Contracts	455.471	494.751	488.330	505.538	535.329	568.614
Maintenance and Other Operating Contracts	233.963	323.546	328.228	334.022	323.177	332.874
Professional Services Contracts	197.373	198.069	166.245	157.179	161.644	165.290
Materials and Supplies	353.250	348.584	369.588	372.780	377.635	373.653
Other Business Expenses	88.095	85.016	85.892	86.443	87.341	88.081
Total Non-Labor Expenses	\$2,034.316	\$2,115.329	\$2,129.453	\$2,159.542	\$2,210.140	\$2,289.215
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$8,516.259	\$8,837.319	\$8,868.009	\$9,071.822	\$9,316.822	\$9,583.863
Depreciation	\$1,958.127	\$1,878.062	\$1,928.062	\$1,978.062	\$2,029.359	\$2,081.986
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	706.078	1,083.900	1,345.800	1,472.300	1,557.000	1,643.300
GASB 68 Pension Expense Adjustment	(334.779)	(296.398)	(303.171)	(308.944)	(308.944)	(308.944)
Environmental Remediation	84.138	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$10,929.822	\$11,502.883	\$11,838.700	\$12,213.240	\$12,594.237	\$13,000.204
Net Surplus/(Deficit)	(\$6,037.135)	(\$6,488.287)	(\$6,766.551)	(\$7,148.192)	(\$7,512.677)	(\$7,910.457)

MTA NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1,491.687	1,420.630	1,293.607	1,210.984	1,210.343	1,210.920
Total Revenues	\$1,491.687	\$1,420.630	\$1,293.607	\$1,210.984	\$1,210.343	\$1,210.920
Operating Expense						
Labor:						
Payroll	\$501.541	\$561.558	\$516.450	\$477.152	\$474.769	\$472.223
Overtime	214.889	140.999	132.107	123.432	125.552	127.685
Total Salaries and Wages	\$716.430	\$702.558	\$648.557	\$600.584	\$600.321	\$599.908
Health and Welfare	24.350	26.458	24.506	24.087	25.240	26.475
OPEB Current Payments	9.341	10.586	11.326	11.925	12.693	13.509
Pension	38.780	42.495	36.672	34.633	32.856	31.833
Other Fringe Benefits	226.791	225.910	209.365	195.471	194.878	194.176
Total Fringe Benefits	\$299.262	\$305.450	\$281.869	\$266.115	\$265.668	\$265.992
Reimbursable Overhead	347.451	291.996	269.180	251.335	251.804	252.688
Total Labor Expenses	\$1,363.143	\$1,300.003	\$1,199.606	\$1,118.034	\$1,117.792	\$1,118.588
Non-Labor:						
Electric Power	\$0.373	\$0.252	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	0.255	0.138	0.295	(0.023)	(0.023)	(0.023)
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	48.455	43.008	33.737	33.533	33.309	33.089
Professional Services Contracts	12.843	9.306	8.627	8.627	8.627	8.627
Materials and Supplies	62.017	68.364	51.572	51.043	50.868	50.868
Other Business Expenses	4.602	(0.442)	(0.482)	(0.482)	(0.482)	(0.482)
Total Non-Labor Expenses	\$128.545	\$120.626	\$94.001	\$92.950	\$92.551	\$92.331
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$1,491.687	\$1,420.630	\$1,293.607	\$1,210.984	\$1,210.343	\$1,210.920
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
<i>Farebox Revenue:</i>						
Subway	\$3,426.813	\$3,524.040	\$3,575.453	\$3,560.302	\$3,561.873	\$3,557.681
Bus	928.768	912.599	921.322	916.915	917.257	916.145
Paratransit	20.547	23.453	24.199	25.409	26.679	28.013
Fare Media Liability	<u>70.414</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>
Farebox Revenue	\$4,446.541	\$4,538.592	\$4,599.474	\$4,581.126	\$4,584.309	\$4,580.339
<i>Other Operating Revenue:</i>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	196.794	219.046	212.557	219.554	228.033	235.761
Other	<u>165.336</u>	<u>172.942</u>	<u>176.102</u>	<u>180.352</u>	<u>185.202</u>	<u>189.632</u>
Other Operating Revenue	\$446.146	\$476.004	\$472.675	\$483.922	\$497.251	\$509.409
Capital and Other Reimbursements	1,491.687	1,420.630	1,293.607	1,210.984	1,210.343	1,210.920
Total Revenues	\$6,384.374	\$6,435.226	\$6,365.756	\$6,276.032	\$6,291.903	\$6,300.667
Operating Expense						
<i>Labor:</i>						
Payroll	\$3,923.983	\$4,070.228	\$4,014.348	\$4,003.934	\$4,076.195	\$4,131.984
Overtime	<u>899.220</u>	<u>691.871</u>	<u>625.381</u>	<u>620.801</u>	<u>629.118</u>	<u>647.115</u>
Total Salaries and Wages	\$4,823.203	\$4,762.098	\$4,639.729	\$4,624.735	\$4,705.313	\$4,779.099
Health and Welfare	880.260	975.863	1,016.487	1,068.085	1,143.810	1,217.442
OPEB Current Payments	453.477	484.672	536.515	590.674	651.712	718.362
Pension	972.098	1,109.278	1,057.941	1,051.945	1,016.022	978.444
Other Fringe Benefits	<u>716.048</u>	<u>690.081</u>	<u>687.491</u>	<u>694.874</u>	<u>707.617</u>	<u>719.889</u>
Total Fringe Benefits	\$3,021.883	\$3,259.894	\$3,298.433	\$3,405.579	\$3,519.160	\$3,634.137
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$7,845.086	\$8,021.993	\$7,938.161	\$8,030.314	\$8,224.474	\$8,413.236
<i>Non-Labor:</i>						
Electric Power	\$301.374	\$279.106	\$291.881	\$301.801	\$315.247	\$334.810
Fuel	112.438	108.825	111.148	106.747	105.295	107.283
Insurance	67.313	68.914	78.205	88.177	97.618	108.265
Claims	225.666	208.909	210.484	207.084	207.084	210.574
Paratransit Service Contracts	455.471	494.751	488.330	505.538	535.329	568.614
Maintenance and Other Operating Contracts	282.419	366.554	361.965	367.555	356.486	365.963
Professional Services Contracts	210.216	207.375	174.872	165.806	170.271	173.917
Materials and Supplies	415.267	416.947	421.159	423.823	428.503	424.521
Other Business Expenses	92.697	84.574	85.410	85.961	86.860	87.600
Total Non-Labor Expenses	\$2,162.860	\$2,235.956	\$2,223.454	\$2,252.492	\$2,302.692	\$2,381.546
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$10,007.946	\$10,257.948	\$10,161.616	\$10,282.806	\$10,527.165	\$10,794.782
Depreciation	\$1,958.127	\$1,878.062	\$1,928.062	\$1,978.062	\$2,029.359	\$2,081.986
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	706.078	1,083.900	1,345.800	1,472.300	1,557.000	1,643.300
GASB 68 Pension Expense Adjustment	(334.779)	(296.398)	(303.171)	(308.944)	(308.944)	(308.944)
Environmental Remediation	84.138	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$12,421.509	\$12,923.512	\$13,132.307	\$13,424.224	\$13,804.580	\$14,211.124
Net Surplus/(Deficit)	(\$6,037.135)	(\$6,488.287)	(\$6,766.551)	(\$7,148.192)	(\$7,512.677)	(\$7,910.457)

MTA NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$4,490.421	\$4,538.792	\$4,599.674	\$4,581.326	\$4,584.509	\$4,580.539
<i>Other Operating Revenue:</i>						
<i>Fare Reimbursement</i>	39.052	84.016	84.016	84.016	84.016	84.016
<i>Paratransit Reimbursement</i>	150.087	221.406	212.691	219.494	228.054	235.814
<i>Other Revenue</i>	97.319	65.582	65.152	66.542	68.632	70.372
Other Operating Revenue	286.458	371.004	361.859	370.052	380.702	390.202
Capital and Other Reimbursements	1,611.794	1,454.402	1,319.562	1,237.669	1,209.528	1,210.291
Total Receipts	\$6,388.673	\$6,364.199	\$6,281.095	\$6,189.047	\$6,174.739	\$6,181.031
Expenditures						
<i>Labor:</i>						
<i>Payroll</i>	\$3,878.017	\$4,049.890	\$3,980.114	\$3,968.128	\$4,039.217	\$4,093.795
<i>Overtime</i>	899.220	691.871	625.381	620.801	629.118	647.115
Total Salaries & Wages	\$4,777.237	\$4,741.760	\$4,605.495	\$4,588.929	\$4,668.335	\$4,740.910
<i>Health and Welfare</i>	888.766	963.657	1,004.989	1,055.725	1,130.522	1,203.157
<i>OPEB Current Payments</i>	453.477	484.672	536.515	590.674	651.712	718.362
<i>Pension</i>	974.880	1,106.354	1,057.941	1,051.945	1,016.022	978.444
<i>Other Fringe Benefits</i>	517.496	520.015	514.752	526.487	544.253	562.238
Total Fringe Benefits	\$2,834.619	\$3,074.699	\$3,114.195	\$3,224.831	\$3,342.508	\$3,462.201
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$7,611.856	\$7,816.459	\$7,719.690	\$7,813.761	\$8,010.844	\$8,203.110
<i>Non-Labor:</i>						
Electric Power	\$304.395	\$279.106	\$291.881	\$301.801	\$315.247	\$334.810
Fuel	114.654	108.825	111.148	106.747	105.295	107.283
Insurance	67.429	67.380	78.920	86.391	95.728	109.040
Claims	137.336	126.018	125.209	124.350	126.944	129.590
Paratransit Service Contracts	450.203	492.751	486.330	503.538	533.329	566.614
Maintenance and Other Operating Contracts	294.500	374.812	368.756	376.485	365.416	374.893
Professional Services Contracts	201.881	198.375	162.872	153.806	158.271	161.917
Materials and Supplies	412.543	415.447	419.659	422.323	427.003	423.021
Other Business Expenses	92.648	84.574	85.410	85.961	86.860	87.600
Total Non-Labor Expenditures	\$2,075.589	\$2,147.289	\$2,130.185	\$2,161.402	\$2,214.092	\$2,294.767
<i>Other Expenditure Adjustments:</i>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$9,687.445	\$9,963.748	\$9,849.876	\$9,975.163	\$10,224.935	\$10,497.878
Net Cash Balance	(\$3,298.772)	(\$3,599.549)	(\$3,568.781)	(\$3,786.116)	(\$4,050.196)	(\$4,316.847)

MTA NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$43.880	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200
<i>Other Operating Revenue:</i>						
Fare Reimbursement	(44.964)	0.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	(2.973)	2.360	0.134	(0.060)	0.021	0.053
Other Revenue	(111.751)	(107.360)	(110.950)	(113.810)	(116.570)	(119.260)
Other Operating Revenue	(\$159.688)	(\$105.000)	(\$110.816)	(\$113.870)	(\$116.549)	(\$119.207)
Capital and Other Reimbursements	120.107	33.773	25.955	26.684	(0.815)	(0.629)
Total Receipts	\$4.299	(\$71.027)	(\$84.661)	(\$86.986)	(\$117.164)	(\$119.636)
Expenditures						
Labor:						
Payroll	\$45.966	\$20.338	\$34.233	\$35.806	\$36.978	\$38.190
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Total Salaries and Wages	\$45.966	\$20.338	\$34.233	\$35.806	\$36.978	\$38.190
Health and Welfare	(8.506)	12.206	11.498	12.361	13.288	14.284
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	(2.782)	2.924	0.000	0.000	0.000	0.000
Other Fringe Benefits	198.552	170.066	172.739	168.387	163.364	157.652
Total Fringe Benefits	\$187.264	\$185.196	\$184.238	\$180.748	\$176.652	\$171.936
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$233.230	\$205.534	\$218.471	\$216.553	\$213.630	\$210.126
Non-Labor:						
Electric Power	(\$3.021)	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	(2.216)	0.000	0.000	0.000	0.000	0.000
Insurance	(0.116)	1.534	(0.715)	1.786	1.890	(0.775)
Claims	88.330	82.891	85.275	82.734	80.140	80.984
Paratransit Service Contracts	5.268	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	(12.081)	(8.258)	(6.791)	(8.930)	(8.930)	(8.930)
Professional Services Contracts	8.335	9.000	12.000	12.000	12.000	12.000
Materials and Supplies	2.724	1.500	1.500	1.500	1.500	1.500
Other Business Expenses	0.049	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$87.271	\$88.667	\$93.269	\$91.090	\$88.600	\$86.779
Other Expenditure Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$320.501	\$294.201	\$311.740	\$307.643	\$302.230	\$296.905
Total Cash Conversion Adjustments before Depreciation	\$324.800	\$223.174	\$227.079	\$220.658	\$185.066	\$177.268
Depreciation	\$1,958.127	\$1,878.062	\$1,928.062	\$1,978.062	\$2,029.359	\$2,081.986
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	706.078	1,083.900	1,345.800	1,472.300	1,557.000	1,643.300
GASB 68 Pension Expense Adjustment	(334.779)	(296.398)	(303.171)	(308.944)	(308.944)	(308.944)
Environmental Remediation	84.138	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$2,738.363	\$2,888.738	\$3,197.770	\$3,362.076	\$3,462.480	\$3,593.610

MTA NEW YORK CITY TRANSIT
2019 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

<i>NON-REIMBURSABLE OVERTIME</i>	Total		
	Hours	\$	%
Scheduled Service	4,498,467	\$150.705	27.4%
Unscheduled Service	4,167,758	141.022	25.6%
Programmatic/Routine Maintenance	5,372,438	187.917	34.1%
Unscheduled Maintenance	0	0.000	-
Vacancy/Absentee Coverage	1,123,529	36.586	6.6%
Weather Emergencies	737,881	24.429	4.4%
Safety/Security/Law Enforcement	95,801	2.848	0.5%
Other	162,266	7.364	1.3%
Subtotal	16,158,140	\$550.871	100.0%
<i>REIMBURSABLE OVERTIME</i>	4,056,792	\$140.999	
TOTAL OVERTIME	20,214,932	\$691.871	

No hours for PTEs are included.

MTA NEW YORK CITY TRANSIT
2020 Preliminary Budget
July Financial Plan 2020 – 2023
Year-to-Year Changes by Category-Baseline

TOTAL REVENUE/RECEIPTS

Farebox Revenue

- After inclusion of the 2019 fare increase, affecting each plan year, the annual change in Subway/Bus farebox revenue is based largely on the underlying projection of ridership growth. Changes in farebox revenue are also caused by major service disruptions resulting from capital construction, such as the L Tunnel Reconstruction project, and by fewer adverse weather events in the 2019 baseline than is typical.
- Farebox cash receipts include adjustments for expired MetroCards and the timing of cash receipts, which can cause some fluctuations in cash received from year-to-year.

Other Operating Revenue

- NYC paratransit reimbursements are budgeted at 33% of the yearly net deficit in paratransit operations.
- Other revenues include annual increases mostly from advertising, real estate, Urban Tax, and MetroCard surcharge revenues.

Capital and Other Reimbursements

- Annual reimbursement levels fluctuate year-to-year based upon reimbursable expense levels driven mostly by capital project requirements.
- Annual cash adjustments are included to recognize changes in the timing of receipts.

TOTAL EXPENSES/EXPENDITURES

Payroll

- Represented employee wage increases assume contracts in place followed by increases of 2.0% annually.
- Wage increases for non-represented employees are projected at 2.0% annually.
- The decrease in 2020 payroll over 2019 of \$10.8 million is due to the BRP program, which reduces positions by 984 positions offset in part by 2.0% wage increase assumption. Payroll increases in 2021 and subsequent years are due to projected wage increases of 2.0% per year.

Overtime

- 2019-2023 payroll wage rate increase assumptions apply.
- 2020 expenses are below 2019 by \$57.6 million, 10.5%, as 2019 projected requirements are scaled-down (mainly SAP-related) in 2020 from 2019. Subsequent year-over-year increases are due mostly to planned wage increases.

Health & Welfare

- Inflation assumptions for 2019-2023: Annual employees: 7.5% in 2019, 5.3% in subsequent years; hourly employees: 7.5% per year. Projected changes also reflect the

impact of headcount changes. Annual savings reflect projected lower market prices from vendors.

Pension

- Projections are consistent with current actuarial information.

Other Fringe Benefits

- Projected changes year-to-year reflect payroll amounts, Workers' Compensation reserve projections, and reimbursable headcount assumptions.

Electric Power

- The financial plan reflects projected New York Power Authority energy rate increases for both traction and non-traction power, and Con Edison delivery rate increases.

Fuel

- The financial plan reflects diesel, CNG and heating fuel price assumptions based on existing contracts and projected regional spot market prices.

Insurance

- Expenses reflect premium rates provided by the MTA, most of which are projected to increase at 10% annually.

Paratransit Service Contracts

- The primary driver of expense increases is projected annual ridership growth of 5.0%.
- Cost-per-trip inflation projections reflect carrier contracts, which provide for annual rate increases based on CPI, currently projected at 2.0% annually.

Maintenance and Other Operating Contracts

- Inflation assumptions are as follows: 2020=2.14%, 2021=2.34%, 2022=2.43% and 2023=2.40%.

Professional Service Contracts

- Inflation assumptions are as follows: 2020=2.14%, 2021=2.34%, 2022=2.43% and 2023=2.40%.
- 2020 expenses decrease compared to 2019, due mostly to the expected completion of certain elements of the SAP (e.g. contract for deep cleaning), and other priority initiative projects.

Materials and Supplies

- Inflation assumptions are as follows: 2020=1.51%, 2021=1.51%, 2022=1.88% and 2023=1.86%.
- Non-reimbursable expense levels fluctuate year-to-year, primarily due to the timing of subway and bus fleet maintenance program requirements.

Other Business Expenses

- Inflation assumptions are as follows: 2020=2.14%, 2021=2.34%, 2022=2.43% and 2023=2.40%.

Depreciation (non-cash)

MTA NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast	Preliminary Budget	Change	Change	Change	Change	Change	Change	Change
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
Non-Reimbursable									
Operating Revenues									
Subway	3,524.040	3,575.453	51.412	3,560.302	(15.151)	3,561.873	1.571	3,557.681	(4.192)
Bus	912.599	921.322	8.723	916.915	(4.407)	917.257	0.343	916.145	(1.113)
Paratransit	23.453	24.199	0.746	25.409	1.210	26.679	1.270	28.013	1.334
Fare Media Liability	78.500	78.500	0.000	78.500	0.000	78.500	0.000	78.500	0.000
Total Farebox Revenue	\$4,538.592	\$4,599.474	\$60.882	\$4,581.126	(\$18.348)	\$4,584.309	\$3.183	\$4,580.339	(\$3.970)
Fare Reimbursement	84.016	84.016	0.000	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	219.046	212.557	(6.489)	219.554	6.997	228.033	8.479	235.761	7.728
Other	172.942	176.102	3.160	180.352	4.250	185.202	4.850	189.632	4.430
Total Other Operating Revenue	476.004	472.675	(3.329)	483.922	11.247	497.251	13.329	509.409	12.158
Total Revenues	\$5,014.596	\$5,072.149	\$57.553	\$5,065.048	(\$7.101)	\$5,081.560	\$16.512	\$5,089.748	\$8.188
Operating Expenses									
<u>Labor:</u>									
Payroll	\$3,508.669	\$3,497.898	\$10.772	\$3,526.782	(\$28.884)	\$3,601.427	(\$74.645)	\$3,659.761	(\$58.335)
Overtime	550.871	493.274	57.597	497.369	(4.095)	503.566	(6.197)	519.430	(15.864)
Health and Welfare	949.405	991.981	(42.576)	1,043.999	(52.018)	1,118.569	(74.571)	1,190.967	(72.398)
OPEB Current Payments	474.087	525.189	(51.102)	578.750	(53.561)	639.019	(60.269)	704.852	(65.834)
Pension	1,066.783	1,021.268	45.514	1,017.312	3.957	983.165	34.147	946.611	36.554
Other Fringe Benefits	464.170	478.126	(13.955)	499.404	(21.278)	512.739	(13.335)	525.714	(12.975)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(291.996)	(269.180)	(22.816)	(251.335)	(17.845)	(251.804)	0.468	(252.688)	0.884
Total Labor Expenses	\$6,721.990	\$6,738.556	(\$16.566)	\$6,912.280	(\$173.724)	\$7,106.682	(\$194.401)	\$7,294.648	(\$187.966)
<u>Non-Labor:</u>									
Electric Power	\$278.854	\$291.629	(\$12.775)	\$301.549	(\$9.920)	\$314.995	(\$13.446)	\$334.558	(\$19.563)
Fuel	108.687	110.853	(2.166)	106.770	4.083	105.318	1.452	107.306	(1.988)
Insurance	68.914	78.205	(9.291)	88.177	(9.972)	97.618	(9.441)	108.265	(10.647)
Claims	208.909	210.484	(1.575)	207.084	3.400	207.084	0.000	210.574	(3.490)
Paratransit Service Contracts	494.751	488.330	6.421	505.538	(17.208)	535.329	(29.791)	568.614	(33.285)
Maintenance and Other Operating Contracts	323.546	328.228	(4.681)	334.022	(5.795)	323.177	10.846	332.874	(9.697)
Professional Services Contracts	198.069	166.245	31.824	157.179	9.066	161.644	(4.465)	165.290	(3.646)
Materials and Supplies	348.584	369.588	(21.004)	372.780	(3.192)	377.635	(4.855)	373.653	3.982
Other Business Expenses	85.016	85.892	(0.876)	86.443	(0.551)	87.341	(0.898)	88.081	(0.740)
Total Non-Labor Expenses	\$2,115.329	\$2,129.453	(\$14.124)	\$2,159.542	(\$30.089)	\$2,210.140	(\$50.598)	\$2,289.215	(\$79.075)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$8,837.319	\$8,868.009	(\$30.690)	\$9,071.822	(\$203.813)	\$9,316.822	(\$245.000)	\$9,583.863	(\$267.041)
Depreciation	\$1,878.062	\$1,928.062	(\$50.000)	\$1,978.062	(\$50.000)	\$2,029.359	(\$51.297)	\$2,081.986	(\$52.627)
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	1,083.900	1,345.800	261.900	1,472.300	(126.500)	1,557.000	(84.700)	1,643.300	(86.300)
GASB 68 Pension Expense Adjustment	(296.398)	(303.171)	6.773	(308.944)	5.773	(308.944)	0.000	(308.944)	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$11,502.883	\$11,838.700	(\$335.817)	\$12,213.240	(\$374.540)	\$12,594.237	(\$380.996)	\$13,000.204	(\$405.968)
Net Surplus/(Deficit)	(\$6,488.287)	(\$6,766.551)	(\$278.264)	(\$7,148.192)	(\$381.642)	(\$7,512.677)	(\$364.484)	(\$7,910.457)	(\$397.780)

