Finance Committee Meeting October 2023

Committee Members

- N. Zuckerman, Chair
- A. Albert
- J. Barbas
- N. Brown
- S. Chu
- D. Jones
- B. Lopez
- H. Mihaltses
- J. Samuelsen
- L. Sorin
- V. Tessitore

Finance Committee Meeting

2 Broadway, 20th Floor Boardroom New York, NY 10004 Monday, 10/23/2023 2:00 - 3:15 PM ET

1. SUMMARY OF ACTIONS

Summary of Actions - Page 4

2. PUBLIC COMMENTS PERIOD

3. APPROVAL OF MINUTES - SEPTEMBER 23, 2023

Finance Committee Minutes - Page 5

4. 2023 COMMITTEE WORK PLAN (No Changes)

Work Plan - Page 10

5. BUDGETS/CAPITAL

BudgetWatch (Handout available in the Exhibit Book and MTA.Info)

Finance Watch

Finance Watch - Page 17

6. MTA HEADQUARTERS & ALL-AGENCY ITEMS

Action Item (No Items)

Report and Information Items

2024 Preliminary Budget/July Financial Plan 2024-2027 (Materials previously distributed)

DRAFT MTA Financial Statements 2nd Quarter for the Six-Months Ended June 30, 2023 (Available in the Exhibit Book and MTA.Info)

Annual Review of MTA's Derivative Portfolio - Including Fuel Hedge (Available in the Exhibit Book and MTA.Info)

Procurements

MTAHQ Procurement Report - Page 19 MTAHQ Non-Competitive Procurement - Page 23 MTAHQ Competitive Procurements - Page 26

7. METRO-NORTH RAILROAD & LONG ISLAND RAIL ROAD (No Items)

8. NEW YORK CITY TRANSIT, and MTA BUS OPERATIONS

NYCT Procurement - Page 35

9. BRIDGES AND TUNNELS (No Items)

10. FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY (No Items)

11. MTA CONSOLIDATED REPORTS

Statement of Operations - Page 37 Overtime Report - Page 44 Subsidy Reports - Page 46 Debt Service - Page 51 Positions - Page 53 Farebox Operating Ratio - Page 56 MTA Ridership Report - Page 57 Fuel Hedge Program - Page 81

12. REAL ESTATE AGENDA

Real Estate Action Items - Page 84 Real Estate Info Items - Page 103

FINANCE COMMITTEE						
	OCTOBER 2023					
Action		<u>Amount</u>	Short Description			
N/A						
<u>Agency</u>	Vendor Name	<u>Total Amount</u>	Summary of Action			
NYCT	Prevost	\$325,795,912	Furnish and Deliver 250 Over-the-Road Express Diesel Buses with Option of up to 131 Additional Buses			
MTAHQ	IBM	\$4.6M	MTA Headquarters Peoplesoft Pension Upgrade			
MTAHQ	Bentley	\$20.5M	Bentley Assetwise software subscription			
MTAHQ	Eyemed	\$12.6M	EyeMed VIsion Benefit Services -Extension			
MTAHQ	нитв		Contract for As-Needed Central Business District Tolling Program Back Office Support			
MTAHQ	HDR	\$5M	Contract for As-Needed Central Business District Tolling Program Back Office Support			
MTAHQ	ATKINS		Contract for As-Needed Central Business District Tolling Program Back Office Support			
MTAHQ	TransCore	\$48.5M	Amendment to contract for services to design, build, operate, and maintain the Central Business District Tolling Program			
MTA Real Estate	Vendor Name	Amount	Short Description			
MNR	Report on Eminent Domain Procedure Law Determination and Findings; acquisition of property interests for the Metro-North ADA improvements at three Bronx stations on the Harlem	N/A	Approval of Determination and Findings under the New York Eminent Domain Procedure Law			
NYCT	Long-term lease with FBE Limited for a replacement of the Jamaica Bus Terminal in Jamaica, NY	Base Rent: Years 1-5: \$3,100,000.00 Years 6-10: \$3,500,000.00 Years 11-15: \$4,000,000.00	Authorization to negotiate and enter into the Lease			
NYCT	Short-term lease extension with FBE Limited for the existing Jamaica Bus Terminal, Jamaica, NY	Please refer to table in Staff Summary	Authorization to extend MTA Bus and NYCT existing leases			
NYCT	Acquisition of temporary and permanent easements from New York City Department of Parks and Recreation in support of accessibility improvements at Broadway Junction Station in Brooklyn, NY	\$8,330,000 for all easements with an offset of \$3,600,000 for portion of Sackman Street to be transferred to DPR and additional offsets consisting of parcels worth at least \$4,730,000 to be transferred to DPR.	Authorzation to enter into a contract of sale to purchase and thereafter close on such purchase of 1590 Bedford Avenue			

Minutes of the Metropolitan Transportation Authority Finance Committee Meeting 2 Broadway, 20th Floor Board Room New York, NY 10004 Monday September 23, 2023 2:00 p.m.

The following Finance Committee Members were present (*attended remotely):

Hon. Neal Zuckerman, Chair

Hon. Andrew Albert

Hon. Jamey Barbas*

Hon. Samuel Chu

Hon. David R. Jones

Hon. Blanca P. López

Hon. Haeda B. Mihaltses

The following Finance Committee Members were absent:

Hon. Norman E. Brown

Hon. John Samuelsen

Hon. Sherif Soliman

Hon. Lisa Sorin

Hon. Vincent Tessitore, Jr.

The following Board Member was also present:

Hon. Gerard Bringmann

The following staff members attended:

Kevin Willens, Chief Financial Officer

Lisette Camilo, Chief Administrative Officer

Olga Chernat, Deputy Chief, Financial Services

David Florio, Chief Real Estate Transactions and Operations Officer

Paige Graves, General Counsel

David Keller, Acting Co-Deputy Chief, Management & Budget, Consolidated Analysis

Jaibala Patel, Deputy Chief Financial Officer

Laudwin Pemberton, Acting Deputy Director of Risk and Insurance Management

Steve Weiss, Acting Co-Deputy Chief, Management & Budget, Agency Analysis

To hear the content of public comments, details of Committee presentations, and Committee Members' comments and questions as well as any part of the Finance Committee meeting, please refer to the video recording of the meeting produced by the MTA, available and maintained on the MTA website:

https://new.mta.info/transparency/board-and-committee-meetings/september-2023

1. SUMMARY OF ACTIONS

Chair Zuckerman called to order the meeting of the Finance Committee.

2. PUBLIC COMMENTS

There were four public speakers (*attended remotely):

David Kupferberg, Passengers United

Aleta Dupree*

Christopher Greif*, Permanent Citizens Advisory Committee to the MTA

Charlton D'Souza*, Passengers United

3. APPROVAL OF MINUTES

The minutes of the meeting held on July 17, 2023, were approved.

4. COMMITTEE WORK PLAN

There were no changes to the work plan.

5. BUDGETS/CAPITAL FINANCE

Budget Watch

David Keller, Acting Co-Deputy Chief, Management & Budget, Consolidated Analysis, presented Budget Watch. Mr. Keller reported results for operations through August and subsidies through September and measured against the Mid-Year Forecast.

The key take-aways were:

- Farebox and toll revenue are favorable both for August and YTD.
- Ridership dipped below the McKinsey ridership projections in July and August but rebounded in August.
- Expenses are below the forecast and remain under control.
- Debt service savings reflect management actions.
- Subsidies through September are 1% below forecast, although this may be timing related.

Mr. Keller concluded with operating results through August and operating budget subsidies through September were favorable by \$282 million against the Mid-Year Forecast, or 8%.

Finance Watch

Olga Chernat, Deputy Chief, Financial Services, presented Finance Watch and reported one transaction, which closed August 17, 2023. MTA issued \$370.030 million of Triborough Bridge and Tunnel Authority General Revenue Bonds, Series 2023B. Proceeds from the transaction were used to finance existing approved bridge and tunnel capital projects and to refinance \$70.030 million Triborough Bridge and Tunnel Authority General Revenue Refunding Bonds, Series 2013B. The refunding resulted in net present value savings of \$4.895 million or 6.56% of the par amount of the refunded bonds. Ms. Chernat provided an update on the status of Federal and City funding for the capital program. Over the summer, the Capital Funding Management team submitted a total of \$2.76 billion in federal grant applications, and later this fall the team is expected to secure \$1.7 billion of City funding for MTA's capital program. The \$1.7 billion, on top of \$1.3 billion the City already made available to MTA, will fully satisfy the City's funding obligations for the 2020-2024 capital program. Ms. Chernat recognized the work of Acting Director Tiana Grimes and her team on this funding package and the work of MTA's funding partners.

6. MTA HEADQUARTERS AND ALL-AGENCY ITEMS

I. Information Item:

Mr. Keller presented two information items for MTAHQ. The first, the July Financial Plan, was included in the agenda to allow members of the public to speak to it during the public comment period.

The second information item was on 2023 Station Maintenance Billing. On or before June 1st each year, the MTA determines the bills for station maintenance to cover the preceding 12 months ending March 31st for NYC and each of the NYS counties served by MTA commuter rail stations. This material is annually scheduled as a Finance Committee information item each May but was inadvertently not included so it was provided at this meeting. Mr. Keller reported all station maintenance bills have been paid and received by MTA.

II. Action Item:

There was one action item presented by Mr. Keller. This item sought approval to establish a not-to-exceed budget of \$385.1 million to finalize the procurement of an Owner Controlled Insurance Program (known as an "OCIP") for the period of September 30, 2023 - December 31, 2025, for projects covering the Capital Program of NYCT, LIRR, MNR and the Small Business Development Program.

Laudwin Pemberton, Acting Deputy Director of Risk and Insurance Management, provided additional information on OCIPS and the projects. Mr. Pemberton explained OCIPs are an alternative risk strategy where the owner (MTA) buys insurance for all the contractors performing work on its behalf. Since contractors pass their insurance costs onto the MTA, it is logical for MTA to use its buying power to negotiate larger limits and better prices for insurance. The OCIP covers 229 selected projects for a total construction value of \$8.5 billion. Projects included in this package are CBTC modern signaling, and ADA stations, among others. The results of this effort were insurance cost secured at 4.53% of construction value netting \$210-\$295 million savings to the MTA based on a range of 7–8% for contractor's insurance. Mr. Pemberton acknowledged the support of the MTA C&D senior management and the BSC who worked very diligently on this procurement.

The Committee voted to recommend the action item before the Board for approval.

III. Procurements:

Lisette Camilo, Chief Administrative Officer, reported three procurement actions for MTAHQ for a total of approximately \$19 million.

The first action was a modification to extend a miscellaneous procurement contract with ACI Worldwide, Inc. (ACI) for licensing, maintenance, and support of Base24 software. Base24 is a contract for the implementation of the Automated Fare Collection system now used as the main payment engine to process credit and debit transactions for NYC Transit MetroCard sales. It is used by NYC Transit to authenticate, route, and authorize Credit/Debit financial transactions. This five-year extension is estimated at \$3.4 million.

The second action was a supplemental agreement to extend a personal service contract with Cigna Health and Life Insurance Company for 15 months to continue to provide Dental Preferred

Provider Organization and Dental Health Maintenance Organization services to the MTA on behalf of NYC Transit and the Manhattan and Bronx Surface Transit Operating Authority. This extension is needed to allow time to complete the solicitation process for a renewal contract. The estimated amount for this renewal was \$9,264,000.

The third action was the award of a competitively negotiated personal service contract to SenseMakers LLC for the continued provision of design, development, and delivery of security and emergency response training courses and workshops for MTA employees. The training is made mandatory by the U.S. Department of Homeland Security and prepares employees to possibly prevent a terrorist attack from occurring. The current contract with SenseMakers will expire September 30, 2023. The new contract term is 36 months with two one-year options, for a total not-to-exceed amount of \$6,301,440.

The Committee voted to recommend the three procurement items before the Board for approval.

7. METRO-NORTH RAILROAD/LIRR

There were no items for Metro-North Railroad or LIRR.

8. NYCT/MTA BUS OPERATIONS

Ms. Camilo reported one information item for NYCT, which was approved by its respective committee, requesting Board approval to modify the sole-source miscellaneous service contract awarded to Preteckt, Inc. to perform prognostic maintenance services for NYC Transit, Department of Buses and MTA Bus Company to increase the quantity of buses monitored from 1,528 to 5,000; extend the term of this test and evaluation by one year; and add an estimated \$3.3 million for expected expenditures.

9. BRIDGES AND TUNNELS

There were no items for Bridges and Tunnels.

10. FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY (FMTAC)

There were no items for FMTAC.

11. MTA CONSOLIDATED REPORTS

Chairperson Zuckerman stated MTA Consolidated Financial and Operational Reports for July and August can be found in the Committee Book.

12. REAL ESTATE AGENDA

David Florio, Chief Real Estate Transactions and Operations Officer, reported there were six action items and three information items.

I. Action Items:

MTAHO

- 1. A second amendment to the temporary policy permitting the re-negotiation of existing leases and licenses in connection with the impacts of Covid-19.
- 2. An Eminent Domain Procedure Law Determination and Findings for the acquisition of property interests for the Jamaica Capacity Improvement Project.

NYCT

- 3. A lease renewal with 27-35 Jackson Ave LLC for office space housing transportation officers and flagging personnel in 27-35 Jackson Avenue in Long Island City.
- 4. A lease renewal with Allied 60 Bay Street LLC for office space to house an Occupational Health Services medical assessment center at 60 Bay Street in Staten Island.
- 5. A lease with BDG Gotham Plaza, LLC for office space housing the Second Avenue Subway Phase 2 project team at 159 East 125th Street in Manhattan.

Long Island Rail Road

6. A lease with Huntington Station Market, Inc. for a travel/convenience retail use in the Huntington Station.

The Committee voted to recommend all the real estate action items before the Board for approval.

II. <u>Information Items:</u>

Metro-North

1. Goldens Bridge Hamlet Organization, Inc. to improve and maintain the area around the Goldens Bridge Station east side parking lot.

Bridges & Tunnels

2. Adams & Co. Real Estate for contractor work and building façade inspection at 317 E 34th Street in Manhattan.

Grand Central

3. A report quarterly report on events in Grand Central Terminal.

13. ADJOURNMENT

Upon motion duly made and seconded the Committee voted to adjourn the meeting.

Respectfully submitted, Joanne S. Feld Deputy Director, Finance

DRAFT 2023 Finance Committee Work Plan

I. RECURRING AGENDA ITEMS Responsibility

Approval of Minutes Board Secretary

Finance Committee Work Plan

BudgetWatch

FinanceWatch

Procurements (if any)

MTA CFO

MTA OMB

MTA Finance

Procurement

Action Items (if any) Agency
MTA Consolidated Reports MTA OMB

Real Estate Agenda MTA Real Estate

II. SPECIFIC AGENDA ITEMS Responsibility

November 2023

2024 Final Proposed Budget/November Financial Plan 2024-2027 MTA OMB

(Joint Session with MTA Board)

Other:

Station Maintenance Billing Update MTA Comptroller

Review and Assessment of the Finance Committee Charter MTA CFO

December 2023

Adoption of 2024 Budget and 2024-2027 Financial Plan MTA OMB

Action Items:

Authorization to Issue 2024 MTA and TBTA New Money Bonds,

Bond Anticipation Notes, and Refunding Obligations; Reimbursement

Resolutions for Federal Tax Purposes MTA Finance

Other:

Draft 2024 Finance Committee Work Plan MTA OMB

January 2024

Other:

Special Report: Finance Department 2023 Year-End Review MTA Finance

DRAFT MTA Financial Statements 3rd Quarter for the Nine-Months

Ended September 2023 MTA Comptroller

February 2024

Action Items:

2023 TBTA Operating Surplus B&T/MTA

Mortgage Recording Tax – Escalation Payments to Dutchess,

Orange and Rockland Counties MTA Treasury

Other:

February Financial Plan 2024-2027 MTA OMB

March 2024

Resolution to Authorize the Execution, Filing and Acceptance of

Federal Funds MTA Grants Mgmt.

All-Agency Real Property Disposition Guidelines and All-Agency

Personal Property Disposition Guidelines MTA Real Estate/MTA

Corporate Compliance MTA Procurement

All-Agency Annual Procurement Report

Other:

MTA Prompt Payment Annual Report 2023 MTA Financial Operations

April 2024

Other:

Annual Report on Variable Rate Debt MTA Finance

May 2024

Action Items:

MTA Annual Investment Report MTA Treasury

Other:

DRAFT MTA Financial Statements Fiscal Year-End Twelve-Months

Ended December 2023 MTA Comptroller Station Maintenance Billings MTA Comptroller

Annual Pension Fund Report (Audit Committee Members to be invited) MTA CIO
Annual FMTAC Meeting MTA RIM
Annual FMTAC Report MTA RIM

June 2024

Action Item:

PWEF Assessment MTA Capital Program Funding/

MTA OMB

July 2024

2025 Preliminary Budget/July Financial Plan 2025-2028

(Joint Session with MTA Board) MTA OMB

Other:

DRAFT MTA Financial Statements 1st Quarter for the

Three-Months Ended March 2024 MTA Comptroller

September 2024

2025 Preliminary Budget/July Financial Plan 2025-2028 MTA OMB

(materials previously distributed)

October 2024

2025 Preliminary Budget/July Financial Plan 2025-2028 MTA OMB

(materials previously distributed)

Other:

DRAFT MTA Financial Statements 2nd Quarter for the Six-Months

Ended June 2024 MTA Comptroller Annual Review of MTA's Derivative Portfolio - MTA Finance

Including Fuel Hedge

MTA 2024 Semi-Annual Investment Report MTA Treasury

III. DETAILS

November 2023

2024 Final Proposed Budget/November Financial Plan 2024-2027 (Joint Session with MTA Board)

The MTA Chief Financial Officer and MTA Office of Management & Budget will present an updated forecast for 2022, a Final Proposed Budget for 2023, and an updated Financial Plan for 2023-2026.

Other:

Station Maintenance Billing Update

The MTA Comptroller's Office will provide a report on the collection and audit status of station maintenance billings issued as of June 1, 2023.

Review and Assessment of the Finance Committee Charter

MTA Chief Financial Officer will present the most updated Finance Committee Charter to the Finance Committee members for them to review and assess its adequacy. The annual assessment is required under the current Committee Charter.

December 2023

Adoption of 2024 Budget and 2024-2027 Financial Plan

The Committee will recommend action to the Board on the Final Proposed Budget for 2023 and 2024-2027 Financial Plan.

Action Items:

Approval of Supplemental Resolutions Authorizing New Money Bonds, Refunding Bonds, Reimbursement for Federal Tax Purposes.

Board approval to allow for the issuance of new money bonds to fund existing approved bond financed capital projects under MTA and TBTA active bond resolutions; to allow for the refunding of fixed-rate bonds from time to time provided that such refundings comply with the Board approved refunding policy; and to allow for the reimbursement of capital expenditures at a later date from the proceeds of tax-exempt bond sales.

Other:

Draft 2024 Finance Committee Work Plan

The MTA Chief Financial Officer will present a proposed 2023 Finance Committee Work Plan that will address major issues, SBP and budget process issues, and reports required by statute.

January 2024

Other:

Special Report: Finance Department 2023 Year-End Review

The MTA Finance Department will present a report that summarizes financing activities for 2023.

DRAFT MTA Financial Statements for the Nine-Months Ended, September 2023

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the nine-months ended, September 30, 2023.

February 2024

Action Items:

2023 TBTA Operating Surplus

The MTA Comptroller should be prepared to answer questions on a staff summary requesting (1) transfer of TBTA 2023 Operating Surplus and Investment Income, (2) advances of TBTA 2023 Operating Surplus, and (3) the deduction from 2023 TBTA Operating Revenue, funds which shall be paid into the Necessary Reconstruction Reserve.

Mortgage Recording Tax – Escalation Payments to Dutchess, Orange and Rockland Counties

By State statute, Dutchess, Orange and Rockland Counties are entitled to a share of MTA's MRT-1 and MRT-2 tax receipts collected in these counties during the prior year. The amount may be no less than \$1.5 million for Dutchess and Orange Counties, and no less than \$2.0 million for Rockland County. If the annual amounts collected exceed 1989 collection levels (the statutorily determined base period), proportional upward "escalation" adjustments are mandated by statute. MTA Treasury and MTA Office of Management & Budget will be prepared to answer questions on the related Staff Summary authorizing the payments.

Other:

February Financial Plan 2024-2027

The MTA Office of Management & Budget will present, for information purposes, a revised 2024-2027 Financial Plan reflecting any technical adjustments from the Adopted Budget and the incorporation of certain "below-the-line" policy actions into the baseline.

March 2024

Action Items:

Resolution to Authorize the Execution, Filing and Acceptance of Federal Funds

The MTA Office of Grants Management will hold a public hearing in accordance with Federal law and then request the Board's approval of a resolution that would authorize the Chairman or a designated officer to execute the applications and accept grants of financial assistance from the Federal government.

All-Agency Real Property Disposition Guidelines and All-Agency Personal Property Disposition Guidelines

Board approval of above guidelines as required annually by Public Authorities Law Sections 2895-2897. MTA Real Estate and MTA Corporate Compliance should be prepared to answer questions regarding these guidelines.

All-Agency Annual Procurement Report

The Agencies and the MTA Procurement Division should be prepared to answer questions on this State-required report.