MTA NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast	Preliminary Budget	Change	Change	Change	Change	Change	Change	Change
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
Reimbursable									
Operating Revenues									
Subway	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Bus	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fare Media Liability	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fare Reimbursement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1,420.630	1,293.607	(127.023)	1,210.984	(82.623)	1,210.343	(0.641)	1,210.920	0.576
Total Revenues	\$1,420.630	\$1,293.607	(\$127.023)	\$1,210.984	(\$82.623)	\$1,210.343	(\$0.641)	\$1,210.920	\$0.576
Operating Expenses									
Labor:									
Payroll	\$561.558	\$516.450	\$45.108	\$477.152	\$39.298	\$474.769	\$2.383	\$472.223	\$2.545
Overtime	140.999	132.107	8.893	123.432	8.675	125.552	(2.120)	127.685	(2.133)
Health and Welfare	26.458	24.506	1.952	24.087	0.419	25.240	(1.154)	26.475	(1.234)
OPEB Current Payments	10.586	11.326	(0.740)	11.925	(0.599)	12.693	(0.768)	13.509	(0.816)
Pension	42.495	36.672	5.823	34.633	2.039	32.856	1.777	31.833	1.024
Other Fringe Benefits	225.910	209.365	16.545	195.471	13.894	194.878	0.592	194.176	0.703
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	291.996	269.180	22.816	251.335	17.845	251.804	(0.468)	252.688	(0.884)
Total Labor Expenses	\$1,300.003	\$1,199.606	\$100.398	\$1,118.034	\$81.572	\$1,117.792	\$0.242	\$1,118.588	(\$0.796)
Non-Labor:									
Electric Power	\$0.252	\$0.252	\$0.000	\$0.252	\$0.000	\$0.252	\$0.000	\$0.252	\$0.000
Fuel	0.138	0.295	(0.157)	(0.023)	0.318	(0.023)	0.000	(0.023)	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	43.008	33.737	9.271	33.533	0.204	33.309	0.224	33.089	0.220
Professional Services Contracts	9.306	8.627	0.679	8.627	0.000	8.627	0.000	8.627	0.000
Materials and Supplies	68.364	51.572	16.792	51.043	0.529	50.868	0.175	50.868	0.000
Other Business Expenses	(0.442)	(0.482)	0.040	(0.482)	0.000	(0.482)	0.000	(0.482)	0.000
Total Non-Labor Expenses	\$120.626	\$94.001	\$26.625	\$92.950	\$1.051	\$92.551	\$0.399	\$92.331	\$0.220
Other Expense Adjustments:									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$1,420.630	\$1,293.607	\$127.023	\$1,210.984	\$82.623	\$1,210.343	\$0.641	\$1,210.920	(\$0.576)
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 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adj.	\$1,420.630	\$1,293.607	\$127.023	\$1,210.984	\$82.623	\$1,210.343	\$0.641	\$1,210.920	(\$0.576)
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	Change 2021	Change 2020 - 2021	Change 2022	Change 2021 - 2022	Change 2023	Change 2022 - 2023
<u>Non-Reimbursable and Reimbursable</u>									
Operating Revenues									
Subway	3,524.040	3,575.453	51.412	3,560.302	(15.151)	3,561.873	1.571	3,557.681	(4.192)
Bus	912.599	921.322	8.723	916.915	(4.407)	917.257	0.343	916.145	(1.113)
Paratransit	23.453	24.199	0.746	25.409	1.210	26.679	1.270	28.013	1.334
Fare Media Liability	78.500	78.500	0.000	78.500	0.000	78.500	0.000	78.500	0.000
Total Farebox Revenue	\$4,538.592	\$4,599.474	\$60.882	\$4,581.126	(\$18.348)	\$4,584.309	\$3.183	\$4,580.339	(\$3.970)
Fare Reimbursement	84.016	84.016	0.000	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	219.046	212.557	(6.489)	219.554	6.997	228.033	8.479	235.761	7.728
Other	172.942	176.102	3.160	180.352	4.250	185.202	4.850	189.632	4.430
Total Other Operating Revenue	476.004	472.675	(3.329)	483.922	11.247	497.251	13.329	509.409	12.158
Capital and Other Reimbursements	1,420.630	1,293.607	(127.023)	1,210.984	(82.623)	1,210.343	(0.641)	1,210.920	0.576
Total Revenues	\$6,435.226	\$6,365.756	(\$69.470)	\$6,276.032	(\$89.724)	\$6,291.903	\$15.871	\$6,300.667	\$8.764
Operating Expenses									
<u>Labor:</u>									
Payroll	\$4,070.228	\$4,014.348	\$55.880	\$4,003.934	\$10.414	\$4,076.195	(\$72.261)	\$4,131.984	(\$55.789)
Overtime	691.871	625.381	66.490	620.801	4.580	629.118	(8.317)	647.115	(17.997)
Health and Welfare	975.863	1,016.487	(40.624)	1,068.085	(51.599)	1,143.810	(75.724)	1,217.442	(73.632)
OPEB Current Payments	484.672	536.515	(51.842)	590.674	(54.160)	651.712	(61.037)	718.362	(66.650)
Pension	1,109.278	1,057.941	51.338	1,051.945	5.996	1,016.022	35.923	978.444	37.578
Other Fringe Benefits	690.081	687.491	2.590	694.874	(7.384)	707.617	(12.743)	719.889	(12.272)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$8,021.993	\$7,938.161	\$83.831	\$8,030.314	(\$92.153)	\$8,224.474	(\$194.160)	\$8,413.236	(\$188.762)
<u>Non-Labor:</u>									
Electric Power	\$279.106	\$291.881	(\$12.775)	\$301.801	(\$9.920)	\$315.247	(\$13.446)	\$334.810	(\$19.563)
Fuel	108.825	111.148	(2.323)	106.747	4.401	105.295	1.452	107.283	(1.988)
Insurance	68.914	78.205	(9.291)	88.177	(9.972)	97.618	(9.441)	108.265	(10.647)
Claims	208.909	210.484	(1.575)	207.084	3.400	207.084	0.000	210.574	(3.490)
Paratransit Service Contracts	494.751	488.330	6.421	505.538	(17.208)	535.329	(29.791)	568.614	(33.285)
Maintenance and Other Operating Contracts	366.554	361.965	4.590	367.555	(5.591)	356.486	11.070	365.963	(9.477)
Professional Services Contracts	207.375	174.872	32.503	165.806	9.066	170.271	(4.465)	173.917	(3.646)
Materials and Supplies	416.947	421.159	(4.212)	423.823	(2.663)	428.503	(4.680)	424.521	3.982
Other Business Expenses	84.574	85.410	(0.836)	85.961	(0.551)	86.860	(0.898)	87.600	(0.740)
Total Non-Labor Expenses	\$2,235.956	\$2,223.454	\$12.501	\$2,252.492	(\$29.038)	\$2,302.692	(\$50.199)	\$2,381.546	(\$78.855)
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$10,257.948	\$10,161.616	\$96.333	\$10,282.806	(\$121.191)	\$10,527.165	(\$244.359)	\$10,794.782	(\$267.617)
Depreciation	\$1,878.062	\$1,928.062	(\$50.000)	\$1,978.062	(\$50.000)	\$2,029.359	(\$51.297)	\$2,081.986	(\$52.627)
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	1,083.900	1,345.800	261.900	1,472.300	(126.500)	1,557.000	(84.700)	1,643.300	(86.300)
GASB 68 Pension Expense Adjustment	(296.398)	(303.171)	6.773	(308.944)	5.773	(308.944)	0.000	(308.944)	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$12,923.512	\$13,132.307	(\$208.794)	\$13,424.224	(\$291.918)	\$13,804.580	(\$380.356)	\$14,211.124	(\$406.544)
Net Surplus/(Deficit)	(\$6,488.287)	(\$6,766.551)	(\$278.264)	(\$7,148.192)	(\$381.642)	(\$7,512.677)	(\$364.484)	(\$7,910.457)	(\$397.780)

MTA NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast	Preliminary Budget	Change		Change		Change		Change
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
<u>Cash Receipts and Expenditures</u>									
Receipts									
Farebox Receipts	\$4,538.792	\$4,599.674	\$60.882	\$4,581.326	(\$18.348)	\$4,584.509	\$3.183	\$4,580.539	(\$3.970)
Fare Reimbursement	84.016	84.016	0.000	84.016	0.000	84.016	0.000	84.016	0.000
Paratransit Reimbursement	221.406	212.691	(8.715)	219.494	6.803	228.054	8.560	235.814	7.760
Other	65.582	65.152	(0.430)	66.542	1.390	68.632	2.090	70.372	1.740
Total Other Operating Revenue	371.004	361.859	(9.145)	370.052	8.193	380.702	10.650	390.202	9.500
Capital and Other Reimbursements	1,454.402	1,319.562	(134.840)	1,237.669	(81.893)	1,209.528	(28.141)	1,210.291	0.763
Total Receipts	\$6,364.199	\$6,281.095	(\$83.104)	\$6,189.047	(\$92.048)	\$6,174.739	(\$14.308)	\$6,181.031	\$6.292
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$4,049.890	\$3,980.114	\$69.776	\$3,968.128	\$11.986	\$4,039.217	(\$71.089)	\$4,093.795	(\$54.577)
Overtime	691.871	625.381	66.490	620.801	4.580	629.118	(8.317)	647.115	(17.997)
Health and Welfare	963.657	1,004.989	(41.331)	1,055.725	(50.736)	1,130.522	(74.797)	1,203.157	(72.636)
OPEB Current Payments	484.672	536.515	(51.842)	590.674	(54.160)	651.712	(61.037)	718.362	(66.650)
Pension	1,106.354	1,057.941	48.414	1,051.945	5.996	1,016.022	35.923	978.444	37.578
Other Fringe Benefits	520.015	514.752	5.264	526.487	(11.736)	544.253	(17.766)	562.238	(17.985)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$7,816.459	\$7,719.690	\$96.769	\$7,813.761	(\$94.070)	\$8,010.844	(\$197.083)	\$8,203.110	(\$192.267)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$279.106	\$291.881	(\$12.775)	\$301.801	(\$9.920)	\$315.247	(\$13.446)	\$334.810	(\$19.563)
Fuel	108.825	111.148	(2.323)	106.747	4.401	105.295	1.452	107.283	(1.988)
Insurance	67.380	78.920	(11.540)	86.391	(7.471)	95.728	(9.337)	109.040	(13.312)
Claims	126.018	125.209	0.809	124.350	0.859	126.944	(2.594)	129.590	(2.646)
Paratransit Service Contracts	492.751	486.330	6.421	503.538	(17.208)	533.329	(29.791)	566.614	(33.285)
Maintenance and Other Operating Contracts	374.812	368.756	6.057	376.485	(7.730)	365.416	11.070	374.893	(9.477)
Professional Services Contracts	198.375	162.872	35.503	153.806	9.066	158.271	(4.465)	161.917	(3.646)
Materials and Supplies	415.447	419.659	(4.212)	422.323	(2.663)	427.003	(4.680)	423.021	3.982
Other Business Expenses	84.574	85.410	(0.836)	85.961	(0.551)	86.860	(0.898)	87.600	(0.740)
Total Non-Labor Expenditures	\$2,147.289	\$2,130.185	\$17.103	\$2,161.402	(\$31.217)	\$2,214.092	(\$52.689)	\$2,294.767	(\$80.676)
<u>Other Expenditure Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$9,963.748	\$9,849.876	\$113.872	\$9,975.163	(\$125.287)	\$10,224.935	(\$249.772)	\$10,497.878	(\$272.942)
Net Cash Surplus/(Deficit)	(\$3,599.549)	(\$3,568.781)	\$30.768	(\$3,786.116)	(\$217.336)	(\$4,050.196)	(\$264.080)	(\$4,316.847)	(\$266.650)

MTA NEW YORK CITY TRANSIT
2020 Preliminary Budget
July Financial Plan 2020 – 2023
Summary of Major Plan-to-Plan Changes by Generic Categories

2019: July Financial Plan vs. February Financial Plan

Operating Revenue Changes

Operating revenues are projected to increase from the February Financial Plan by \$143.9 million.

Major generic category changes include:

- Farebox revenue is projected to increase by \$147.2 million, due primarily to the recently implemented fare increase.
- Other operating revenue is lower by \$3.3 million, due largely to lower real estate revenues.

Operating Expense Changes

Operating expenses are projected to increase by \$75.1 million from the February Financial Plan.

Major generic category changes include:

- Overtime expenses are projected to increase by \$76.4 million, due primarily to overruns in programmatic/routine maintenance work of \$48.0 million and \$19.5 million of higher vacancy coverage requirements. Of the total overrun variance of \$76.4 million, \$52.9 million was SAP (Subway Action Plan) related.
- Health & Welfare/OPEB current expenses were favorable by \$112.8 million, resulting largely from lower vendor prices than anticipated in the February Plan.
- Pension expenses overran by \$118.8 million, due largely to a major correction of the NYCERS pension projection issued by the NYC Office of the Actuary.
- Paratransit Service Contracts increased by \$12.0 million due to a higher trip forecast.
- Maintenance Contracts decreased by \$43.2 million due to reallocation of a provision for SAP expenses to reflect the final detailed SAP operating program for 2019.
- Professional Service Contracts increased by \$11.0 million largely due to 2018 timing adjustments reflecting underruns in SAP drain cleaning construction oversight (\$3.2 million), electric bus, pedestrian turn warning, and bus plan consultant support initiatives in Department of Buses (\$8.5 million), expected to be expended in 2019.

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

Operating Revenue Changes

Operating revenues are projected to increase from the February Financial Plan by \$176.9 million in 2020, \$166.6 million in 2021, and \$171.5 million in 2022.

Major generic category changes include:

- Farebox revenue is projected to increase by \$195.3 million in 2020, \$187.3 million in 2021, and \$186.9 million in 2022, due to the 2019 fare increase.
- Other operating revenue is projected to be lower by \$18.3 million in 2020, \$20.7 million in 2021, and \$15.4 million in 2022, due mostly to lower real estate revenues than projected.

Operating Expense Changes

Operating expenses are projected to decrease versus the February Financial Plan by \$127.6 million in 2020, \$170.2 million in 2021, and \$196.8 million in 2022.

Major generic category changes include:

- Health & welfare/OPEB current expenses are projected to decrease by \$135.0 million in 2020, \$149.2 million in 2021, and \$161.3 million in 2022, based on lower vendor prices.
- Payroll expenses are projected to underrun by \$89.2 million in 2020, \$111.0 million in 2021, and \$114.7 million in 2022, due mainly to budget reduction initiatives.
- Overtime expenses are projected to increase by \$6.0 million in each year, due mainly to updated Subway Action Plan (SAP) requirements.
- Pension expenses are projected to increase by \$94.9 million in 2020, \$100.7 million in 2021, and \$86.5 million in 2022, largely due to the NYCERS pension correction described earlier.
- Electric Power expenses are projected to increase by approximately \$10 million in each year due to higher NYPA prices starting in 2019.
- Paratransit Service Contract expenses are projected to decrease by approximately \$12.5 million in each year due to a budget reduction initiative to reduce primary carrier costs.
- Maintenance Contract expenses are projected to increase by \$7.3 million in 2020, \$16.1 million in 2021, and \$20.2 million in 2022, mostly due to the reclassification of a \$7.7 million rail grinding contract from the Professional Services category and the restoration of the \$4.0 million provision for NYPD fare evasion patrols.
- Professional Service Contract expenses are projected to decrease by \$8.2 million in 2020 and approximately \$12.7 million in 2021-2022, largely due to the reclassification of a \$7.7 million rail grinding contract to the Maintenance Contracts category, and budget

reduction initiatives saving \$5.1 million from reduced spending on bus technical maintenance contracts and WiFi service.

MTA New York City Transit
July Financial Plan 2020 - 2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE	2019	2020	2021	2022
February Financial Plan - Cash Surplus/(Deficit)	(\$3,567.379)	(\$3,875.108)	(\$4,126.639)	(\$4,417.744)
Baseline Changes				
Revenue				
Farebox Revenue	\$147.192	\$195.258	\$187.269	\$186.905
Other Operating Revenue	(3.271)	(18.337)	(20.680)	(15.445)
Capital and Other Reimbursement				
Total Revenue Changes	\$143.921	\$176.921	\$166.589	\$171.460
Expenses				
<i>Labor:</i>				
Payroll	\$5.592	\$89.168	\$111.026	\$114.741
Overtime	(76.419)	(5.778)	(5.821)	(5.886)
Health and Welfare	81.565	101.687	111.272	119.743
OPEB Current Payment	31.278	33.399	37.995	41.597
Pensions	(118.846)	(94.858)	(100.746)	(86.475)
Other Fringe Benefits	(18.349)	(4.861)	2.980	2.880
Reimbursable Overhead	4.650	4.371	7.708	7.279
Total Labor Expense Changes	(\$90.530)	\$123.128	\$164.415	\$193.878
<i>Non-Labor:</i>				
Electric Power	(\$6.816)	(\$10.435)	(\$10.228)	(\$9.587)
Fuel	5.269	1.919	3.390	3.979
Insurance	2.757	(0.197)	(2.297)	(2.819)
Claims	-	-	3.400	3.400
Paratransit Service Contracts	(12.000)	12.900	12.500	12.500
Maintenance and Other Operating Contracts	43.213	(7.317)	(16.122)	(20.246)
Professional Service Contracts	(10.973)	8.193	12.646	12.850
Materials & Supplies	(6.620)	(1.893)	1.371	1.715
Other Business Expenses	0.559	1.255	1.118	1.125
Total Non-Labor Expense Changes	\$15.390	\$4.426	\$5.778	\$2.918
Depreciation/OPEB	(\$43.234)	(\$213.120)	(\$241.713)	(\$222.236)
Total Expense Changes	(\$118.374)	(\$85.566)	(\$71.520)	(\$25.440)
Cash Adjustment Changes				
Revenue	(\$85.076)	\$1.618	\$3.643	(\$0.791)
Expense	(15.875)	0.234	0.097	0.083
Depreciation/OPEB	43.234	213.120	241.713	222.236
Total Cash Adjustment Changes	(\$57.717)	\$214.972	\$245.454	\$221.527
Total Changes	(\$32.170)	\$306.327	\$340.523	\$367.548
July Financial Plan - Cash Surplus/(Deficit)	(\$3,599.549)	(\$3,568.781)	(\$3,786.116)	(\$4,050.196)

MTA New York City Transit
July Financial Plan 2020 - 2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE	2019	2020	2021	2022
July Financial Plan - Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes				
Revenue				
Farebox Revenue				
Other Operating Revenue				
Capital and Other Reimbursement	(36.914)	(47.634)	(18.869)	(20.815)
Total Revenue Changes	(\$36.914)	(\$47.634)	(\$18.869)	(\$20.815)
Expenses				
<i>Labor:</i>				
Payroll	\$39.338	\$42.563	\$24.865	\$26.098
Overtime	(15.187)	(12.534)	(9.323)	(9.516)
Health and Welfare	1.347	4.432	4.378	4.283
OPEB Current Payment	0.719	0.663	0.838	0.893
Pensions	(2.201)	1.840	1.579	1.477
Other Fringe Benefits	14.895	13.314	4.245	4.865
Reimbursable Overhead	(4.650)	(4.371)	(7.708)	(7.279)
Total Labor Expense Changes	\$34.260	\$45.907	\$18.875	\$20.821
<i>Non-Labor:</i>				
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	1.337	0.681	(0.000)	(0.000)
Insurance	-	-	-	-
Claims	-	-	-	-
Paratransit Service Contracts	-	-	-	-
Maintenance and Other Operating Contracts	1.721	0.109	(0.891)	(0.891)
Professional Service Contracts	0.166	0.845	0.845	0.845
Materials & Supplies	(0.675)	0.033	0.000	0.000
Other Business Expenses	0.106	0.059	0.040	0.040
Total Non-Labor Expense Changes	\$2.655	\$1.727	(\$0.006)	(\$0.006)
Total Expense Changes	\$36.914	\$47.634	\$18.869	\$20.815
Cash Adjustment Changes				
Capital Reimbursement Timing				
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.000	(\$0.000)	\$0.000	\$0.000
July Financial Plan - Cash Surplus/(Deficit)	\$0.000	(\$0.000)	\$0.000	\$0.000

MTA New York City Transit
July Financial Plan 2020 - 2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE	2019	2020	2021	2022
July Financial Plan - Cash Surplus/(Deficit)	(\$3,567.379)	(\$3,875.108)	(\$4,126.639)	(\$4,417.744)
Baseline Changes				
Revenue				
Farebox Revenue	\$147.192	\$195.258	\$187.269	\$186.905
Other Operating Revenue	(3.271)	(18.337)	(20.680)	(15.445)
Capital and Other Reimbursement	(36.914)	(47.634)	(18.869)	(20.815)
Total Revenue Changes	\$107.007	\$129.287	\$147.720	\$150.645
Expenses				
<i>Labor:</i>				
Payroll	\$44.929	\$131.731	\$135.891	\$140.840
Overtime	(91.607)	(18.312)	(15.144)	(15.402)
Health and Welfare	82.912	106.119	115.651	124.025
OPEB Current Payment	31.998	34.062	38.834	42.490
Pensions	(121.047)	(93.019)	(99.167)	(84.999)
Other Fringe Benefits	(3.455)	8.453	7.226	7.745
Reimbursable Overhead	0.000	0.000	0.000	0.000
Total Labor Expense Changes	(\$56.270)	\$169.036	\$183.290	\$214.699
<i>Non-Labor:</i>				
Electric Power	(\$6.816)	(\$10.435)	(\$10.228)	(\$9.587)
Fuel	6.606	2.600	3.390	3.979
Insurance	2.757	(0.197)	(2.297)	(2.819)
Claims	0.000	0.000	3.400	3.400
Paratransit Service Contracts	(12.000)	12.900	12.500	12.500
Maintenance and Other Operating Contracts	44.934	(7.208)	(17.013)	(21.137)
Professional Service Contracts	(10.807)	9.038	13.491	13.695
Materials & Supplies	(7.294)	(1.859)	1.371	1.715
Other Business Expenses	0.665	1.314	1.158	1.164
Total Non-Labor Expense Changes	\$18.044	\$6.153	\$5.772	\$2.911
Depreciation/OPEB	(\$43.234)	(\$213.120)	(\$241.713)	(\$222.236)
Total Expense Changes	(\$81.459)	(\$37.932)	(\$52.651)	(\$4.625)
Cash Adjustment Changes				
Revenue	(\$85.076)	\$1.618	\$3.643	(\$0.791)
Expense	(15.875)	0.234	0.097	0.083
Capital Reimbursement Timing	0.000	0.000	0.000	0.000
Depreciation/OPEB	43.234	213.120	241.713	222.236
Total Cash Adjustment Changes	(\$57.717)	\$214.972	\$245.454	\$221.527
Total Baseline Changes	(\$32.170)	\$306.327	\$340.523	\$367.548
November Financial Plan - Cash Surplus/(Deficit)	(\$3,599.549)	(\$3,568.781)	(\$3,786.116)	(\$4,050.196)

MTA New York City Transit
July Financial Plan 2020 - 2023
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

TOTAL NON-REIMBURSABLE and REIMBURSABLE

	2019	2020	2021	2022
February Financial Plan - Cash Surplus/(Deficit)	(\$3,567.379)	(\$3,875.108)	(\$4,126.639)	(\$4,417.744)
Non-Reimbursable Major Changes				
Revenue				
Farebox Revenue	\$147.192	\$195.258	\$187.269	\$186.905
Other Operating Revenue	(3.271)	(18.337)	(20.680)	(15.445)
Sub-Total Non-Reimbursable Revenue Changes	\$143.921	\$176.921	\$166.589	\$171.460
Expenses				
Inflation-Related:				
Pension	(\$118.847)	(\$106.002)	(\$112.742)	(\$98.996)
Energy-Electric Power	(6.814)	(11.392)	(11.369)	(10.728)
MOU DC37/TWU	(5.229)	(1.159)	(2.920)	(2.977)
Health & Welfare/OPEB	16.321	15.240	19.352	20.887
Energy-Fuel	5.220	1.082	2.588	3.177
Public Liability	-	-	-	-
Changes in Inflation-Other	2.757	0.584	(3.934)	(4.623)
Sub-total Inflation-Related	(\$106.592)	(\$101.647)	(\$109.025)	(\$93.260)
Programmatic Initiatives:				
Subway Action Plan - Deep Cleaning	(\$28.439)	-	-	-
Subway Action Plan - Elevated Structures	(13.000)	-	-	-
Subway Action Plan - Signals/Power	(10.668)	(7.485)	(1.485)	(1.485)
Subway Action Plan - Elevators and Escalators	(8.309)	(5.271)	(2.353)	(2.353)
Subway Action Plan - Track	(0.259)	(4.437)	(4.437)	(4.437)
Subway Action Plan - DCE	3.185	5.713	5.713	5.713
Subway Action Plan - Other	57.491	11.480	2.562	2.562
Sub-total Programmatic Initiatives	\$0.000	\$0.000	\$0.000	\$0.000
Budget Reduction Program:				
Health and Welfare Savings	\$83.000	\$90.400	\$97.441	\$105.031
MTA Savings - Vacancies/Project Reduction	23.200	(3.800)	-	-
OTPS Reductions	3.140	8.647	7.807	7.807
Guideline Based Service Adjustments	-	38.147	39.068	39.068
NYCT Reorganization	-	33.090	33.090	33.090
Bus Maintenance Efficiencies	-	5.784	5.784	5.784
Shift ROW Maintenance to Overnight/Weekends	-	5.679	5.679	5.679
Vent Cleaning Efficiencies	-	5.275	5.275	5.275
Operating Savings Program	-	4.415	12.364	12.364
AFC Maintenance Reductions	-	4.276	4.276	4.276
Adverse Weather Overtime Reduction	-	3.684	3.684	3.684
Vacuum Train Efficiencies	-	2.967	2.967	2.967
Terminal Supervision Savings	-	2.523	2.523	2.523
Eliminate Bus WiFi Service	-	2.500	2.500	2.500
Subways Operating Savings Program	-	-	22.096	22.096
Supply Chain Technology Saving	-	-	4.304	4.304
Paratransit Carrier Restructuring	(12.000)	12.000	12.000	12.000
Fare Evasion Task Force	(4.000)	(4.000)	(4.000)	(4.000)
Terminal Car Cleaning Adjustment	(2.101)	(2.321)	(2.321)	(2.321)
All Other-Net	1.277	14.204	17.132	17.132
Sub-total Budget Reduction Program	\$92.516	\$223.470	\$271.669	\$279.259
Technical Adjustments/Re-estimates:				
2018 Timing - Expense	(\$46.242)	-	-	-
Departmental Results	(21.940)	-	-	-
MTA Labor Adjustment	(3.594)	(4.672)	(4.672)	(4.672)
TA Labor Adjustments	(0.252)	(2.611)	(2.611)	(2.611)
Reimbursable Adjustments	4.316	5.228	7.388	6.827
L Tunnel Reconstruction - Operating Impact	3.424	4.318	(0.133)	(0.133)
Platform Budget - Normal Business	1.620	8.459	8.459	10.683
Other	1.603	(4.991)	(0.882)	0.703
Sub-total Technical Adjustments/Re-estimates	(\$61.064)	\$5.731	\$7.549	\$10.797
OPEB	(\$43.234)	(\$213.120)	(\$241.713)	(\$222.236)
Sub-Total Non-Reimbursable Expense Changes	(\$118.374)	(\$85.566)	(\$71.520)	(\$25.440)
Total Non-Reimbursable Major Changes	\$25.547	\$91.355	\$95.069	\$146.020
Total Accrual Changes	\$25.547	\$91.355	\$95.069	\$146.020
Cash Adjustment Changes				
Capital Reimbursements	(87.273)	2.253	4.427	(0.034)
OPEB	43.234	213.120	241.713	222.236
Other	(13.678)	(0.401)	(0.687)	(0.674)
Total Cash Adjustment Changes/Timing	(\$57.717)	\$214.972	\$245.454	\$221.527
Total Baseline Changes	(\$32.170)	\$306.327	\$340.523	\$367.548
Total Changes	(\$32.170)	\$306.327	\$340.523	\$367.548
July Financial Plan - Cash Surplus/(Deficit)	(\$3,599.549)	(\$3,568.781)	(\$3,786.116)	(\$4,050.196)

MTA NEW YORK CITY TRANSIT
2020 Preliminary Budget
July Financial Plan 2020 – 2023
RIDERSHIP/ (UTILIZATION)

RIDERSHIP/ (UTILIZATION)

The July 2019 Financial Plan ridership forecast projects that 2019 subway ridership will be 0.9 percent above budget and bus ridership will be 2.9 percent below budget, based on the analysis of January to April 2019 weather and calendar adjusted ridership compared to the same period in 2018. The revised 2019 forecast includes preliminary actual ridership through April 2019, which was 1.2 percent above budget on subway and 2.6 percent below budget on bus, due mainly to a favorable subway ridership trend and an unfavorable bus ridership trend. As a result of higher subway and lower bus baseline ridership, projected 2019 subway and bus ridership is 1.9 million lower than the February 2019 Plan.

In developing the 2020 ridership forecast, positive forecasted economic growth is included; however, this projected growth is offset by the negative ridership impact from service disruptions due to maintenance and construction, fare evasion, market competition, and the 2019 fare increase, resulting in no ridership change predicted for 2020. Overall, the July Plan projects 13.4 million less ridership for 2020 than the February Plan, due entirely to the carryover of the unfavorable bus ridership forecast in 2019.

Working off the revised 2019 baseline projection and zero growth factors predicted, 2021 to 2022 subway and bus ridership is expected to be 16 million lower than the February Plan in 2021 and 16.2 million lower in 2022.

For Paratransit, the July Plan projects 0.2 million more boardings in 2019 than the February Plan, based on results through April 2019. The total boarding projection from 2020 to 2022 remains unchanged from the February Plan, reflecting the completion of the transition from the E-Hail Advanced Reservation pilot program to the Advanced Broker program, which is anticipated to slightly reduce overall ridership.

MTA NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
Ridership (Utilization)
(in millions)

	Actual	Mid-Year	Preliminary			
	2018	Forecast	Budget	2021	2022	2023
		2019	2020			

RIDERSHIP

Subway	1,680.060	1,675.405	1,672.843	1,666.521	1,667.233	1,665.333
Bus	569.361	542.378	539.018	537.067	537.254	536.645
Paratransit	9.867	11.181	11.555	12.133	12.740	13.377

Total Ridership

	2,259.289	2,228.964	2,223.417	2,215.721	2,217.227	2,215.354
--	------------------	------------------	------------------	------------------	------------------	------------------

FAREBOX REVENUE (Excluding fare media liability)

Subway	\$3,426.813	\$3,524.040	\$3,575.453	\$3,560.302	\$3,561.873	\$3,557.681
Bus	928.768	912.599	921.322	916.915	917.257	916.145
Paratransit	20.547	23.453	24.199	25.409	26.679	28.013

Total Revenue

	\$4,376.127	\$4,460.092	\$4,520.974	\$4,502.626	\$4,505.809	\$4,501.839
--	--------------------	--------------------	--------------------	--------------------	--------------------	--------------------

NEW YORK CITY TRANSIT
July Financial Plan 2020-2023
2019 Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022	Pos.	2023
Administration										
NYCT Reorganization	-	\$0.000	240	\$33.090	240	\$33.090	240	\$33.090	240	\$33.090
Health and Welfare Savings	-	83.000	-	90.400	-	97.441	-	105.031	-	113.214
Outsource Medical Documentation	-	0.000	-	0.000	-	3.000	-	3.000	-	3.000
FMLA Savings	-	0.000	-	0.000	-	0.800	-	0.800	-	0.800
OTPS Reductions	-	3.140	-	8.647	-	7.807	-	7.807	-	7.807
Other Savings	-	1.207	(20)	1.471	-	0.599	-	0.599	-	0.599
Eliminate Passenger Environment Survey	-	0.000	8	1.099	8	1.099	8	1.099	8	1.099
EAM Consulting Reduction	-	0.000	-	1.636	-	1.636	-	1.636	-	1.636
<i>Subtotal Administration</i>	-	\$87.347	228	\$136.343	248	\$145.472	248	\$153.062	248	\$161.245
Customer Convenience/Amenities										
Eliminate Bus WiFi Service	-	\$0.000	-	\$2.500	-	\$2.500	-	\$2.500	-	\$2.500
Customer & Communication Efficiencies	-	0.000	7	0.898	7	0.898	7	0.898	7	0.898
<i>Subtotal Customer Convenience/Amenities</i>	-	\$0.000	7	\$3.398	7	\$3.398	7	\$3.398	7	\$3.398
Maintenance										
Shift ROW Maintenance to Overnight/Weekends	-	\$0.000	50	\$5.679	50	\$5.679	50	\$5.679	50	\$5.679
Vent Cleaning Efficiencies	-	0.000	40	5.275	40	5.275	40	5.275	40	5.275
AFC Maintenance Reductions	-	0.000	35	4.276	35	4.276	35	4.276	35	4.276
South Channel Hydraulic Efficiency	-	0.000	11	1.214	11	1.214	11	1.214	11	1.214
Electrical Helper Efficiencies	-	0.000	12	1.156	12	1.156	12	1.156	12	1.156
Eliminate Fleet Services	-	0.000	6	0.712	6	0.712	6	0.712	6	0.712
Bus Painting Efficiencies	-	0.000	13	1.589	13	1.589	13	1.589	13	1.589
Bus Maintenance Efficiencies	-	0.000	39	5.784	39	5.784	39	5.784	39	5.784
Supply Chain Technology Saving	-	0.000	-	0.000	40	4.304	40	4.304	40	4.304
Supply Logistics Savings	-	0.000	21	2.282	21	2.282	21	2.282	21	2.282
Adverse Weather Overtime Reduction	-	0.000	-	3.684	-	3.684	-	3.684	-	3.684
Vacuum Train Efficiencies	-	0.000	30	2.967	30	2.967	30	2.967	30	2.967
<i>Subtotal Maintenance</i>	-	\$0.000	257	\$34.618	297	\$38.922	297	\$38.922	297	\$38.922
Revenue Enhancement										
None	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Safety										
None	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000	-	\$0.000
Security										
Fulton Street Transit Center Security Coverage	-	\$0.000	1	\$1.033	1	\$1.033	1	\$1.033	1	\$1.033
<i>Subtotal Security</i>	-	\$0.000	1	\$1.033	1	\$1.033	1	\$1.033	1	\$1.033
Service										
Terminal Supervision Savings	-	\$0.000	20	\$2.523	20	\$2.523	20	\$2.523	20	\$2.523
Paratransit Carrier Restructuring	-	(8.040)	-	8.040	-	8.040	-	8.040	-	8.040
<i>Subtotal Service</i>	-	(\$8.040)	20	\$10.563	20	\$10.563	20	\$10.563	20	\$10.563
Service Support										
Revenue Control Efficiencies	-	\$0.000	5	\$1.114	5	\$1.114	5	\$1.114	5	\$1.114
<i>Subtotal Service Support</i>	-	\$0.000	5	\$1.114	5	\$1.114	5	\$1.114	5	\$1.114
Other										
Subways Operating Savings Program	-	\$0.000	-	\$0.000	222	\$22.096	222	\$22.096	222	\$22.096
Operating Savings Program	-	0.000	83	4.415	83	12.364	83	12.364	83	12.364
<i>Subtotal Other</i>	-	\$0.000	83	\$4.415	305	\$34.460	305	\$34.460	305	\$34.460
Agency Submission	-	\$79.307	601	\$191.484	883	\$234.962	883	\$242.552	883	\$250.735
Total Non-Reimbursable BRP	-	\$79.307	601	\$191.484	883	\$234.962	883	\$242.552	883	\$250.735
Reimbursable BRP										
Capital Program										
Capital & Other Reimbursements Reduction	3	(\$0.520)	167	(\$38.121)	164	(\$38.121)	164	(\$37.747)	164	(\$37.747)
Reimbursable Expense Reduction	-	\$0.520	-	\$38.121	-	\$38.121	-	\$37.747	-	\$37.747
<i>Total Reimbursable BRP</i>	3	\$0.000	167	\$0.000	164	\$0.000	164	\$0.000	164	\$0.000

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Administrative
Program: NYCT Reorganization

Background Details:	NYCT is reviewing its entire workforce and functions as part of an overall Agency re-organization.
----------------------------	--

Program Description/Implementation Plan:	Implement actions identified in a management review of its workforce, streamlining functions and processes.
---	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$33.090	\$33.090	\$33.090	\$33.090
<i>Total Positions Required:</i>		240	240	240	240

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Administrative
Program: Health & Welfare Savings

Background Details:	Health & welfare savings are being realized in prescription drugs and medical claims contracts put in place through a competitive procurement process.
----------------------------	--

Program Description/ Implementation Plan:	As a result of the newly awarded drug coverage contracts, significant savings have been realized starting in 2018 and annualizing in 2019. It is expected that these savings will continue in the out-years.
--	--

Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
Other Issues:		Are these savings recurring?:	Yes

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$83.000	\$90.400	\$97.441	\$105.031	\$113.214

Total Positions Required:

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Administrative
Program: Outsource Medical Documentation

Background Details:	The Law Department currently relies on a paper delivery method for review of medical records used as a fundamental element for tort case preparation. The use of a vendor to obtain medical documents electronically will result in significantly improved case preparation and lower tort expenses.
----------------------------	--

Program Description/ Implementation Plan:	With medical records now primarily available in digital format, efficiencies will be achieved with the electronic retrieval and delivery of the information.
--	--

Program Implementation Date:	1/1/2021	When will savings begin?:	1/1/2021
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.000	\$3.000	\$3.000	\$3.000

Total Positions Required:

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Administrative

Program: FMLA Savings

Background Details:	Outsourcing Family and Medical Leave Act (FMLA) application processing will result in efficiency and standardization of eligibility determination.
----------------------------	--

Program Description/ Implementation Plan:	Pilot program has begun in Buses and will gradually expand to all NYCT departments.
--	---

Program Implementation Date:	1/1/2021	When will savings begin?:	1/1/2021
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.000	\$0.800	\$0.800	\$0.800

Total Positions Required:

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administrative
Program: OTPS Reductions

Background Details:	Various OTPS reductions including, renewable natural gas rebate, budget rightsizing of tires and tubes, network redesign, contract guard coverage, janitorial, office supplies and other miscellaneous budgets.
----------------------------	---

Program Description/ Implementation Plan:	Reduce costs in various maintenance and operating contracts, professional service contracts, and other business accounts.
--	---

Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$3.140	\$8.647	\$7.807	\$7.807	\$7.807

Total Positions Required:

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administrative

Program: Other Savings

Background Details:	As a result of planned capital program work, temporary station closures will result in savings. Also includes other savings in the Controller's Office and OMB.		
Program Description/ Implementation Plan:	Temporary closure of stations will reduce the need for station agent and cleaning resources.		
Program Implementation Date:	1/1/2019	When will savings begin?:	1/1/2019
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$1.207	\$1.471	\$0.599	\$0.599	\$0.599
<i>Total Positions Required:</i>		(20)			

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Administrative

Program: Eliminate Passenger Environment Survey

Background Details:	Passenger Environment Survey (PES) data is currently utilized for reporting PES Key Performance Indicators.
----------------------------	---

Program Description/Implementation Plan:	Eliminate PES staffing as there are other metrics that are available from Strategy & Customer Experience.
---	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.099	\$1.099	\$1.099	\$1.099
<i>Total Positions Required:</i>		8	8	8	8

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Administrative
Program: EAM Consulting Reduction

Background Details:	Reduction in EAM consulting expenditures. The project will continue to advance with reduced consulting funding. In-house resources remain unchanged.
----------------------------	--

Program Description/ Implementation Plan:	Reduce EAM consulting expenditures in Department of Subways and Buses.		
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.636	\$1.636	\$1.636	\$1.636

Total Positions Required:

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Customer Convenience/Amenities

Program: Eliminate Bus Wi-Fi Service

Background Details:	As a large population of customers have cellular service, usage of Transit Wi-Fi has been minimal.
----------------------------	--

Program Description/ Implementation Plan:	Eliminate dedicated transit Wi-Fi service on buses.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$2.500	\$2.500	\$2.500	\$2.500

Total Positions Required:

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Customer Convenience/Amenities

Program: Customer & Communication Efficiencies

Background Details:	Consolidate and streamline customer-centered messaging about planned service changes under Digital Customer Communications Unit.
----------------------------	--

Program Description/Implementation Plan:	Reduce staffing in various areas and OTPS.		
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.898	\$0.898	\$0.898	\$0.898
<i>Total Positions Required:</i>		7	7	7	7

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: Shift Right-of-Way (ROW) Maintenance to Overnight/Weekends

Background Details:	Better alignment of right-of-way maintenance to nights and weekends when other capital work is conducted, will result in less flagging requirements.
----------------------------	--

Program Description/Implementation Plan:	This pilot program will result in \$5.7M of savings.
---	--

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$5.679	\$5.679	\$5.679	\$5.679
<i>Total Positions Required:</i>		50	50	50	50

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: Vent Cleaning Efficiencies

Background Details:	Most vent cleaning work consists of routine clearing of debris from street vents. Currently, plumbers are used to do this work. By replacing plumbers with vent & drain helpers where appropriate, savings can be achieved.
----------------------------	---

Program Description/ Implementation Plan:	This will result in \$5.3M in savings.
--	--

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$5.275	\$5.275	\$5.275	\$5.275
<i>Total Positions Required:</i>		40	40	40	40

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Maintenance
Program: Automated Fare Control Maintenance Reductions

Background Details:	The Electronic Maintenance Division (EMD) will achieve maintenance efficiencies in its AFC subdivision.
----------------------------	---

Program Description/ Implementation Plan:	This will eliminate vacant positions, resulting in \$4.3M of savings.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$4.276	\$4.276	\$4.276	\$4.276
<i>Total Positions Required:</i>		35	35	35	35

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: South Channel Hydraulic Efficiencies

Background Details:	The maintenance of the South Channel Bridge was reassigned from E&E to Infrastructure-Hydraulics in January 2018. The additional workload has been incorporated into the daily function of the division.
----------------------------	--

Program Description/Implementation Plan:	This eliminates the vacant budgeted positions.
---	--

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.214	\$1.214	\$1.214	\$1.214
<i>Total Positions Required:</i>		11	11	11	11

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: Electrical Helper Efficiencies

Background Details:	Efficiencies in the Power division through consolidation of maintenance, relief, and response duties.
----------------------------	---

Program Description/ Implementation Plan:	This efficiency will reduce Electrical Helper positions.
--	--

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.156	\$1.156	\$1.156	\$1.156
<i>Total Positions Required:</i>		12	12	12	12

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Maintenance
Program: Eliminate Fleet Services

Background Details:	Support Fleet Services conducts the administration of non-service vehicles in the Department of Subways.
----------------------------	--

Program Description/ Implementation Plan:	The function of Support Fleet Services will be absorbed within other areas of the Department of Subways.
--	--

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.712	\$0.712	\$0.712	\$0.712
<i>Total Positions Required:</i>		6	6	6	6

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: Bus Painting Efficiencies

Background Details:	Currently buses are painted in a 4 year cycle during the overhaul maintenance program to maintain the asset in a state of good repair.
----------------------------	--

Program Description/ Implementation Plan:	This pilot program reduces full bus painting by 25% based on condition assessment during the overhaul maintenance program.
--	--

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.589	\$1.589	\$1.589	\$1.589
<i>Total Positions Required:</i>		13	13	13	13

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Maintenance
Program: Bus Maintenance Efficiencies

Background Details:	This efficiency results from streamlining several maintenance support functions including depot training supervisors, consolidation of the CMO Field Services and Fleet Engineering Units, and the general pick process.
----------------------------	--

Program Description/Implementation Plan:	Efficiencies would result from the consolidation and elimination of resources and better process improvements.
---	--

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$5.784	\$5.784	\$5.784	\$5.784
<i>Total Positions Required:</i>		39	39	39	39

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: Supply Chain Technology Saving

Background Details:	Review of supply chain processes will result in better management and organization of inventory.
----------------------------	--

Program Description/ Implementation Plan:	This effort will result in \$4.3M in savings.
--	---

Program Implementation Date:	1/1/2021	When will savings begin?:	1/1/2021
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.000	\$4.304	\$4.304	\$4.304
<i>Total Positions Required:</i>			40	40	40

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Maintenance
Program: Supply Logistics Savings

Background Details:	Reduce satellite storerooms operating hours in select bus depots, reduce kitting staffing based on projected requirements, and automate manifesting process in the central warehouses.
----------------------------	--

Program Description/ Implementation Plan:	Store hours at 10 depots will be reduced by 4 hours per day.
--	--

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$2.282	\$2.282	\$2.282	\$2.282
<i>Total Positions Required:</i>		21	21	21	21

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Maintenance
Program: Adverse Weather Overtime Reduction

Background Details:	A comprehensive review of actual cold weather preparation and response protocols has resulted in a 10% reduction with minimal impact on cold weather response for our customers.
----------------------------	--

Program Description/ Implementation Plan:	Savings will be realized by reducing the mobilization of resources to the appropriate level.		
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$3.684	\$3.684	\$3.684	\$3.684

Total Positions Required:

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Maintenance
Program: Vacuum Train Efficiencies

Background Details:	The delivery of three new vacuum trains has significantly improved the collection of refuse from the track, reducing the need for headcount dedicated to manual track cleaning.
----------------------------	---

Program Description/ Implementation Plan:	The Division of Track will eliminate 30 track cleaning positions.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$2.967	\$2.967	\$2.967	\$2.967
<i>Total Positions Required:</i>		30	30	30	30

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Security
Program: Fulton Street Transit Center Security Coverage

Background Details:	Replace fixed post contract guard coverage at the Fulton Street Transit Center with roving patrols.
----------------------------	---

Program Description/ Implementation Plan:	Reduce security guard coverage from six 24x7 posts to 2 fixed tours at the loading dock and supplement with roving patrols.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.033	\$1.033	\$1.033	\$1.033
<i>Total Positions Required:</i>		1	1	1	1

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Service
Program: Terminal Supervision Savings

Background Details:	Implementation of the ATS-A system, provides centralized automated train dispatching from the RCC, which allows for reduced supervision at covered terminals.
----------------------------	---

Program Description/ Implementation Plan:	This will reduce supervision from two to one at covered A Division terminals.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$2.523	\$2.523	\$2.523	\$2.523
<i>Total Positions Required:</i>		20	20	20	20

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Service
Program: Paratransit Carrier Restructuring

Background Details:	Utilization of additional broker services has resulted in a shift of trips from primary carriers, resulting in savings.
----------------------------	---

Program Description/ Implementation Plan:	This shift in trips will result in approximately \$8M in savings and will continue to be evaluated.
--	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
<i>Financial Impact (Operating):</i>	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Net Cash Savings (in millions)	(\$8.040)	\$8.040	\$8.040	\$8.040	\$8.040

Total Positions Required:

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Service Support
Program: Revenue Control Efficiencies

Background Details:	Increase in non-cash purchases at vending machines requires less handling/processing of cash.
----------------------------	---

Program Description/ Implementation Plan:	Reduce five positions and overtime.		
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.114	\$1.114	\$1.114	\$1.114
<i>Total Positions Required:</i>		5	5	5	5

**NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Other
Program: Subway Savings Program

Background Details:	The Department of Subways will reduce labor and staffing starting in 2021.
----------------------------	--