Other:

MTA Annual Prompt Payment Status Report

The Deputy Chief of Financial Operations should be prepared to discuss a report, to be included in the Agenda materials, that reviews MTA-wide success in meeting mandated prompt-payment deadlines (including the interest penalties incurred as a result of late payment).

April 2024

Other:

Annual Report on Variable Rate Debt

The MTA Finance Department will present a report that summarizes the performance of the MTA's various variable-rate debt programs, including a discussion of the savings (compared to long-term rates) achieved through variable rate debt and a discussion on the current policy and limits on the use of variable rate debt.

May 2024

Action Item:

MTA Annual Investment Report

The MTA Treasury Division should be prepared to answer questions on this State-required report.

Other:

DRAFT MTA Financial Statements for the Twelve-Months Ended, December 2023

Included for information is a copy of the Independent Accountant's Audit Report of MTA Financial Statements for the Twelve-Months ended, December 31, 2023.

Station Maintenance Billings

Under the Public Authorities Law, the Board is required to certify to the City and the counties in the Metropolitan Transportation District the total costs to MTA for operating and maintaining Commuter Railroad passenger stations. The City and county assessments are both now determined through a formula.

Annual Pension Fund Report

The Chair of the MTA DB & MaBSTOA Pension & Deferred Compensation/Chief Investment Officer, representatives of the various pension fund boards, and their pension consultants should be prepared to answer questions on a report, to be included in the Agenda materials, that reviews the 2023 investment performance and other experience of the various MTA pension funds. Among other matters, this report should (i) make recommendations on appropriate investment-earnings

assumptions in light of the experience of the past three years; (ii) discuss the implications for asset allocations in light of such recommendations; (iii) discuss the effect on (under) funding of the systems in light of such performance and recommendation; (iv) provide appropriate comparisons with other public pension systems; and (v) solicit the opinions of the Board Operating Committees on these recommendations in light of their effects on Agency budgets.

Annual Meeting of the First Mutual Transportation Assurance Company

The MTA's Captive Insurance Company will hold its statutorily required annual meeting in which it will review the prior year's operations as well as submit its financial statements and actuarial report for final approval. The MTA Risk and Insurance Management Divisions, along with the FMTAC's outside investment managers, should be prepared to answer questions on reports.

June 2024

Action Item:

PWEF Assessment

The MTA Office of Management & Budget, assisted by MTA Capital Program Funding, should prepare the usual annual staff summary authorizing the payment of this assessment to the State. The State levies an assessment of the value of construction-contract awards to cover its cost of enforcing prevailing-wage legislation.

July 2024

2025 Preliminary Budget/July Financial Plan 2025-2028 (JOINT Session with MTA Board)

The Chief Financial Officer and MTA Office of Management & Budget will present an updated forecast for 2024, a Preliminary Budget for 2025, and a Financial Plan for 2025-2028.

Other:

DRAFT MTA Financial Statements for the Three-Months Ended, March 2023

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the Three-Months ended, March 31, 2024.

September 2024

2025 Preliminary Budget/July Financial Plan 2025-2028 (materials previously distributed)

Public comment will be accepted on the 2025 Preliminary Budget.

October 2024

2025 Preliminary Budget/July Financial Plan 2025-2028

(materials previously distributed) Public comment will be accepted on the 2025 Preliminary Budget.

Other:

DRAFT MTA Financial Statements for the Six-Months Ended, June 2024

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the Six-Months ended, June 30, 2024.

Annual Review of MTA's Derivative Portfolio – Including Fuel Hedge

The Finance Department will provide an update on MTA's portfolio of derivative contracts.

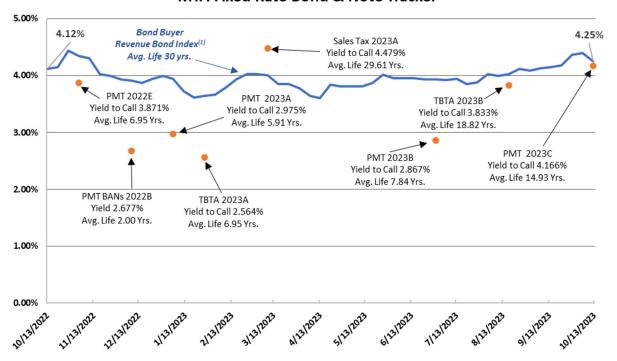
MTA 2024 Semi-Annual Investment Report

The MTA Treasury Division should be prepared to answer questions on this report.

FinanceWatch

October 23, 2023

MTA Fixed Rate Bond & Note Tracker



⁽¹⁾ Bond Buyer Revenue Bond Index (RBI) is the average yield on 25 revenue bonds with 30-year maturities that have an average rating equivalent to A1 for Moody's and A+ for S&P.

Credit Rating and Outlook Improvements

On October 3, 2023, S&P Global Ratings upgraded its ratings on the Transportation Revenue Bonds (TRBs) to A- from BBB+ and revised its outlook to positive. Based on the upgrade and the credit quality of the banks providing the letter of credit support, the long-term enhanced ratings on existing subseries of Transportation Revenue Variable Rate Bonds were also upgraded to AA and short-term ratings were affirmed.

Separately, on September 19, 2023, Moody's improved rating outlook on the TRBs from stable to positive and affirmed their rating of A3.

Market Update

Market highlights since September 18, 2023 (the date of the last Finance Committee meeting):

- Markets continue to be volatile, as concerns over inflation, strong labor markets and Fed commentary of keeping rates higher for longer continued to drive interest rates higher; yet current market sentiment is mixed on whether the Fed would raise the Fed Funds target rate further this year. In addition, many forecasts expect the Fed to begin cutting rates in the second half of 2024
- On October 6, the 10-year Treasury yield was briefly higher than 5%, the highest in 16 years; 30-year Treasury yield was at 4.97%, also at the highest level since 2007
- U.S. Treasuries rallied on October 10 and 11, with 10-year and 30-year Treasury rates decreasing by 24 and 27 basis points, respectively, over the two-day period, as investors rushed to safe-haven assets following the onset of the Israel-Hamas conflict; however on October 12, U.S. Treasuries reversed due to

- September CPI coming in slightly higher than expected and a weak Treasury auction, with 10-year and 30-year Treasury rates higher on the day by 14 and 16 basis points, respectively
- As of October 12, the 10-year Treasury rates increased by 39 basis points to 4.70% and 30-year Treasury rates increased by 47 basis points to 4.85%; the Bond Buyer Revenue Bond Index was 4.25%, decreasing 15 basis points from the prior week, but 10 basis points higher than on September 18.

Refunding Transaction

\$1,130,200,000 Triborough Bridge and Tunnel Authority Payroll Mobility Tax Senior Lien Refunding Green Bonds, Series 2023C (Climate Bond Certified)

On October 19, 2023, MTA issued \$1,130.20 million of Triborough Bridge and Tunnel Authority Payroll Mobility Tax Senior Lien Refunding Green Bonds, Series 2023C. Proceeds from the transaction were used to refinance \$1,142.00 million of MTA Transportation Revenue Bonds and \$67.93 million of Dedicated Tax Fund Bonds. The refunding resulted in net present value savings of \$69.12 million or 5.713% of the par amount of the refunded bonds.

This transaction was led by book-running senior manager J.P. Morgan together with special co-senior managers: Blaylock Van, LLC(MBE); Mischler Financial Group, Inc. (SDVOB); and Stern Brothers & Co.(WBE). Orrick, Herrington & Sutcliffe LLP and Bryant Rabbino LLP(MBE) served as co-bond counsel and Public Resources Advisory Group and Sycamore Advisors, LLC(WBE) served as co-financial advisors.

TRTA PMT 2023C

	IDIA FINIT ZUZJU
Par Amount	\$1,130.200 million
Rate Mode/Tax Exemption Fixed	Fixed/Tax-Exempt
All-in TIC	4.452%
Average Life	14.928 years
Final Maturity	11/15/2043
State Bond Issuance Fee ⁽¹⁾	\$0
Underwriter's Discount(2)	\$5,201,715/ \$4.60 per bond
Cost of Issuance ⁽²⁾	\$1,011,572/ \$0.90 per bond
Ratings (S&P/Fitch/Kroll)	AA+/AA+/AA+

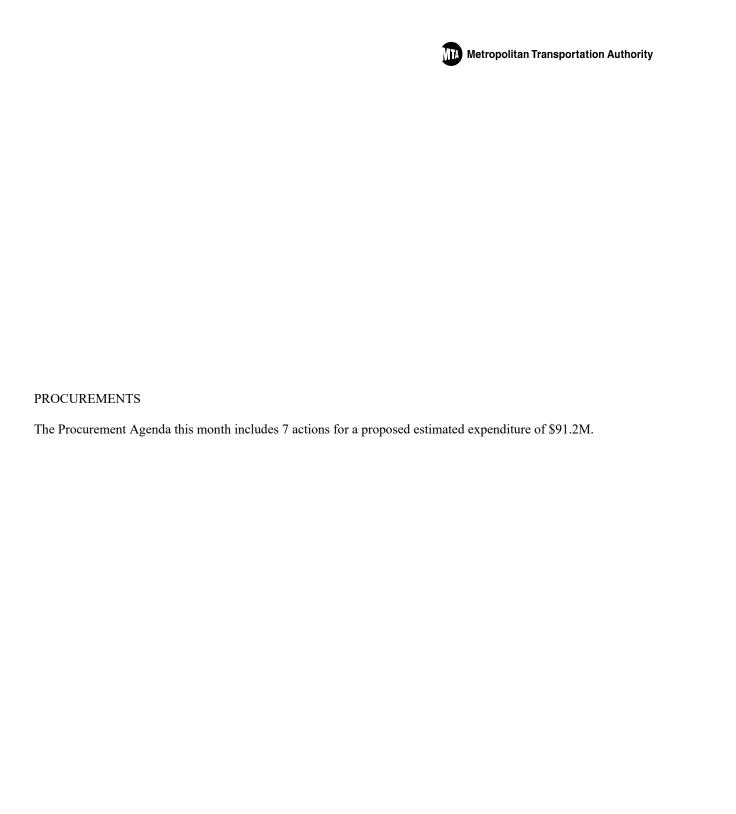
⁽¹⁾ MTA received a waiver from making this payment from the State Division of the Budget for this transaction.

⁽²⁾ Underwriter's Discount is comprised of underwriter's compensation and reimbursement of expenses. Cost of Issuance includes legal, advisory and rating agencies fees.



MTA Headquarters Procurements

Lisette Camilo, Chief Administrative Officer/Interim Chief Procurement Officer



Subject	Subject Request for Authorization to Award Various Procurements			Octo	ber 20, 2023				
Departi		Procurement				Dep	artment		
Departi	ment Head Nar Lisette	ne Camilo				Dep	artment Head Name		
Departi	ment Head Sign	nature				Dep	artment Head Signature		
Project	Manager Nam Rose I						Inte	rnal Approvals	
		Board Ac	tion						
Orde r	To	Date	Approval	Info	Other		Approval		Approval
1	Committee	10/23/23					CAO		
2	Board	10/25/23					Legal		
							CFO		
					Interna	 Approva	ls (cont.)		
Orde r	Approv	al O	rder	Approv		Order	Approval	Order	Approval

PURPOSE

To obtain approval of the Board to award various contracts and purchase orders, and to inform the MTA Headquarters Committee of these procurement actions.

DISCUSSION

MTA Headquarters proposes to award Noncompetitive procurements in the following categories:

Schedules Requiring Majority Vote:		# of Actions	\$	<u>Amount</u>	
Schedule E:	Miscellaneous Procurement Contracts		1	\$	20.5 M
		SUBTOTAL	1	\$	20.5 M
MTA Headq	uarters proposes to award Competitive procurements in th	e following cat	egories:		
Schedule F:	Personal Service Contracts		3	\$	5.0 M
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts		2	\$	17.2 M
Schedule J:	Modifications to Miscellaneous Procurement Contracts		1	\$	48.5 M
		SUBTOTAL	6	\$	70.7 M
MTA Headquarters proposes to award Ratifications in the following categories: None					
		TOTAL	7	\$	91.2 M

COMPETITIVE BIDDING REQUIREMENTS: The procurement actions in Schedules A, B, C, and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

BUDGET IMPACT: The purchases/contracts will result in obligating funds in the amounts listed. Funds are available in the current operating/capital budgets for this purpose.

RECOMMENDATION: That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

BOARD RESOLUTION

WHEREAS, in accordance with Sections 1265-a and 1209 of the Public Authorities Law and the All-Agency General Contract Procurement Guidelines, the Board authorizes the award of certain noncompetitive purchase and public work contracts, and the solicitation and award of requests for proposals regarding purchase and public work contracts; and

WHEREAS, in accordance with the All-Agency Service Contract Procurement Guidelines and General Contract Procurement Guidelines the Board authorizes the award of certain noncompetitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts, and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Service Contract Procurement Guidelines, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

- 1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
- 2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.
- 3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.
- 4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein and ratifies each action for which ratification is requested.
- 5. The Board authorizes the execution of each of the following for which Board authorization is required: (i) the miscellaneous procurement contracts set forth in Schedule E; (ii) the personal service contracts set forth in Schedule F; (iii) the miscellaneous service contracts set forth in Schedule G; (iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; (v) the contract modifications to purchase and public work contracts set forth in Schedule I; and (vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
- 6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.



OCTOBER 2023

LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

E. Miscellaneous Procurement Contracts

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

1. Bentley Systems Inc.

\$20,524,344 (Est.)

Staff Summary Attached

Five Years

Contract# 90000000004443

Contract award for the continuous licensing, maintenance, and support of all Bentley products needed by the MTA Enterprise Asset Management and MTA Construction & Development.

Schedule E: Miscellaneous Procurement Contracts



Item Number: 1

Vendor Name (Location)		Contract Number	Renewal?
Bentley Systems Inc	c. (Exton, Pennsylvania)	90000000004443	☐ Yes
Description			
Bentley Software Licensing, Maintenance & SaaS Subscription Services		Total Amount:	\$20,524,344 (Est.)
Contract Term (inc	luding Options, if any)		
January 1, 2024-De	cember 31, 2028	Funding Source	
Option(s) included	in Total Amount? ☐ Yes ☐ No ☐ n/a	☐ Operating ☐ Capital ☐ Federal	Other:
Procurement Type		Requesting Department:	
☐ Competitive	Noncompetitive Nonc	MTA IT, Rafail Portnoy	
Solicitation Type		Contract Manager:	
RFP Bid	☑ Other: Sole-Source	Kartik Kamath, EAM Sr. Manager, MTAI	HQ Procurement

Discussion:

MTA Headquarters is seeking Board approval to award a noncompetitive miscellaneous procurement contract to Bentley Systems Inc. ("Bentley") for the continuous licensing, maintenance, and support of Bentley products utilized by MTA Enterprise Asset Management ("EAM") and MTA Construction & Development ("C&D") for a period of five years (January 1, 2024–December 31, 2028), in the estimated amount of \$20,524,344. Bentley products are proprietary to Bentley, the sole provider of the software's licensing, maintenance and support services. Bentley has been providing these services pursuant to a contract approved by the Board in November 2019 that will expire on December 31, 2023.

MTA's EAM department currently utilizes Bentley's Assetwise software system that provides analytic tools used to automate tracking and monitoring of MTA assets including, but not limited to, rolling stock, track, and signal equipment. The system interfaces with and supplements other MTA EAM systems and runs algorithms that highlight where potential asset issues may exist and supplies key performance measurements that support more efficient management of assets. The MTA deploys two Bentley software packages: Optram (Linear Analytics) and Asset Performance Management (APM / Reliability Analytics). MTA EAM plans to expand the usage of these software packages to applicable assets throughout the MTA.

MTA C&D is currently utilizing Bentley's MicroStation, Computer-Aided Design, and Drafting/Building Information Modeling ("CADD/BIM") software such as OpenBuildings Designer, OpenRail Designer, OpenRoads Designer, OpenBridge Modeler, and other drawing design/management software tools such as ProjectWise. CADD is used for architectural/engineering design documentations in lieu of manual drafting, and BIM is an intelligent 3D model-based process tool that provides architecture, engineering, and construction professionals insights for more efficient planning, design, construction, and management of buildings and infrastructure. This software is one of MTA's formal standard platforms used for the creation of technical designs and for storage of previous designs.

Bentley products enable the MTA to (1) control information about its assets; (2) optimize asset performance; (3) maximize the value of its investments; and (4) achieve safety and efficiency goals. Assetwise and Bentley software helps maintain bus and rail systems in a state of good repair, which is one of the Federal Transit Administration's highest priorities.

Negotiations yielded a 7.3 percent reduction (or \$1,620,440) from Bentley's original proposal of \$22,144,784. Bentley provided the MTA with a 42 percent most-favored customer discount from its published commercial price for all software licensing and support services in lieu of the standard 5 percent discount provided to its other customers. Year 1 of this contract is 12 percent higher than the previous year due to the increase in usage and access to additional software products for both MTA C&D and MTA EAM departments. This new contract also includes a 5 percent annual escalation fee, which was negotiated down from Bentley's standard 10 percent annual escalation rate. As part of this new agreement, MTA receives service credits at no additional cost (valued at \$1,802,000), which are used for ad-hoc software enhancements, configurations, employee training services, and dedicated support team for all MTA users. The MTA Procurement Department, MTA C&D and MTA EAM Departments have reviewed all contract components and have deemed pricing and terms to be fair and reasonable.

Schedule E: Miscellaneous Procurement Contracts



Bentley has certified that pursuant to EO 16 it is not doing business in Russia.

This contract has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Any applicable cybersecurity requirements, to the extent required, will be included in the contract terms and conditions language prior to award.

Impact on Funding

Funding is available under MTA IT Operating budget for MTAHQ and the operating agencies and will not exceed the limits approved by the Board.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights assigned no goals to this contract.

OCTOBER 2023

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

F. Personal Service Contracts

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

1. Henningson, Durham and Richardson

Architecture and Engineering, P.C.

\$5,000,000 (aggregate)

Staff Summary Attached

2. Atkins P.A.P.C.

3. HNTB New York Engineering and Architecture, P.C.

Five Years

Contract #s PSC-21-3054A/B/C

Award of three competitively solicited personal service contracts to provide as-needed back-office support for the Open Road Tolling and Central Business District Tolling Programs.

H. <u>Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as</u> Contracts for Services

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

4. EyeMed Vision Care LLC

\$12,598,000

Staff Summary Attached

Four and one-half years

Contract# 15332.1

Modification to the contract for Employee Vision Provider, in order to provide a two-year extension with two 1-year options to continue vision care benefits for non-represented and some represented employees.

5. IBM, Inc. \$4,630,940 Staff Summary Attached

Five Years, 8 months

Contract# 90000000002704.20

Modification to the contract for MTA Business Service Center PeopleSoft Pension Upgrade, in order to add funding for additional work scope to update the existing Pensions Phase II Project and extend the contract through September 30, 2024.

J. Modification to Miscellaneous Procurement Contracts

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

6. TransCore, LP \$48,500,000 Staff Summary Attached

Seven years, two-months

Contract # 19-CBDT-2978

Modification to the contract for services to design, build, operate, and maintain the Central Business District Tolling Program, in order to add funding and to extend the contract by 40 months.

Staff Summary

Item Number **SUMMARY INFORMATION** Department, Department Head Name: **Vendor Names** Contract Nos. Vice-President, ITS and Tolling, Nichola Angel HDR Architecture & Engineering, P.C. PSC-21-3054A PSC-21-3054B Atkins, P.A.P.C PSC-21-3054C HNTB New York Engineering and Architecture P.C. Description As-Needed Back Office Support for Open Road Tolling and Central **Business District Tolling Programs Internal Approvals Total Amount:** Order **Approval** \$5,000,000 (aggregate) Order **Approval** Contract Term (including Options, if any) MTA Deputy Chief **CFO** 1 6 Five Years **Procurement Officer** Option(s) included in Total Amount? ☐Yes ☐ No ☐ N/A 2 **DDCR** □Yes ⊠ No Renewal? **Procurement Type** 3 President, B&T **Solicitation Type** CAO 4 □ RFP □ Bid □ Other: **Funding Source** 5 Legal

Purpose

MTA Bridges and Tunnels ("B&T") is seeking Board approval, in accordance with the All-Agency Service Contract Procurement Guidelines, to award three personal service contracts, PSC-21-3054A, PSC-21-3054B, and PSC-21-3054C, solicited on a competitive basis to (1) Henningson, Durham and Richardson Architecture and Engineering, P.C ("HOR"); (2) Atkins P.A.P.C. ("Atkins"); and (3) HNTB New York Engineering and Architecture P.C. ("HNTB") to provide As-Needed Back Office Support for the Open Road Tolling ("ORT") program and Central Business District Tolling Program ("CBDTP") in the aggregate not-to-exceed amount of \$5 million over a period of five years.

Discussion

B&T requires the services of one or more experienced firms that will provide the Authority with a full range of professional services on an as-needed basis for various tasks related to the ORT program and CBDTP Back Office Systems ("BOS"), the New York E-ZPass Customer Service Center ("NYCSC"), and the CBDTP Revenue Audit and Analysis System ("RAAS") during the five-year term of this contract. The consultant will (1) provide qualified professionals to perform project management, including but not limited to planning, scheduling, coordinating, directing, and controlling project activities from concept development through completion; (2) provide technical assistance for the following back-office functions: account management; transaction and image processing; customer notifications; payment processing; case management; quality control; DMV look-up; and settlement and reporting. The required services will be assigned on an as-needed basis through the issuance of work orders, which will be based on the consultant's current workload, available personnel, and expertise. Each work order will be negotiated separately using the labor, overhead, and profit rates in each contract. The total amount of all work orders under the contracts will not exceed \$5 million.