Program Description/ Implementation Plan:	The Department of Subways is working on a plan to achieve these savings and is evaluating options across all divisions.
--	---

Program Implementation Date:	1/1/2021	When will savings begin?:	1/1/2021
Other Issues:		Are these savings recurring?:	Yes

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.000	\$22.096	\$22.096	\$22.096
<i>Total Positions Required:</i>			222	222	222

NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Other
Program: Operating Savings Program

Background Details:	NYCT will reduce labor and staffing starting in 2020.
----------------------------	---

Program Description/ Implementation Plan:	NYCT is evaluating options across all divisions.		
Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes
Other Issues:			

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$4.415	\$12.364	\$12.364	\$12.364
<i>Total Positions Required:</i>		83	83	83	83

**MTA New York City Transit
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary**

Category by Function: Reimbursable

Program: Reimbursable BRP

Background Details:	NYCT will eliminate a total of 140 positions in 2020 in order to reduce costs and streamline the organization. These reductions span various functional areas of the organization, principally the Capital Program Management Department, Car Equipment Engineering Subdivision, and Maintenance of Way Engineering Subdivision, and include the restructuring of several departments as well as the reassignment of responsibilities to other personnel. NYCT will also reduce customer service for capital project service diversions by 15%, streamline Department of Buses' reimbursable staff, and reduce various OTPS accounts.
----------------------------	---

Program Description/Implementation Plan:	The effective date of eliminated positions will be January 1, 2020 or later. These positions will not be available for department hiring forecasts.
---	---

Program Implementation Date:	1/1/2020	When will savings begin?:	1/1/2020
		Are these savings recurring?:	Yes

Other Issues:	
----------------------	--

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
Financial Impact:					
<i>Capital and Other Reimbursements</i>	(\$0.520)	(\$38.121)	(\$38.121)	(\$37.747)	(\$37.747)
<i>Total Reimbursable Expenses</i>	\$0.520	\$38.121	\$38.121	\$37.747	\$37.747
Net Cash Savings (in millions)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Positions Required:</i>	3	167	164	164	164

MTA NEW YORK CITY TRANSIT
2020 Preliminary Budget
July Financial Plan 2020 – 2023
Positions

POSITION ASSUMPTIONS

2019: July Financial Plan vs. February Financial Plan

Total baseline positions are projected to decrease by 805, including a non-reimbursable decrease of 273 and a reimbursable decrease of 532. Specifically:

BRPs (total decrease of 87 positions) includes:

- 25 positions for Terminal Car Cleaning adjustment
- -112 positions for revised November Plan Subway savings

New Needs (total increase of 66 positions) includes:

- 66 positions for Subways Action Plan Adjustments

Reimbursable (total decrease of 532 positions) includes:

- -501 positions for L Tunnel Reconstruction Support
- -23 positions for L Tunnel – Traffic Checker Support
- -23 positions for TA Labor adjustment
- 17 positions for Subways Capital Support
- -2 positions for Miscellaneous Other

Re-estimates (decrease of 120 positions) include:

- -77 positions for Platform Budget - Normal Business
- -59 positions for L Tunnel Reconstruction Support
- 16 positions for TA Labor adjustment

The breakdown of the 805 position decrease by function is as follows:

- Administration - (total decrease of 2 positions)
- Operations - (total decrease of 460 positions) is mainly due to L Tunnel Reconstruction Support Adjustments
- Maintenance - (total decrease of 322 positions) is mainly due Subway Action Plan, revised November Plan Subway savings and L Tunnel Reconstruction Support Adjustments
- Public Safety - (total decrease of 21 positions) is due to for L Tunnel Reconstruction Support Adjustment

Position decreases by occupational group are: Managers/Supervisors -62, Professional/Technical/Clerical +20, and Operational Hourlies -763.

For further details, please see position tables.

2020: July Financial Plan vs. February Financial Plan

BRPs – Non-Reimbursable (total decrease of 984 positions) includes:

- -315 positions for Guideline Based Service Adjustments
- -240 positions for NYCT Reorganization
- -93 positions for November Plan Subways BRP Adjustments
- -83 positions for Operating Savings Program
- -50 positions for Shift ROW Maintenance to Overnight/Weekends
- -40 positions for Vent Cleaning Efficiencies
- -39 positions for Bus Maintenance Efficiencies
- -35 positions for AFC Maintenance Reductions
- -30 positions for Vacuum Train Efficiencies
- -21 positions for Supply Logistics Savings
- -20 positions for Terminal Supervision Savings
- -13 positions for Bus Painting Efficiencies
- -12 positions for Electrical Helper Efficiencies
- -18 positions for All Other Savings
- 25 positions for Terminal Car Cleaning BRP Adjustment

New Needs (total decrease of 60 positions) includes:

- -66 positions for Subways Action Plan
- 6 positions for Accelerate MetroCard Claims Processing

Reimbursable (total decrease of 190 positions) includes:

- -140 positions for NYCT Engineering Reorganization
- -14 positions for Car Equipment Engineering Efficiencies
- -10 positions for Buses - Reimbursable Efficiencies
- -3 positions for All Other Savings
- -34 positions for L Tunnel – Traffic Checker Support
- 17 positions for Subways Capital Support
- -6 positions for Miscellaneous Other

Re-estimates (decrease of 69 positions) include:

- -77 positions for Platform Budget - Normal Business
- 16 positions for TA Labor Adjustments
- -8 positions for Miscellaneous Other

The breakdown of the 1,303 position decrease by function is as follows:

- Administration - (total decrease of 331 positions) is mainly due to BRPs – NYCT Reorganization, Operating Savings Program
- Operations - (total decrease of 341 positions) is mainly due to BRPs – Guideline Based Service Adjustments
- Maintenance - (total decrease of 487 positions) is mainly due to BRPs - November Plan Subways BRP Adjustments, Shift ROW Maintenance to Overnight/Weekends, Vent Cleaning Efficiencies, Bus Maintenance Efficiencies, AFC Maintenance Reductions
- Engineering - (total decrease of 140 positions) is mainly due to BRP - NYCT Engineering Reorganization
- Public Safety - (total decrease of 4 positions)

Position decreases by occupational group are: Managers/Supervisors -227, Professional/Technical/Clerical -308, and Operational Hourlies -768.

2021 - 2022: July Financial Plan vs. February Financial Plan

BRPs – Non-Reimbursable (total decrease of 1,266 positions from 2021 to 2022) includes:

- -315 positions for Guideline Based Service Adjustments
- -240 positions for NYCT Reorganization
- -222 positions for Subways Operating Savings Program
- -93 positions for November Plan Subways BRP Adjustments
- -83 positions for Operating Savings Program
- -50 positions for Shift ROW Maintenance to Overnight/Weekends
- -40 positions for Vent Cleaning Efficiencies
- -40 positions for Technology Streamlining Supply Chain
- -39 positions for Bus Maintenance Efficiencies
- -35 positions for AFC Maintenance Reductions
- -30 positions for Vacuum Train Efficiencies
- -21 positions for Supply Logistics Savings
- -20 positions for Terminal Supervision Savings
- -13 positions for Bus Painting Efficiencies
- -12 positions for Electrical Helper Efficiencies
- -38 positions for All Other Savings
- 25 positions for Terminal Car Cleaning BRP Adjustment

New Needs (total decrease of 60 positions from 2021 to 2022) includes:

- -66 positions for Subways Action Plan
- 6 positions for Accelerate MetroCard Claims Processing

Reimbursable (total decrease of 187 positions in 2021 and 201 positions in 2022 includes:

- -140 positions for NYCT Engineering Reorganization
- -14 positions for Car Equipment Engineering Efficiencies
- -10 positions for Buses - Reimbursable Efficiencies
- -34 positions for L Tunnel – Traffic Checker Support
- 17 positions for Subways Capital Support (+3 in 2022)
- -6 positions for Miscellaneous Other

Re-estimates (total decrease of 69 positions in 2021 and 90 positions in 2022) include:

- -77 positions for Platform Budget - Normal Business (-97 positions in 2022)
- 16 positions for TA Labor Adjustments
- -8 positions for Miscellaneous Other (9 positions in 2022)

The breakdown of the 1,582 position decrease in 2021 and 1,617 position decrease in 2022, is as follows:

- Administration - (total decrease of 331 positions in 2021 and 332 positions in 2022) is mainly due to BRPs – NYCT Reorganization, Operating Savings Program

- Operations - (total decrease of 296 positions in 2021 and 316 positions in 2022) is mainly due to BRPs – Guideline Based Service Adjustments, Subways Operating Savings Program
- Maintenance - (total decrease of 814 positions in 2021 and 828 positions in 2022) is mainly due to BRPs - Subways Operating Savings Program, November Plan Subways BRP Adjustments, Shift ROW Maintenance to Overnight/Weekends, Vent Cleaning Efficiencies, Bus Maintenance Efficiencies, AFC Maintenance Reductions
- Engineering - (total decrease of 140 positions) is mainly due to BRP - NYCT Engineering Reorganization
- Public Safety - (total decrease of 1 position)

Position changes by occupational group in 2021 are: Managers/Supervisors -246, Professional, Technical, Clerical -306, and Operational Hourlies -1,030. In 2022, position changes among Managers/Supervisors -247, and Professional, Technical, Clerical -308, and Operational Hourlies -1,062.

Year over Year

2020 over 2019

Total positions decreased by 1,848 positions, mainly due to the BRPs, see above.

2021 over 2020

Total positions decreased by 681 positions, mainly due to BRPs commencing in 2021.

2022 over 2021

Total positions decrease by 148 positions, mainly due to changes to Sandy capital support and various capital support projects

2023 over 2022

Total positions decrease by 366 positions, mainly due to changes to Sandy Capital support, various adjustments to Capital Support projects and Car Equipment SMS program

MTA NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
 Favorable/(Unfavorable)

Total Position Changes at a Glance

	2019	2020	2021	2022
2019 February Plan - Total Baseline Positions¹	51,148	49,798	49,396	49,283
Total Plan-to-Plan Changes	805	1,303	1,582	1,617
2019 July Plan - Total Baseline Positions¹	50,343	48,495	47,814	47,666
Total Year-to-Year Changes, July Plan		1,848	681	148

Total Plan-to-Plan Changes by Reporting Category:

<i>Non-Reimbursable</i>	273	1,113	1,395	1,416
<i>Reimbursable</i>	532	190	187	201
Total	805	1,303	1,582	1,617
<i>Full-Time</i>	780	1,264	1,543	1,578
<i>Full-Time Equivalents</i>	25	39	39	39
Total	805	1,303	1,582	1,617
<i>By Function Category</i>				
- Administration	2	331	331	332
- Operations	460	341	296	316
- Maintenance	322	487	814	828
- Engineering/Capital	0	140	140	140
- Public Safety	21	4	1	1
Total	805	1,303	1,582	1,617
<i>By Occupational Group</i>				
- Managers/Supervisors	62	227	246	247
- Professional, Technical, Clerical	(20)	308	306	308
- Operational Hourlies	763	768	1,030	1,062
Total	805	1,303	1,582	1,617

Total Plan-to-Plan Changes by Major Category:

<i>2019 BRPs²</i>	87	984	1,266	1,266
<i>New Needs</i>	66	60	60	60
<i>Change in Reimbursable Positions³</i>	532	190	187	201
<i>Re-estimates & All Other⁴</i>	120	69	69	90
Total	805	1,303	1,582	1,617

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

² Non-Reimbursable only.

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

⁴ Includes Full-time Equivalents .

MTA New York City Transit
July Financial Plan 2020 - 2023
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2018	2019 Mid-Year Forecast	2020 Preliminary Budget	2021	2022	2023
Administration						
Office of the President	28	30	32	32	32	32
Law	280	315	315	315	315	315
Office of the EVP	14	19	19	19	19	19
Human Resources	242	248	244	244	244	244
Office of Management and Budget	40	43	43	43	43	42
Capital Planning & Budget	31	37	37	36	36	36
Strategy & Customer Experience	196	215	208	206	205	203
Non-Departmental	-	9	(314)	(314)	(314)	(314)
Labor Relations	87	100	100	100	100	100
Materiel	20	266	257	244	238	232
Controller	247	122	121	120	119	118
Office of People & Business Transfor	115	25	25	25	25	25
Total Administration	1,300	1,429	1,087	1,070	1,062	1,052
Operations						
Subways Service Delivery	8,696	8,733	8,427	8,392	8,331	8,268
Subways Operation Support /Admin	453	412	412	412	412	412
Subways Stations	2,589	2,750	2,619	2,619	2,619	2,619
Subtotal - Subways	11,738	11,895	11,458	11,423	11,362	11,299
Buses	11,211	11,143	10,766	10,811	10,811	10,811
Paratransit	200	214	214	214	214	214
Operations Planning	383	404	375	373	372	370
Revenue Control	610	646	647	647	647	647
Non-Departmental	(1)	-	8	-	-	-
Total Operations	24,141	24,302	23,468	23,468	23,406	23,341
Maintenance						
Subways Operation Support /Admin	118	89	64	(160)	(161)	(166)
Subways Engineering	342	395	359	336	333	301
Subways Car Equipment	5,156	4,920	5,092	4,975	4,945	4,715
Subways Infrastructure	1,838	1,965	1,818	1,741	1,738	1,702
Subways Elevator & Escalators	428	455	452	477	477	477
Subways Stations	3,349	3,473	3,468	3,472	3,457	3,456
Subways Track	3,229	3,129	2,958	2,940	2,940	2,940
Subways Power	663	670	638	609	609	609
Subways Signals	1,622	1,646	1,572	1,559	1,559	1,559
Subways Electronics Maintenance	1,590	1,626	1,543	1,516	1,515	1,513
Subtotal - Subways	18,336	18,368	17,964	17,465	17,412	17,106
Buses	3,659	3,558	3,461	3,439	3,434	3,469
Supply Logistics	588	567	548	508	508	508
System Safety	88	95	93	92	91	90
Non-Departmental	(1)	(111)	(67)	(67)	(67)	(67)
Total Maintenance	22,670	22,477	21,999	21,437	21,378	21,106
Engineering/Capital						
Capital Program Management	1,375	1,468	1,310	1,221	1,202	1,183
Total Engineering/Capital	1,375	1,468	1,310	1,221	1,202	1,183
Public Safety						
Security	629	667	631	618	618	618
Total Public Safety	629	667	631	618	618	618
Total Baseline Positions	50,115	50,343	48,495	47,814	47,666	47,300
Non-Reimbursable	45,284	44,354	43,484	43,156	43,124	42,928
Reimbursable	4,831	5,989	5,011	4,658	4,542	4,372
Total Full-Time	49,905	50,135	48,301	47,620	47,472	47,106
Total Full-Time Equivalents	210	208	194	194	194	194

MTA NEW YORK CITY TRANSIT
July Financial Plan 2020 - 2023
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Administration						
Managers/Supervisors	436	540	401	390	387	382
Professional/Technical/Clerical	835	853	650	644	639	634
Operational Hourlies	29	36	36	36	36	36
Total Administration Headcount	1,300	1,429	1,087	1,070	1,062	1,052
Operations						
Managers/Supervisors	2,771	2,860	2,791	2,782	2,779	2,760
Professional/Technical/Clerical	550	586	583	582	581	580
Operational Hourlies	20,820	20,856	20,094	20,104	20,046	20,001
Total Operations Headcount	24,141	24,302	23,468	23,468	23,406	23,341
Maintenance						
Managers/Supervisors	4,126	4,037	3,889	3,829	3,817	3,774
Professional/Technical/Clerical	1,020	1,123	1,019	968	962	948
Operational Hourlies	17,524	17,317	17,091	16,640	16,599	16,384
Total Maintenance Headcount	22,670	22,477	21,999	21,437	21,378	21,106
Engineering / Capital						
Managers/Supervisors	334	379	339	305	291	277
Professional/Technical/Clerical	1,039	1,087	969	914	909	904
Operational Hourlies	2	2	2	2	2	2
Total Engineering Headcount	1,375	1,468	1,310	1,221	1,202	1,183
Public Safety						
Managers/Supervisors	259	272	249	248	248	248
Professional/Technical/Clerical	38	41	41	41	41	41
Operational Hourlies	332	354	341	329	329	329
Total Public Safety Headcount	629	667	631	618	618	618
Total Positions						
Managers/Supervisors	7,926	8,088	7,669	7,554	7,522	7,441
Professional/Technical/ Clerical	3,483	3,690	3,262	3,149	3,132	3,107
Operational Hourlies	38,707	38,565	37,564	37,111	37,012	36,752
Total Positions	50,116	50,343	48,495	47,814	47,666	47,300

MTA Bus Company

**MTA BUS COMPANY
2019 Preliminary Budget
July Financial Plan 2020 – 2023**

FINANCIAL OVERVIEW

MTA Bus Company is committed to providing safe, secure, reliable and cost-efficient transportation service which supports the vibrancy and prosperity of New York City. To that end, the July Financial Plan presents several important programmatic initiatives critical to meeting MTA Bus Company's operational and maintenance needs. All other expense/cash changes result from either reestimates, adjustments reflecting the impact of inflation, and the timing of expenses, payments, and reimbursements.

The primary investment initiatives, included in this plan, are summarized as follows:

- **Priority Initiatives/Bus Technology** - Various Bus Technology projects, including: Automated Fuel & Fluid Management System, MTA Bus Time (maintenance and hosting), Modem upgrade, Passenger Turn Warning (PTW), and Passenger-Facing Camera.
- **Shop Program – Articulated Bus Intervention** – Replace the New Flyer (NF) Artic joint, a critical assembly between the front and rear coach of an articulated bus, which allows the sections to move safely in tandem when in operation.
- **Shop Program – Brake Reline** – Buses having reached 100 thousand miles of revenue service are scheduled for brake re-lining beginning in 2019.

2020 BUDGET REDUCTION PROGRAM includes the following primary reductions:

- **MTA Spending Restriction/Hiring Freeze Savings** – One-time savings due to the Administrative hiring freeze, with savings of \$4.7 million in 2019.
- **Central Maintenance Facility (CMF) Efficiencies** – Based on actual assessment of need, fleet body work and painting will be scheduled separately from overhauls, and is projected to save \$1.8 million in 2020, and \$1.9 million in 2021 - 2023.
- **Workforce Reorganization** – Workforce Reorganization and consolidation of functions, and is projected to save \$1.4 million annually from 2020 to 2023.
- **OTPS** – Rightsizing savings are based on a review of controllable non-labor categories based on trends, and is projected to save \$0.8 million in 2019, with recurring savings of \$1.3 million annually from 2020 to 2023.
- **Special Investigation Reorganization** – Merge three units with Special Investigation to achieve savings of \$0.4 million annually from 2020 – 2023.

2019 Mid-Year Forecast

MTA Bus Company's 2019 Mid-Year Forecast includes Total Expenses before Depreciation & Other Post-Employment Benefits of \$832.8 million, consisting of \$826.9 million of non-reimbursable expenses and \$5.9 million of reimbursable expenses. Total Revenue is projected to be \$246.9 million, of which \$220.6 million is Farebox Revenue, \$20.4 million is Other Operating Revenue, and \$5.9 million is Capital and Other Reimbursements. There is a total baseline of 3,916 Full-Time and Full-Time Equivalent positions (3,876 non-reimbursable positions and 40 reimbursable positions).

The 2019 net operating cash deficit is projected to increase by \$38.7 million from the Adopted Budget.

Major operating cash changes include:

- A Farebox Revenue decrease of \$0.8 million due to lower projected ridership.
- Investment initiative increases of \$1.9 million (discussed previously).
- Spending Restrictions / Hiring Freeze Saving of \$4.7 million.
- Unfavorable re-estimate of \$24.8 million for GASB 68 pension expense.
- Unfavorable cash adjustment of \$16.5 million, consisting of \$41.3 million in unfavorable cash timing from 2018, partially offset by a \$24.8 million favorable GASB 68 pension adjustment.

Plan-to-Plan, total baseline non-reimbursable positions are projected to increase by one.

2020 Preliminary Budget

MTA Bus Company's 2020 Preliminary Budget includes Total Expenses before Depreciation and Other Post-Employment Benefits of \$792.1 million, consisting of \$786.5 million of non-reimbursable expenses and \$5.6 million of reimbursable expenses. Total Revenue is projected to be \$250.4 million, of which \$224.4 million is Farebox Revenue, \$20.5 million is Other Operating Revenue, and \$5.6 million is Capital and Other Reimbursements. There is a total baseline of 3,847 Full-Time and Full-Time Equivalent positions (3,809 non-reimbursable positions and 38 reimbursable positions).

The 2020 net operating cash deficit is projected to increase by \$3.4 million from the February Financial Plan.

Major operating cash changes include:

- Farebox Revenue increase of \$2.4 million due to the fare increase in April 2019.
- Net program savings of \$0.9 million, which include Central Maintenance Facility (CMF) efficiencies, partially offset by increases for the Automated Fuel Management System and Intelligent Vehicle Network (IVN) new contract.

- Re-estimate increases of \$24.3 million, primarily due to a \$17.9 million GASB 68 Pension adjustment, higher fuel expenses of \$0.6 million, and Pension adjustment of \$6.6 million partially offset by lower H&W/OPEB of \$2.0 million.
- Favorable cash adjustment of \$17.9 million for GASB 68 Pension expense.

Plan-to-Plan, total non-reimbursable positions are projected to decrease by 24, and reimbursable positions are projected to decrease by two.

2021 – 2022 Projections

Net operating cash deficits are projected to increase by \$3.4 million in 2021 and remain essentially flat in 2022.

Major operating cash changes include:

- Farebox Revenue increase of \$2.5 million in 2021 and \$2.4 million in 2022, mainly due to higher fares.
- Net program savings of \$1.9 million in 2021 and \$1.8 million in 2022 are a continuation of the initiatives previously noted.
- Re-estimates/inflationary increases of \$25.0 million in 2021 and \$21.2 million in 2022, which include changes in Pension, H&W/OPEB, Material & Supplies Insurance, and Fuel.
- Favorable cash adjustments of \$17.6 million in 2021 and \$17.4 million in 2022, due to GASB 68 Pension re-estimates.

Plan-to-Plan, total baseline positions are projected to decrease by 26 in both 2021 and 2022.

MTA BUS COMPANY
July Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
<u>Non-Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$220.887	\$220.618	\$224.404	\$223.537	\$223.623	\$223.355
Other Operating Revenue	18.706	20.354	20.486	21.192	22.039	22.182
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$239.593	\$240.972	\$244.890	\$244.729	\$245.663	\$245.537
Operating Expense						
<u>Labor:</u>						
Payroll	\$296.179	\$281.872	\$281.688	\$282.161	\$300.672	\$292.072
Overtime	74.642	62.403	57.985	60.099	62.710	61.480
Health and Welfare	69.674	73.082	77.890	81.202	85.142	89.317
OPEB Current Payments	21.592	24.404	25.062	26.481	27.761	29.106
Pension	57.555	59.201	59.435	58.632	54.025	50.517
Other Fringe Benefits	60.288	71.349	70.284	70.778	73.607	72.634
Reimbursable Overhead	(2.360)	(1.003)	(0.897)	(0.906)	(0.935)	(0.932)
Total Labor Expenses	\$577.570	\$571.309	\$571.447	\$578.445	\$602.981	\$594.193
<u>Non-Labor:</u>						
Electric Power	\$1.968	\$1.846	\$1.956	\$2.038	\$2.144	\$2.267
Fuel	27.042	25.832	26.970	25.755	25.116	25.513
Insurance	5.557	6.307	7.351	8.067	9.199	9.723
Claims	61.798	61.336	63.035	64.711	66.356	67.988
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	29.637	48.980	32.484	37.540	33.779	31.662
Professional Services Contracts	28.468	50.986	40.838	41.143	42.193	42.050
Materials and Supplies	44.007	55.112	37.749	44.811	50.559	47.950
Other Business Expenses	4.046	5.188	4.667	4.809	5.207	5.332
Total Non-Labor Expenses	\$202.523	\$255.588	\$215.049	\$228.875	\$234.552	\$232.486
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$780.093	\$826.897	\$786.496	\$807.320	\$837.533	\$826.679
Depreciation	\$53.021	\$54.341	\$54.341	\$54.778	\$56.163	\$56.163
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	42.125	100.150	100.150	100.150	103.295	103.295
GASB 68 Pension Expense Adjustment	(14.107)	110.700	46.100	36.300	36.600	45.500
Environmental Remediation	0.218	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$861.349	\$1,092.088	\$987.087	\$998.548	\$1,033.590	\$1,031.636
Net Surplus/(Deficit)	(\$621.756)	(\$851.117)	(\$742.197)	(\$753.819)	(\$787.927)	(\$786.099)

MTA BUS COMPANY
July Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	6.239	5.925	5.554	5.644	5.823	5.815
Total Revenues	\$6.239	\$5.925	\$5.554	\$5.644	\$5.823	\$5.815
Operating Expense						
Labor:						
Payroll	\$3.879	\$2.586	\$2.268	\$2.230	\$2.301	\$2.297
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	1.214	1.266	1.374	1.417	1.416
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	2.360	1.003	0.897	0.906	0.935	0.932
Total Labor Expenses	\$6.239	\$4.803	\$4.431	\$4.510	\$4.653	\$4.645
Non-Labor:						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.242	0.242	0.244	0.252	0.252
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.881	0.881	0.890	0.918	0.918
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$1.122	\$1.123	\$1.134	\$1.170	\$1.170
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$6.239	\$5.925	\$5.554	\$5.644	\$5.823	\$5.815
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
July Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$220.887	\$220.618	\$224.404	\$223.537	\$223.623	\$223.355
Other Operating Revenue	18.706	20.354	20.486	21.192	22.039	22.182
Capital and Other Reimbursements	6.239	5.925	5.554	5.644	5.823	5.815
Total Revenues	\$245.832	\$246.897	\$250.445	\$250.373	\$251.485	\$251.352
Operating Expense						
<u>Labor:</u>						
Payroll	\$300.058	\$284.458	\$283.956	\$284.391	\$302.973	\$294.369
Overtime	74.642	62.403	57.985	60.099	62.710	61.480
Health and Welfare	69.674	74.296	79.157	82.576	86.559	90.734
OPEB Current Payments	21.592	24.404	25.062	26.481	27.761	29.106
Pension	57.555	59.201	59.435	58.632	54.025	50.517
Other Fringe Benefits	60.288	71.349	70.284	70.778	73.607	72.634
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$583.809	\$576.112	\$575.878	\$582.955	\$607.634	\$598.839
<u>Non-Labor:</u>						
Electric Power	\$1.968	\$1.846	\$1.956	\$2.038	\$2.144	\$2.267
Fuel	27.042	25.832	26.970	25.755	25.116	25.513
Insurance	5.557	6.307	7.351	8.067	9.199	9.723
Claims	61.798	61.336	63.035	64.711	66.356	67.988
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	29.637	49.221	32.726	37.784	34.031	31.914
Professional Services Contracts	28.468	50.986	40.838	41.143	42.193	42.050
Materials and Supplies	44.007	55.992	38.630	45.701	51.477	48.868
Other Business Expenses	4.046	5.188	4.667	4.809	5.207	5.332
Total Non-Labor Expenses	\$202.523	\$256.710	\$216.172	\$230.009	\$235.722	\$233.656
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$786.332	\$832.822	\$792.050	\$812.964	\$843.356	\$832.495
Depreciation	\$53.021	\$54.341	\$54.341	\$54.778	\$56.163	\$56.163
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	42.125	100.150	100.150	100.150	103.295	103.295
GASB 68 Pension Expense Adjustment	(14.107)	110.700	46.100	36.300	36.600	45.500
Environmental Remediation	0.218	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$867.588	\$1,098.013	\$992.641	\$1,004.192	\$1,039.413	\$1,037.452
Net Surplus/(Deficit)	(\$621.756)	(\$851.117)	(\$742.197)	(\$753.819)	(\$787.928)	(\$786.100)

MTA BUS COMPANY
July Financial Plan 2020 - 2023
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$219.831	\$220.618	\$224.404	\$223.537	\$223.623	\$223.355
Other Operating Revenue	19.176	20.354	20.486	21.192	22.039	22.182
Capital and Other Reimbursements	6.088	11.308	10.930	11.006	11.393	11.315
Total Receipts	\$245.095	\$252.280	\$255.821	\$255.735	\$257.055	\$256.852
Expenditures						
<u>Labor:</u>						
Payroll	\$302.475	\$285.837	\$285.494	\$283.985	\$302.553	\$293.950
Overtime	74.642	62.403	57.985	60.099	62.710	61.480
Health and Welfare	70.618	79.896	79.158	82.576	86.560	90.734
OPEB Current Payments	23.599	24.404	25.062	26.481	27.761	29.105
Pension	57.304	59.027	59.261	58.456	53.843	50.336
Other Fringe Benefits	54.625	56.172	55.107	55.599	58.423	57.449
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$583.262	\$567.740	\$562.066	\$567.194	\$591.850	\$583.055
<u>Non-Labor:</u>						
Electric Power	\$2.019	\$1.846	\$1.956	\$2.038	\$2.144	\$2.268
Fuel	26.964	24.409	25.547	25.756	25.116	25.513
Insurance	0.000	12.207	7.351	8.067	9.199	9.723
Claims	26.652	26.604	27.455	28.255	28.947	29.765
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	39.121	62.933	31.237	37.785	34.031	31.914
Professional Services Contracts	32.280	57.886	40.838	41.143	42.194	42.050
Materials and Supplies	47.396	63.693	38.630	45.701	51.476	48.867
Other Business Expenses	4.018	5.188	4.667	4.809	5.207	5.333
Total Non-Labor Expenditures	\$178.451	\$254.767	\$177.680	\$193.554	\$198.314	\$195.434
<u>Other Expenditure Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$761.713	\$822.507	\$739.747	\$760.748	\$790.164	\$778.488
Net Cash Balance	(\$516.618)	(\$570.228)	(\$483.926)	(\$505.013)	(\$533.109)	(\$521.636)

MTA BUS COMPANY
July Financial Plan 2020 - 2023
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Cash Flow Adjustments						
Receipts						
Farebox Revenue	(\$1.056)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.470	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(0.151)	5.383	5.376	5.362	5.570	5.500
Total Receipts	(\$0.737)	\$5.383	\$5.376	\$5.362	\$5.570	\$5.500
Expenditures						
Labor:						
Payroll	(\$2.417)	(\$1.379)	(\$1.538)	\$0.406	\$0.419	\$0.419
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(0.944)	(5.600)	(0.001)	0.000	(0.001)	(0.001)
OPEB Current Payments	(2.007)	0.000	0.000	0.000	0.000	0.000
Pension	0.251	0.174	0.174	0.176	0.181	0.181
Other Fringe Benefits	5.663	15.177	15.177	15.179	15.184	15.184
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.547	\$8.372	\$13.812	\$15.761	\$15.784	\$15.784
Non-Labor:						
Electric Power	(\$0.051)	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.077	1.423	1.423	(0.001)	0.000	0.000
Insurance	5.557	(5.900)	0.000	0.000	0.000	0.000
Claims	35.145	34.732	35.580	36.457	37.408	38.223
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(9.484)	(13.712)	1.489	(0.001)	0.000	0.000
Professional Services Contracts	(3.812)	(6.900)	0.000	0.000	0.000	0.000
Materials and Supplies	(3.391)	(7.701)	0.000	0.000	0.001	0.001
Other Business Expenses	0.028	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$24.069	\$1.943	\$38.492	\$36.455	\$37.408	\$38.222
Other Expenditure Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$24.616	\$10.315	\$52.304	\$52.216	\$53.192	\$54.006
Total Cash Conversion Adjustments before Depreciation	\$23.878	\$15.698	\$57.680	\$57.578	\$58.762	\$59.506
Depreciation	\$53.021	\$54.341	\$54.341	\$54.778	\$56.163	\$56.163
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	42.125	100.150	100.150	100.150	103.295	103.295
GASB 68 Pension Expense Adjustment	(14.107)	110.700	46.100	36.300	36.600	45.500
Environmental Remediation	0.218	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$105.135	\$280.889	\$258.271	\$248.806	\$254.819	\$264.463

MTA BUS COMPANY
2019 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime Hours and Expenses
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
Scheduled Service	658,444	\$26.352	42.2%
Unscheduled Service	133,555	5.850	9.4%
Programmatic/Routine Maintenance	272,846	11.427	18.3%
Unscheduled Maintenance	0	0.000	-
Vacancy/Absentee Coverage	308,065	16.603	26.6%
Weather Emergencies	45,129	1.726	2.8%
Safety/Security/Law Enforcement	3,127	0.166	0.3%
Other	3,316	0.280	0.4%
Subtotal	1,424,482	\$62.403	100.0%
REIMBURSABLE OVERTIME	0	\$0.000	
TOTAL OVERTIME	1,424,482	\$62.403	

MTA BUS COMPANY
2020 Preliminary Budget
July Financial Plan 2020 – 2023
Year-to-Year Changes by Category-Baseline

TOTAL REVENUE/RECEIPTS

Farebox Revenue

- MTA Bus Farebox Revenue is tied to annual growth forecasts based largely on the regional economy and updated NYC employment projections.
- Changes in Farebox Revenue are as follows: increases of \$3.8 million or 1.7% in 2020, a decrease of \$0.9 million or 0.4% in 2021, increase of \$0.1 million in 2022, and a decrease of \$0.3 million or 0.1% in 2023.

Other Operating Revenue

- Year-to-Year increases in Other Operating Revenue are as follows: \$0.1 million in 2020, \$0.7 million in 2021, \$0.8 million in 2022, and \$0.1 million in 2023. 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 decrease by \$0.2 million in 2020, increase by \$0.5 million in 2021 and \$18.5 million in 2022, and decrease \$8.6 million in 2023.
- 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 was 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 decrease by \$4.4 million in 2020, increase by \$2.1 million in 2021 and \$2.6 million in 2022, and decrease by \$1.2 million in 2023. The year-to-year increases in 2021 and 2022 are mainly due to the impact of maintaining the aging 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 - 2023 are: 0.8 % in 2019, 6.1% in 2020, 4.3% in 2021, and 4.8% in 2022 and beyond.

Pension

- Pension expenses are projected to increase by \$0.2 million in 2020, and decrease by \$0.8 million in 2021, \$4.6 million in 2022, and \$3.5 million in 2023, 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: 0.7% in 2020, -3.8% in 2021, -2.1% in 2022 and 1.5% in 2023.

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 \$16.5 million in 2020 due to the end of various initiatives, including the Artic Bus loan program for the Q52 and Q53 SBS, facility WiFi, Bus Camera, Shop Program changes, and the reclassification of SBS Fare Equipment installation to Material & Supplies. Expenses increase by \$5.1 million in 2021 due to changes in the Shop Program, Bus Technology, and CPI factors; and then decrease by \$3.7 million in 2022 and \$2.1 million in 2023 due to changes in the Shop Program.

Professional Service Contracts

- Expenses decrease by \$10.1 million in 2020 primarily due to the reclassification of New Fare System expenses (scheduled for completion in 2019) from Material and Supplies, and remain virtually flat in each of the years 2021 through 2023.

Materials and Supplies

- Expenses are projected to decrease by \$17.4 million in 2020 due to the expected completion of fare equipment installation for SBS Routes, Bus Technology, and Shop Program changes. Partially offsetting these results are increases of \$7.1 million in 2021 due to changes in the Shop Program, and \$5.8 million in 2022 due to New Bus Material and changes in the Shop Program. Expenses are projected to decrease by \$2.6 million in 2023.

Other Business Expenses

- Expenses are relatively unchanged over the 2020 - 2023 plan period.

Depreciation (non-cash)

- Annual expense changes are due to projections of additional assets reaching beneficial use.

MTA BUS COMPANY
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Non-Reimbursable									
Operating Revenues									
Farebox Revenue	\$220.618	\$224.404	\$3.787	\$223.537	(\$0.867)	\$223.623	\$0.086	\$223.355	(\$0.268)
Other Operating Revenue	20.354	20.486	0.132	21.192	0.706	22.039	0.847	22.182	0.143
Total Revenues	\$240.972	\$244.890	\$3.919	\$244.729	(\$0.161)	\$245.663	\$0.933	\$245.537	(\$0.125)
Operating Expenses									
<u>Labor:</u>									
Payroll	\$281.872	\$281.688	\$0.184	\$282.161	(\$0.473)	\$300.672	(\$18.511)	\$292.072	\$8.599
Overtime	62.403	57.985	4.418	60.099	(2.113)	62.710	(2.611)	61.480	1.230
Health and Welfare	73.082	77.890	(4.808)	81.202	(3.311)	85.142	(3.940)	89.317	(4.176)
OPEB Current Payments	24.404	25.062	(0.658)	26.481	(1.419)	27.761	(1.281)	29.106	(1.344)
Pension	59.201	59.435	(0.234)	58.632	0.803	54.025	4.608	50.517	3.507
Other Fringe Benefits	71.349	70.284	1.066	70.778	(0.494)	73.607	(2.829)	72.634	0.973
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(1.003)	(0.897)	(0.106)	(0.906)	0.009	(0.935)	0.029	(0.932)	(0.003)
Total Labor Expenses	\$571.309	\$571.447	(\$0.138)	\$578.445	(\$6.998)	\$602.981	(\$24.536)	\$594.193	\$8.787
<u>Non-Labor:</u>									
Electric Power	\$1.846	\$1.956	(\$0.109)	\$2.038	(\$0.082)	\$2.144	(\$0.106)	\$2.267	(\$0.124)
Fuel	25.832	26.970	(1.137)	25.755	1.215	25.116	0.639	25.513	(0.397)
Insurance	6.307	7.351	(1.044)	8.067	(0.716)	9.199	(1.132)	9.723	(0.524)
Claims	61.336	63.035	(1.699)	64.711	(1.677)	66.356	(1.644)	67.988	(1.632)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	48.980	32.484	16.496	37.540	(5.056)	33.779	3.761	31.662	2.117
Professional Services Contracts	50.986	40.838	10.148	41.143	(0.306)	42.193	(1.050)	42.050	0.143
Materials and Supplies	55.112	37.749	17.363	44.811	(7.062)	50.559	(5.748)	47.950	2.609
Other Business Expenses	5.188	4.667	0.522	4.809	(0.142)	5.207	(0.398)	5.332	(0.125)
Total Non-Labor Expenses	\$255.588	\$215.049	\$40.539	\$228.875	(\$13.826)	\$234.552	(\$5.677)	\$232.486	\$2.066
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$826.897	\$786.496	\$40.401	\$807.320	(\$20.824)	\$837.533	(\$30.212)	\$826.679	\$10.853
Depreciation	\$54.341	\$54.341	\$0.000	\$54.778	(\$0.437)	\$56.163	(\$1.385)	\$56.163	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	100.150	100.150	0.000	100.150	0.000	103.295	(3.145)	103.295	0.000
GASB 68 Pension Expense Adjustment	110.700	46.100	64.600	36.300	9.800	36.600	(0.300)	45.500	(8.900)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$1,092.088	\$987.087	\$105.001	\$998.548	(\$11.461)	\$1,033.590	(\$35.042)	\$1,031.636	\$1.953
Net Surplus/(Deficit)	(\$851.117)	(\$742.197)	\$108.920	(\$753.819)	(\$11.622)	(\$787.927)	(\$34.108)	(\$786.099)	\$1.828

MTA BUS COMPANY
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast	Preliminary Budget	Change		Change		Change		Change
	2019	2020	2019 - 2020	2021	2020 - 2021	2022	2021 - 2022	2023	2022 - 2023
Reimbursable									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	5.925	5.554	(0.371)	5.644	0.090	5.823	0.179	5.815	(0.008)
Total Revenues	\$5.925	\$5.554	(\$0.371)	\$5.644	\$0.090	\$5.823	\$0.179	\$5.815	(\$0.008)
Operating Expenses									
<u>Labor:</u>									
Payroll	\$2.586	\$2.268	\$0.318	\$2.230	\$0.038	\$2.301	(\$0.071)	\$2.297	\$0.004
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	1.214	1.266	(0.052)	1.374	(0.108)	1.417	(0.043)	1.416	0.001
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	1.003	0.897	0.106	0.906	(0.009)	0.935	(0.029)	0.932	0.003
Total Labor Expenses	\$4.803	\$4.431	\$0.372	\$4.510	(\$0.079)	\$4.653	(\$0.143)	\$4.645	\$0.008
<u>Non-Labor:</u>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.242	0.242	(0.001)	0.244	(0.002)	0.252	(0.008)	0.252	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.881	0.881	(0.001)	0.890	(0.009)	0.918	(0.028)	0.918	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$1.122	\$1.123	(\$0.001)	\$1.134	(\$0.011)	\$1.170	(\$0.036)	\$1.170	\$0.000
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$5.925	\$5.554	\$0.371	\$5.644	(\$0.090)	\$5.823	(\$0.179)	\$5.815	\$0.008
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 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$5.925	\$5.554	\$0.371	\$5.644	(\$0.090)	\$5.823	(\$0.179)	\$5.815	\$0.008
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	Change 2021	Change 2020 - 2021	Change 2022	Change 2021 - 2022	Change 2023	Change 2022 - 2023
<u>Non-Reimbursable and Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$220.618	\$224.404	\$3.787	\$223.537	(\$0.867)	\$223.623	\$0.086	\$223.355	(\$0.268)
Other Operating Revenue	20.354	20.486	0.132	21.192	0.706	22.039	0.847	22.182	0.143
Capital and Other Reimbursements	5.925	5.554	(0.371)	5.644	0.090	5.823	0.179	5.815	(0.008)
Total Revenues	\$246.897	\$250.445	\$3.548	\$250.373	(\$0.072)	\$251.485	\$1.112	\$251.352	(\$0.133)
Operating Expenses									
<u>Labor:</u>									
Payroll	\$284.458	\$283.956	\$0.502	\$284.391	(\$0.435)	\$302.973	(\$18.582)	\$294.369	\$8.603
Overtime	62.403	57.985	4.418	60.099	(2.113)	62.710	(2.611)	61.480	1.230
Health and Welfare	74.296	79.157	(4.861)	82.576	(3.419)	86.559	(3.983)	90.734	(4.175)
OPEB Current Payments	24.404	25.062	(0.658)	26.481	(1.419)	27.761	(1.281)	29.106	(1.344)
Pension	59.201	59.435	(0.234)	58.632	0.803	54.025	4.608	50.517	3.507
Other Fringe Benefits	71.349	70.284	1.066	70.778	(0.494)	73.607	(2.829)	72.634	0.973
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$576.112	\$575.878	\$0.234	\$582.955	(\$7.077)	\$607.634	(\$24.679)	\$598.839	\$8.795
<u>Non-Labor:</u>									
Electric Power	\$1.846	\$1.956	(\$0.109)	\$2.038	(\$0.082)	\$2.144	(\$0.106)	\$2.267	(\$0.124)
Fuel	25.832	26.970	(1.137)	25.755	1.215	25.116	0.639	25.513	(0.397)
Insurance	6.307	7.351	(1.044)	8.067	(0.716)	9.199	(1.132)	9.723	(0.524)
Claims	61.336	63.035	(1.699)	64.711	(1.677)	66.356	(1.644)	67.988	(1.632)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	49.221	32.726	16.496	37.784	(5.058)	34.031	3.753	31.914	2.117
Professional Services Contracts	50.986	40.838	10.148	41.143	(0.306)	42.193	(1.050)	42.050	0.143
Materials and Supplies	55.992	38.630	17.362	45.701	(7.071)	51.477	(5.776)	48.868	2.609
Other Business Expenses	5.188	4.667	0.522	4.809	(0.142)	5.207	(0.398)	5.332	(0.125)
Total Non-Labor Expenses	\$256.710	\$216.172	\$40.538	\$230.009	(\$13.837)	\$235.722	(\$5.713)	\$233.656	\$2.066
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adj.	\$832.822	\$792.050	\$40.772	\$812.964	(\$20.914)	\$843.356	(\$30.392)	\$832.495	\$10.861
Depreciation	\$54.341	\$54.341	\$0.000	\$54.778	(\$0.437)	\$56.163	(\$1.385)	\$56.163	\$0.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	100.150	100.150	0.000	100.150	0.000	103.295	(3.145)	103.295	0.000
GASB 68 Pension Expense Adjustment	110.700	46.100	64.600	36.300	9.800	36.600	(0.300)	45.500	(8.900)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adj.	\$1,098.013	\$992.641	\$105.372	\$1,004.192	(\$11.551)	\$1,039.413	(\$35.221)	\$1,037.452	\$1.961
Net Surplus/(Deficit)	(\$851.117)	(\$742.197)	\$108.920	(\$753.819)	(\$11.622)	(\$787.928)	(\$34.109)	(\$786.100)	\$1.828

MTA BUS COMPANY
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
<u>Cash Receipts and Expenditures</u>									
Receipts									
Farebox Revenue	\$220.618	\$224.404	\$3.787	\$223.537	(\$0.867)	\$223.623	\$0.086	\$223.355	(\$0.268)
Other Operating Revenue	20.354	20.486	0.132	21.192	0.706	22.039	0.847	22.182	0.143
Capital and Other Reimbursements	11.308	10.930	(0.378)	11.006	0.076	11.393	0.387	11.315	(0.078)
Total Receipts	\$252.280	\$255.821	\$3.541	\$255.735	(\$0.086)	\$257.055	\$1.320	\$256.852	(\$0.203)
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$285.837	\$285.494	\$0.343	\$283.985	\$1.509	\$302.553	(\$18.569)	\$293.950	\$8.603
Overtime	62.403	57.985	4.418	60.099	(2.113)	62.710	(2.611)	61.480	1.230
Health and Welfare	79.896	79.158	0.738	82.576	(3.418)	86.560	(3.984)	90.734	(4.175)
OPEB Current Payments	24.404	25.062	(0.658)	26.481	(1.419)	27.761	(1.280)	29.105	(1.344)
Pension	59.027	59.261	(0.234)	58.456	0.805	53.843	4.613	50.336	3.507
Other Fringe Benefits	56.172	55.107	1.066	55.599	(0.492)	58.423	(2.824)	57.449	0.973
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$567.740	\$562.066	\$5.674	\$567.194	(\$5.128)	\$591.850	(\$24.656)	\$583.055	\$8.795
<u>Non-Labor Expenditures:</u>									
Electric Power	\$1.846	\$1.956	(\$0.109)	\$2.038	(\$0.082)	\$2.144	(\$0.106)	\$2.268	(\$0.124)
Fuel	24.409	25.547	(1.137)	25.756	(0.209)	25.116	0.640	25.513	(0.397)
Insurance	12.207	7.351	4.856	8.067	(0.716)	9.199	(1.132)	9.723	(0.524)
Claims	26.604	27.455	(0.851)	28.255	(0.799)	28.947	(0.693)	29.765	(0.818)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	62.933	31.237	31.696	37.785	(6.548)	34.031	3.754	31.914	2.117
Professional Services Contracts	57.886	40.838	17.048	41.143	(0.306)	42.194	(1.050)	42.050	0.143
Materials and Supplies	63.693	38.630	25.063	45.701	(7.071)	51.476	(5.775)	48.867	2.609
Other Business Expenses	5.188	4.667	0.522	4.809	(0.142)	5.207	(0.398)	5.333	(0.125)
Total Non-Labor Expenditures	\$254.767	\$177.680	\$77.087	\$193.554	(\$15.874)	\$198.314	(\$4.760)	\$195.434	\$2.881
<u>Other Expenditure Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$822.507	\$739.747	\$82.761	\$760.748	(\$21.001)	\$790.164	(\$29.416)	\$778.488	\$11.676
Net Cash Surplus/(Deficit)	(\$570.228)	(\$483.926)	\$86.301	(\$505.013)	(\$21.087)	(\$533.109)	(\$28.096)	(\$521.636)	\$11.472

MTA BUS COMPANY
2020 Preliminary Budget
July Financial Plan 2020 – 2023
Summary of Major Plan-to-Plan Changes by Generic Category

2019: Mid-Year Forecast vs. Adopted Budget

Operating Revenue Changes

Operating Revenues are projected to decrease from the Adopted Budget by \$1.1 million.