The Service Requirements for these contracts were publicly advertised. Copies of the solicitation notice was sent to 100 firms, of which 50 requested a copy of the Request for Proposal ("RFP"). Four firms submitted proposals: IKOS Consulting Inc, HDR, Atkins, and HNTB. All proposals were evaluated against the established criteria set forth in the RFP, including the qualifications for the firm's personnel and management team, understanding of the project, and cost. The consultants were asked to submit labor, overhead, profit, and escalation rates based on predetermined titles.

Staff Summary



After evaluation of the technical and cost proposals, the Evaluation Committee recommended that B&T waive oral presentations and enter negotiations with HDR, Atkins, and HNTB for these contracts. Each selected firm presented detailed, organized technical proposals. All three firms demonstrated a significant level of experience and knowledge in the discipline of toll collection. The committee additionally considered each firm's personnel to be exceptionally well qualified. The recommended award to the three selected firms is considered in B&T's best interest and are deemed the best value proposals. Compared with rates for the same or similar job titles under prior B&T contracts, the negotiated rates are considered fair and reasonable. HDR and HNTB are both responsible consultants.

In connection with a previous contract awarded to Atkins P.A. D/B/A Atkins Architecture ("Atkins"), Atkins was found to be responsible notwithstanding Significant Adverse Information ("SAI") pursuant to the All-Agency Responsibility Guidelines ("AARG") and such responsibility finding was approved by the MTA Chairman / CEO in consultation with the MTA General Counsel in January 2016. No new SAI has been found relating to Atkins, and Atkins has been found to be responsible.

The contracts resulting from this procurement have been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. The Authority is working with the vendor to include applicable cybersecurity requirements prior to issuance of the notice of award.

Each selected firm has certified that pursuant to Executive Order 16, it is not doing business in Russia.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights has established goals of 15 percent MBE, 15 percent WBE, and 6 percent SDVOB on this contract. HDR, Atkins, HNTB have submitted MWBE/SDVOB utilization plans that satisfy the goal requirements. HDR and HNTB have achieved its goals on recently completed MTA contracts. Atkins has not recently completed any MTA contracts with MWDBE goals; therefore, no assessment of the performance is available at this time.

Impact on Funding

Funding in the amount of \$5,000,000 is available in the Operating Budget under GL #712542.

Alternatives

There are no recommended alternatives, as B&T does not possess the resources required to perform these services.

Recommendation

It is recommended that the Board award personal service contracts to HDR, Atkins, and HNTB to provide As-Needed Back Office Support for the ORT program and CBDTP.



Item Number: 4

Rem Number: 4			
Vendor Name (Location)			
EyeMed Vision Care LLC (Mason, Ohio)			
Description:			
Employee Vision Benefits Provider			
Contract Term (including Options, if any)			
January 1, 2020-December 31, 2023			
Option(s) included in Total Amount?			
Procurement Type			
Solicitation Type			
Funding Source			
☑ Operating ☐ Capital ☐ Federal ☐ Other:			
Requesting Department:			
Office of Benefits and Compensation, Steven Scholl			

Contract Number	AW	O/Mod. #
15332	1	
Original Amount:	\$	18,625,500
Prior Modifications:	\$	0
Prior Budgetary Increases:		0
Current Amount:	\$	18,625,500
This Request:	\$	12,598,000
% of This Request to Current Amount:		67.6%
% of Modifications (including This Request) to Original Amount:		67.6%

Discussion:

MTA Headquarters is seeking Board approval to extend a competitively negotiated personal service contract with EyeMed Vision Care LLC, ("EyeMed") for two years with two, 1-year Options (January 1, 2024–December 31, 2027) for the continuation of vision care benefits, inclusive of eye testing, glasses, and contact lenses for non-represented and some represented employees, in the amount of \$12,598,000.

Under this contract, the MTA offers vision benefits plans to all non-represented employees and retirees, and certain represented employees and retirees. There are currently 16 unique plan designs that are offered to more than 68,000 active employees (represented and non-represented) for a total of approximately 130,000 members, including dependents.

In June 2019, the Board approved the award of a four and one-half-year contract with Options with EyeMed (July 1, 2019–December 31, 2023), for a maximum not-to-exceed amount of \$18.625 million. The contract extension is needed so that such coverage continues while the MTA prepares a new Request for Proposal ("RFP") replacement contract. The status of the award resulting from the new RFP will determine the need to exercise the Option(s).

Benefit advisory consultant Mercer Health & Benefits LLC ("Mercer") was engaged to perform a market check benchmark including EyeMed and its competitors to evaluate EyeMed's proposal. The criteria included (1) the ability to meet plan design; (2) network; (3) disruption; and (4) premium rates based on MTA's claims experience. Mercer contacted Metropolitan Life Insurance Company ("MetLife") and Empire Blue Cross Blue Shield ("Empire BCBS") as part of the benchmarking. Empire BCBS declined to provide a quote and MetLife submitted a proposal that could not match the plan designs for MTA employees.

As a result of the market check benchmark, Mercer recommended that the MTA extend the contract with EyeMed for two years and include the two, 1-year options at the same negotiated rates for the extended contract term because it matches the plan design, provides the best coverage, and rates are competitive. Based on Mercer's guidance, the MTA negotiated with EyeMed to extend the contract. EyeMed submitted its proposal for a two-year extension with two, 1-year Options. EyeMed's proposal included a reduction to the premium rates that are fixed for the extension period, which is equal to \$318,000 annually or \$1,272,000 in total savings if the full term is realized. It also includes a Minimum Loss Ratio Guarantee, where part of the premiums will be refunded if claims are running better than expected when there are fewer claims than anticipated against premiums.

Based on the foregoing analysis, EyeMed's pricing terms are determined to be fair and reasonable.



EyeMed has certified that pursuant to EO 16 it is not doing business in Russia.

This contract has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Any applicable cybersecurity requirements, to the extent required, will be included in the modification.

Impact on Funding

The contract is funded by each agency's operating budget.



Item Number: 5

item Number. 5				
Vendor Name (Locati	on)			
IBM, Inc. (Armonk, Nev	w York)			
Description				
MTA Business Service	Center PeopleSo	ft Pension Upgrade		
Contract Term (include	ding Options, if a	ny)		
February 1, 2019–Sep	February 1, 2019–September 30, 2024			
Option(s) included in Total Amount? ☐ Yes ☒ No ☒ n/a				
Procurement Type		☐ Noncompetitive		
Solicitation Type	⊠ RFP □ Bid	Other: Modification		
Funding Source				
☑ Operating ☐ Capital ☐ Federal ☐ Other:				
Requesting Department				
Office of the Chief People Off, Hugo Pizarro				

Contract Number	Modif	ication #
90000000002704	20	
Original Amount:	\$	19,500,000
Prior Modifications:	\$	4,649,255
Prior Budgetary Increases:	\$	0
Current Amount:	\$	24,149,255
This Request:	\$	4,630,940
% of This Request to Current Amount:		19.0%
% of Modifications (including This Request) to Original Amount:		48.0%

Discussion:

MTA Headquarters ("MTAHQ") is seeking Board approval to modify an all-agency competitively negotiated personal services contract with IBM, Inc. ("IBM") that was approved by the Board in 2018 to provide technical consulting services to implement MTA's Phase II Pension Project. The proposed modification requests approval to modify the scope of work, add funding in the amount of \$4,630,940 to cover the updates to the scope of work, and extend the contract for an additional seven months (March 1, 2024–September 30, 2024) to accommodate: (1) the time required to complete the additional work, (2) allow for full-system implementation, and (3) transition maintenance and support to the MTA.

The Phase II Pension Project's objective is to implement centralized capacity for all MTA-administered defined benefit pension plans in the PeopleSoft Pension Administration module. This will result in improved quality of employee services, streamlined pension administration and financial accounting, as well as ensured accuracy and validity of data. Additional funding is needed to support the updated scope of work for additional professional and technical IT consulting services required to retrofit and rework the design objects for pension project business functionality to work as designed within the June 2023 upgrades of PeopleSoft Update Manager (PUM) #42 and PeopleTools version 8.59 of the PeopleSoft pension production environment.

This modification includes the retrofit work and post implementation support. This support will help transition maintenance of the pension production environment to MTA. IBM will rework and retrofit designs related to Manhattan and Bronx Surface Transit Operating Authority ("MaBSTOA") and Loans Pension Plans, and Metro-North Railroad/Long Island Rail Road ("LIRR") overtime cap rules as defined in prior modifications. IBM will provide technical reports, integration, conversion, and enhancements to include functional design documents, technical design documents, and test scripts. One MTA new test cycle will be supported by an IBM test lead of up to 20 consecutive business days for execution of test conditions defined for pension plans. IBM will (1) help coordinate scheduling of MTA User Acceptance Testing; (2) remediate defects; (3) present go/no-go decision factors for deployment; and (4) prepare a deployment readiness checklist. These implementation activities support the transition of the pension plan application from testing to production.

MTA-IT has determined that it would be risky to have a firm other than IBM perform the rework and retrofit of the pension project design since IBM has significant experience and expertise with MTA's PeopleSoft pension production environment. On completion of this work, the MTA does not anticipate any additional tasks to be required under this contract.

Pursuant to the previous Board-approved contract, IBM began providing technical consulting services to implement MTA's Phase II Pension Project for a fixed price of \$19.5 million. The Pensions Phase II Project brought the defined benefit pension plans (LIRR Closed Plans, Staten Island Rapid Transit Operating Authority, MaBSTOA, and MTA Bus) previously administered on inefficient applications into the centralized PeopleSoft Pension Administration System. The contract was later modified (November 7, 2020) to include Pension Self-Service Estimate functionality into PeopleSoft Production for the amount of \$250,000. This modification increased the base contract to \$19.75 million. Additional modifications of added consulting, development, and assessment work totaling \$4,399,255 increased the current contract amount to \$24,149,255.



(Continued)

IBM's proposed fixed price for this modification models the pricing structure of the current negotiated contract pricing established in the base agreement and prior modifications and is within the project management's estimate. Therefore, the negotiated fixed fee for this modification is considered fair and reasonable. IBM confirmed that this is the same pricing offered to its other government agencies.

In connection with a previous contract awarded to IBM, IBM was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines, and such responsibility finding was approved by the MTA Chairman/CEO, in consultation with the MTA General Counsel in July 2016. No new SAI has been found relating to IBM and IBM has been found to be responsible.

This contract has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Any applicable cybersecurity requirements, to the extent required, have been included in the modification.

IBM has certified that pursuant to EO16, it is not doing business in Russia.

Impact on Funding

This contract is funded by the MTA IT Department's Operating Budget.

Recommendation

It is recommended that the Board approve the modification to this all-agency competitively negotiated personal services contract with IBM to provide technical consulting services to implement MTA's Pension Phase II Project.

Schedule J: Modifications to Miscellaneous Procurement Contracts



Item Number: 6

Vendor Name (Locat	ion)			
TransCore, LP (Nash)	ville, Tennessee)			
Description				
Services to Design, Business District Tollin	, I ,	Maintain the Central		
Contract Term (inclu	iding Options, if ar	ıy)		
October 31, 2019–Jar	nuary 1, 2027			
Option(s) included in	n Total Amount?	☐ Yes ☐ No ☐ n/a		
Procurement Type		☐ Noncompetitive		
Solicitation Type	□ RFP □ Bid	Other: Modification		
Funding Source				
☐ Operating ☐ Capital ☐ Federal ☐ Other:				
Requesting Department:				
ITS & Tolling, Nichola	Angel			

Contract Number	AW	O/Mod. #
19-CBDT-2978	1	
Original Amount:	\$	507,244,615
Prior Modifications:	\$	0
Prior Budgetary Increases:	\$	
Current Amount:	\$	507,244,615
This Request:	\$	48,500,000
% of This Request to Current Amount:		9.5%
% of Modifications (including This Request) to Original Amount:		9.5%

Discussion:

MTA Bridges and Tunnels ("the Authority") is seeking Board approval to amend a miscellaneous procurement contract with TransCore, LP ("TransCore") to add funding in the amount of \$48.5 million and increase the contract duration 40 months (January 1, 2027–May 2, 2030).

The MTA Reform and Traffic Mobility Act authorizes the Authority to establish a Central Business District Tolling Program ("CBDTP") in Manhattan to impose tolls for entering or remaining in the Central Business District ("CBD") with the purpose of reducing congestion and generating revenue for the MTA's transit and commuter rail system. To accomplish this, a design, build, operate, and maintain contract was competitively awarded to TransCore on October 31, 2019, in the amount of \$495,644,625 for a duration of seven years and two months: 14 months for infrastructure installation, software deployment, and implementation of the CBDTP; and six years for operation and maintenance. The dollar amount approved by the Board was \$507,244,615. This modification is to add funding to the contract for additional work and to compensate the contractor for impact costs due to an extensive delay to the project schedule.

As a part of the CBDTP process, authorization was required from the Federal Highway Administration ("FHWA") to implement the CBDTP on roadways within the CBD, for which federal funds have been expended, under the FHWA's Value Pricing Pilot Program ("VPPP"). When FHWA reviews a project sponsor's application to the VPPP with the intention of taking an action, it must comply with the National Environmental Policy Act ("NEPA"). Under NEPA, final design and construction could not proceed without FHWA making an Environmental Finding. As a result, two Notices to Proceed ("NTP") were issued under this contract: NTP1 commenced with contract award (October 31, 2019) and initiated the preliminary design phase; and NTP2, issued on June 27, 2023, commenced with the FHWA's issuance of a Finding of No Significant Impact, and initiated the final design and construction phase.

At the time of contract award, it was anticipated that NTP2 would be issued on February 27, 2020. The actual issue date was 40 months later. The contractor then submitted a claim in the amount of \$84.15 million for impact cost due to the extensive delay. The cost claimed by the contractor was submitted in two parts: (1) an additional cost of \$47.99 million for completing the design, construction, and implementation ("DCI") phase; and (2) \$36.16 million for additional cost associated with the operation and maintenance ("O&M") phase. The Authority has evaluated the additional claimed cost and determined that while TransCore is not entitled to impact cost for delays due to FHWA's issuance of an environmental assessment / finding of no significant impact or record of decision pursuant to the contract, the extent of the delay to issue NTP2 was beyond what could have been contemplated at the time the contract was awarded. As a result of negotiations, TransCore agreed to incur the costs for 24 of the 40 months of delay during the DCI phase.

Schedule J: Modifications to Miscellaneous Procurement Contracts



As a result, the Authority proposes to pay the contractor impact costs for 16 months of delay during the DCI phase in the amount of \$16.5 million, which included:

- 1. Labor and material escalation for 16 months of delay in the amount of \$6.5 million.
- 2. Additional project management, material, and subcontractor cost for 16 months of delay in the amount of \$10 million.

Deletions (\$11 million) and additions (\$13 million) in scope changes have resulted in a net change of an additional \$2 million. These changes included:

- 1. Software design for additional tolling scenarios in the amount of \$6 million.
- 2. Additional work for added steel to strengthen existing structures to support toll detection equipment in the amount of \$7 million.
- 3. A credit to the Authority in the amount of \$11 million for the deletion of 31 tolling detection points.

The contractor claimed \$36.16 million for the increase in O&M cost associated with the 40-month delay. The Authority estimated a reasonable amount for the delay to the O&M costs to be \$28,280,231 by escalating both labor and material costs over the 40-month period. TransCore has agreed to accept a lump-sum settlement offer of \$30 million for the increase in O&M costs, to be spread over the six-year O&M period.

In the case of both the additional DCI and O&M labor and material costs, the calculation of the increase in cost due to the escalation associated with the delay in issuing NTP2 has been supported by the U.S. Bureau of Labor Statistics data, consumer price index for labor and producer price index for material. The total cost for this amendment is \$48.5 million, which is 7 percent higher than the engineer's estimate of \$45.2 million and is found to be fair and reasonable.

This contract is currently being evaluated to determine the necessary and appropriate scope, if any, for cybersecurity requirements, including any requirements under federal, state, and local law or regulation. The Authority is working with the contractor to include applicable cybersecurity requirements prior to the issuance of this change order. TransCore is a responsible contractor.

TransCore has certified that pursuant to EO 16, it is not doing business in Russia.

Impact on Funding

Funding is available in the CBDTP Capital Budget and future CBDTP Operating Budget.

Schedule A: Noncompetitive Purchases and Public Work Contracts



Item Number: 1

Vendor Name (Location)	Contract Number Renewal?			
Prevost Car (US) Inc. (Sainte Claire, Quebec)	B40695 ⊠ Yes □ No			
Description	Total Amount: \$325,795,912			
Furnish and Deliver 250 Over-the-Road Express Diesel Buses with Option of up to 131 Additional Buses	(\$214,187,493 base + \$111,608,420 options)			
Contract Term (including Options, if any)				
100 Months from Notice of Award (inclusive of delivery of the base and any option buses and provision of warranty support)	Funding Source			
Option(s) included in Total Amount? 🛛 Yes 🗌 No 🔲 N/A	☐ Operating ☐ Capital ☐ Federal ☐ Other:			
Procurement Type	Requesting Department:			
☐ Competitive ☐ Noncompetitive				
Solicitation Type	Procurement Operations, Louis A. Montanti			
☐ RFP ☐ Bid ☑ Other: Sole-Source				

Discussion:

NYC Transit requests that the Board waive formal competitive bidding and approve the purchase of 250 over-the-road express diesel buses with options for up to 131 additional over-the-road express diesel buses for a total of 381 buses as well as related items such as spare parts, special tools and equipment, technical documentation, and training from Prevost Car (US) Inc. ("Prevost") in the total estimated amount of \$325,795,912 (\$214,187,493 for the base award and \$111,608,420 for the options) on behalf of MTA Bus Company ("MTABC"). The Board is also requested to authorize the NYC Transit Assistant Chief Procurement Officer to approve the exercise of the options once funding becomes available.

The 250 buses under this contract will replace existing aging buses that have reached the end of their 12-year useful life operating out of MTABC depots in the Bronx and Queens. Currently, Prevost is the Authority's only qualified source for the over-the-road express diesel buses. In November 2022, a sole/single/unique source notification was publicly advertised pursuant to Public Authorities Law, Section 1265-a, subdivision 4(b) for this procurement in the *New York State Contract Reporter* and the *Daily News*. Throughout the solicitation period, no other firm responded to NYC Transit indicating it can provide the requirement as advertised.

The initial proposal was received from Prevost in January 2023, oral presentations were held in February, negotiations were conducted between March and September and centered on cybersecurity, pricing, delivery, alternate proposals, exceptions/deviations/clarifications to the technical specifications as well as terms and conditions. Prevost's Best and Final Offer ("BAFO") was received on September 22, 2023. Delivery of the base buses is anticipated to begin in April 2025 and be completed by August 2026.

The total contract award of \$214,187,493 will consist of \$212,993,168 for the 250 buses (\$851,973/bus); \$193,312 for manuals, diagnostic tools, and testing; \$624,678 for an estimated quantity of training; and \$376,335 for capital spares. The final price has been deemed fair and reasonable by the Cost Price Analysis Unit with assistance from MTA Audit Services, based on negotiations and both cost and pricing analysis.

The award to Prevost will also include options to purchase up to 131 additional buses at \$851,973 per bus (est. \$111,608,420). These options are subject to a PPI escalation if exercised more than 365 days after notice of award. Additionally, the options must be exercised on or before December 31, 2025. If exercised, the option buses will be delivered between August 2026 and March 2027.

There is reasonable assurance that Prevost is financially qualified to perform this contract.

The contract resulting from this procurement has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Cybersecurity language as agreed to by Prevost and NYCT has been included in the contract terms and conditions.

Prevost has certified that pursuant to EO 16, it is not doing business in Russia.

This contract is subject to review and approval of the Office of the New York State Comptroller ("OSC") and award will not be made prior to OSC approval.

Schedule A: Noncompetitive Purchases and Public Work Contracts



M/W/DBE Information

The MTA Department of Diversity and Civil Rights has established zero percent MWBE/SDVOB goals on this contract due to lack of subcontracting opportunities and MWBE/SDVOB firms in the marketplace. Similar contracts of this scope and nature are assigned zero goals and is part of the approved NYS Exclusion and Exemption List.

Impact on Funding

The contract will be funded with 100 percent MTA funds. Funds for this project have been approved in the MTA 2020–2024 Capital Program. Funding is available in the MTABC program support services to cover a shortfall of \$14 million. A WAR certificate will be secured prior to award. The 131 option buses will be funded as part of the MTA 2025–2029 Capital Program. No award will be made until the 2025–2029 funding is available, or an alternative funding source is identified.

Alternatives

There are no alternatives, as not awarding this contract will seriously undermine the Authority's fleet plan and its ability to retire buses.

Recommendation

To request that the Board waive formal competitive bidding and approve the purchase of 250 over-the-road express diesel buses from Prevost in the total estimated amount of \$214,187,492 on behalf of MTABC. The Board is also requested to authorize the NYC Transit Assistant Chief Procurement Officer to approve the exercise of the options once funding becomes available in the estimated amount of \$111,608,420.