Major generic category changes include:

- A decrease of \$0.8 million in Farebox Revenue due to lower ridership because of winter storms in the first quarter of 2019 and the effect of the April 2019 fare increase.
- A decrease of \$0.3 million in Other Operating Revenue due to lower advertising revenue projections.

Operating Expense Changes

Total Expenses before Depreciation & GASB Adjustment decreased from the Adopted Budget by \$3.7 million.

Major generic category changes include:

- Payroll is projected to decrease by \$3.2 million due to the MTA hiring freeze and Enterprise Asset Management (EAM) savings.
- Overtime is projected to increase by \$0.1 million primarily due to new needs.
- Health & Welfare/OPEB current payment expenses are projected to decrease \$4.5 million based on the latest rates and lower headcount.
- Pension expenses are projected to increase by \$3.5 million based on the latest third-party actuarial report.
- Fuel expenses are projected to decrease by \$1.7 million because of revised forecast assumptions.
- Maintenance and Other Operating Contract expenses are projected to decrease by \$1.5 million primarily due to Central Maintenance Facility (CMF) efficiencies.
- Professional Service Contract expenses are projected to increase by \$12.0 million due to the Bus Technology Program and the reclassification of New Fare System expenses from Material and Supplies.
- Material and Supplies expenses are projected to decrease by \$7.5 million due to the reclassification of New Fare System expenses to Professional Services.

2020 - 2022 July Financial Plan vs. February Financial Plan

Operating Revenue Changes

Non–Reimbursable Operating Revenues are projected to increase from the February Financial Plan by \$2.1 million in 2020 – 2022.

Major generic category changes include:

- Farebox Revenue increased by \$2.4 million in 2020, \$2.5 million in 2021, and \$2.4 million in 2022 due to the April 2019 fare increase.
- Other Operating Revenue decreased by \$0.3 million in 2020-2022 due to lower advertising revenue.

Operating Expense Changes

Non–Reimbursable Total Expenses before Depreciation & GASB Adjustments increase from the February Plan by \$5.5 million in 2020 and 2021, and \$2.1 million in 2022.

Major generic category changes include:

- Payroll is projected to decrease by \$2.0 million in 2020, \$2.1 million in 2021 and 2022, primarily due to changes in the Shop Program, Bus Operator Relief, and maintenance hourly reductions programs.
- Overtime is projected to increase by \$0.6 million in 2020, and remain relatively flat in 2021 and 2022, primarily due to requirements for the overage fleet.
- Health & Welfare/OPEB current payment expenses are based on the latest projected inflation rates: 0.8% in 2019, 6.1% in 2020, 4.3% in 2021, and 4.8 % in 2022.
- Pension expenses, based on the current actuarial re-estimate are projected to increase by \$6.4 million in 2020, \$7.8 million in 2021, and \$8.3 million in 2022.
- Fuel expenses are projected to increase by \$0.8 million in 2020, by \$0.3 million in 2021, and decrease by \$0.1 million in 2022, due to revised forecast assumptions.
- Maintenance and Other Operating Contract expenses are projected to decrease by \$1.6 million in 2020, and by \$1.5 million in 2021 and 2022, primarily due to CMF Efficiencies.
- Professional Services Contracts expenses are projected to increase by \$3.9 million in 2020 and 2021, and \$4.2 million in 2022 primarily due to the Bus Technology Program.
- Materials and Supplies expenses are projected to increase by \$0.5 million in 2020 - 2022 mainly due to the changes in the Shop Program.
- Other Business Expenses are projected to decrease by \$0.7 million in 2020 – 2022 due to several BRPs resulting in reduced spending among a variety of OTPS categories.

Reimbursable Revenue and Expenses decreased by \$0.3 million in 2020-2022.

MTA Bus Company
July Financial Plan 2020 - 2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE

	2019	2020	2021	2022
February Financial Plan - Net Cash Surplus/(Deficit)	(\$531.569)	(\$480.526)	(\$501.609)	(\$533.083)
Baseline Changes				
Revenue				
Farebox Revenue	(\$0.786)	\$2.423	\$2.452	\$2.428
Vehicle Toll Revenue	-	-	-	-
Other Operating Revenue	(0.303)	(0.311)	(0.319)	(0.327)
Capital and Other Reimbursements	-	-	-	-
Total Revenue Changes	(\$1.089)	\$2.112	\$2.133	\$2.101
Expenses				
Labor:				
Payroll	\$3.214	\$2.018	\$2.057	\$2.099
Overtime	(0.102)	(0.628)	(0.029)	(0.029)
Health and Welfare	3.670	1.397	1.842	5.575
OPEB Current Payment	0.823	1.225	1.252	1.497
Pensions	(3.498)	(6.367)	(7.803)	(8.253)
Other Fringe Benefits	0.318	0.175	0.240	0.245
Reimbursable Overhead	-	(0.107)	(0.109)	(0.111)
Total Labor Expense Changes	\$4.425	(\$2.287)	(\$2.550)	\$1.024
Non-Labor:				
Electric Power	\$1.115	\$1.106	\$1.118	\$1.130
Fuel	1.704	(0.753)	(0.251)	0.063
Insurance	0.393	(0.486)	(0.652)	(0.798)
Claims	-	-	-	-
Paratransit Service Contracts	-	-	-	-
Maintenance and Other Operating Contracts	1.505	1.619	1.545	1.489
Professional Service Contracts	(12.022)	(3.936)	(3.913)	(4.242)
Materials & Supplies	7.476	(0.489)	(0.541)	(0.493)
Other Business Expenses	0.135	0.714	0.706	0.700
Total Non-Labor Expense Changes	(\$1.694)	(\$3.226)	(\$2.987)	(\$3.151)
Total Expenses before Depreciation and GASB Adjs.	\$3.731	(\$5.513)	(\$5.538)	(\$2.127)
Depreciation	-	-	-	-
OPEB Liability Adjustment	-	-	-	-
GASB 68 Pension Expense Adjustment	(24.800)	(17.900)	(17.600)	(17.400)
Environmental Remediation	-	-	-	-
Total Expense Changes	(\$21.069)	(\$23.413)	(\$23.138)	(\$19.527)
Cash Adjustment Changes				
Cash Timing	(\$41.300)	-	-	-
GASB 68 Pension Expense Adjustment	24.800	17.900	17.600	17.400
Total Expense Changes	(\$16.500)	\$17.900	\$17.600	\$17.400
Total Cash Adjustment Changes	(\$16.500)	\$17.900	\$17.600	\$17.400
Total Baseline Changes	(\$38.658)	(\$3.400)	(\$3.404)	(\$0.026)
July Financial Plan - Net Cash Surplus/(Deficit)	(\$570.227)	(\$483.926)	(\$505.013)	(\$533.109)

MTA Bus Company
July Financial Plan 2020 - 2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE	2019	2020	2021	2022
February Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes				
Revenue				
Farebox Revenue	-	-	-	-
Vehicle Toll Revenue	-	-	-	-
Capital and Other Reimbursements	-	(0.316)	(0.322)	(0.328)
Total Revenue Changes	\$0.000	(\$0.316)	(\$0.322)	(\$0.328)
Expenses				
Labor:				
Payroll	\$0.000	\$0.162	\$0.165	\$0.168
Overtime	-	-	-	-
Health and Welfare	-	0.048	0.048	0.049
OPEB Current Payment	-	-	-	-
Pensions	-	-	-	-
Other Fringe Benefits	-	-	-	-
Reimbursable Overhead	-	0.107	0.109	0.111
Total Labor Expense Changes	\$0.000	\$0.316	\$0.322	\$0.328
Non-Labor:				
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	-	-	-	-
Total Non-Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000
<i>Total Expenses before Depreciation and GASB Adjs.</i>	\$0.000	\$0.316	\$0.322	\$0.328
Depreciation				
Total Expense Changes	\$0.000	\$0.316	\$0.322	\$0.328
Cash Adjustment Changes				
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.000	(\$0.000)	\$0.000	\$0.000
July Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000

MTA Bus Company
July Financial Plan 2020 - 2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE

	2019	2020	2021	2022
February Financial Plan - Net Cash Surplus/(Deficit)	(\$531.569)	(\$480.526)	(\$501.609)	(\$533.083)
Baseline Changes				
Revenue				
Farebox Revenue	(\$0.786)	\$2.423	\$2.452	\$2.428
Vehicle Toll Revenue	-	-	-	-
Other Operating Revenue	(0.303)	(0.311)	(0.319)	(0.327)
Capital and Other Reimbursements	-	(0.316)	(0.322)	(0.328)
Total Revenue Changes	(\$1.089)	\$1.796	\$1.811	\$1.773
Expenses				
Labor:				
Payroll	\$3.214	\$2.180	\$2.222	\$2.267
Overtime	(0.102)	(0.628)	(0.029)	(0.029)
Health and Welfare	3.670	1.445	1.890	5.625
OPEB Current Payment	0.823	1.225	1.252	1.497
Pensions	(3.498)	(6.367)	(7.803)	(8.253)
Other Fringe Benefits	0.318	0.175	0.240	0.245
Reimbursable Overhead	-	-	-	-
Total Labor Expense Changes	\$4.425	(\$1.970)	(\$2.228)	\$1.352
Non-Labor:				
Electric Power	\$1.115	\$1.106	\$1.118	\$1.130
Fuel	1.704	(0.753)	(0.251)	0.063
Insurance	0.395	(0.486)	(0.652)	(0.798)
Claims	-	-	-	-
Paratransit Service Contracts	-	-	-	-
Maintenance and Other Operating Contracts	1.505	1.619	1.545	1.489
Professional Service Contracts	(12.022)	(3.936)	(3.913)	(4.242)
Materials & Supplies	7.476	(0.489)	(0.541)	(0.493)
Other Business Expenses	0.135	0.714	0.706	0.700
Total Non-Labor Expense Changes	(\$6.92)	(\$3.226)	(\$2.987)	(\$3.151)
Other Expenditure Adjustments:				
Other	-	-	-	-
Total Other Expenditure Adjustments	-	-	-	-
Gap Closing Actions:				
Total Gap Closing Actions	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$3.733	(\$5.196)	(\$5.215)	(\$1.799)
Depreciation	-	-	-	-
OPEB Liability Adjustment	-	-	-	-
GASB 68 Pension Expense Adjustment	(24.800)	(17.900)	(17.600)	(17.400)
Environmental Remediation	-	-	-	-
Total Expense Changes	(\$21.067)	(\$23.096)	(\$22.815)	(\$19.199)
Cash Adjustment Changes				
Expenses				
Cash Timing	(\$41.300)	-	-	-
GASB 68 Pension Expense Adjustment	24.800	17.900	17.600	17.400
Cash Timing	(\$16.500)	\$17.900	\$17.600	\$17.400
Total Cash Adjustment Changes	(\$16.500)	\$17.900	\$17.600	\$17.400
Total Baseline Changes	(\$38.656)	(\$3.400)	(\$3.404)	(\$0.026)
July Financial Plan - Net Cash Surplus/(Deficit)	(\$570.225)	(\$483.926)	(\$505.013)	(\$533.109)

MTA BUS COMPANY
2020 Preliminary Budget
July Financial Plan 2020 – 2023
Summary of Major Plan-to-Plan Changes

2019: Mid-Year Forecast vs. Adopted Budget

Revenue Changes

Total Revenue decreases from the Adopted Budget by \$1.1 million.

Major changes include:

- A decrease of \$0.8 million in Farebox Revenue due to lower ridership because of winter storms in the first quarter of 2019 and lower ridership projections.
- A decrease of \$0.3 million in Farebox Revenue due to lower miscellaneous income

Expense Changes

Total Expenses increase from the Adopted Budget by \$21.1 million.

Major changes include:

- An unfavorable Pension Expense adjustment of \$4.0 million.
- Unfavorable CPI inflation resulting in costs of \$0.8 million.
- Favorable decrease of \$3.6 million for H&W.
- Favorable decrease of \$1.8 million for Fuel
- Program savings of \$2.8 million, mainly Spending Restriction / Hiring Savings
- GASB 68 Pension Adjustment cost of \$24.8 million.

Cash Adjustments

Cash Adjustments are projected to be unfavorable by \$16.5 million.

Major changes include:

- An unfavorable cash adjustment of \$16.5 million consisting of \$41.3 million in unfavorable cash timing from 2018, partially offset by a favorable GASB 68 Pension Adjustment of \$24.8 million.

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

Revenue Changes

Non–Reimbursable Total Revenue changes from the February Financial Plan result in an increase of \$2.1 million in 2020-2022.

Major changes include:

- Farebox Revenue increased by \$2.4 million in 2020, \$2.5 million in 2021, and \$2.4 million in 2022 due to the April 2019 fare increase.
- Other Operating Revenue decreased by \$0.3 million 2020-2022 due to lower advertising revenue.

Expense Changes

Non–Reimbursable Total Expenses increased by \$23.4 million in 2020, \$23.1 million in 2021, and \$19.5 million in 2022. Changes are due to the latest projected inflation rates, forecast assumptions, and other operating initiatives.

Major Program and changes include:

- Program Savings of \$0.9 million in 2020, \$1.9 million in 2021, and \$1.6 million in 2022, mainly due to CMF efficiencies, Workforce Development Reorganization and Pick Technology / Automation.
- A pension increase of \$6.6 million in 2020, \$8.2 million in 2021, and \$8.6 million in 2022, based on updated pension rates.
- Unfavorable CPI inflation assumptions resulting in a cost of \$1.3 million in 2020, \$1.1 million in 2021, and \$0.8 million in 2022, mainly from revised energy forecast and higher Material & Supplies expenses.
- Insurance increases of \$0.5 million in 2020, \$0.7 million in 2021, and \$0.8 million in 2022, based on updated projections.
- Health and Welfare decreases of \$2.0 million in 2020, \$2.5 million in 2021 and \$6.4 million in 2022, based on updated projection rates.
- GASB 68 Pension Adjustment costs of \$17.9 million in 2020, \$17.6 million in 2021, and \$17.4 million in 2022.

Reimbursable Revenue and Expenses decreased by \$0.3 million in 2020-2022 due to lower headcount.

MTA BUS COMPANY
July Financial Plan 2020 - 2023
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

TOTAL NON-REIMBURSABLE and REIMBURSABLE

	2019	2020	2021	2022
February Financial Plan - Net Cash Surplus/(Deficit)	(\$531.569)	(\$480.526)	(\$501.609)	(\$533.083)
Non-Reimbursable Major Changes				
Revenue				
Farebox Revenue	(0.786)	2.423	2.452	2.428
Other Operating Revenue	(0.303)	(0.311)	(0.319)	(0.327)
Sub-Total Non-Reimbursable Revenue Changes	(\$1.089)	\$2.112	\$2.133	\$2.101
Expenses				
Programs:				
Automated Fuel and Fluid Management System/Bus Tech	\$0.000	(\$0.770)	(\$0.440)	(\$0.594)
Automated Passenger Counting (APC)/Bus Tech	-	-	(0.020)	(0.063)
Bus Camera Security System/Video Data	-	(0.069)	(0.031)	(0.012)
Bus Trek	(0.007)	(0.007)	(0.007)	-
Intelligent Vehicle Network (IVN) New Contract	-	(0.294)	(0.217)	(0.222)
Depot Bus Locator	-	(0.023)	(0.012)	(0.012)
Model Upgrade/Antenna	(0.843)	-	(0.322)	(0.332)
Pull-Out, Pull-In	-	-	-	-
Pedestrian Turn Warning	(0.010)	(0.530)	(0.528)	(0.466)
Passenger Facing WiFi	(0.152)	(0.254)	(0.293)	(0.460)
Yard Trek	(0.007)	(0.007)	(0.007)	(0.007)
Storeroom Line Supervisor	(0.065)	(0.134)	(0.137)	(0.140)
KRONOS CLOCKS	-	-	-	-
2 Broadway Lease	(0.026)	(0.027)	(0.027)	(0.028)
HASTUS Upgrade	(0.903)	-	-	-
Toll/EZ Pass Increase	(1.000)	(1.020)	(1.042)	(1.066)
Shop Program- Artic Intervention	-	(0.832)	-	-
Shop Program - Brake Reline	(0.129)	(0.493)	(0.503)	(0.513)
CMO Efficiencies	-	0.100	0.101	0.104
Central Maintenance Facility (CMF) Efficiencies	-	1.837	1.870	1.907
Special Investigation Reorganization	-	0.381	-	-
OTPS	0.830	1.334	0.389	0.397
Workforce Development Reorganization	-	1.363	1.334	1.334
Pick Technology/Automation	-	0.226	1.389	1.417
Renewable Natural Gas	-	0.150	0.230	0.235
EAM	0.370	-	0.153	0.157
Spending Restriction / Hiring Freeze Savings	4.696	-	-	-
Sub-Total Programs	\$2.754	\$0.930	\$1.881	\$1.636
Major Re-estimates/Technical Adjustments/Other:				
Guidance - Insurance	\$0.395	(\$0.486)	(\$0.652)	(\$0.798)
CPI - Maintenance and Other Operating Contracts - CPI	0.050	0.105	0.050	0.015
CPI - Professional Service Contracts - CPI	0.039	0.098	0.046	0.008
CPI - Materials & Supplies - CPI	(0.882)	(0.893)	(1.021)	(0.976)
CPI - Other Business Expense - CPI	0.005	0.014	0.006	-
Fuel	1.819	(0.647)	(0.133)	0.193
H&W - H&W/OPEB	3.550	1.998	2.457	6.423
Pension	(3.997)	(6.632)	(8.171)	(8.629)
GASB 68	(24.800)	(17.900)	(17.600)	(17.400)
Sub-Total Non-Reimbursable Expense Changes	(\$23.821)	(\$24.343)	(\$25.018)	(\$21.164)
Total Non-Reimbursable Major Changes	(\$22.157)	(\$21.300)	(\$21.004)	(\$17.426)
Reimbursable Major Changes				
Revenue				
Reimbursement of Increased Expense Requirements	0.000	(0.316)	(0.322)	(0.328)
Sub-Total Reimbursable Revenue Changes	\$0.000	(\$0.316)	(\$0.322)	(\$0.328)
Expenses				
Facilities BRP	0.000	0.316	0.322	0.328
Sub-Total Reimbursable Expense Changes	\$0.000	\$0.316	\$0.322	\$0.328
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	(\$22.157)	(\$21.300)	(\$21.004)	(\$17.426)
Cash Adjustment Changes				
Cash Timing	(41.300)	-	-	-
GASB 68	24.800	17.900	17.600	17.400
Total Cash Adjustment Changes	(\$16.500)	\$17.900	\$17.600	\$17.400
Total Baseline Changes	(\$38.657)	(\$3.400)	(\$3.404)	(\$0.026)
July Financial Plan - Net Cash Surplus/(Deficit)	(\$570.226)	(\$483.926)	(\$505.013)	(\$533.109)

MTA BUS COMPANY
2020 Preliminary Budget
July Financial Plan 2020– 2023

RIDERSHIP / (UTILIZATION)

Ridership

The July 2019 Financial Plan ridership forecast assumes that the February – April 2019 weather-adjusted, bus ridership variance from budget (down 3.0%), will continue through the remainder of the year. Because of the year-to-date unfavorable all bus ridership results – and the effect of the April fare increase, the 2019 Mid-Year Forecast for ridership is 3.8 million lower than the Adopted Budget projection.

Ridership for 2020 is projected to decrease by 0.4% over 2019, due to the full year effect of the April 2019 fare increase. The resulting 2020 ridership is 4.5 million lower than the February Plan forecast due to the April 2019 fare increase and lower employment increases than projected in the February Plan.

Ridership forecasts for 2021 through 2023 are based on the revised 2020 ridership forecast. As the growth projection remains unchanged, the resulting ridership is expected to be 4.5 million lower than the February Plan in 2021-2023.

Revenue

Projected farebox revenue is \$0.8 million lower than the February Plan in 2019, \$2.4 million higher in 2020, \$2.5 million higher in 2021 and \$2.4 million higher in 2022. These changes reflect the effect of the April 2019 fare increase and are partially offset by lower ridership projections.