METROPOLITAN TRANSPORTATION AUTHORITY July Financial Plan - 2023 Mid-Year Forecast Accrual Statement of Operations by Category September 2023 Monthly (\$\text{Sin millions})

		Non-Reimbursable	able			Reimbursable	ole			Total		
	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars Percent	av/(Unfav)- Percent	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars Percent	av/(Unfav)- Percent	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars Percent	av/(Unfav)- Percent
Revenue												
Farebox Revenue	\$398.7	\$392.9	(\$5.8)	(1.4)	\$0.0	\$0.0	\$0.0	Ø/X	\$398.7	\$392.9	(\$5.8)	(14)
	210.7	210.8	01	0.1				Ø.	210.7	210.8	() (0.0
Other Revenue	87.1	1128	25.6	29.4	0.0	000	0.0	Z	87.1	112.8	25.6	29.4
Capital and Other Reimbursements	0.0	00	00	Ą	187.4	184.2	(3.2)	(7.17)	187.4	1842	(3.2)	(17)
Total Revenues	\$696.5	\$716.5	\$20.0	2.9	\$187.4	\$184.2	(\$3.2)	(1.7)	\$883.9	\$900.7	\$16.8	6:
00000000												
Expenses												
Labor							,					
Payroll	\$490.7	\$630.3	(\$139.6)	(28.4)	\$64.1	\$54.6	\$9.4	14.7	\$554.8	\$684.9	(\$130.2)	(23.5)
Overtime	6.92	97.3	(20.4)	(26.5)	16.7	24.2	(7.5)	(45.2)	93.6	121.5	(27.9)	(29.8)
Health and Welfare	145.4	113.6	31.9	21.9	7.8	9.9	1.2	15.0	153.2	120.2	33.0	21.6
OPEB Current Payments	76.4	41.1	35.3	46.2	1.4	1.3	0.1	8.8	77.8	42.3	35.4	45.6
Pension	123.7	113.7	10.0	8.1	6.3	8.6	9.0	6.5	133.0	122.4	10.6	8.0
Other Fringe Benefits	89.5	103.0	(13.5)	(15.1)	21.7	20.4	1.3	0.9	111.2	123.4	(12.2)	(11.0)
Reimbursable Overhead	(36.2)	(40.7)	4.5	12.4	36.2	40.8	(4.7)	(12.9)	0.0	0.2	(0.2)	<(100.0)
Total Labor Expenses	\$966.5	\$1,058.3	(\$91.8)	(9.5)	\$157.0	\$156.6	\$0.4	0.3	\$1,123.5	\$1,214.9	(\$91.4)	(8.1)
Non-Labor:												
Electric Power	\$48.9	\$46.7	\$2.2	4.4	\$0.1	\$0.1	\$0.0	(24.1)	\$49.0	\$46.8	\$2.2	4.4
Fuel	17.2	18.0	(0.7)	(4.2)	0.0	0.0	0.0	99.7	17.3	18.0	(0.7)	(4.1)
Insurance	0.4	3.8	(3.4)	<(100.0)	0.7	0.7	0.0	(1.5)	1.1	4.5	(3.4)	<(100.0)
Claims	32.6	29.8	2.8	8.7	0.0	0.0	0.0	A/N	32.6	29.8	2.8	8.7
Paratransit Service Contracts	44.4	41.9	2.6	5.8	0.0	0.0	0.0	A/N	44.4	41.9	2.6	5.8
Maintenance and Other Operating Contracts	95.5	92.6	2.9	3.0	5.2	10.5	(5.3)	<(100.0)	100.6	103.1	(2.5)	(2.4)
Professional Services Contracts	67.5	43.4	24.1	35.7	13.5	8.2	5.3	39.0	81.0	51.7	29.3	36.2
Materials and Supplies	58.9	2.09	(1.8)	(3.1)	10.5	8.3	2.3	21.6	69.4	68.9	0.4	9.0
Other Business Expenses	25.4	20.6	4.8	18.9	0.5	(0.1)	9.0	> 100.0	25.9	20.5	5.4	20.8
Total Non-Labor Expenses	\$390.9	\$357.5	\$33.4	8.5	\$30.4	\$27.6	\$2.8	9.2	\$421.3	\$385.1	\$36.2	8.6
Other Expense Adjustments												
Other	\$2.6	\$16.6	(\$14.0)	<(100.0)	\$0.0	\$0.0	\$0.0	N/A	\$2.6	\$16.6	(\$14.0)	<(100.0)
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	Κ/Z	0.0	0.0	0.0	N/A
Total Other Expense Adjustments	\$2.6	\$16.6	(\$14.0)	<(100.0)	\$0.0	\$0.0	\$0.0	A/N	\$2.6	\$16.6	(\$14.0)	<(100.0)
Total Expenses Before Non-Cash Liability Adjs.	\$1,360.0	\$1,432.4	(\$72.4)	(5.3)	\$187.4	\$184.2	\$3.2	1.7	\$1,547.4	\$1,616.6	(\$69.2)	(4.5)
Depreciation	\$295.7	\$286.7	\$9.1	3.1	\$0.0	\$0.0	\$0.0	A/A	\$295.7	\$286.7	\$9.1	3.1
GASB 68 Pension Expense Adjustment	10.9	0.0	10.9	100.0	0.0	0.0	0.0	A/N	10.9	0.0	10.9	100.0
GASB 75 OPEB Expense Adjustment	10.6	0.0	10.6	100.0	0.0	0.0	0.0	A/N	10.6	0.0	10.6	100.0
GASB 87 Lease Adjustment	(0.2)	2.0	(5.2)	<(100.0)	0.0	0.0	0.0	A/N	(0.2)	9:0	(5.2)	<(100.0)
Environmental Remediation	0.1	4.1	(1.4)	<(100.0)	0:0	0.0	0.0	ĕ/N	0.1	4.1	(1.4)	<(100.0)
Total Expenses After Non-Cash Liability Adjs.	\$1,677.1	\$1,725.4	(\$48.4)	(2.9)	\$187.4	\$184.2	\$3.2	1.7	\$1,864.5	\$1,909.6	(\$45.1)	(2.4)
Less: B&T Depreciation & GASB Adjustments	\$16.8	\$19.9	(\$3.1)	(18.5)	\$0.0	\$0.0	\$0.0	0.0	\$16.8	\$19.9	(\$3.1)	(18.5)
Adjusted Total Expenses	\$1,660.3	\$1,705.5	(\$45.3)	(2.7)	\$187.4	\$184.2	\$3.2	1.7	\$1,847.7	\$1,889.7	(\$42.0)	(2.3)
Net Surplus/(Deficit)	(\$963.8)	(0.686\$)	(\$25.2)	(2.6)	\$0.0	\$0.0	\$0.0	0.1	(\$963.8)	(\$989.0)	(\$25.2)	(2.6)
Total Subsidies	\$825.0	\$739.2	(\$85.8)	(10.4)	\$0.0	\$0.0	\$0.0	A/N	\$825.0	\$739.2	(\$85.8)	(10.4)
Debt Service	229.0	222.9	. 1.9	2.7	0.0	0.0	0.0	A/A	229.0	222.9	6.1	2.7

Notes: Totals may not add due to rounding

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the YTD results. The Md-Year Forecast for Payroll does not reflect a projected \$135 million expense related to the TWU Local 100 settlement, which was below-the-line in the 2023 July Plan.

METROPOLITAN TRANSPORTATION AUTHORITY July Financial Plan - 2023 Mid-Year Forecast Accrual Statement of Operations by Category September 2023 Year-to-Date (\$ in millions)

		Non-Reimbursable	sable			Reimbursable	ole			Total		
	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars Percent	av/(Unfav)- Percent	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars Percent	av/(Unfav)- Percent	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars Percent	av/(Unfav)- Percent
Revenue				Ī								
Farebox Revenue	\$3,366.8	\$3,397.1	\$30.3	6.0	\$0.0	\$0.0	\$0.0	Κ/Z	\$3,366.8	\$3,397.1	\$30.3	6:0
Toll Revenue	1,814.4	1,822.9	8.5	0.5	0.0	0.0	0.0	A/N	1,814.4	1,822.9	8.5	0.5
Other Revenue	628.9	634.1	(24.8)	(3.8)	0.0	1.4	1.4	Κ/Z	628.9	635.5	(23.3)	(3.5)
Capital and Other Reimbursements	0.0	0.0	0.0	ΑX	1,683.6	1,530.3	(153.3)	(9.1)	1,683.6	1,530.3	(153.3)	(9.1)
Total Revenues	\$5,840.1	\$5,854.1	\$14.0	0.2	\$1,683.6	\$1,531.8	(\$151.9)	(9.0)	\$7,523.7	\$7,385.9	(\$137.9)	(1.8)
Labor												
Pavroll	\$4.346.7	\$4.367.8	(\$21.1)	(0.5)	\$579.0	\$478.9	\$100.0	17.3	\$4 925.7	\$4.846.8	878.9	91
Overtime	6819	847.6	(165.7)	(24.3)	170.2	189.8	(19.7)	(11.6)	852.1	1 037.5	(185.4)	(21.8)
Health and Welfare	1.263.8	1.153.6	110.2	8.7	7.79	57.1	10.7	15.7	1.331.5	1.210.7	120.8	9.1
OPER Current Payments	632.3	555.4	76.9	12.2	12.3	11.2	1.1	6	644 6	5666	78.0	12.1
Pension	1 034 5	1 007 1	27.5	2.7	80.6	75.7	. 4	1.9	1 115 1	1 082 7	32.4	60
Other Fringe Benefits	7.867	805.5	(8.8)	(6:0)	203.3	181.2	22.1	10.9	1,002.0	986.7	15.3	1.5
Reimbursable Overhead	(340.6)	(339.9)	(0.7)	(0.2)	341.5	340.8	0.7	0.2	0.0	1.0	(0.1)	(7.2)
Total Labor Expenses	\$8,417.4	\$8,397.3	\$20.1	0.2	\$1,454.5	\$1,334.7	\$119.9	8.2	\$9,871.9	\$9,732.0	\$139.9	1.4
Non-Labor:	6	0 0000	6	c c	Č	Ç	6	9	6	0000	100	9
Electric Power	466.7	4593.2	\$20.9 (7.0)	7.00	4.00	9.00	(\$0.7)	(42.9)	4419.3	4593.0	4.0.0	- G
Fuel	100.7	107.4	(0.7)	(43.3)	0.7	S. A.	(0.2)	<(100.0)	100.6	107.7	(6:0)	(0.5)
insurance Olaima	22.4	32.0	(9.7)	(43.2)	0.0	0.0	8 6	4. V. N	707.4	36.0	(0.9)	(31.0)
Collins Description of Contracts	201.4	283.0	C.U.2	. 6	0.0	0.0	9.0	K S	3753	283.0	C.U2	
Maintanance and Other Operating Contracts	678 8	363.9	(0.0)	(2.3) 6.5	49.1	0.0	0.0	A/N	0707	303.9	35.7	4.9
Infamilieration of the Operating Contracts Disfessional Sentions Contracts	675.0	034.0	2,44	0.0 0.0	1.64	53.4	(0.0)	(17.4)	643.1	692.3	125.0	4. 0 8. 0
Materials and Supplies	518.2	490.1	28.0	5. Z	90.5	6 22	2.00	0 m	598.7	5680	30.7	5. 7.
Other Business Expenses	198.9	197.5	1.3	0.7	6:00	0.3	0.6	67.3	199.8	197.9	2.0	. 01
Total Non-Labor Expenses	\$3.218.0	\$3,029.5	\$188.6	5.9	\$229.1	\$195.7	\$33.5	14.6	\$3,447.2	\$3,225.1	\$222.0	6.4
Other Expense Adjustments												
Other	(\$4.5)	\$16.0	(\$20.5)	<(100.0)	\$0.0	\$0.0	\$0.0	∀ :	(\$4.5)	\$16.0	(\$20.5)	<(100.0)
General Reserve	0.0	0.0	0.0	₹ Z	0.0	0.0	0.0	ĕ/Z	0.0	0.0	0.0	∢ Z
Total Other Expense Adjustments	(\$4.5)	\$16.0	(\$20.5)	<(100.0)	\$0.0	\$0.0	\$0.0	Ψ/N	(\$4.5)	\$16.0	(\$20.5)	<(100.0)
Total Expenses Before Non-Cash Liability Adjs.	\$11,630.9	\$11,442.8	\$188.2	1.6	\$1,683.6	\$1,530.3	\$153.3	1.6	\$13,314.6	\$12,973.1	\$341.5	2.6
Depreciation	\$2.585.0	\$2.597.3	(\$12.3)	(0.5)	\$0.0	\$0.0	\$0.0	4/Z	\$2.585.0	\$2.597.3	(\$12.3)	(0.5)
GASB 68 Pension Expense Adjustment	44.4	0.0	44.4	100.0	0.0	0.0	0.0	Κ/Z	44.4	0.0	44.4	100.0
GASB 75 OPEB Expense Adjustment	43.6	0.0	43.6	100.0	0.0	0.0	0.0	A/N	43.6	0.0	43.6	100.0
GASB 87 Lease Adjustment	0.9	14.5	(8.4)	<(100.0)	0.0	0.0	0.0	N/A	0.9	14.5	(8.4)	<(100.0)
Environmental Remediation	5.8	7.9	(2.1)	(36.5)	0.0	0.0	0.0	A/A	5.8	7.9	(2.1)	(36.5)
Total Expenses After Non-Cash Liability Adjs.	\$14,315.8	\$14,062.5	\$253.3	8.	\$1,683.6	\$1,530.3	\$153.3	1.6	\$15,999.4	\$15,592.8	\$406.6	2.5
Less: B&T Depreciation & GASB Adjustments	\$150.0	\$161.3	(\$11.3)	(7.5)	\$0.0	\$0.0	\$0.0	0.0	\$150.0	\$161.3	(\$11.3)	(7.5)
	1	,		,				3				ć
Adjusted Total Expenses	\$14,165.7	\$13,901.1	\$264.6	ر. و:	\$1,683.6	\$1,530.3	\$153.3	- -	\$15,849.4	\$15,431.5	\$417.9	5.6
Net Surplus/(Deficit)	(\$8,325.6)	(\$8,047.0)	\$278.6	3.3	\$0.0	\$1.4	\$1.4	> 100.0	(\$8,325.6)	(\$8,045.6)	\$280.1	3.4
Total Subsidies	\$5,536.4	\$5,429.4	(\$107.0)	(1.9)	\$0.0	\$0.0	\$0.0	ď.	\$5,536.4	\$5,429.4	(\$107.0)	(1.9)
Debt Service	2,086.2	2,056.9	29.3	4.1	0.0	0.0	0.0	A/A	2,086.2	2,056.9	29.3	4.

Notes: Totals may not add due to rounding

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the YTD results. The Md-Year Forecast for Payroll does not reflect a projected \$135 million expense related to the TWU Local 100 settlement, which was below-the-line in the 2023 July Plan.

METROPOLITAN TRANSPORTATION AUTHORITY CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL - ACCRUAL BASIS September 2023

September 2023 YEAR-TO-DATE	e ole) Reason for Variance	MNR, the LIRR, and MTA Bus were favorable by \$27.4M, \$8.9M, and \$3.4M, respectively, mainly due to higher ridership and yields. These results were partially offset by an unfavorable variance of (\$9.0M) at NYCT, mainly due to lower Bus ridership, partially offset by higher Subway ridership.	0.5 Higher than forecasted average toll revenue per vehicle	(3.8) MTA HQ and MTA Bus were unfavorable by (\$27.8M) and (\$5.4M), respectively, reflecting the continuation of drivers referenced for the month, and NYC1 was unfavorable by (\$8.2M) mainly due to the timing of Paratransit Reimbursement and lower student fares. These results were partially offset by favorable variances of \$5.9M at MNR mainly due to higher CGT retail revenue, and vertising revenue, and retrest income; \$3.8M at the LIRR mainly due to higher rental and advertising revenue, and \$3.4M at B&T and \$2.6M at FMTAC, reflecting the continuation of drivers referenced for the month.	(0.5) NYCT and MNR were unfavorable by (\$35.7M) and (\$10.6M), respectively, reflecting the drivers referenced for the month, MTA HQ was unfavorable by (\$6.8M) mainly due to vacation accruals, the timing of hiring and retroactive wage payments, and agency billings. Partially of freeting these results were favorable outcomes of \$16.4M at the LIRR, \$10.7M at B&T, \$3.6M at SIR, and \$0.9M at MTA Bus, all mainly driven by vacancies.	respectively, reflecting the continuation of drivers referenced for the month. MNR and BST were unfavorable by (\$5.4M) and (\$1.1M), respectively, mainly due to higher vacancy/absentee coverage requirements, and the LIRR was unfavorable by (\$0.7M) mainly due to higher programmatic/notine maintenance, and unscheduled maintenance. These results were partially offset by favorable variances of \$5.1M at MTA Bus mainly due to lower unscheduled service, lower programmatic maintenance, less weather-related overfitne requirements, and favorable variances and favorable variances of \$5.1M at MTA Bus mainly due to lower unscheduled service, lower programmatic maintenance, less weather-related overfitne requirements, and favorable variances and favorable variances and favorable variances. September 29th severe weather will be reflected in October financial results.	8.7 NVCT, the LIRR, and MTA Bus were favorable by \$96.3M, \$7.5M, and \$1.2M, respectively, reflecting the continuation of drivers referenced for the month. MTA HQ and BMST were favorable by \$5.2M and \$3.1M, respectively, mainly due to vacancies, and SIR was favorable by \$0.9M due to timing. Partially offsetting these results was an unfavorable variance of (\$4.2M) at MNR mostly due to higher labor costs and rates.
	Favorable (Unfavorable)	ର ଭା <i>ତ</i>	8.5	(24.8)	(21.1)	(165.7)	110.2
September	Reason for Variance	Passenger revenue was unfavorable by (\$7.8M) at NYCT mainly due to lower indership. The LIRR and MITA Bus were unfavorable by (\$0.9M) and (\$0.5M), respectively, mainly due to lower yields. These results were partially offset by a favorable variance of \$3.5M at MINR, mainly due to higher ridership.	Minor variance mainly due to higher than forecasted average toll revenue per vehicle	MNR was favorable by \$27.3M mainly due to the timing of the local subsidy to cover the pension prepayment, lower GCT retail revenues, and higher interest income. NVCT was favorable by \$9.5M mainly due to the timing of Paratransit Rembursement, student faires, and higher recoveries from summonses. FMTAC was favorable by \$2.8M driven by a positive shift in the market value of the invested asset portfolio, and B&T was favorable by \$1.3M mainly due to the timing of E-ZPass administrative fees, parallally offesting these results were unfavorable wariances of (\$12.9M) at MTA HO mainly due to lower rental and Transit Museum revenue, and the timing of funding from the Manhattan District Attorney's Office; and (\$2.1M) at MTA Bus mainly due to the timing of student reimbursement and lower other contract services.	NYCT and MTA Bus were unfavorable by (\$136.7M) and (\$4.6M), respectively, mainly due to the contractual payment of TWU active essential employee bonuses and the TWU settlement wage increase. MNR was unfavorable by (\$4.4M) mainly due to lower capital project activity and retiree payouts. Partially offsetting these results were favorable variances of \$5.7M at the LIRR mainly due to vacancies and the accrual reversal for a labor agreement settlement, and \$1.1M at SIR, \$0.9M at B&T, and \$0.5M at MTA HQ due to vacancies.	Unfavorable outcomes resulting from overruns totaling (\$20.9M) at NYCT were mainly due to higher vacancy/absentee coverage requirements, and (\$0.8M) at MTA HQ due to higher MTA PD coverage deployment requirements. Partially offsetting these results were favorable outcomes of \$1.1M at MTA Bus mainly due to lower unscheduled service, lower programmatic maintenance, and favorable traffic, and \$0.8M at the LIRR mainly due to lower programmatic/routine maintenance, vacancy/absentee, and scheduled service. Overfirine related to the September 29th severe weather will be reflected in October financial results.	NYCT was favorable by \$28.5M mainly due to lower claims and prescription rebate credits. The LIRR was favorable by \$2.2M due to vacanices. MTA Bus was favorable by \$4.1M mainly due to higher prescription drug rebates and B&T was favorable by \$6.6M mainly due to timing. Partially offsetting these results was an unfavorable variance of (\$1.4M) at MNR mainly due to higher labor costs and rates.
	ole able)	(1.4)	0.1	29.4	(28.4)	(26.5)	21.9
	Favorable (Unfavorable)	(5.8)	0.1	25.6	(139.6)	(20.4)	31.9
	Nonreimb or Reimb	χ Χ	X X	Ä	ድ	Ä	N N
	Generic Revenue or Expense Category	Farebox Revenue	Vehicle Toll Revenue	Other Operating Revenue	Payroll	Overtime	Health and Welfare

METROPOLITAN TRANSPORTATION AUTHORITY CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL - ACCRUAL BASIS September 2023