MTA BUS COMPANY
July Financial Plan 2020 - 2023
Ridership (Utilization)
(in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
--	----------------	------------------------------	-------------------------------	------	------	------

RIDERSHIP

Fixed Route	121.448	116.918	116.491	116.075	116.115	115.986
Total Ridership	121.448	116.918	116.491	116.075	116.115	115.986

FAREBOX REVENUE

Fixed Route Farebox Revenue	\$220.887	\$220.618	\$224.404	\$223.537	\$223.623	\$223.355
Farebox Revenue	\$220.887	\$220.618	\$224.404	\$223.537	\$223.623	\$223.355

MTA BUS COMPANY
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Summary
(\$ in millions)

Non-Reimbursable BRP

	Favorable/(Unfavorable)									
	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022	Pos.	2023
<u>Administration</u>										
Workforce Development Reorg	-	0.000	8	1.363	8	1.389	8	1.417	8	1.445
	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Administration	-	0.000	8	1.363	8	1.389	8	1.417	8	1.445
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
CMF Efficiencies	-	0.000	13	1.837	13	1.870	13	1.907	13	1.945
CMO Efficiencies	-	0.000	3	0.100	3	0.101	3	0.104	3	0.106
Subtotal Maintenance	-	0.000	16	1.936	16	1.971	16	2.011	16	2.051
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety</u>										
Special Investigation Reorganization	-	0.000	3	0.381	3	0.389	3	0.397	3	0.405
Subtotal Safety	-	0.000	3	0.381	3	0.389	3	0.397	3	0.405
<u>Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Security	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
Other Than Personal Services (OTPS)	-	0.830	-	1.334	-	1.334	-	1.334	-	1.334
Renewable Natural Gas	-	0.000	-	0.150	-	0.153	-	0.157	-	0.161
Pick Technology/Automation	-	0.000	-	0.226	-	0.230	-	0.235	-	0.239
Subtotal Other	-	0.830	-	1.710	-	1.717	-	1.726	-	1.733
Total	-	\$0.830	27	\$5.390	27	\$5.467	27	\$5.551	27	\$5.634

Reimbursable BRP

<u>Capital Program</u>										
Capital & Other Reimbursements Reduction	-	0.000	2	(0.316)	2	(0.322)	2	(0.328)	2	(0.336)
Reimbursable Expense Reduction	-	0.000	-	0.316	-	0.322	-	0.328	-	0.336
Total Reimbursable BRP	-	0.000	2	0.000	2	0.000	2	0.000	2	0.000

MTA BUS COMPANY
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Administration
Program: Workforce Development Reorganization

Background Details:	Workforce reorganization and consolidation of functions.
----------------------------	--

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	1/1/2020
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.363	\$1.389	\$1.417	\$1.445
<i>Total Positions Required:</i>	0	8	8	8	8

MTA BUS COMPANY
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Maintenance
Program: Central Maintenance Facility (CMF) Efficiencies

Background Details:	Reduce the number of buses being painted by 75%. Eliminate 1 Line Supervisor and 1 Superintendent on the hawk tour. Eliminate 1 Deputy Director.
----------------------------	--

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	1/1/2020
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$1.837	\$1.870	\$1.907	\$1.945
<i>Total Positions Required:</i>		13	13	13	13

MTA BUS COMPANY
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Maintenance
Program: CMO Efficiencies

Background Details:	Eliminate DTS program. Reinvest 4 Maintenance Training Superintendents. Eliminate the Field/Fleet Unit, reinvest 2 Superintendents.
----------------------------	---

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	1/1/2020
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.100	\$0.101	\$0.104	\$0.106

<i>Total Positions Required:</i>	3	3	3	3
<i>(List Title of Positions)</i>				
Line Supervisor				
Manager/Superintendent				

MTA BUS COMPANY
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Safety

Program: Special Investigation Reorganization

Background Details:	Disband Operations Support, merge ACO. Merge Command Operations with Security. Reduce 1 Confidential Secretary. Eliminate 1 Deputy Director
----------------------------	---

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	1/1/2020
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.381	\$0.389	\$0.397	\$0.405
<i>Total Positions Required:</i>		3	3	3	3

MTA BUS COMPANY
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Other Than Personal Services (OTPS)

Program: OTPS

Background Details:	Right sizing of accounts based on a review of 4 years of activity
----------------------------	---

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	1/1/2020
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.830	\$1.334	\$1.334	\$1.334	\$1.334
<i>Total Positions Required: (List Title of Positions)</i>	0	0	0	0	0

MTA BUS COMPANY
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Other
Program: Renewable Natural Gas (RNG)

Background Details:	The vendor will pay MTABC either 5% or Renewable Identification (RIN) value \$0.075/Gasoline gallon equivalent (GGE) for all RNG allocation.
----------------------------	--

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	1/1/2020
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.150	\$0.153	\$0.157	\$0.161
<i>Total Positions Required:</i>	0	0	0	0	0

MTA BUS COMPANY
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet

Category by Function: Other
Program: Pick Technology/Automation

Background Details:	Automation the current bus operator system Pick.
----------------------------	--

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	1/1/2020
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.226	\$0.230	\$0.235	\$0.239
<i>Total Positions Required:</i>	0	0	0	0	0

MTA BUS COMPANY
July Financial Plan 2020 - 2023
2019 Budget Reduction Plan Worksheet
REIMBURSABLE

Category by Function: Reimbursable

Program: Facilities BRP

Background Details:	Reduction in engineering staff responsible for design and construction oversight. Reduction in this position responsible for overseeing several access programs, handling tasks and reports for the budget and Administration Division, and NYCT DOB telephone coordinator.
----------------------------	---

Program Description/ Implementation Plan:		
Program Implementation Date:	When will savings begin?:	1/1/2020
	Are these savings recurring?:	Yes
Other Issues:		

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.000	\$0.316	\$0.322	\$0.328	\$0.336
<i>Total Positions Required:</i>	0	2	2	2	2

**MTA BUS COMPANY
2020 Preliminary Budget
July Financial Plan 2020 – 2023
Positions**

POSITION ASSUMPTIONS

2019: July Financial Plan vs. February Financial Plan

Total positions are projected to increase by 1, (all non-reimbursable). The changes are as follows:

New Needs (total increase of 1 FTE positions) include:

- 1 position – Storeroom Line Supervisor

(This initiative is summarized at the beginning of the introductory narrative.)

2020: July Financial Plan vs. February Financial Plan

Total positions are projected to decrease by 26. The changes are as follows:

New Needs (total increase of 1 FTE position) include:

- 1 position – Storeroom Line Supervisor

(This initiative is summarized at the beginning of the introductory narrative.)

BRPs (total decrease of 27 positions) include:

- -13 positions – Central Facility Efficiencies (CMF)
- -8 positions – Workforce Development Reorganization
- -3 positions – CMO Efficiencies
- -3 positions – Special Investigations

Other increases (total increase of 2 positions) include:

- 2 positions – Shop Brake Relines

Other decreases (total decrease of 2 positions) include:

- -2 positions – Facilities (Reimbursable positions)

2021: July Financial Plan vs. February Financial Plan

Total positions are projected to decrease by 26. The changes are as follows:

New Needs (total increase of 1 FTE positions) include:

- 1 position – Storeroom Line Supervisor

(This initiative is summarized at the beginning of the introductory narrative.)

BRPs (total decrease of 27 positions) include:

- -13 positions – Central Facility Efficiencies (CMF)
- -8 positions – Workforce Development Reorganization
- -3 positions – CMO Efficiencies
- -3 positions – Special Investigations

Other increases (total increase of 2 positions) include:

- 2 positions – Shop Break Relines

Other decreases (total of 2 positions) include:

- -2 positions – Facilities (Reimbursable positions)

2022: July Financial Plan vs. February Financial Plan

Total positions are projected to decrease by 26. The changes are as follows:

New Needs (total increase of 1 FTE position) include:

- 1 position – Storeroom Line Supervisor

(This initiative is summarized at the beginning of the introductory narrative.)

BRPs (total decrease of 27 positions) include:

- -13 positions – Central Facility Efficiencies (CMF)
- -8 positions – Workforce Development Reorganization
- -3 positions – CMO Efficiencies
- -3 positions – Special Investigations

Other increases (total increase of 2 positions) include:

- 2 positions – Shop Break Relines

Other decreases (total of 2 positions) include:

- -2 positions – Facilities (Reimbursable positions)

Year-to-Year Changes

2020 over 2019:

Total positions decrease by 69. The changes are as follows:

- Decrease of 43 for Express Bus Service BRP
- Decrease of 13 positions for CMF Efficiencies
- Decrease of 8 positions in Workforce Development
- Decrease of 3 positions for CMO Efficiencies
- Decrease of 3 positions in special Investigation
- Decrease of 2 positions in Facilities
- Increase of 1 position for Storeroom Line Supervisors
- Increase of 2 positions for CMF Break Relines

2021 over 2020:

Total positions decrease by 27. The changes are as follows:

- Decrease of 2 positions in Facilities
- Decrease of 25 positions for Shop Programs

2022 over 2021:

Total positions increase by 130. The changes are as follows:

- Increase of 130 positions for Shop Programs

2023 over 2022:

Total positions decrease by 109. The changes are as follows:

Decrease of 109 positions for Shop Program

MTA BUS COMPANY				
July Financial Plan 2020-2023				
Favorable/(Unfavorable)				
Total Position Changes at a Glance				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>
2019 February Plan - Total Baseline Positions¹	3,915	3,873	3,846	3,976
Total Plan-to-Plan Changes	<u>(1)</u>	<u>26</u>	<u>26</u>	<u>26</u>
2019 July Plan - Total Baseline Positions¹	3,916	3,847	3,820	3,950
Total Year-to-Year Changes, July Plan		69	27	(130)

Total Plan-to-Plan Changes by Reporting Category:				
<i>Non-Reimbursable</i>	(1)	24	24	24
<i>Reimbursable</i>	0	2	2	2
Total	(1)	26	26	26
<i>Full-Time</i>	(1)	26	26	26
<i>Full-Time Equivalentts</i>	0	0	0	0
Total	(1)	26	26	26
<i>By Function Category</i>				
- Administration	2	10	11	11
- Operations	(9)	(9)	(9)	(9)
- Maintenance	6	21	20	20
- Engineering/Capital	0	2	2	2
- Public Safety	0	2	2	2
Total	(1)	26	26	26
<i>By Occupational Group</i>				
- Managers/Supervisors	(1)	12	12	12
- Professional, Technical, Clerical	0	5	5	5
- Operational Hourlies	0	9	9	9
Total	(1)	26	26	26

Total Plan-to-Plan Changes by Major Category:				
<i>2019 BRPs²</i>	0	27	27	27
<i>New Needs</i>	(1)	(1)	(1)	(1)
<i>Change in Reimbursable Positions³</i>	0	2	2	2
<i>Re-estimates & All Other⁴</i>	0	(2)	(2)	(2)
Total	(1)	26	26	26

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

² Non-Reimbursable only.

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

⁴ Includes Full-time Equivalentts .

MTA BUS COMPANY
July Financial Plan 2020 - 2023
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	2018	2019	2020	2021	2022	2023
	Actual	Mid-Year Forecast	Preliminary Budget			
Administration						
Office of the EVP	3	3	3	3	3	3
Human Resources	21	22	21	21	21	21
Office of Management and Budget	15	16	16	16	16	16
Materiel	16	17	17	17	17	17
Controller	19	19	19	19	19	19
Office of the President	4	4	4	4	4	4
System Safety Administration	1	5	5	5	5	5
Law	23	25	25	25	25	25
Corporate Communications	-	-	-	-	-	-
Strategic Office	25	30	23	23	23	23
Labor Relations	-	-	-	-	-	-
Non Departmental	-	3	6	4	9	3
Total Administration	127	144	139	137	142	136
Operations						
Buses	2,313	2,303	2,266	2,266	2,266	2,272
Office of the Executive Vice President, Regional	4	4	4	4	4	4
Safety & Training	78	64	65	65	65	65
Road Operations	124	141	141	141	141	141
Transportation Support	25	22	22	22	22	22
Operations Planning	33	34	34	34	34	33
Revenue Control	6	7	6	6	6	6
Total Operations	2,583	2,575	2,538	2,538	2,538	2,543
Maintenance						
Buses	750	725	713	713	713	713
Maintenance Support/CMF	262	236	222	199	324	216
Facilities	74	80	83	81	81	81
Supply Logistics	100	104	104	104	104	104
Total Maintenance	1,186	1,145	1,122	1,097	1,222	1,114
Engineering/Capital						
Capital Program Management	27	37	35	35	35	35
Public Safety						
Office of the Senior Vice President	13	15	13	13	13	13
Total Positions	3,936	3,916	3,847	3,820	3,950	3,841
Non-Reimbursable	3,899	3,876	3,809	3,782	3,912	3,803
Reimbursable	37	40	38	38	38	38
Total Full-Time	3,925	3,898	3,829	3,802	3,932	3,823
Total Full-Time Equivalents	11	18	18	18	18	18

MTA BUS COMPANY
July Financial Plan 2020 - 2023
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Administration						
Managers/Supervisors	54	64	58	57	57	57
Professional/Technical/Clerical	73	78	76	76	76	76
Operational Hourlies	0	2	5	4	9	3
Total Administration Headcount	127	144	139	137	142	136
Operations						
Managers/Supervisors	309	315	316	316	316	315
Professional/Technical/Clerical	50	44	44	44	44	44
Operational Hourlies	2,224	2,216	2,178	2,178	2,178	2,184
Total Operations Headcount	2,583	2,575	2,538	2,538	2,538	2,543
Maintenance						
Managers/Supervisors	242	243	236	236	236	236
Professional/Technical/Clerical	35	33	33	31	31	31
Operational Hourlies	909	869	853	830	955	847
Total Maintenance Headcount	1,186	1,145	1,122	1,097	1,222	1,114
Engineering / Capital						
Managers/Supervisors	14	21	21	21	21	21
Professional/Technical/Clerical	13	16	14	14	14	14
Operational Hourlies	0	0	0	0	0	0
Total Engineering Headcount	27	37	35	35	35	35
Public Safety						
Managers/Supervisors	7	9	8	8	8	8
Professional/Technical/Clerical	6	6	5	5	5	5
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	13	15	13	13	13	13
Total Positions						
Managers/Supervisors	626	652	639	638	638	637
Professional/Technical/ Clerical	177	177	172	170	170	170
Operational Hourlies	3,133	3,087	3,036	3,012	3,142	3,034
Total Positions	3,936	3,916	3,847	3,820	3,950	3,841

[THIS PAGE INTENTIONALLY LEFT BLANK]

Staten Island Railway

MTA STATEN ISLAND RAILWAY
2020 Preliminary Budget
July Financial Plan 2020 - 2023

FINANCIAL OVERVIEW

The 2019 Mid-Year Forecast, 2020 Preliminary Budget, and projections for the years 2021 to 2023 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.

During this financial plan process, a management determination of key priority requirements was undertaken in support of SIR over the next several years. It is expected that these requirements, once fully reviewed, will be incorporated in the 2019 November Financial Plan.

This July 2019 Financial Plan includes the following changes:

Ridership is projected to decrease from the February Plan by 0.213 million in 2019, 0.226 million in 2020, 0.227 million in 2021, and 0.224 million in 2022, due mostly to a recent negative ridership trend and the impact of a fare increase, effective in April. Part of the negative ridership trend in 2019 has been due to weekend shutdowns to perform maintenance.

- Ridership is projected to decrease below the February Financial Plan by 0.213 million in 2019, based on lower than budgeted ridership growth in January through April 2019.
- The 2020-2023 ridership forecast projects a 0% growth rate. The February Plan used a growth factor ranging from -0.03% to 0.3%, resulting in lower overall ridership in the July Plan compared with the February Plan.

Farebox Revenue is projected to decrease from the February Plan by a net \$0.123 million in 2019, \$0.146 million in 2020, \$0.148 million in 2021, and \$0.144 million in 2022. The positive impacts from the 2019 fare increase of \$0.240 million in 2019, \$0.283 million in 2020, and \$0.282 million in 2021 and 2022 are more than offset by the projected negative ridership impacts of \$0.363 million in 2019, \$0.429 million in 2020, \$0.430 million in 2021, and \$0.426 million in 2022.

Health & Welfare savings are projected at \$0.500 million for each plan year, which is based on the execution of the "market check", a provision in the Prescription Benefit Manager Express Scripts International contract, which when performed enables the agency to benefit from drug pricing in the marketplace.

MTA STATEN ISLAND RAILWAY
July Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
<u>Non-Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$6.861	\$6.918	\$6.937	\$6.912	\$6.915	\$6.900
Other Operating Revenue	2.615	2.468	2.468	2.469	2.469	2.470
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$9.476	\$9.386	\$9.405	\$9.381	\$9.384	\$9.370
Operating Expense						
<u>Labor:</u>						
Payroll	\$24.407	\$25.221	\$24.082	\$24.553	\$25.032	\$25.518
Overtime	3.509	2.709	2.087	1.956	1.962	1.983
Health and Welfare	5.731	6.369	6.261	6.599	6.956	7.312
OPEB Current Payments	2.544	2.585	2.692	2.824	2.964	3.109
Pension	7.876	7.316	6.812	6.413	5.715	5.926
Other Fringe Benefits	4.714	5.363	5.295	5.383	5.474	5.561
Reimbursable Overhead	(1.442)	(0.861)	(0.379)	(0.386)	(0.394)	(0.402)
Total Labor Expenses	\$47.339	\$48.702	\$46.850	\$47.342	\$47.709	\$49.007
<u>Non-Labor:</u>						
Electric Power	\$4.375	\$4.404	\$4.512	\$4.646	\$4.824	\$5.099
Fuel	0.292	0.220	0.207	0.207	0.229	0.252
Insurance	1.058	1.232	1.201	1.271	1.269	1.231
Claims	1.204	0.088	0.090	0.093	0.095	0.086
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.825	4.582	2.382	2.210	2.234	2.311
Professional Services Contracts	0.962	1.041	1.061	1.084	1.104	1.122
Materials and Supplies	3.072	3.174	2.134	1.704	1.713	1.194
Other Business Expenses	0.405	1.255	0.730	0.029	0.028	0.027
Total Non-Labor Expenses	\$12.193	\$15.996	\$12.317	\$11.244	\$11.496	\$11.322
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$59.532	\$64.698	\$59.167	\$58.586	\$59.205	\$60.329
Depreciation	\$12.265	\$12.000	\$12.000	\$12.000	\$12.000	\$17.500
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	3.042	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	(2.374)	0.500	(0.100)	(1.100)	(1.100)	(1.200)
Environmental Remediation	1.973	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$74.439	\$84.698	\$78.567	\$76.986	\$77.605	\$84.129
Net Surplus/(Deficit)	(\$64.963)	(\$75.312)	(\$69.162)	(\$67.605)	(\$68.221)	(\$74.759)

MTA STATEN ISLAND RAILWAY
July Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	3.624	4.555	4.576	4.664	4.754	4.850
Total Revenues	\$3.624	\$4.555	\$4.576	\$4.664	\$4.754	\$4.850
Operating Expense						
Labor:						
Payroll	\$0.864	\$1.732	\$2.300	\$2.345	\$2.391	\$2.440
Overtime	0.798	1.000	0.900	0.900	0.900	0.900
Health and Welfare	0.000	0.279	0.300	0.322	0.345	0.369
OPEB Current Payments	0.005	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.122	0.124	0.127	0.129	0.132
Other Fringe Benefits	0.000	0.561	0.573	0.584	0.595	0.607
Reimbursable Overhead	1.443	0.861	0.379	0.386	0.394	0.402
Total Labor Expenses	\$3.110	\$4.555	\$4.576	\$4.664	\$4.754	\$4.850
Non-Labor:						
Electric Power	\$0.021	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.022	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.470	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.513	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$3.624	\$4.555	\$4.576	\$4.664	\$4.754	\$4.850
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
July Financial Plan 2020 - 2023
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$6.861	\$6.918	\$6.937	\$6.912	\$6.915	\$6.900
Other Operating Revenue	2.615	2.468	2.468	2.469	2.469	2.470
Capital and Other Reimbursements	3.624	4.555	4.576	4.664	4.754	4.850
Total Revenues	\$13.100	\$13.941	\$13.981	\$14.045	\$14.138	\$14.220
Operating Expense						
<u>Labor:</u>						
Payroll	\$25.271	\$26.953	\$26.382	\$26.898	\$27.423	\$27.958
Overtime	4.307	3.709	2.987	2.856	2.862	2.883
Health and Welfare	5.731	6.648	6.561	6.921	7.301	7.681
OPEB Current Payments	2.549	2.585	2.692	2.824	2.964	3.109
Pension	7.876	7.438	6.936	6.540	5.844	6.058
Other Fringe Benefits	4.714	5.924	5.868	5.967	6.069	6.168
Reimbursable Overhead	0.001	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$50.450	\$53.257	\$51.426	\$52.006	\$52.463	\$53.857
<u>Non-Labor:</u>						
Electric Power	\$4.397	\$4.404	\$4.512	\$4.646	\$4.824	\$5.099
Fuel	0.292	0.220	0.207	0.207	0.229	0.252
Insurance	1.058	1.232	1.201	1.271	1.269	1.231
Claims	1.204	0.088	0.090	0.093	0.095	0.086
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.825	4.582	2.382	2.210	2.234	2.311
Professional Services Contracts	0.984	1.041	1.061	1.084	1.104	1.122
Materials and Supplies	3.542	3.174	2.134	1.704	1.713	1.194
Other Business Expenses	0.405	1.255	0.730	0.029	0.028	0.027
Total Non-Labor Expenses	\$12.706	\$15.996	\$12.317	\$11.244	\$11.496	\$11.322
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$63.156	\$69.253	\$63.743	\$63.250	\$63.959	\$65.179
Depreciation	\$12.265	\$12.000	\$12.000	\$12.000	\$12.000	\$17.500
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	3.042	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	(2.374)	0.500	(0.100)	(1.100)	(1.100)	(1.200)
Environmental Remediation	1.973	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$78.062	\$89.253	\$83.143	\$81.650	\$82.359	\$88.979
Net Surplus/(Deficit)	(\$64.963)	(\$75.312)	(\$69.162)	(\$67.605)	(\$68.221)	(\$74.759)

MTA STATEN ISLAND RAILWAY
July Financial Plan 2020 - 2023
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$6.862	\$6.918	\$6.937	\$6.912	\$6.915	\$6.900
Other Operating Revenue	2.323	2.468	2.468	2.469	2.469	2.470
Capital and Other Reimbursements	2.560	4.556	4.575	4.664	4.755	4.850
Total Receipts	\$11.745	\$13.942	\$13.980	\$14.045	\$14.139	\$14.220
Expenditures						
<u>Labor:</u>						
Payroll	\$24.151	\$26.953	\$26.382	\$26.898	\$27.423	\$27.958
Overtime	3.921	3.709	2.987	2.856	2.862	2.883
Health and Welfare	6.250	6.648	6.561	6.921	7.301	7.681
OPEB Current Payments	1.103	2.585	2.692	2.824	2.964	3.109
Pension	7.876	7.438	6.936	6.540	5.844	6.058
Other Fringe Benefits	4.487	5.924	5.868	5.967	6.069	6.168
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$47.788	\$53.257	\$51.426	\$52.006	\$52.463	\$53.857
<u>Non-Labor:</u>						
Electric Power	\$5.013	\$4.404	\$4.512	\$4.646	\$4.824	\$5.099
Fuel	0.109	0.220	0.207	0.208	0.228	0.252
Insurance	0.855	1.232	1.201	1.271	1.269	1.231
Claims	0.201	0.088	0.090	0.093	0.095	0.086
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.409	4.582	2.382	2.210	2.234	2.311
Professional Services Contracts	0.495	1.041	1.061	1.084	1.104	1.122
Materials and Supplies	4.117	3.174	2.134	1.704	1.713	1.195
Other Business Expenses	0.115	1.255	0.730	0.030	0.029	0.027
Total Non-Labor Expenditures	\$15.313	\$15.996	\$12.317	\$11.246	\$11.496	\$11.323
<u>Other Expenditure Adjustments:</u>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$63.101	\$69.253	\$63.743	\$63.252	\$63.959	\$65.180
Net Cash Balance	(\$51.356)	(\$55.311)	(\$49.763)	(\$49.207)	(\$49.820)	(\$50.960)

MTA STATEN ISLAND RAILWAY
July Financial Plan 2020 - 2023
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$0.001	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	(0.292)	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(1.064)	0.001	(0.001)	0.000	0.001	0.000
Total Receipts	(\$1.354)	\$0.001	(\$0.001)	\$0.000	\$0.001	\$0.000
Expenditures						
Labor:						
Payroll	\$1.119	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.386	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(0.519)	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	1.446	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.227	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	0.001	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$2.662	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Non-Labor:						
Electric Power	(\$0.616)	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.183	0.000	0.000	(0.001)	0.001	0.000
Insurance	0.203	0.000	0.000	0.000	0.000	0.000
Claims	1.003	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(3.583)	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.489	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	(0.575)	0.000	0.000	0.000	0.000	(0.001)
Other Business Expenses	0.290	0.000	0.000	(0.001)	(0.001)	0.000
Total Non-Labor Expenditures	(\$2.607)	\$0.000	\$0.000	(\$0.002)	\$0.000	(\$0.001)
Other Expenditure Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$0.054	\$0.000	\$0.000	(\$0.002)	\$0.000	(\$0.001)
Total Cash Conversion Adjustments before Depreciation	(\$1.300)	\$0.001	(\$0.001)	(\$0.002)	\$0.001	(\$0.001)
Depreciation	\$12.265	\$12.000	\$12.000	\$12.000	\$12.000	\$17.500
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	3.042	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	(2.374)	0.500	(0.100)	(1.100)	(1.100)	(1.200)
Environmental Remediation	1.973	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$13.607	\$20.001	\$19.399	\$18.398	\$18.401	\$23.799