_
Suc
€
Ε
·=

				September			September 2023 YEAR-TO-DATE
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)	e yle)	Reason for Variance	Favorable (Unfavorable)	le ole)	Reason for Variance
OPEB - Current Payment	£	89 S.	% 46.2	NYCT was favorable by \$36.2M mainly due to lower claims and prescription rebate credits. The LIRR was favorable by \$1.9M mainly due to fewer retirees. Partially offsetting these results were unfavorable variances of (\$1.3M) at both MTA Bus and MTA HQ, mainly due to higher retirees.	\$ 76.9	12:2	NYCT and the LIRR were favorable by \$69.8M, and \$9.0M, respectively, reflecting the continuation of drivers referenced for the month. MTA Bus was favorable by \$0.9M mainly due to fining. Partially offsetting these results were unfavorable variances of (\$2.0M) at MTA HQ mainly due to higher retiree levels, and (\$0.9M) at B&T and (\$0.5M) at SIR, both mainly due to timing.
Pensions	œ Z	10.0	8.1	Timing was responsible for favorable variances of \$9.6M at MTA HQ and \$1.3M at the LIRR, partially offset by an unfavorable variance of (\$0.9M) at the NYCT.	27.5	2.7	Timing was responsible for favorable variances of \$16.7M at NYCT, \$4.7M at MTAHQ, \$3.4M at the LRR, \$1.5M at MNR, and \$1.1M at B&T.
Other Fringe Benefits	K K	(13.5)	(15.1)	NYCT was unfavorable by (\$13.5M) mainly due to higher FICA expense related to the TWU active essential employee bonus payment, and the LIRR was unfavorable by (\$3.5M) mainly due to the fining of FELA informity reserves. These results were partially offset by favorable variances of \$1.5M at MTA Bus mainly due to lower payroll-related expenses, lower Worker's Compensation, and timing of interagency agency billings.	(6.8)	(0.9)	NYCT was unfavorable by (\$27.6M) mainly due to the continuation of drivers referenced for the month and the timing of reimbursable fringe overhead credits. MNR was unfavorable by (\$0.9M) mainly due to higher labor costs. These results were partially offset by favorable variances of \$7.8M at MTA Bus reflecting the continuation of drivers referenced for the month; \$4.5M at BAT mainly due to timing and vacarnies; \$4.4M at the LIRR mainly due to lower Railroad Reitrement Taxes; \$2.8M at SIR due to higher reimbursable fringe overhead credits; and \$2.1M at MTA HQ mainly due to lower agency billings.
Reimbursable Overhead	Σ Σ	6.5	12.4	The timing of project activity was responsible for the favorable variances of \$4.6M at NYCT, \$1.7M at the LIRR, and \$0.8M at MNR, partially offset by unfavorable variances of (\$2.2M) at MTA HQ and (\$0.5M) at the MTAC&D.	(0.7)	(0.2)	The timing of project activity was responsible for the unfavorable variances of (\$7.2M) at MTA HQ, (\$2.5M) at MTAC&D, and (\$2.2M) at MNR, partially offset by favorable variances of \$6.2M at the LIRR, \$3.3M at NVCT, \$1.1M at B&T, and \$0.5M at MTA Bus.
Electric Power	Ϋ́Z	2.2	4.	The LIRR and MNR were favorable by \$3.8M and \$0.7M, respectively, mainly due to lower rates and consumption. Partially offsetting these results was an unfavorable variance of (\$2.0M) at NYCT due to the timing.	25.9	6.2	The LIRR was favorable by \$19.4M mainly due to lower consumption and rates, and MNR was favorable by \$7.6M mainly due to lower rates. Timing was mainly responsible for the favorable variance of \$1.0M at MTA HQ. Partially offsetting these favorable results were unfavorable variances of (\$1.6M) at NYCT and (\$0.6M) at SIR, mainly due to timing.
Fuel	R R	(0.7)	(4.2)	NYCT was unfavorable by (\$1.1M) mainly due to timing, and the LIRR was unfavorable by (\$0.9M) mainly due to higher rates, partially offset by a favorable variance of \$1.0M at MNR mainly due to lower rates.	(0.7)	(0.4)	NYCT was unfavorable by (\$2.0M) due to timing, partially offset by a favorable variance of \$1.1M at MNR mainly due to lower rates and consumption.
Insurance	χ Υ	(3.4)	*	Timing was responsible for unfavorable variances of (\$2.8M) at FMTAC, and (\$1.1M) at B&T. Other Agency variances were minor.	(9.7)	(43.2)	Timing was responsible for an unfavorable variance of (\$16.4M) at FMTAC and favorable variances of \$4.6M at B&T and \$0.6M at MTA Bus. The LIRR was favorable by \$1.0M mainly due to lower property and liability insurance.
Claims	χ Υ	2.8	8.7	FMTAC was \$2.2M favorable due to adjustments to projected loss reserves and MTA Bus was favorable by \$1.1M mainly due to timing. These results partially offset by an unitavorable variance of (\$0.6M) at the LIRR mainly due to increased reserves.	20.5	2.5	FMTAC and MTA Bus were favorable by \$18.1M and \$4.7M, respectively, reflecting the continuation of drivers referenced for the month. MTA HQ and SIR were favorable by \$0.7M, and \$0.5M, respectively, mainly due to timing. These results were partially offset by unfavorable variances of (\$2.4M) at the LIRR and (\$1.2M) at MINR mainly due to increased reserves.
Paratransit Service Contracts	N N	2.6	5.8	Favorable \$2.6M at NYCT mainly due to timing.	(8.6)	(2.3)	Unfavorable (\$8.6M) at NYCT mainly due to higher support costs.

METROPOLITAN TRANSPORTATION AUTHORITY CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL - ACCRUAL BASIS September 2023 (\$ in millions)

September 2023 YEAR-TO-DATE	Reason for Variance	The overall favorable outcome was mainly attributable to the timing of various expenses at the following agendes: MTA HO, LIRR and MTA Bus were favorable by \$31.2M, \$8.3M, and \$5.4M respectively, reflecting the continuation of drivers referenced for the month; GCMOC \$11.2M for maintenance activities, and BdR 15.94M for Reluse & Recycling, E-ZPass equipment costs. These results were partially offset by unfavorable variances of (\$20.8M) at NYCT and (\$5.8M) at MNR both reflecting the continuation of drivers referenced for the month.	The overall favorable outcome was mainly attributable to the timing of various expenses at the following agencies: MTA HQ \$47.9M mainly for MTA HClasted fires including software services, maintenance and repairs and consulting services, data center changes, temporary services, medical services, and engineering services; the continuation of drivers referenced for the month at NVCT \$18.7M, MTA Bus \$6.5M, and BR \$4.1M, \$6.5M at the LIRR mainly due to fiber optic network expenses, Sperry rail testing, decommissioning, and lower MTA chargebacks; \$2.8M at SIR mainly for the timing of the COVID cleaning program; and \$2.4M at MNR for consulting and engineering services. These results were partially offset by an unfavorable (\$1.5M) variance at MTAC&D, mainly due to timing.	The LIRR was favorable by \$17.1M mainly due to the timing of modifications and RCM activity for the revenue fleet. MTA Bus and NYCT were favorable by \$7.7M and \$6.1M, respectively, reflecting the continuation of drivers referenced for the month. B&T was favorable by \$1.1M mainly due to the timing of small equipment, and supply categories. These results were parallally offset by unfavorable variances of (\$3.5M) at MNR reflecting the continuation of drivers referenced for the month and (\$0.7M) at SIR due to higher rail maintenance requirements.	B&T was favorable by \$2.1M mainly due to higher credit/debit card processing fees, and MTA Bus was favorable by \$0.7M mainly due to the timing of miscellaneous expenses and higher Payroll Mobility taxes. These results were partially offset by unitavorable variances of \$50.6M) at MTA HQ mainly due to the timing of the Staten Island resident toll rebate program, and \$50.5M) at the LIRR mainly due to higher bad debt reserves and higher credit/debit card processing fees.	* Variance due to timing differences in project completions.	Timing differences in project completions and assets reaching beneficial use resulted in unfavorable variances of (\$12.8M) at the LIRR, (\$9.1M) at BRT, (\$3.6M) at MTA HQ, (\$2.6M) at SIR, (\$1.9M) at MNR, and (\$1.7M) at GCMOC and favorable variances of \$17.4M at NYCT, and \$2.0M at MTA Bus.
	Favorable (Unfavorable)	% <mark>ଓ</mark>	15.9	4.0	0.7		(0.5)
	Favo (Unfav	8.4. 8.6.	87.6	28.0	1.3	(20.5)	(12.3)
September	Reason for Variance	The overall favorable outcome was mainly attributable to the timing of various expenses at the following agencies. MTA MC 98.1M for maintenance and repairs for Gowanus, construction services, security safety equipment and supplies, and homeless outreach, GCMOC \$5.1M for lower invoice payments; the LIRR \$4.5M for Jamalea Control Center maintenance & repairs accrual reversal, higher project reimbusement for vehicles and work train usage, and maintenance & repair contracts; and MTA Bus \$5.15M for bus technology, tires and tubes, real estate lease and entals. These results were partially offset by unfavorable variances of (\$10.6M) at NYCT reflecting Subways car cleaning contract overruns and a paratansit fleet purchase, (\$4.9M) at BXT for Major Maintenance end operating contracts.	The overall favorable outcome was mainly attributable to the timing of various expenses at the following agencies: MTA HQ \$10.8M mainly for MTA IT-ralated items including software services, maintenance and repairs and consulting services, engineering services and medical services. NVCT \$7.8M reflecting professional contract payments and MTA Bond Service ragges; MTA Band Service orditacts; \$1.6M at B&T mainly for bond issuance costs; \$1.0M at the LIRR for Sperry rail testing and fiber optic network expenses; and \$0.9M at SIR for the retaining wall inspection program.	The overall unfavorable variances were mainly attributable to the following agencies: (\$3.4M) at the LIRR mainly due to the miscellaneous inventory reserve adjustment and the timing of right-of-way material: and (\$0.8M) at MNR mainly due to miscellaneous inventory adjustments and the timing of infrastucture repairs. These results were partially offset by devicable variances of \$1.5M at MTR. Bus mainly due to lower usage of general maintenance material and the timing of the shop program, and \$1.0M at NYCT mainly due to the timing of vehicle materials and switch materials expenses.	NYCT and B&T were favorable by \$2.6M and \$1.2M, respectively, mainly due to the timing of credit/debit card processing fees, and MTA HQ was favorable by \$0.8M mainly due to the timing of fare evasion, office supplies, and non-operating purchase expenses.	Variance due to timing differences in project completions.	Timing differences in project completions and assets reaching beneficial use resulted in favorable variances of \$5.0M at NYCT, \$3.0M at LIRR, and \$0.6M at MNR, and unfavorable variances of (\$1.6M) at B&T, GCMOC (\$1.0M), and (\$0.7M) at SIR.
	ole ible)	% °.	35.7	(3.1)	18.8 8	*	£.
	Favorable (Unfavorable)	ଖାଉ	24.1	(1.8)	4. 8.	(14.0)	9.1
	Nonreimb or Reimb	Ϋ́	Ä	Ä	χ Υ	ĸ.	Ϋ́ Z
	Generic Revenue or Expense Category	Maintenance and Other Operating Contracts	Professional Service Contracts	Materials & Supplies	Other Business Expenses	Other Expense Adjustments	Depreciation

METROPOLITAN TRANSPORTATION AUTHORITY CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL - ACCRUAL BASIS September 2023 (\$ in millions)

				September			September 2023 YEAR-TO-DATE
Generic Revenue	Nonreimb	Favorable	ā		Favorable	ø	
or Expense Category	or Reimb	(Unfavorable)	ple)	Reason for Variance	(Unfavorable)	(e)	Reason for Variance
GASB 68 Pension Adjustment	N N	8 0.01	% *	MTA Bus was favorable by \$10.9M.	44.4.5	% *	MTA Bus was favorable by \$44.4M.
GASB 75 Pension Adjustment	Ä.	10.6	*	Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change in OPEB liability (GASB 75). MTA Bus was favorable by \$10.6M.	43.6	*	Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change in OPEB liability (GASB 75). MTA Bus was favorable by \$43.6M.
GASB 87 Lease Adjustment	X X	(5.2)	*	GAAP-required recognition of certain lease assets and liabilities for leases previously classified as operating leases based on contract provisions, including unfavorable variances of (\$2.0M) at N°CT, (\$1.7M) at the LIRR, and (\$1.5M) at B&T. Other Agency variances were minor.	(8.4)	*	GAAP-required recognition of certain lease assets and liabilities for leases previously classified as operating leases based on contract provisions, including unfavorable variances of (\$6.1M) at NYCT, (\$2.2M) at BAT, and (\$2.1M) at the LIRR, partially offset by a favorable variance of \$2.3M at MNR.
Environmental Remediation	N N	(1.4)	*	Unfavorable variance of (\$1.0M) at the LIRR. Other agency variances were minor.	(2.1)	(36.5)	Unfavorable variances of (\$1.1M) at the LIRR and (\$0.7M) at MTA Bus. Other agency variances were minor.
Reimbursable revenue and expe vacancy assumptions, refineme the variance by Agency.	ense activity and and to broject	re primarily scheduling,	influenci as well a	Reimbursable revenue and expense activity are primarily influenced by the nature and timing of project activity. Accordingly, variances reflect the impact of the aforementioned influences as well as changes in reimbursement and vacancy assumptions, refinements to project scheduling, as well as project delays/accelerations. At MTAHQ, impacts reflect reimbursable directed patrol (police coverage) requirements. The following lists the major contributors of the variance by Agency.	ct the impact irected patrol	of the af (police c	prementioned influences as well as changes in reimbursement and overage) requirements. The following lists the major contributors of
Capital & Other Reimbursements	œ	(3.2)	(1.7)	Unfavorable variances: (\$3.2M) at MTA HQ, (\$3.1M) at MTAC&D, (\$2.0M) at MNR, (\$1.4M) at NYCT, and (\$0.6M) at MTA Bus. Favorable variance: \$7.4M at the LIRR.	(153.3)	(9.1)	Unfavorable variances: (\$107.6M) at NYCT, (\$23.2M) at MTA HQ, (\$21.7M) at MNR, (\$17.4M) at MTAC&D, and (\$1.6M) at MTA Bus. Favorable variances: \$13.9M at the LIRR, \$3.1M at SIR, and \$1.2M at B&T.
Payroll	œ	9.6	14.7	Favorable variances: \$9.6M at NYCT and \$2.3M at MNR. Unfavorable variances: (\$2.6M) at MTAC&D and (\$0.5M) at the LIRR.	100.0	17.3	Favorable variances: \$93.7M at NYCT, \$12.2M at MNR, \$3.6M at the LIRR, \$0.7M at SIR, and \$0.6M at MTA Bus. Unfavorable variance: (\$11.1M) at MTAC&D.
Overtime	œ	(7.5)	(45.2)	Unfavorable variances: (\$5.7M) at NYCT, and (\$1.7M) at the LIRR. Other Agency variances are minor.	(19.7)	(11.6)	Unfavorable variances: (\$17.8M) at NYCT, (\$2.1M) at MTA HQ, (\$1.9M) at SIR, and (\$0.6M) at the LIRR. Favorable variance: \$2.9M at MNR.
Health and Welfare	œ	1.2	15.0	Favorable variances: \$0.8M at MNR and \$0.7M at NYCT. Other Agency variances were minor.	10.7	15.7	Favorable variances: \$5.5M at NYCT, \$4.4M at MNR and \$0.8M at MTA Bus. Other variances were minor.
OPEB Current Payment	œ	0.1	8.8	Agency variances were minor.	12	9.2	Favorable variances: \$1,1M at NYCT. Other Agency variances were minor.
Pensions	œ	9.0	6.5	Favorable variance: \$0.5M at MNR. Unfavorable variance: (\$0.7M) at LIRR. Other Agency variances were minor.	6.4	6.1	Favorable variances: \$2.7M at MNR and \$2.1M at NYCT. Other Agency variances were minor.
Other Fringe Benefits	œ	1.3	0.9	Favorable variances: \$1.6M at NYCT and \$0.5M at MNR partially offset by (\$0.6M) at LIRR. Other agencies variances were minor.	22.1	10.9	Favorable variances: \$22.5M at NYCT and \$2.9M at MNR. Unfavorable variances: (\$1.8M) at SIR, (\$0.9M) at LIRR, (\$0.6M) at C&D. Other agencies variances were minor.
Reimbursable Overhead	œ	(4.7)	(12.9)	Unfavorable variances: (\$4.6M) at NYCT. (\$1.7M) at the LIRR, and (\$1.0M) at MNR. Favorable variances: \$2.2M at MTA_HQ and \$0.5M at MTAC&D.	0.7	0.2	Favorable variances: \$7.2M at MTA HQ, \$2.5M at MTAC&D, and \$2.1M at MNR. Unfavorable variances: (\$6.2M) at the LIRR, (\$3.3M) at NYCT, (\$1.1M) at B&T, and (\$0.5M) at MTA Bus.
Electric Power	ď	0.0	(24.1)	Agency variances were minor.	(0.2)	(42.9)	Agency variances were minor.
Fuel	œ	0.0	2.66	Agency variances were minor.	(0.2)	*	Agency variances were minor.
Insurance	œ	0.2	(1.5)	Agency variances were minor.	8.0	12.4	Favorable variance: \$0.8M at the LIRR. Other Agency variances were minor.
Claims	œ	0.0	•	No variance.	0.0	٠	No variance.

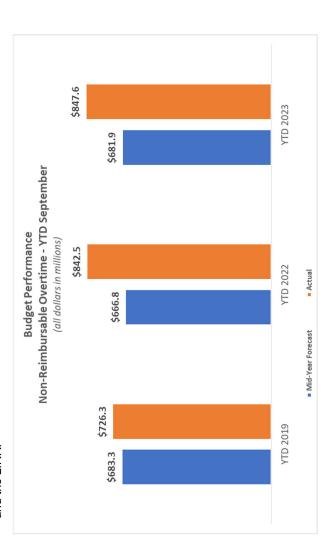
METROPOLITAN TRANSPORTATION AUTHORITY CONSOLIDATED ACCRUAL STATEMENT OF OPERATIONS BY CATEGORY EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL - ACCRUAL BASIS September 2023

Favorable (Unfavorable) Reason for Variance	\$\frac{\mathbb{S}}{\text{0.0}}\$. No variance.	t MNR, and (8.6) (17.4) Unfavorable variances: (\$7.9M) at the LIRR, (\$2.0M) at NYCT, and (\$1.6M) at MNR. Favorable variance: \$2.9M at MTAC&D. Other Agency variances were minor.	it MTA HQ. 38.3 41.8 Favorable variances: \$22.4M at MTAC&D, \$17.4M at MTA HQ and \$1.7M at MNR. Unfavorable variances: (\$0.8M) at NYCT, and (\$2.4M) at the LIRR.	2.7 3.3 Favorable variances: \$7.0M at NYCT and \$0.5M at the MTA Bus. Unfavorable variance: (\$5.2M) at MNR. Other agency variances were minor.	0.6 67.3 Favorable variance: \$1.1M at MTAC&D. Unfavorable variance: (\$0.7M) at NYCT. Other Agencies variances were minor.	d of \$50.2M, (107.0) (1.9) The unfavorable variance mainly reflected unfavorable results for PMT of \$10.0M, this is being evaluated to ascertain if the variance is read or if it reflects is sues arising from the implementation of new tax rates for if it reflects is sues arising from the implementation of new tax rates for large employers in NYC that became effective in July 2023. Additionally, MTA Bus Subsidy was unfavorable by \$54.1M, ucl to timing, lower FHV respectively, both timing-related. These were offset by favorable Local Operating Assilance-4B of \$28.2M and CDOTof \$6.4M and \$6.0M, respectively, both timing-related. These were difset by favorable Local Operating Assilance-4B of \$28.2M and Other MRT adjustments of \$21.3M, due to timing, Urban Tax of \$15.6M due to strong commercial real estate activity in NYC, and MTA Aid of \$11.0M, due to timing.	29.3 1.4 Debt Service expenses were \$2,066.9 million, which was \$29.3 million or 1.4% favorable due to investment income, timing related to debt issuance, and refunding savings; approximately \$6 million of the YTD positive variance is expected to be reversed in October.
Reason for Variance	No variance.	Unfavorable variances: (\$2.8M) at the LIRR, (\$2.4M) at MNR, and (\$0.8M) at NYCT. Favorable variance: \$0.6M at MTAC&D. Other Agency variances were minor.	Favorable variances: \$4.4M at MTAC&D and \$1.2M at MTA HQ. Unfavorable variance: (\$0.6M) at LIRR.	Favorable variances: \$1.7M at LIRR and \$0.7M at MNR. Other agency variances were minor.	Agencies variances were minor.	The unfavorable variance mainly reflected a lower MTA Aid of \$50.2M, BTD of \$14.6M and Lozed Operating Assistance 18-b of \$7.3M, all mostly timing-related. These were partially offset by favorable PMT of \$4.9M and Other MRT adjustments of \$4.7M, both due to timing.	Debt Service was \$222.9 million, which was \$6.1 million or 2.7% favorable largely due to timing of debt service accruals which is expected to reverse next month.
le ble)	% '	*	39.0	21.6	*	(10.4)	2.7
Favorable (Unfavorable	ø 0.0	(5.3)	5.3	2.3	9.0	(85.8)	6.1
Nonreimb or Reimb	œ	œ	œ	œ	œ	X X	Ϋ́Z
Generic Revenue or Expense Category	Paratransit Service Contracts	Maintenance and Other Operating Contracts	Professional Service Contracts	Materials & Supplies	Other Business Expenses	Subsidies	Debt Service

ALL AGENCIES

THE BIG PICTURE

- YTD September overspend of \$166M, 24% vs 2023 Mid-Year Forecast, was due to increases of \$161M at NYCT, \$5M at MNR, \$4M at MTA HQ, \$1M each at B&T and the LIRR, and \$2M at B&T, partially offset by decreases of \$5M at MTA Bus and \$2M at SIR.
- YTD September overtime was 17% higher vs YTD 2019, and 1% higher vs YTD 2022.
- September overspend of \$20M, 27% vs the 2023 Mid-Year Forecast, was due to increases
 of \$21M at NYCT and \$1M at MNR, partially offset by decreases of \$1M at both MTA Bus
 and the LIRR.



NON-REIMBURSABLE OVERTIME

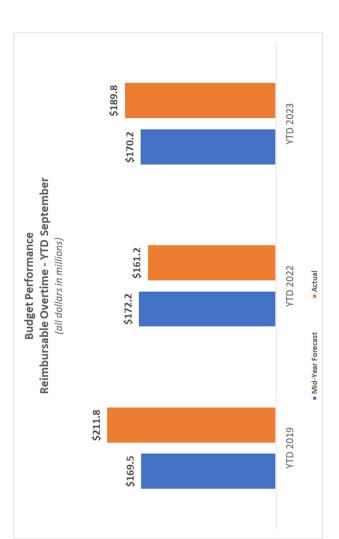
Agency Detail

- NYCT: \$537M spent YTD and \$161M unfavorable, primarily due to higher vacancy/absentee coverage.
- LIRR: \$122M spent YTD and \$1M unfavorable, mainly due to higher programmatic/routine maintenance and unscheduled service, partially offset by lower scheduled service and unscheduled service.
- MNR: \$78M spent YTD and \$5M unfavorable, mainly reflecting higher programmatic maintenance, scheduled service needs, weather-related requirements, and vacancy coverage requirements.
- MTA Bus: \$66M spent YTD and \$5M favorable, mainly due to lower service and maintenance requirements.
- MTA HQ: \$23M spent YTD and \$4M unfavorable, reflecting increased MTA PD subway system coverage and vacancy/absentee coverage.
- **B&T**: \$21M spent YTD and \$1M unfavorable, reflecting timing and vacancy/absentee coverage.
- SIR: \$1M spent YTD and \$2M favorable, largely due to lower vacancy/absentee coverage.

ALL AGENCIES

THE BIG PICTURE

- YTD September overspend of \$20M, 12% vs 2023 Mid-Year Forecast, was due to
 increases of \$18M at NYCT, \$2M at both MTA HQ and SIR, and \$1M at the LIRR, partially
 offset by a decrease of \$3M at MNR.
- YTD September overtime was 11% lower vs YTD 2019, and 17% higher vs YTD 2022.
- September overspend of \$8M, 17% vs the 2023 Mid-Year Forecast, was mostly due to increases of \$6M at NYCT and \$2M at the LIRR.



REIMBURSABLE OVERTIME

Agency Detail

- **NYCT:** \$122M spent YTD and \$18M unfavorable, primarily due to the timing of project activity.
- LIRR: \$37M spent YTD and \$1M unfavorable compared to forecast, mainly due to the timing of project activity.
- MNR: \$22M spent YTD and \$3M favorable compared to forecast mainly due to lower maintenance of way work and Transportation flagging costs.
- MTA HQ: \$5M spent YTD and \$2M unfavorable, mainly reflecting increased MTA PD coverage requirements for the Transportation Security Grant Program (TSP).
- **SIR:** \$3M spent YTD and \$2M unfavorable, mainly reflecting higher vacancy/absentee coverage.

METROPOLITAN TRANSPORTATION AUTHORITY

July Financial Plan - 2023 Mid-Year Forecast Consolidated Subsidies - Accrual Basis September 2023

(\$ in millions)

		Month			Year-to-Date	
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
MMTOA, PBT, Real Estate Taxes and Other						
Metropolitan Mass Transportation Operating Assistance (MMTOA)	248.2	248.2	0.0	1,317.2	1,317.8	0.6
Petroleum Business Tax (PBT)	65.5	50.9	(14.6)	460.0	453.7	(6.4)
Mortgage Recording Tax (b)-1 (Gross)	20.8	19.2	(1.5)	180.9	179.1	(1.8)
Mortgage Recording Tax (b)-2 (Gross)	9.7	10.3	0.6	86.4	90.7	4.3
Other Mortgage Recording Tax (b) Adjustments	20.8	4.7	4.7	13.4 268.2	34.7	21.3
Urban Tax	29.8 \$374.0	26.3 \$359.7	(3.5) (\$14.3)	\$2,326.1	283.8 \$2,359.7	15.6 \$33.6
PMT and MTA Aid						
Payroll Mobility Tax (PMT)	186.8	191.6	4.9	1,460.3	1,349.8	(110.5)
Payroll Mobility Tax Replacement Funds	48.9	48.9	-	146.6	146.6	-
MTA Aid	75.9	25.7	(50.2)	215.0	226.0	11.0
	\$311.5	\$266.2	(\$45.3)	\$1,821.8	\$1,722.4	(\$99.5)
For-Hire Vehicle (FHV) Surcharge	31.6	29.1	(2.4)	270.4	262.1	(9.4)
Subway Action Plan Account Outerborough Transportation A/C (OBTA) Transfer to Operating Budget	-	-	(2.4) -	-	- 202.1	(8.4)
General Transportation Account	\$31.6	\$ 29.1	- (\$2.4)	\$270.4	\$262.1	- (\$8.4)
Automated Bus Lane Enforcement (ABLE) Violations	\$1.8	\$0.0	(\$1.8)	\$4.6	\$6.0	\$1.5
, , ,						
Peer-to-Peer Car Sharing Trip Tax	\$0.02	\$0.0	(\$0.0)	\$0.1	\$0.8	\$0.7
Capital Program Funding from Lockbox Revenues						
Central Business District Tolling Program (CBDTP)	-	-	-	-	-	-
Real Property Transfer Tax Surcharge (Mansion)	25.9	28.4	2.6	234.1	255.7	21.6
Internet Marketplace Tax - State	12.9	12.9	(0.0)	115.5	115.5	(0.0)
Internet Marketplace Tax - City	14.6	14.6	(0.0)	130.9	130.9	0.0
Less: Debt Service on Lockbox Bonds	(6.7)	(14.9)	(8.2)	(76.0)	(78.7)	(2.7)
Less: Lockbox Allocated to PAYGO	(46.6) \$0.0	(41.0) (\$0.0)	5.6 (\$0.0)	(404.5) \$0.0	(423.4) \$ 0.0	(18.9) (\$ 0.0)
Charles and Local Cobedian						
State and Local Subsidies State Operating Assistance	_	_	_	94.0	94.0	0.0
Local Operating Assistance	7.3	0.0	(7.3)	147.0	175.2	28.2
Station Maintenance	17.4	16.5	(0.9)	149.0	146.8	(2.2)
Satisfi maniferance	\$24.7	\$16.5	(\$8.2)	\$389.9	\$415.9	\$26.0
Investment Income	\$0.5	\$0.5	\$0.0	\$8.2	\$4.5	(\$3.7)
Subtotal: Taxes & State and Local Subsidies	\$744.0	\$672.1	(\$72.0)	\$4,821.1	\$4,771.3	(\$49.8)
Other Funding Agreements						
City Subsidy for MTA Bus Company	55.8	44.2	(11.6)	465.5	411.5	(54.1)
City Subsidy for Staten Island Railway	4.3	3.9	(0.4)	50.0	52.9	2.9
CDOT Subsidy for Metro-North Railroad	20.9	19.1	(1.8)	199.7	193.7	(6.0)
	\$81.0	\$67.2	(\$13.8)	\$715.3	\$658.1	(\$57.2)
Subtotal, including Other Funding Agreements	\$825.0	\$739.2	(\$85.8)	\$5,536.4	\$5,429.4	(\$107.0)
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	99.7	101.6	1.9	914.5	975.3	60.8
	\$99.7	\$101.6	\$1.9	\$914.5	\$975.3	\$60.8
GROSS SUBSIDIES	924.7	840.8	(83.8)	6,450.9	6,404.7	(46.2)

METROPOLITAN TRANSPORTATION AUTHORITY July Financial Plan - 2023 Mid-Year Forecast Consolidated Subsidies - Accrual Basis September 2023 Variance Explanations (\$in millions)

		44	200	0,00	
	INIOUT	L	rea	rear-to-Date	
Accrued Subsidies	Variance	Variance	Variance	Var	Explanations
	\$	%	s	%	
Metropolitan Mass Transportation Operating Assistance (MMTOA)	0.0	%0:0	9.0	0.0%	The month and year-to-date MMTOA transactions were on target with the forecasts.
Petroleum Business Tax (PBT)	(14.6)	-22.2%	(6.4)	-1.4%	The accrual variance for the month was unfavorable to the forecast primarily due to the timing of booking accruals by MTA Accounting. The year-to-date variance was close to the forecast.
Mortgage Recording Tax (b)-1 (Gross)	(1.5)	-7.4%	(1.8)	-1.0%	The unfavorable variances for the month and year-to-date were due to lower-than-expected mortgage activity.
Mortgage Recording Tax (b)-2 (Gross)	9.0	6.2%	4.3	2.0%	The favorable variances for the month and the year-to-date were due to higher-than-expected mortgage activity.
Urban Tax	(3.5)	-11.8%	15.6	2.8%	The unfavorable variance for the month was due to lower-than-forecasted commercial real estate transactions in New York City. Year-to-date favorable variance was due to higher-than-forecasted commercial real estate transactions in New York City.
Payroll Mobility Tax (PMT)	4.9	2.6%	(110.5)	%9''-	Year-to-date acrual variance was unfavorable. Results are being evaluated to ascertain if the unfavorable variance is real or if it reflects issues arising from the implementation of new tax rates for large employers in NYC that became effective in July 2023.
Payroll Mobility Tax Replacement Funds	0.0	%0:0	0.0	0.0%	The month and the year-to-date accrual transactions were on target with the forecasts.
MTAAid	(50.2)	-66.1%	11.0	5.1%	The variance was unfavorable for the month, and year-to-date variance was favorable primarily due to timing.
For-Hire Vehicle Surcharge (FHV): Subway Action Plan Account	(2.4)	-7.7%	(8.4)	-3.1%	The accrual variances for the month and year-to-date were unfavorable to the forecasts due to lower-than-expected surcharge transactions.
Automated Bus Lane Enforcement (ABLE) Violations	(1.8)	-100.0%	1.5	31.7%	The unfavorable accrual variance for the month was due to timing and the year-to-date variance was favorable to the forecast.
Peer-to-Peer Car Sharing Trip Tax	(0.0)	-100.0%	0.7	N/A	The accrual variances for the month and year-to-date were close to the forecasts.
Real Property Transfer Tax Surcharge (Mansion)	5.6	10.0%	21.6	9.5%	Real Property Transfer Tax Surcharge transactions for the month and year-to-date were favorable to the forecasts.
Internet Marketplace Tax - State	(0.0)	%0:0	(0.0)	0.0%	The transactions for the month and year-to-date were on target with the forecasts.
Internet Marketplace Tax - City	(0.0)	0.0%	0.0	0.0%	The transactions for the month and year-to-date were on target with the forecasts.
Less: Debt Service on Lockbox Bonds	(8.2)	N/A	(2.7)	3.5%	The variances were due to the timing of transfer of funds to pay debt service on lockbox bonds.
Less: Lockbox Allocated to PAYGO	5.6	-12.0%	(18.9)	4.7%	Transfer to Lockbox for PAYGO was lower than budgeted for the month, and year-to-date transfers were higher due to the amount of Real Property Transfer Tax Surcharge receipts in the operating account.
State Operating Assistance	0.0	N/A	0.0	%0:0	No State Operating Assistance-18b receipts were expected for the month, and year-to-date receipts were on target with the forecast.
Local Operating Assistance	(7.3)	%6.66-	28.2	19.2%	Variances for the month and year-to-date were due to the timing of transfers .
Station Maintenance	(6:0)	-5.0%	(2.2)	-1.5%	The unfavorable variances were due to the timing of receipts of payments.
Investment income	0.0	2.8%	(3.7)	-45.1%	Transactions were slightly favorable for the month, and the year-to-date unfavorable variance was due to lower-than-expected investment returns.
City Subsidy for MTA Bus Company	(11.6)	-20.8%	(54.1)	-11.6%	Variance was mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus.
City Subsidy for Staten Island Railway	(0.4)	-10.0%	2.9	2.7%	Variance was mostly timing related.
CDOT Subsidy for Metro-North Railroad	(1.8)	-8.6%	(0.9)	-3.0%	The unfavorable variances for the month and for year-to-date were primarily due to timing.
B&T Operating Surplus Transfer	1.9	1.9%	8.09	%9.9	The favorable variances for the month and year-to-date variance were attributable to the timing of transfers.

METROPOLITAN TRANSPORTATION AUTHORITY July Financial Plan - 2023 Mid-Year Forecast Consolidated Subsidies - Cash Basis September 2023 Monthly (\$ in millions)

	New	New York City Transit	nsit	Comn	Commuter Railroads	spe	Staten	Staten Island Railway	vay	MTA	MTA Bus Company	γ	MTA	MTA Headquarters	irs .		TOTAL	
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
MMTOA, PBT. Real Estate Taxes and Other Metropolitan Mass Transportation Operating Assistance (MMTOA)	169.7	169.7	0.0	6.77	6.77	(0.0)	9.0	9.0	(0.0)						1	248.2	248.2	0.0
Petroleum Business Tax (PBT) Mortgage Recording Tax (b)-1 (Gross)	38.9	42.4	ε τί	6.9	7.5	9.0							20.8	22.2	1.4	45.8	49.9	4.1
Mortgage Recording Tax (b)-2 (Gross)												,	9.7	12.1	2.4	9.7	12.1	2.4
Other workings recording tax (b) Adjustifierts Urban Tax	29.8	45.7	15.9											<i>†</i>	<i>;</i>	29.8	45.7	15.9
	\$238.4	\$257.9	\$19.5	\$84.8	\$85.4	\$0.6	\$0.6	\$0.6	(20.0)				\$30.5	\$39.1	\$8.6	\$354.3	\$382.9	\$28.6
PMT and MTA Aid Davroll Mobility Tay (PMT)	74.6	105.2	30.5	- ×	9 9 %	(33 0)	- 1	-	,	r			101 9	9	(42.3)	2373	191	(45.7)
Payroli Mobility Tax Replacement Funds	34.2	34.2	50.5	14.7	14.7	(e:ec)							- 101.3	03.0	(45.3 <i>j</i>	48.9	48.9	(+3.7)
MTAAid	53.1 \$161.9	48.2	(5.0)	22.8 \$98.3	20.6 \$62.2	(2.1)							\$101.9	\$59.6	(\$42.3)	75.9 \$362.1	68.8	(7.1) (\$52.8)
For-Hire Vehicle (FHV) Surcharge																		
Subway Action Plan Account	31.6	29.1	(2.4)			•	,									31.6	29.1	(2.4)
Outerborougn Transportation A/C (OBTA) Transfer to Operating Budget General Transportation Account																		
	\$31.6	\$29.1	(\$2.4)									•				\$31.6	\$29.1	(\$2.4)
Automated Bus Lane Enforcement (ABLE) Violations	\$1.8		(\$1.8)						,	,						\$1.8		(\$1.8)
Peer-to-Peer Car Sharing Trip Tax	\$0.0		(\$0.0)	\$0.0		(\$0.0)										\$0.0		(\$0.0)
Capital Program Funding from Lockbox Revenues Central Business District Tolling Program (CBDTP)	, 6	, ,	, 6	, .	, !	, (1		i	1	1	1	i		1	, L	, 6	, ,
Real Property Transfer Lax Surchange (Wanslon) Internet Markeplace Tax - State Internet Markeplace Tax - City.	10.3	10.3	(0:0)	2.6	2.6	(0.0)										12.9	12.9	(0.0)
Less: Debt Service on Lockbox Bonds Less: Hebrish allocated to BAYGO	(5.4)	(11.9)	(6.5)	(1.3)	(3.0)	(1.6)										(6.7)	(14.9)	(8.2)
	\$0.0	(0:30)	(0.0\$)	(\$0.0)	-	\$0.0										\$0.0	-	(\$0.0)
State and Local Subsidies State Operating Assistance		1	•			,	i	,	,	1	1	,	,	,	•	,		1
Local Operating Assistance Station Maintenance	1 1			5.4	35.7	(5.4)	1 1			1 1	1 1					5.4	35.7	(5.4)
				\$29.7	\$35.7	\$6.1										\$29.7	\$35.7	\$6.1
Investment Income	\$0.5	\$1.5	\$1.0		(\$1.0)	(\$1.0)										\$0.5	\$0.5	\$0.0
Subsidy Adjustments																		
Subtotal: Taxes & State and Local Subsidies	\$434.2	\$476.0	\$41.8	\$212.7	\$182.4	(\$30.3)	\$0.6	\$0.6	(\$0.0)			•	\$132.4	\$98.7	(\$33.7)	\$779.8	\$757.6	(\$22.2)
Other Funding Agreements City Subsidy for MTA Bus Company	i									43.7	43.0	(0.7)				43.7	43.0	(0.7)
City Subsidy for Staten Island Railway				- 000	17.4	. 6						. 1 1				- 00	- 17.4	
				\$20.9	\$17.4	(\$3.4)				\$43.7	\$43.0	(\$0.7)				\$64.6	\$60.4	(\$4.2)
Subtotal, including Other Funding Agreements	\$434.2	\$476.0	\$41.8	\$233.6	\$199.8	(\$33.8)	\$0.6	\$0.6	(\$0.0)	\$43.7	\$43.0	(\$0.7)	\$132.4	\$98.7	(\$33.7)	\$844.4	\$818.1	(\$26.4)
Inter-agency Subsidy Transactions B&T Operating Surplus Transfer	52.4	55.9 6.77	3.5	58.8	62.4	3.6										111.1	118.3	7.1
	T-70¢	2.500	2	3:000	40504	O'C'										1.1110	70770	1.,,
GROSS SUBSIDIES	\$486.5	\$531.9	\$45.4	\$292.3	\$262.1	(\$30.2)	\$0.6	\$0.6	(\$0.0)	\$43.7	\$43.0	(\$0.7)	\$132.4	\$98.7	(\$33.7)	\$922.6	\$936.3	(\$19.3)

METROPOLITAN TRANSPORTATION AUTHORITY July Financial Plan - 2023 Mid-Year Forecast Consolidated Subsidies - Cash Basis September 2023 Year-to-Date (\$ in millions)