MTA STATEN ISLAND RAILWAY
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
<u>Non-Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$6.918	\$6.937	\$0.019	\$6.912	(\$0.025)	\$6.915	\$0.003	\$6.900	(\$0.015)
Other Operating Revenue	2.468	2.468	0.000	2.469	0.001	2.469	0.000	2.470	0.001
Total Revenues	\$9.386	\$9.405	\$0.019	\$9.381	(\$0.024)	\$9.384	\$0.003	\$9.370	(\$0.014)
Operating Expenses									
<u>Labor:</u>									
Payroll	\$25.221	\$24.082	\$1.139	\$24.553	(\$0.471)	\$25.032	(\$0.479)	\$25.518	(\$0.486)
Overtime	2.709	2.087	0.622	1.956	0.131	1.962	(0.006)	1.983	(0.021)
Health and Welfare	6.369	6.261	0.108	6.599	(0.338)	6.956	(0.357)	7.312	(0.356)
OPEB Current Payments	2.585	2.692	(0.107)	2.824	(0.132)	2.964	(0.140)	3.109	(0.145)
Pension	7.316	6.812	0.504	6.413	0.399	5.715	0.698	5.926	(0.211)
Other Fringe Benefits	5.363	5.295	0.068	5.383	(0.088)	5.474	(0.091)	5.561	(0.087)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(0.861)	(0.379)	(0.482)	(0.386)	0.007	(0.394)	0.008	(0.402)	0.008
Total Labor Expenses	\$48.702	\$46.850	\$1.852	\$47.342	(\$0.492)	\$47.709	(\$0.367)	\$49.007	(\$1.298)
<u>Non-Labor:</u>									
Electric Power	\$4.404	\$4.512	(\$0.108)	\$4.646	(\$0.134)	\$4.824	(\$0.178)	\$5.099	(\$0.275)
Fuel	0.220	0.207	0.013	0.207	0.000	0.229	(0.022)	0.252	(0.023)
Insurance	1.232	1.201	0.031	1.271	(0.070)	1.269	0.002	1.231	0.038
Claims	0.088	0.090	(0.002)	0.093	(0.003)	0.095	(0.002)	0.086	0.009
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.582	2.382	2.200	2.210	0.172	2.234	(0.024)	2.311	(0.077)
Professional Services Contracts	1.041	1.061	(0.020)	1.084	(0.023)	1.104	(0.020)	1.122	(0.018)
Materials and Supplies	3.174	2.134	1.040	1.704	0.430	1.713	(0.009)	1.194	0.519
Other Business Expenses	1.255	0.730	0.525	0.029	0.701	0.028	0.001	0.027	0.001
Total Non-Labor Expenses	\$15.996	\$12.317	\$3.679	\$11.244	\$1.073	\$11.496	(\$0.252)	\$11.322	\$0.174
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$64.698	\$59.167	\$5.531	\$58.586	\$0.581	\$59.205	(\$0.619)	\$60.329	(\$1.124)
Depreciation	\$12.000	\$12.000	\$0.000	\$12.000	\$0.000	\$12.000	\$0.000	\$17.500	(\$5.500)
GASB 75 OPEB Expense Adjustment	7.500	7.500	0.000	7.500	0.000	7.500	0.000	7.500	0.000
GASB 68 Pension Expense Adjustment	0.500	(0.100)	0.600	(1.100)	1.000	(1.100)	0.000	(1.200)	0.100
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$84.698	\$78.567	\$6.131	\$76.986	\$1.581	\$77.605	(\$0.619)	\$84.129	(\$6.524)
Net Surplus/(Deficit)	(\$75.312)	(\$69.162)	\$6.150	(\$67.605)	\$1.557	(\$68.221)	(\$0.616)	(\$74.759)	(\$6.538)

MTA STATEN ISLAND RAILWAY
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
Reimbursable									
Operating Revenues									
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	4.555	4.576	0.021	4.664	0.088	4.754	0.090	4.850	0.096
Total Revenues	\$4.555	\$4.576	\$0.021	\$4.664	\$0.088	\$4.754	\$0.090	\$4.850	\$0.096
Operating Expenses									
<u>Labor:</u>									
Payroll	\$1.732	\$2.300	(\$0.568)	\$2.345	(\$0.045)	\$2.391	(\$0.046)	\$2.440	(\$0.049)
Overtime	1.000	0.900	0.100	0.900	0.000	0.900	0.000	0.900	0.000
Health and Welfare	0.279	0.300	(0.021)	0.322	(0.022)	0.345	(0.023)	0.369	(0.024)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.122	0.124	(0.002)	0.127	(0.003)	0.129	(0.002)	0.132	(0.003)
Other Fringe Benefits	0.561	0.573	(0.012)	0.584	(0.011)	0.595	(0.011)	0.607	(0.012)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.861	0.379	0.482	0.386	(0.007)	0.394	(0.008)	0.402	(0.008)
Total Labor Expenses	\$4.555	\$4.576	(\$0.021)	\$4.664	(\$0.088)	\$4.754	(\$0.090)	\$4.850	(\$0.096)
<u>Non-Labor:</u>									
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$4.555	\$4.576	(\$0.021)	\$4.664	(\$0.088)	\$4.754	(\$0.090)	\$4.850	(\$0.096)
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
<u>Non-Reimbursable and Reimbursable</u>									
Operating Revenues									
Farebox Revenue	\$6.918	\$6.937	\$0.019	\$6.912	(\$0.025)	\$6.915	\$0.003	\$6.900	(\$0.015)
Other Operating Revenue	2.468	2.468	0.000	2.469	0.001	2.469	0.000	2.470	0.001
Capital and Other Reimbursements	4.555	4.576	0.021	4.664	0.088	4.754	0.090	4.850	0.096
Total Revenues	\$13.941	\$13.981	\$0.040	\$14.045	\$0.064	\$14.138	\$0.093	\$14.220	\$0.082
Operating Expenses									
<u>Labor:</u>									
Payroll	\$26.953	\$26.382	\$0.571	\$26.898	(\$0.516)	\$27.423	(\$0.525)	\$27.958	(\$0.535)
Overtime	3.709	2.987	0.722	2.856	0.131	2.862	(0.006)	2.883	(0.021)
Health and Welfare	6.648	6.561	0.087	6.921	(0.360)	7.301	(0.380)	7.681	(0.380)
OPEB Current Payments	2.585	2.692	(0.107)	2.824	(0.132)	2.964	(0.140)	3.109	(0.145)
Pension	7.438	6.936	0.502	6.540	0.396	5.844	0.696	6.058	(0.214)
Other Fringe Benefits	5.924	5.868	0.056	5.967	(0.099)	6.069	(0.102)	6.168	(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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$53.257	\$51.426	\$1.831	\$52.006	(\$0.580)	\$52.463	(\$0.457)	\$53.857	(\$1.394)
<u>Non-Labor:</u>									
Electric Power	\$4.404	\$4.512	(\$0.108)	\$4.646	(\$0.134)	\$4.824	(\$0.178)	\$5.099	(\$0.275)
Fuel	0.220	0.207	0.013	0.207	0.000	0.229	(0.022)	0.252	(0.023)
Insurance	1.232	1.201	0.031	1.271	(0.070)	1.269	0.002	1.231	0.038
Claims	0.088	0.090	(0.002)	0.093	(0.003)	0.095	(0.002)	0.086	0.009
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.582	2.382	2.200	2.210	0.172	2.234	(0.024)	2.311	(0.077)
Professional Services Contracts	1.041	1.061	(0.020)	1.084	(0.023)	1.104	(0.020)	1.122	(0.018)
Materials and Supplies	3.174	2.134	1.040	1.704	0.430	1.713	(0.009)	1.194	0.519
Other Business Expenses	1.255	0.730	0.525	0.029	0.701	0.028	0.001	0.027	0.001
Total Non-Labor Expenses	\$15.996	\$12.317	\$3.679	\$11.244	\$1.073	\$11.496	(\$0.252)	\$11.322	\$0.174
<u>Other Expense Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$69.253	\$63.743	\$5.510	\$63.250	\$0.493	\$63.959	(\$0.709)	\$65.179	(\$1.220)
Depreciation	\$12.000	\$12.000	\$0.000	\$12.000	\$0.000	\$12.000	\$0.000	\$17.500	(\$5.500)
GASB 75 OPEB Expense Adjustment	7.500	7.500	0.000	7.500	0.000	7.500	0.000	7.500	0.000
GASB 68 Pension Expense Adjustment	0.500	(0.100)	0.600	(1.100)	1.000	(1.100)	0.000	(1.200)	0.100
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Depreciation and GASB Adjs.	\$89.253	\$83.143	\$6.110	\$81.650	\$1.493	\$82.359	(\$0.709)	\$88.979	(\$6.620)
Net Surplus/(Deficit)	(\$75.312)	(\$69.162)	\$6.150	(\$67.605)	\$1.557	(\$68.221)	(\$0.616)	(\$74.759)	(\$6.538)

MTA STATEN ISLAND RAILWAY
July Financial Plan 2020 - 2023
Changes Year-to-Year by Category
Favorable/(Unfavorable)
(\$ in millions)

	Mid-Year Forecast 2019	Preliminary Budget 2020	Change 2019 - 2020	2021	Change 2020 - 2021	2022	Change 2021 - 2022	2023	Change 2022 - 2023
<u>Cash Receipts and Expenditures</u>									
Receipts									
Farebox Revenue	\$6.918	\$6.937	\$0.019	\$6.912	(\$0.025)	\$6.915	\$0.003	\$6.900	(\$0.015)
Other Operating Revenue	2.468	2.468	0.000	2.469	0.001	2.469	0.000	2.470	0.001
Capital and Other Reimbursements	4.556	4.575	0.019	4.664	0.089	4.755	0.091	4.850	0.095
Total Receipts	\$13.942	\$13.980	\$0.038	\$14.045	\$0.065	\$14.139	\$0.094	\$14.220	\$0.081
Expenditures									
<u>Labor Expenditures:</u>									
Payroll	\$26.953	\$26.382	\$0.571	\$26.898	(\$0.516)	\$27.423	(\$0.525)	\$27.958	(\$0.535)
Overtime	3.709	2.987	0.722	2.856	0.131	2.862	(0.006)	2.883	(0.021)
Health and Welfare	6.648	6.561	0.087	6.921	(0.360)	7.301	(0.380)	7.681	(0.380)
OPEB Current Payments	2.585	2.692	(0.107)	2.824	(0.132)	2.964	(0.140)	3.109	(0.145)
Pension	7.438	6.936	0.502	6.540	0.396	5.844	0.696	6.058	(0.214)
Other Fringe Benefits	5.924	5.868	0.056	5.967	(0.099)	6.069	(0.102)	6.168	(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	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$53.257	\$51.426	\$1.831	\$52.006	(\$0.580)	\$52.463	(\$0.457)	\$53.857	(\$1.394)
<u>Non-Labor Expenditures:</u>									
Electric Power	\$4.404	\$4.512	(\$0.108)	\$4.646	(\$0.134)	\$4.824	(\$0.178)	\$5.099	(\$0.275)
Fuel	0.220	0.207	0.013	0.208	(0.001)	0.228	(0.020)	0.252	(0.024)
Insurance	1.232	1.201	0.031	1.271	(0.070)	1.269	0.002	1.231	0.038
Claims	0.088	0.090	(0.002)	0.093	(0.003)	0.095	(0.002)	0.086	0.009
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.582	2.382	2.200	2.210	0.172	2.234	(0.024)	2.311	(0.077)
Professional Services Contracts	1.041	1.061	(0.020)	1.084	(0.023)	1.104	(0.020)	1.122	(0.018)
Materials and Supplies	3.174	2.134	1.040	1.704	0.430	1.713	(0.009)	1.195	0.518
Other Business Expenses	1.255	0.730	0.525	0.030	0.700	0.029	0.001	0.027	0.002
Total Non-Labor Expenditures	\$15.996	\$12.317	\$3.679	\$11.246	\$1.071	\$11.496	(\$0.250)	\$11.323	\$0.173
<u>Other Expenditure Adjustments:</u>									
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$69.253	\$63.743	\$5.510	\$63.252	\$0.491	\$63.959	(\$0.707)	\$65.180	(\$1.221)
Net Cash Surplus/(Deficit)	(\$55.311)	(\$49.763)	\$5.548	(\$49.207)	\$0.556	(\$49.820)	(\$0.613)	(\$50.960)	(\$1.140)

MTA STATEN ISLAND RAILWAY
July Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE	2019	2020	2021	2022
February Financial Plan - Net Cash Surplus/(Deficit)	(\$55.688)	(\$50.117)	(\$49.559)	(\$50.176)
Baseline Changes				
Revenue				
Farebox Revenue	(\$0.123)	(\$0.146)	(\$0.148)	(\$0.144)
Other Operating Revenue	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	0.000	0.000	0.000	0.000
Total Revenue Changes	(\$0.123)	(\$0.146)	(\$0.148)	(\$0.144)
Expenses				
<i>Labor:</i>				
Payroll	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000
Health and Welfare	0.500	0.500	0.500	0.500
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
<i>Total Labor Expense Changes</i>	<i>\$0.500</i>	<i>\$0.500</i>	<i>\$0.500</i>	<i>\$0.500</i>
<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
<i>Total Non-Labor Expense Changes</i>	<i>\$0.000</i>	<i>\$0.000</i>	<i>\$0.000</i>	<i>\$0.000</i>
Total Expense Changes before Depreciation & GASB Adjs.	\$0.500	\$0.500	\$0.500	\$0.500
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
<i>Total Depreciation and GASB Adjs. Changes</i>	<i>\$0.000</i>	<i>\$0.000</i>	<i>\$0.000</i>	<i>\$0.000</i>
Cash Adjustment Changes				
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.377	\$0.354	\$0.352	\$0.356
July Financial Plan - Net Cash Surplus/(Deficit)	(\$55.311)	(\$49.763)	(\$49.207)	(\$49.820)

MTA STATEN ISLAND RAILWAY
July Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

REIMBURSABLE	2019	2020	2021	2022
February Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000
Baseline Changes				
Revenue				
Farebox 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
Total Revenue Changes	\$0.000	\$0.000	\$0.000	\$0.000
Expenses				
<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
Total Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000
<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
Materials & Supplies	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000
Total Non-Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000
Total Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000
Cash Adjustment Changes				
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.000	\$0.000	\$0.000	\$0.000
July Financial Plan - Net Cash Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
July Financial Plan 2020-2023
Changes Between Financial Plans by Generic Categories
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2019	2020	2021	2022
February Financial Plan - Net Cash Surplus/(Deficit)	(\$55.688)	(\$50.117)	(\$49.559)	(\$50.176)
Baseline Changes				
Revenue				
Farebox Revenue	(\$0.123)	(\$0.146)	(\$0.148)	(\$0.144)
Other Operating Revenue	0.000	0.000	0.000	0.000
Capital and Other Reimbursement	0.000	0.000	0.000	0.000
Total Revenue Changes	(\$0.123)	(\$0.146)	(\$0.148)	(\$0.144)
Expenses				
<i>Labor:</i>				
Payroll	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	0.000	0.000	0.000	0.000
Health and Welfare	0.500	0.500	0.500	0.500
OPEB Current Payment	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000
Total Labor Expense Changes	\$0.500	\$0.500	\$0.500	\$0.500
<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
Materials & Supplies	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000
Total Non-Labor Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000
Total Expense Changes	\$0.500	\$0.500	\$0.500	\$0.500
Cash Adjustment Changes				
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.377	\$0.354	\$0.352	\$0.356
July Financial Plan - Net Cash Surplus/(Deficit)	(\$55.311)	(\$49.763)	(\$49.207)	(\$49.820)

MTA STATEN ISLAND RAILWAY
July Financial Plan 2020-2023
Summary of Major Programmatic Changes Between Financial Plans
(\$ in millions)

NON-REIMBURSABLE and REIMBURSABLE

	2019	2020	2021	2022
February Financial Plan - Net Cash Surplus/(Deficit)	(\$55.688)	(\$50.117)	(\$49.559)	(\$50.176)
Non-Reimbursable Major Changes				
Revenue				
Farebox Revenue	(\$0.123)	(\$0.146)	(\$0.148)	(\$0.144)
Sub-Total Non-Reimbursable Revenue Changes	(\$0.123)	(\$0.146)	(\$0.148)	(\$0.144)
Expenses				
Health & Welfare	\$0.500	\$0.500	\$0.500	\$0.500
Sub-Total Non-Reimbursable Expense Changes	\$0.500	\$0.500	\$0.500	\$0.500
Total Non-Reimbursable Major Changes	\$0.377	\$0.354	\$0.352	\$0.356
Reimbursable Major Changes				
Sub-Total Reimbursable Revenue Changes				
Sub-Total Reimbursable Expense Changes	\$0.000	\$0.000	\$0.000	\$0.000
Total Reimbursable Major Changes	\$0.000	\$0.000	\$0.000	\$0.000
Total Accrual Changes	\$0.377	\$0.354	\$0.352	\$0.356
Cash Adjustment Changes				
Depreciation				
Total Cash Adjustment Changes	\$0.000	\$0.000	\$0.000	\$0.000
Total Baseline Changes	\$0.377	\$0.354	\$0.352	\$0.356
July Financial Plan - Net Cash Surplus/(Deficit)	(\$55.311)	(\$49.763)	(\$49.207)	(\$49.820)

MTA STATEN ISLAND RAILWAY
July Financial Plan 2020 - 2023
Ridership (Utilization)
(in millions)

	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
<u>RIDERSHIP</u>						
Fixed Route	4.522	4.412	4.423	4.409	4.411	4.403
<u>FAREBOX REVENUE</u>						
Fixed Route Farebox Revenue	\$6.861	\$6.918	\$6.937	\$6.912	\$6.915	\$6.900
Farebox Revenue	\$6.861	\$6.918	\$6.937	\$6.912	\$6.915	\$6.900

**MTA Staten Island Railway
July Financial Plan 2020-2023
2019 Budget Reduction Summary
(\$ in millions)**

	Favorable/(Unfavorable)									
	Pos.	2019	Pos.	2020	Pos.	2021	Pos.	2022	Pos.	2023
<u>Administration</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Administration	-	0.000	-	0.000	-	\$0.000	-	\$0.000	-	\$0.000
<u>Customer Convenience/Amenities</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Customer Convenience/Amenities	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Maintenance</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Maintenance	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Revenue Enhancement</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Revenue Enhancement	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Safety</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Safety	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Security</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Security	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Service Support</u>										
None	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Subtotal Service Support	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
<u>Other</u>										
Health & Welfare - Prescription Pricing and Increased Rebates	-	0.500	-	0.500	-	0.500	-	0.500	-	0.500
Subtotal Other	-	0.500	-	0.500	-	0.500	-	0.500	-	0.500
Agency Submission	-	\$0.500	-	\$0.500	-	\$0.500	-	\$0.500	-	\$0.500

**MTA Staten Island Railway
July Financial Plan 2020-2023
2019 Budget Reduction Plan Worksheet**

Category by Function: Other

Program: Health & Welfare - Prescription Pricing and Increased Rebates

Background Details: Two Market Check that we negotiated into our contract with ESI resulting in improved pricing and increased drug rebates. Two have been performed: 2017, effective 12/1/17, \$28.1M savings (10 mos: 12/1/17 to 9/30/18) and OCT 2018, effective 1/1/19, \$15M projected savings in 2019. These "Market Checks," were performed enabling the Agency to benefit from drug pricing in the marketplace that is now more competitive than the contractually guaranteed minimum discounts (based upon Average Wholesale Price (AWP) index discounting) defined in the original ESI contract. An assessment of peer-organization discount drug pricing in contract year+1, y+2, etc., has resulted in lower costs and is expected to continue as incremental savings in subsequent periods.

Program Description/ Implementation Plan:

Program Implementation Date: **When will savings begin?:** Jan-19

Are these savings recurring?: yes

Other Issues:

	Favorable/(Unfavorable)				
	<u>2019</u>	<u>2020</u>	<u>2021</u>	<u>2022</u>	<u>2023</u>
<i>Financial Impact (Operating):</i>					
Net Cash Savings (in millions)	\$0.500	\$0.500	\$0.500	\$0.500	\$0.500

Total Positions Required:

MTA Staten Island Railroad
July Financial Plan 2020-2023
Favorable/(Unfavorable)

Total Position Changes at a Glance

	2019	2020	2021	2022
2019 February Plan - Total Baseline Positions¹	336	336	336	336
Total Plan-to-Plan Changes	_____	_____	_____	_____
2019 July Plan - Total Baseline Positions¹	336	336	336	336
Total Year-to-Year Changes, July Plan		0	0	0

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

Total Plan-to-Plan Changes by Major Category:				
<i>2019 BRPs²</i>	0	0	0	0
<i>New Needs</i>	0	0	0	0
<i>Change in Reimbursable Positions³</i>	0	0	0	0
<i>Re-estimates & All Other⁴</i>	0	0	0	0
Total	0	0	0	0

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

² Non-Reimbursable only.

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

⁴ Includes Full-time Equivalent .

MTA STATEN ISLAND RAILWAY
July Financial Plan 2020-2023
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2018 Actual	2019 Mid-Year Forecast	2020 Preliminary Budget	2021	2022	2023
Administration						
Executive	9	13	13	13	13	13
General Office	15	9	9	9	9	9
Purchasing/Stores	4	6	6	6	6	6
Total Administration	28	28	28	28	28	28
Operations						
Transportation	110	119	119	119	119	119
Maintenance						
Mechanical	50	53	53	53	53	53
Electronic/Electrical	12	15	15	15	15	15
Power/Signals	29	29	29	29	29	29
Maintenance of Way	69	50	50	50	50	50
Infrastructure	31	26	26	26	26	26
Total Maintenance	191	173	173	173	173	173
Engineering/Capital						
None	9	16	16	16	16	16
Public Safety						
Police						
Baseline Total Positions	338	336	336	336	336	336
Non-Reimbursable	329	308	308	308	308	308
Reimbursable	9	28	28	28	28	28
Total Full-Time	338	336	336	336	336	336
Total Full-Time Equivalents						

MTA STATEN ISLAND RAILWAY
July Financial Plan 2020 - 2023
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2018	Mid-Year Forecast 2019	Preliminary Budget 2020	2021	2022	2023
Administration						
Managers/Supervisors	15	16	16	16	16	16
Professional/Technical/Clerical	13	12	12	12	12	12
Operational Hourlies	0	0	0	0	0	0
Total Administration Headcount	28	28	28	28	28	28
Operations						
Managers/Supervisors	5	11	11	11	11	11
Professional/Technical/Clerical	1	3	3	3	3	3
Operational Hourlies	104	105	105	105	105	105
Total Operations Headcount	110	119	119	119	119	119
Maintenance						
Managers/Supervisors	24	13	13	13	13	13
Professional/Technical/Clerical	5	6	6	6	6	6
Operational Hourlies	162	154	154	154	154	154
Total Maintenance Headcount	191	173	173	173	173	173
Engineering / Capital						
Managers/Supervisors	3	3	3	3	3	3
Professional/Technical/Clerical	0	4	4	4	4	4
Operational Hourlies	6	9	9	9	9	9
Total Engineering Headcount	9	16	16	16	16	16
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	47	43	43	43	43	43
Professional/Technical/ Clerical	19	25	25	25	25	25
Operational Hourlies	272	268	268	268	268	268
Total Positions	338	336	336	336	336	336