	New	New York City Transit	sit	Comm	uter Railroads	Sp	Staten	Staten Island Railw	wav	MTA	MTA Bus Company	>	MTA	Headquarte	S		TOTAL	
	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast		Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance	Mid-Year Forecast	Actual	Variance
MMTOA, PBT, Real Estate Taxes and Other																		
Metropolitan Mass Transportation Operating Assistance (MMTOA)	900.7	900.6	(0.1)	413.2	413.3	0.1	3.2	3.2	(0.0)							1,317.2	1,317.2	(0.0)
Mortgage Recording Tax (b)-1 (Gross)	1.606	0.4.0	· ·	· ·		P							186.7	186.5	(0.3)	186.7	186.5	(0.3)
Mortgage Recording Tax (b)-2 (Gross)	•	•	1	•	•		•	,		•			87.4	91.0	3.7	87.4	91.0	3.7
Other Mortgage Recording Tax (b) Adjustments	1	•				,		•	•	•		•	13.4	34.7	21.3	13.4	34.7	21.3
Urban Tax	285.3	304.4	19.1	,	,	,			,	,	•	,		,		285.3	304.4	19.1
	\$1,575.1	\$1,599.8	\$24.7	\$481.9	\$483.0	\$1.1	\$3.2	\$3.2	(20.0)				\$287.4	\$312.2	\$24.7	\$2,347.6	\$2,398.2	\$50.5
PMT and MTA Aid																		
Payroll Mobility Tax (PMT)	627.1	758.6	131.5	284.7	194.1	(90.6)							532.7	429.8	(102.9)	1,444.6	1,382.5	(62.0)
Payroll Mobility Tax Replacement Funds	102.6	102.6		44.0	44.0	. 9										146.6	146.6	, 5
MIAAId	146.1	143.9	(2.2)	62.6	61.7	(0.9)				'	'			, ,	10 2004)	208.7	205.6	(3.1)
	\$875.8	\$1,005.1	\$129.3	\$391.3	\$299.7	(\$91.5)							\$532.7	\$429.8	(\$102.9)	\$1,799.8	\$1,734.7	(\$65.1)
For-Hire Vehicle (FHV) Surcharge																		
Subway Action Plan Account	270.4	262.1	(8.4)													270.4	262.1	(8.4)
Outerborough Transportation A/C (OBTA) Transfer to Operating Budget General Transportation Account																		
	\$270.4	\$262.1	(\$8.4)													\$270.4	\$262.1	(\$8.4)
Automated Bus Lane Enforcement (ABLE) Violations	\$4.6	\$6.0	\$1.5				•									\$4.6	\$6.0	\$1.5
Peer-to-Peer Car Sharing Trip Tax	\$0.0	\$0.5	\$0.5	\$0.0	\$0.2	\$0.2										\$0.1	\$0.8	\$0.7
Capital Program Funding from Lockbox Revenues Control Business District Tolling Drogram (CRDTD)																		
Real Property Transfer Tax Surcharge (Mansion)	187.3	204.5	17.2	46.8	51.1	4.3										234.1	255.7	21.6
Internet Marketplace Tax - State	92.4	92.4	(0.0)	23.1	23.1	(0.0)		•	•					•	•	115.5	115.5	(0.0)
Internet Marketplace Tax - City	104.7	104.7	0.0	26.2	26.2	0.0	•	•	,	•	,	1	•	•	,	130.9	130.9	0.0
Less: Debt Service on Lockbox Bonds	(60.8)	(63.0)	(2.1)	(15.2)	(15.7)	(0.5)										(76.0)	(78.7)	(2.7)
	\$0.0	\$0.0	\$0.0	(\$0.0)	(\$0.0)	(\$0.0)										(\$0.0)	(\$0.0)	(\$0.0)
Charte and Local Cultidion																		
State and Local substates State Operating Assistance	79.1	0 62	(10)	14.6	14.6	0	0 3	0 3	0.1							94.0	040	C
Local Operating Assistance	123.1	158.1	35.0	26.2	26.1	(0.1)	9.0	9.0	0.0	•	•	,		•	,	149.9	184.8	34.9
Station Maintenance	•	•		197.6	198.2	9.0										197.6	198.2	9.0
	\$202.2	\$237.1	\$34.9	\$238.4	\$239.0	\$0.6	\$0.8	\$0.9	\$0.1							\$441.4	\$477.0	\$35.6
Investment income	\$3.9	\$6.2	\$2.4	\$4.3	(\$1.7)	(\$6.1)										\$8.2	\$4.5	(\$3.7)
Subsidy Adjustments																		
Subtotal: Taxes & State and Local Subsidies	\$2,932.0	\$3,116.9	\$184.9	\$1,115.9	\$1,020.3	(\$95.7)	\$4.1	\$4.1	\$0.0				\$820.2	\$742.0	(\$78.2)	\$4,872.2	\$4,883.2	\$11.0
2																		
Orner Funding Agreements City Subsidy for MTA Bus Company										393.6	395.8	2.2				393.6	395.8	2.2
City Subsidy for Staten Island Railway							55.1	36.5	(18.6)		•	•			•	55.1	36.5	(18.6)
CDOT Subsidy for Metro-North Railroad				201.0	199.1	(1.9)										201.0	199.1	(1.9)
				\$201.0	\$199.1	(6:T¢)	1.66¢	c.08¢	(9.18.b)	5393.b	\$395.8	7:7\$				\$643.b	\$92T.4	(\$18.3)
Subtotal, including Other Funding Agreements	\$2,932.0	\$3,116.9	\$184.9	\$1,316.9	\$1,219.3	(\$97.6)	\$59.2	\$40.6	(\$18.5)	\$393.6	\$395.8	\$2.2	\$820.2	\$742.0	(\$78.2)	\$5,521.8	\$5,514.6	(\$7.2)
Inter-agency Subsidy Transactions																		
B&T Operating Surplus Transfer	422.0	452.1	30.1	493.1	521.3	28.2			-					-	-	915.1	973.4	58.3
	0.7746	1.7646	1.000	1:5646	C1756¢	7:07¢										1:0100	t c c c	2000
GROSS SUBSIDIES	\$3,354.0	\$3,568.9	\$215.0	\$1,810.0	\$1,740.6	(\$69.4)	\$59.2	\$40.6	(\$18.5)	\$393.6	\$395.8	\$2.2	\$820.2	\$742.0	(\$78.2)	\$6,436.9	\$6,488.0	\$51.1

METROPOLITAN TRANSPORTATION AUTHORITY July Financial Plan - 2023 Mid-Year Forecast Consolidated Subsidies - Cash Basis September 2023 Variance Explanations

(\$ in millions)

	Month	ıth	Year	Year-to-Date	
Subsidies	Variance	Variance	Variance	Variance	Sucitorial
	⋄	%	⋄	%	ראלומוומווסווס
Metropolitan Mass Transportation Operating Assistance (MMTOA)	0.0	0.0%	(0.0)	%0:0	The month and YTD MINTOA receipts were on target with the forecasts.
Petroleum Business Tax (PBT)	4.1	%0.6	6.7	1.5%	The favorable cash variance for the month was primarily due to the timing. The YTD receipts were close to the forecast.
Mortgage Recording Tax (b)-1 (Gross)	1.4	%8.9	(0.3)	-0.1%	The variance for the month was favorable. YTD variance was slightly unfavorable due to lower-than-expected mortgage activity.
Mortgage Recording Tax (b)-2 (Gross)	2.4	24.9%	3.7	4.2%	The month and YTD variances were favorable due to higher-than-expected mortgage activity.
Urban Tax	15.9	53.4%	19.1	%2'9	The favorable variances for the month and YTD were due to higher-than-expected commercial real estate transactions in New York City.
Payroll Mobility Tax (PMT)	(45.7)	-19.2%	(62.0)	-4.3%	Payroll Mobility Tax cash receipts were unfavorable for the month and YTD. Results are being evaluated to ascertain if the variance is real or if it reflects issues arising from the implementation of new tax rates for large employers in NVC that became effective in July 2023.
Payroll Mobility Tax Replacement Funds	0:0	%0.0	0.0	%0:0	The month and YTD receipts were on target with the forecasts.
MTA Aid	(7.1)	-9.3%	(3.1)	-1.5%	The unfavorable variances for month and YTD were due to timing.
For-Hire Vehicle Surcharge (FHV): Subway Action Plan Account	(2.4)	-7.7%	(8.4)	-3.1%	The cash variances for the month and YTD were unfavorable to the forecast due to lower-than-expected surcharge receipts.
Automated Bus Lane Enforcement (ABLE) Violations	(1.8)	-100.0%	1.5	31.7%	The unfavorable cash variance for the month was due to timing; the YTD variance was favorable to the forecast.
Peer-to-Peer Car Sharing Trip Tax	(0.0)	-100.0%	0.7	N/A	The cash variance for the month was due to timing. YTD variance was better than the forecast.
Real Property Transfer Tax Surcharge (Mansion)	2.6	10.0%	21.6	9.2%	Real Property Transfer Tax Surcharge cash receipts for the month and YTD were favorable due to stronger-than-expected activity of large residential transactions in NYC.
Internet Marketplace Tax - State	(0.0)	0.0%	(0.0)	0:0%	The cash receipts were on target with the budget for the month and year-to-date.
Internet Marketplace Tax - City	(0.0)	0.0%	0.0	%0:0	The cash receipts were on target with the budget for the month and year-to-date.
Less: Debt Service on Lockbox Bonds	(8.2)	N/A	(2.7)	3.5%	The variances were due to the timing of transfer of funds to pay debt service on lockbox bonds.
Less: Lockbox Allocated to PAYGO	5.6	-12.0%	(18.9)	4.7%	Transfer to Lockbox for PAYGO was lower than for ecasted for the month, and YTD transfers were higher due to favorable Real Property Transfer Tax Surcharge revenues in the operating account.
State Operating Assistance	0.0	N/A	0.0	%0:0	No State Operating Assistance-18b receipts were expected for the month, and YTD receipts were on target with the forecast.
Local Operating Assistance	(5.4)	-99.9%	34.9	23.3%	The variances for the month and YTD receipts were due to timing.
Station Maintenance	11.5	47.6%	9.0	0.3%	The variance for the month was due to the timing of receipts of payments. YTD receipts were close to the forecast.
Investment Income	0.0	2.8%	(3.7)	-45.1%	Transactions were slightly favorable for the month, and the YTD unfavorable variance was due to lower-than-expected investment returns.
City Subsidy for MTA Bus Company	(0.7)	-1.7%	2.2	%9.0	Variance was mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus.
City Subsidy for Staten Island Railway	0.0	N/A	(18.6)	-33.7%	Variance was mostly timing related.
CDOT Subsidy for Metro-North Railroad	(3.4)	-16.4%	(1.9)	-0.9%	The unfavorable variances for the month and YTD were primarily due to timing.
B&T Operating Surplus Transfer	7.1	6.4%	58.3	6.4%	The favorable variances for the month and YTD were attributable to the timing of transfers.

METROPOLITAN TRANSPORTATION AUTHORITY JULY FINANCIAL PLAN - 2023 Mid-Year Forecast

Debt Service September 2023 Monthly

(\$ in millions)

	Mid-Year Forecast	Actual	Variance	% Var	
Dedicated Tax Fund:					
NYC Transit	\$14.3	\$15.4	(\$1.1)		
Commuter Railroads	3.0	2.6	\$0.5		
Dedicated Tax Fund Subtotal	\$17.3	\$18.0	(\$0.6)	-3.6%	
MTA Transportation Revenue:					
NYC Transit	\$68.8	\$68.1	\$0.6		
Commuter Railroads	47.9	49.3	(\$1.4)		
MTA Bus	1.7	0.1	\$1.6		
SIRTOA	0.5	0.0	\$0.5		Refunding savings, and timing of debt
MTA Transportation Revenue Subtotal	\$118.9	\$117.6	\$1.3	1.1%	service accruals.
PMT Bonds:					
NYC Transit	\$18.8	\$19.0	(\$0.2)		
Commuter Railroads	13.5	16.9	(\$3.4)		
MTA Bus Company	2.0	0.3	\$1.7		Higher than budgeted debt service
SIRTOA	0.5	0.5	\$0.0		partially offset by lower than budgeted
PMT Bond Subtotal	\$34.8	\$36.7	(\$1.9)	-5.3%	variable rates.
2 Broadway COPs:					
NYC Transit	\$0.3	\$0.0	\$0.3		
Bridges & Tunnels	0.0	0.0	\$0.0		
MTA HQ	0.0	0.0	\$0.0		
Commuter Railroads	0.1	0.0	\$0.1		
2 Broadway COPs Subtotal	\$0.5	\$0.0	\$0.5	100.0%	
TBTA General Resolution:					
NYC Transit	\$12.9	\$11.6	\$1.3		Timing of debt service accruals expected
Commuter Railroads	5.8	5.2	\$0.6		to reverse in October and refunding
Bridges & Tunnels	30.6	26.4	\$4.2		savings, offset by higher than budgeted
TBTA General Resolution Subtotal	\$49.3	\$43.2	\$6.1	12.3%	variable rate debt costs.
TBTA Subordinate:					
NYC Transit	\$4.0	\$4.2	(\$0.1)		
Commuter Railroads	2.1	2.2	(\$0.1)		
Bridges & Tunnels	1.1	1.1	\$0.0		
TBTA Subordinate Subtotal	\$7.2	\$7.4	(\$0.2)	-3.3%	
TBTA 2nd Subordinate Subtotal	\$1.1	\$0.0	\$1.1	100.0%	
Debt Service Secured by Lockbox Revenues:					
NYC Transit	\$0.0	\$0.0	\$0.0		
Commuter Railroads	0.0	0.0	\$0.0		
MTA Bus	0.0	0.0	\$0.0		
SIRTOA	0.0	0.0	\$0.0		
Debt Service Secured by Lockbox Revs	\$0.0	\$0.0	\$0.0	0.0%	
<u></u>			40.		T
Total Debt Service	\$229.0	\$222.9	\$6.1	2.7%	
Dobt Sonico by Agency	<u> </u>				Г
Debt Service by Agency:	6440.0	¢440.4	ድር ዕ		
NYC Transit	\$119.2	\$118.4	\$0.8		
Commuter Railroads	72.4	76.1	(\$3.7)		
MTA Bus	3.7	0.4	\$3.3 ¢0.5		
SIRTOA	1.0	0.5	\$0.5		
Bridges & Tunnels	32.8	27.5	\$5.3		
MTAHQ	0.0	0.0	0.0		
Takal Balka Control	****	6000 0	60.4	0.70	
Total Debt Service	\$229.0	\$222.9	\$6.1	2.7%	i

Notes:

(3) Debt service is allocated among Transit, Commuter, MTA Bus, and TBTA categories based on actual spending of bond proceeds for approved capital projects. Allocation of 2 Broadway COPs is based on occupancy.

Totals may not add due to rounding.

⁽¹⁾ Forecasted debt service is calculated based upon projected monthly deposits from available pledged revenues into debt service accounts. Actual payments to bondholders are made from the debt service accounts when due as required for each series of bonds and do not conform to this schedule.

⁽²⁾ Generally, the calendarization of monthly debt service deposits is calculated by dividing projected annual debt service by 12. Month to month variations ("timing differences") on the existing debt portfolio can occur based upon, among other things, (a) for all bonds, the date when income from the securities in which the debt service accounts are invested becomes available varies, (b) for variable rate financings, differences between (i) the budgeted interest rate and the actual interest rate, (ii) projected interest payment dates to bondholders and actual interest payment dates to bondholders, and (iii) projected monthly funding dates for accrued debt service and actual funding dates, (c) for transactions with swaps, the difference between when MTA/TBTA funds debt service and the receipt of the corresponding swap payment by the counterparty, and difference between rates received and rates paid and (d) for commercial paper, the interest payment date is the date of the maturity of the commercial paper and the dealers set the term of the commercial paper from 1 to 270 days, which is not foreseeable at the time the annual debt service budgets are prepared.

METROPOLITAN TRANSPORTATION AUTHORITY JULY FINANCIAL PLAN - 2023 Mid-Year Forecast

Debt Service September 2023 Year-to-Date

(\$ in millions)

	Mid-Year	Actual	Variance	% Var	
	Forecast	Actual	Variance	/0 V CI	
Dedicated Tax Fund:					
NYC Transit	\$164.8	\$166.8	(\$2.0)		
Commuter Railroads	30.5	27.3	\$3.2		
Dedicated Tax Fund Subtotal	\$195.3	\$194.2	\$1.1	0.6%	
MTA Transportation Revenue:					
NYC Transit	\$619.7	\$618.0	\$1.7		
Commuter Railroads	443.4	447.1	(\$3.7)		
MTA Bus	10.5	1.0	\$9.5		
SIRTOA	3.0	0.2	\$2.8		Investment income, and refunding
MTA Transportation Revenue Subtotal	\$1,076.6	\$1,066.3	\$10.3	1.0%	savings.
PMT Bonds:					
NYC Transit	\$152.9	\$150.9	\$2.0		
Commuter Railroads	123.2	129.1	(\$5.9)		
MTA Bus Company	9.6	2.5	\$7.1		
SIRTOA	4.5	4.3	\$0.2		Timing of debt issuance and investment
PMT Bond Subtotal	\$290.2	\$286.9	\$3.3	1.1%	income.
2 Broadway COPs:					
NYC Transit	\$2.1	\$0.2	\$1.8		
Bridges & Tunnels	0.3	0.0	\$0.3		
MTA HQ	0.0	0.0	\$0.0		
Commuter Railroads	0.6	0.1	\$0.6		
2 Broadway COPs Subtotal	\$3.0	\$0.3	\$2.7	88.4%	
TBTA General Resolution:	70.0	7	*=::		
NYC Transit	\$122.7	\$120.3	\$2.5		
Commuter Railroads	54.6	53.5	\$1.1		
Bridges & Tunnels	275.6	272.9	\$2.7		Timing of debt service accruals, and
TBTA General Resolution Subtotal	\$453.0	\$446.7	\$6.3	1.4%	refunding savings.
TBTA Subordinate:	7.00.0	*	****	,	
NYC Transit	\$35.3	\$35.2	\$0.1		
Commuter Railroads	18.3	18.2	\$0.1		
Bridges & Tunnels	9.2	9.1	\$0.0		
TBTA Subordinate Subtotal	\$62.8	\$62.5	\$0.3	0.4%	
TBTA 2nd Subordinate Subtotal	\$5.4	\$0.0	\$5.4	100.0%	
Debt Service Secured by Lockbox Revenues:	70	70.0	V 0	100.070	
NYC Transit	\$0.0	\$0.0	\$0.0		
Commuter Railroads	0.0	0.0	0.0		
MTA Bus	0.0	0.0	0.0		
SIRTOA	0.0	0.0	0.0		
Debt Service Secured by Lockbox Revs	\$0.0	\$0.0	\$0.0	0.0%	
_ IST CO. TOO COOL ON MY ECONOMINATION	, , , , , , , , , , , , , , , , , , , 	ψυ.υ	Ψ0.0	J. 5.5 /0	<u> </u>
Total Debt Service	\$2,086.2	\$2,056.9	\$29.3	1.4%	
	,	. ,			1
Debt Service by Agency:					
NYC Transit	\$1,097.6	\$1,091.5	\$6.1		
Commuter Railroads	670.7	675.4	(4.7)		
MTA Bus	20.1	3.5	16.6		
SIRTOA	7.4	4.5	2.9		
Bridges & Tunnels	290.4	282.0	8.4		
MTAHQ	0.0	0.0	0.0		
**	3.0	3.0	3.0		
				1	1

Notes:

\$2,056.9

\$2,086.2

(3) Debt service is allocated among Transit, Commuter, MTA Bus, and TBTA categories based on actual spending of bond proceeds for approved capital projects. Allocation of 2 Broadway COPs is based on occupancy.

Totals may not add due to rounding.

Total Debt Service

⁽¹⁾ Forecasted debt service is calculated based upon projected monthly deposits from available pledged revenues into debt service accounts. Actual payments to bondholders are made from the debt service accounts when due as required for each series of bonds and do not conform to this schedule.

⁽²⁾ Generally, the calendarization of monthly debt service deposits is calculated by dividing projected annual debt service by 12. Month to month variations ("timing differences") on the existing debt portfolio can occur based upon, among other things, (a) for all bonds, the date when income from the securities in which the debt service accounts are invested becomes available varies, (b) for variable rate financings, differences between (i) the budgeted interest rate and the actual interest rate, (ii) projected interest payment dates to bondholders and actual interest payment dates to bondholders, and (iii) projected monthly funding dates for accrued debt service and actual funding dates, (c) for transactions with swaps, the difference between when MTA/TBTA funds debt service and the receipt of the corresponding swap payment by the counterparty, and difference between rates received and rates paid and (d) for commercial paper, the interest payment date is the date of the maturity of the commercial paper and the dealers set the term of the commercial paper from 1 to 270 days, which is not foreseeable at the time the annual debt service budgets are prepared.

METROPOLITAN TRANSPORTATION AUTHORITY

July Financial Plan - 2023 Mid-Year Forecast **Total Positions by Function and Agency** September 2023

Function/Agency	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Administration	4,354	3,697	657
NYC Transit	972	674	298
Long Island Rail Road	499	432	67
Grand Central Madison Operating Company	3	2	1
Metro-North Railroad	468	434	33
Bridges & Tunnels	79	50	29
Headquarters	2,127	1,912	215
Staten Island Railway	31	19	12
Construction & Development	63	96	(33)
Bus Company	113	78	35
Operations	31,843	30,373	1,470
NYC Transit	23,874	22,694	1,180
Long Island Rail Road	2,817	2,785	32
Grand Central Madison Operating Company	-,5	_,. 00	-
Metro-North Railroad	2,222	2,152	70
Bridges & Tunnels	167	106	61
Headquarters	=	-	-
Staten Island Railway	152	135	17
Construction & Development	=	-	-
Bus Company	2,611	2,501	110
Maintenance	33,321	31,422	1,899
NYC Transit	23,532	21,731	1,800
Long Island Rail Road	4,368	4,371	(3)
Grand Central Madison Operating Company	-	-	-
Metro-North Railroad	3.659	3.790	(131)
Bridges & Tunnels	388	330	58
Headquarters	-	-	-
Staten Island Railway	231	184	47
Construction & Development	=	-	=
Bus Company	1,143	1,015	128
• •	4.000		162
Engineering/Capital NYC Transit	1,898 1,240	1,736	337
Long Island Rail Road	208	903 156	52
Grand Central Madison Operating Company	- -	-	-
Metro-North Railroad	68	61	7
Bridges & Tunnels	158	122	36
Headquarters	-	-	-
Staten Island Railway	6	6	_
Construction & Development	192	468	(276)
Bus Company	26	20	` 6
Public Safety	2,752	2,259	493
NYC Transit	2,7 52 834	629	205
Long Island Rail Road	034	029	203
Grand Central Madison Operating Company	- -	-	- -
Metro-North Railroad	- -	- -	=
Bridges & Tunnels	585	399	186
Headquarters	1,320	1,221	99
Staten Island Railway	-	-	-
Construction & Development	-	=	=
Bus Company	13	10	3
Total Positions	74,167	69,487	4,680
I OLAI POSILIONS	14,101	09,407	4,000

Note: Totals may differ due to rounding Positions data as of October 18, 2023 and are subject to revision as well as adjustments warranted by annual audit review.

METROPOLITAN TRANSPORTATION AUTHORITY

July Financial Plan - 2023 Mid-Year Forecast **Total Positions by Function and Agency** September 2023

Category	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Total Positions	74,167	69,487	4,680
NYC Transit	50,452	46,632	3,820
Long Island Rail Road	7,892	7,744	148
Grand Central Madison Operating Company	3	2	1
Metro-North Railroad	6,416	6,437	(21)
Bridges & Tunnels	1,377	1,007	370
Headquarters	3,447	3,133	314
Staten Island Railway	420	344	76
Construction & Development	255	564	(309)
Bus Company	3906	3624	282
Non-reimbursable	66,468	63,521	2,947
NYC Transit	45,330	43,015	2,315
Long Island Rail Road	6,741	6,704	37
Grand Central Madison Operating Company	3	2	1
Metro-North Railroad	5,517	5,946	(429)
Bridges & Tunnels	1,246	876	370
Headquarters	3,376	3,065	311
Staten Island Railway	366	303	63
Construction & Development	21	16	5
Bus Company	3868	3593	275
Reimbursable	7,699	5,966	1,733
NYC Transit	5,121	3,616	1,505
Long Island Rail Road	1,151	1,040	111
Grand Central Madison Operating Company	-	-	-
Metro-North Railroad	899	491	408
Bridges & Tunnels	131	131	-
Headquarters	71	68	3
Staten Island Railway	54	41	13
Construction & Development	234	548	(314)
Bus Company	38	31	7
Total Full Time	73,977	69,336	4,641
NYC Transit	50,280	46,497	3,783
Long Island Rail Road	7,892	7,744	148
Grand Central Madison Operating Company	3	2	1
Metro-North Railroad	6,415	6,436	(21)
Bridges & Tunnels	1,377	1,007	370
Headquarters	3,447	3,133	314
Staten Island Railway	420	344	76
Construction & Development	255	564	(309)
Bus Company	3888	3609	279
Total Full-Time Equivalents	191	151	40
NYC Transit	172	135	37
Long Island Rail Road	-	-	=
Grand Central Madison Operating Company	- ,	- ,	-
Metro-North Railroad	1	1	-
Bridges & Tunnels	=	=	=
Headquarters	=	=	=
Staten Island Railway	-	-	-
Construction & Development Bus Company	- 10	- 45	- 2
Dus Company	18	15	3

Note: Totals may differ due to rounding Positions data as of October 18, 2023 and are subject to revision as well as adjustments warranted by annual audit review.

METROPOLITAN TRANSPORTATION AUTHORITY July Financial Plan - 2023 Mid-Year Forecast

Total Positions by Function and Occupational Group September 2023

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Variance Favorable/ (Unfavorable)
Administration	4,354	3,697	657
Managers/Supervisors	1,616	1,399	217
Professional, Technical, Clerical	2,683	2,254	429
Operational Hourlies	55	44	11
Operations	31,843	30,373	1,470
Managers/Supervisors	4,041	3,680	361
Professional, Technical, Clerical	1,013	860	153
Operational Hourlies	26,789	25,833	955
Maintenance	33,321	31,422	1,899
Managers/Supervisors	6,118	5,685	434
Professional, Technical, Clerical	1,968	1,541	428
Operational Hourlies	25,234	24,197	1,038
Engineering/Capital	1,898	1,736	162
Managers/Supervisors	539	612	(73)
Professional, Technical, Clerical	1,357	1,122	235
Operational Hourlies	2	2	-
Public Safety	2,752	2,259	493
Managers/Supervisors	882	525	357
Professional, Technical, Clerical	154	283	(129)
Operational Hourlies	1,716	1,451	265
Total Positions	74,168	69,487	4,681
Managers/Supervisors	13,196	11,900	1,296
Professional, Technical, Clerical	7,175	6,060	1,115
Operational Hourlies	53,796	51,527	2,270

Note: Totals may differ due to rounding Positions data as of October 18, 2023 and are subject to revision as well as adjustments warranted by annual audit review.

METROPOLITAN TRANSPORTATION AUTHORITY

Farebox Recovery and Operating Ratios 2023 Mid-Year Forecast and Actuals

FAREBOX RECOV	ERY RATIOS	
	2023	2023
	Mid-Year Forecast	Actual
	Full Year	Sep YTD
New York City Transit	25.1%	25.8%
Staten Island Railway	3.1%	4.0%
Long Island Rail Road	15.8%	17.6%
Metro-North Railroad	22.9%	25.9%
MTA Bus Company	13.5%	19.0%
MTA Total Agency Average	22.4%	24.0%

FAREBOX OPE	RATING RATIOS	
	2023 Mid-Year Forecast	2023 Actual
	Full Year	Sep YTD
New York City Transit	35.7%	35.0%
Staten Island Railway	5.6%	7.6%
Long Island Rail Road	26.3%	29.5%
Metro-North Railroad	34.8%	36.4%
MTA Bus Company	17.4%	21.5%
MTA Total Agency Average	32.8%	33.5%

- (1) 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.
- (2) 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 the MTA.
- (3) In the agenda materials for the Meeting of the Metro-North and Long Island Rail Road 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.
- (4) Long Island Rail Road farebox operating and recovery ratios include expenses associated with the Grand Central Madison Operating Company (GCMOC), which is responsible for the LIRR-operating portion of Grand Central Terminal.



New York City Transit Long Island Rail Road Metro-North Railroad Bridges and Tunnels Bus Company

Report on Revenue Passengers and Vehicles Ridership Data Through August, 2023

NOTE: Ridership data are preliminary and subject to revision as well as adjustments warranted by annual audit review.

Prepared by: MTA Division of Management & Budget

Wednesday, October 4, 2023

Revenue Passengers in August

	2021	2022	% Change	2023	% Change
MTA New York City Transit	93 100 697	112 306 498	%E9 UC	122 732 004	%86 6
MTA New York City Subway	66.418.585	83.116.207	25.14%	94.141.961	13.27%
MTA New York City Bus	26,682,112	29,190,291	9.40%	28,590,043	-2.06%
MTA Staten Island Railway	117,585	145,975	24.14%	168,545	15.46%
MTA Long Island Rail Road	3,294,846	4,760,161	44.47%	5,857,735	23.06%
MTA Metro-North Railroad	2,846,849	4,277,245	50.24%	5,117,147	19.64%
East of Hudson	2,773,378	4,204,671	51.61%	5,023,068	19.46%
Harlem Line	834,378	1,269,182	52.11%	1,514,293	19.31%
Hudson Line	623,154	908,463	45.78%	1,063,377	17.05%
New Haven Line	1,315,845	2,027,026	54.05%	2,445,398	20.64%
West of Hudson	73,471	72,574	-1.22%	94,079	29.63%
Port Jervis Line	40,004	43,139	7.84%	62,266	44.34%
Pascack Valley Line	33,467	29,435	-12.05%	31,813	8.08%
MTA Bus Company	6,238,307	7,011,540	12.39%	7,326,755	4.50%
MTA Bridges & Tunnels	28,090,238	29,193,767	3.93%	29,727,855	1.83%
Total All Agencies	105,598,284	128,501,419	21.69%	141,202,187	%88.6
(Excludes Diluges & Lumes)					
Weekdays:	22	23		23	
Holidays:	0	0		0	
Weekend Days:	O	80		80	
Days	31	31		31	

Revenue Passengers Year-to-Date Through August

	2021	2022	% Change	2023	% Change
MTA New York City Transit	637,799,549	869,431,314	36.32%	989,152,602	13.77%
MTA New York City Subway	442,191,532	644,018,562	45.64%	756,503,864	17.47%
MTA New York City Bus	195,608,017	225,412,752	15.24%	232,648,738	3.21%
MTA Staten Island Railway	803,699	1,277,221	58.92%	1,442,210	12.92%
MTA Long Island Rail Road	19,831,671	33,060,492	%12.99	41,930,213	26.83%
MTA Metro-North Railroad	17,114,863	30,066,637	75.68%	38,739,517	28.85%
East of Hudson	16,765,181	29,600,875	76.56%	38,052,225	28.55%
Harlem Line	5,278,242	9,324,010	76.65%	11,796,908	26.52%
Hudson Line	3,651,438	6,179,089	69.22%	7,809,379	26.38%
New Haven Line	7,835,500	14,097,776	79.92%	18,445,938	30.84%
West of Hudson	349,682	465,762	33.20%	687,292	47.56%
Port Jervis Line	216,928	283,657	30.76%	396,659	39.84%
Pascack Valley Line	132,754	182,105	37.17%	290,633	%09.65
MTA Bus Company	43,810,291	53,993,540	23.24%	58,040,181	7.49%
MTA Bridges & Tunnels	199,308,388	215,862,609	8.31%	223,061,532	3.33%
Total All Agencies	719,360,072	987,829,204	37.32%	1,129,304,722	14.32%
(Excludes Bridges & Tunnels)					
Weekdays:	169	169		170	
Holidays:	4	4		4	
Weekend Days:	02	20		69	
Days	243	243		243	

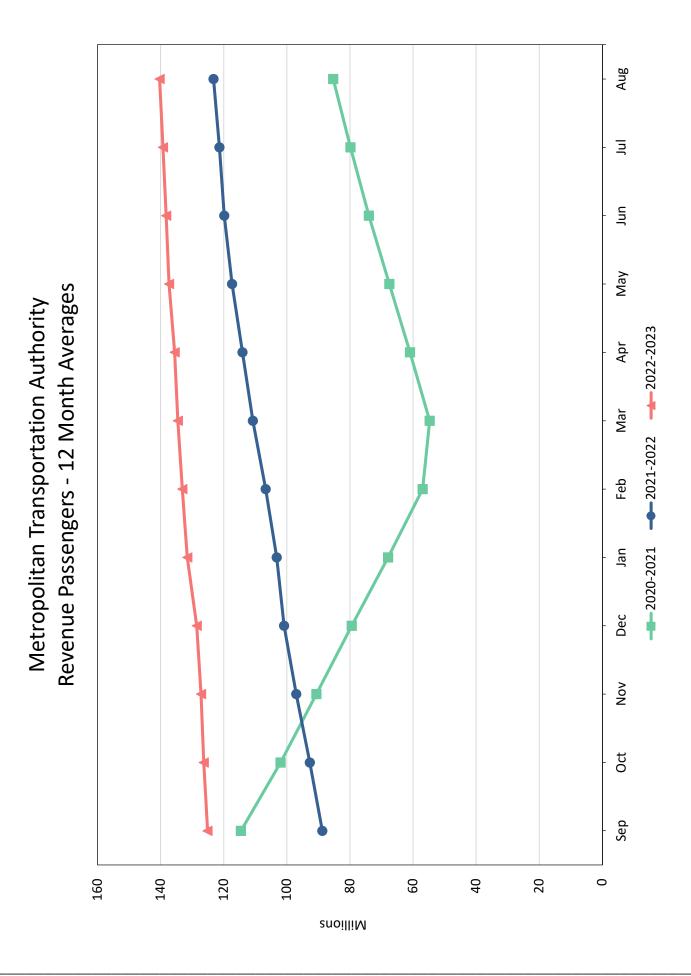
12 Month Average Revenue Passengers in August

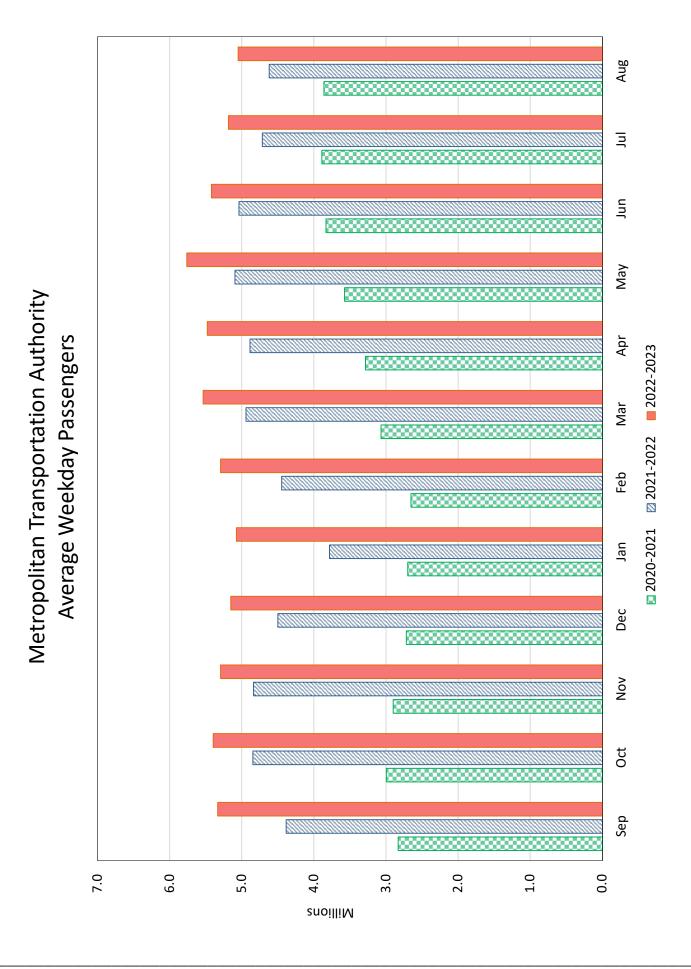
	2021	2022	% Change	2023	% Change
MTA New York City Transit	75,605,922	108,625,173	43.67%	123,017,841	13.25%
MTA New York City Subway	51,673,879	80,150,313	55.11%	93,824,955	17.06%
MTA New York City Bus	23,932,044	28,474,860	18.98%	29,192,886	2.52%
MTA Staten Island Railway	94,593	161,771	71.02%	181,178	12.00%
MTA Long Island Rail Road	2,317,069	4,020,799	73.53%	5,117,520	27.28%
MTA Metro-North Railroad	1,976,903	3,639,482	84.10%	4,793,846	31.72%
East of Hudson	1,935,631	3,578,148	84.86%	4,700,900	31.38%
Harlem Line	621,845	1,133,510	82.28%	1,455,384	28.40%
Hudson Line	422,749	742,732	75.69%	970,342	30.64%
New Haven Line	891,037	1,701,906	91.00%	2,275,174	33.68%
West of Hudson	41,271	61,334	48.61%	92,947	51.54%
Port Jervis Line	26,033	38,357	47.34%	53,590	39.71%
Pascack Valley Line	15,238	22,977	%62.09	39,357	71.29%
MTA Bus Company	5,314,324	6,801,226	27.98%	7,220,645	6.17%
MTA Bridges & Tunnels	24,268,012	26,988,029	11.21%	27,791,895	2.98%
Total All Agencies	85,308,812	123,248,451	44.47%	140,331,031	13.86%
(Excludes Bridges & Tunnels)					
Weekdays:	22	23		23	
Holidays:	0	0		0	
Weekend Days:	o	80		80	
Days	31	31		31	

Average Weekday Revenue Passengers in August

	2021	2022	% Change	2023	% Change
MTA New York City Transit	3,405,541	4,022,285	18.11%	4,375,133	8.77%
MTA New York City Subway	2,422,270	2,975,213	22.83%	3,352,993	12.70%
MTA New York City Bus	983,271	1,047,072	6.49%	1,022,140	-2.38%
MTA Staten Island Railway	5,049	5,900	16.86%	6,468	9.63%
MTA Long Island Rail Road	117,645	179,336	52.44%	218,133	21.63%
MTA Metro-North Railroad	100,566	155,330	54.46%	183,544	18.16%
East of Hudson	97,864	151,724	55.04%	178,371	17.56%
Harlem Line	29,800	46,367	25.60%	54,462	17.46%
Hudson Line	21,861	32,529	48.80%	37,469	15.18%
New Haven Line	46,204	72,828	57.62%	86,440	18.69%
West of Hudson	2,702	3,606	33.46%	5,173	43.48%
Port Jervis Line	1,628	2,145	31.77%	3,608	68.20%
Pascack Valley Line	1,074	1,460	36.03%	1,565	7.15%
MTA Bus Company	232,450	255,424	%88%	265,964	4.13%
MTA Bridges & Tunnels	928,945	943,677	1.59%	957,621	1.48%
Total All Agencies	3,861,251	4,618,275	19.61%	5,049,243	9.33%
(Excludes Bridges & Tunnels)					
Weekdays:	22	23		23	
Holidays:	0	0		0	
Weekend Days:	O	80		80	
Days	31	31		31	

Aug \exists Jun Мау Metropolitan Transportation Authority Apr **2022-2023 Revenue Passengers** 2021-2022 Feb 2020-2021 Jan Dec Nov Oct Sep 0 160,000,000 180,000,000 140,000,000 100,000,000 20,000,000 120,000,000 80,000,000 60,000,000 40,000,000





Metropolitan Transportation Authority

	7000 0000	2007 2000	(Cho, 0	2000 0000	0/ 0/
Reveriue Passengers	2020-2021	2021-202	% Change	2022-2023	% Criange
September	74,555,203	116,061,968	%29.67%	138,714,118	19.52%
October	82,209,881	129,326,346	57.31%	143,274,073	10.78%
November	74,207,489	125,875,991	69.63%	136,654,259	8.56%
December	73,373,096	119,887,907	63.39%	136,025,200	13.46%
January	69,603,982	97,645,173	40.29%	133,497,500	36.72%
February	65,104,040	106,863,235	64.14%	125,937,459	17.85%
March	85,214,253	134,009,005	57.26%	151,189,435	12.82%
April	87,913,158	127,623,057	45.17%	139,848,769	9.58%
May	94,999,393	134,241,949	41.31%	155,393,186	15.76%
June	104,488,753	134,511,524	28.73%	145,544,844	8.20%
July	106,438,208	124,433,842	16.91%	136,691,341	9.85%
August	105,598,284	128,501,419	21.69%	141,202,187	9.88%
Year-to-Date	719,360,072	987,829,204	37.32%	1,129,304,722	14.32%
12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
September	114,553,137	88,767,709	-22.51%	125,136,131	40.97%
October	101,978,938	92,694,081	-9.10%	126,298,441	36.25%
November	90,630,371	96,969,790	7.03%	127,196,630	31.13%
December	79,435,522	100,876,024	26.99%	128,541,404	27.43%
January	67,918,666	103,212,790	51.97%	131,529,098	27.43%
February	56,960,856	106,692,723	87.31%	133,118,617	24.77%
March	54,739,649	110,758,952	102.34%	134,550,320	21.48%
April	60,983,157	114,068,110	87.05%	135,569,129	18.85%
May	67,501,846	117,338,323	73.83%	137,331,732	17.04%
June	73,994,932	119,840,221	61.96%	138,251,175	15.36%
July	79,837,631	121,339,857	51.98%	139,272,634	14.78%
August	85,308,812	123,248,451	44.47%	140,331,031	13.86%
Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
September	2,831,789	4,384,131	54.82%	5,334,636	21.68%
October	2,994,330	4,846,551	61.86%	5,395,890	11.33%
November	2,899,036	4,837,335	%98.99	5,293,356	9.43%
December	2,717,961	4,498,893	65.52%	5,151,718	14.51%
January	2,697,273	3,782,700	40.24%	5,073,713	34.13%
February	2,652,934	4,445,537	67.57%	5,293,073	19.06%
March	3,068,087	4,941,511	61.06%	5,535,110	12.01%
April	3,284,570	4,884,649	48.72%	5,477,393	12.13%
May	3,575,423	5,094,325	42.48%	5,762,741	13.12%
June	3,831,691	5,038,644	31.50%	5,420,330	7.58%
July	3,888,439	4,713,737	21.22%	5,184,075	86.6
August	3,861,251	4,618,275	19.61%	5,049,243	9.33%

MTA New York City Transit

Revenue Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
September	65,707,256	102,392,081	55.83%	121,506,387	18.67%
October	72,674,353	114,290,430	57.26%	125,914,521	10.17%
November	65,842,026	111,235,816	68.94%	119,967,603	7.85%
December	65,247,880	106,152,436	62.69%	119,672,981	12.74%
January	61,892,663	86,802,782	40.25%	117,310,572	35.15%
February	57,993,365	94,808,725	63.48%	110,985,228	17.06%
March	75,928,387	118,028,684	55.45%	132,982,654	12.67%
April	78,246,327	112,422,887	43.68%	122,957,389	9.37%
May	84,358,496	118,261,521	40.19%	136,231,480	15.20%
June	92,401,189	117,873,531	27.57%	126,921,899	7.68%
July	93,878,423	108,926,685	16.03%	119,031,375	9.28%
August	93,100,697	112,306,498	20.63%	122,732,004	9.28%
Year-to-Date	637,799,549	869,431,314	36.32%	989,152,602	13.77%
12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
September	101,627,052	78,662,991	-22.60%	110,218,032	40.11%
October	90,535,861	82,130,997	-9.28%	111,186,706	35.38%
November	80,516,520	85,913,813	%02'9	111,914,355	30.26%
December	70,699,006	89,322,526	26.34%	113,041,067	26.55%
January	60,557,421	91,398,369	90.93%	115,583,383	26.46%
February	50,887,588	94,466,316	85.64%	116,931,425	23.78%
March	48,898,960	97,974,674	100.36%	118,177,589	20.62%
April	54,406,349	100,822,721	85.31%	119,055,464	18.08%
May	60,135,714	103,647,973	72.36%	120,552,961	16.31%
June	65,805,082	105,770,668	60.73%	121,306,991	14.69%
ylul	70,874,896	107,024,690	51.01%	122,149,049	14.13%
August	75,605,922	108,625,173	43.67%	123,017,841	13.25%
Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
September	2,493,661	3,863,062	54.92%	4,653,538	20.46%
October	2,644,941	4,278,064	61.75%	4,713,183	10.17%
November	2,564,129	4,266,081	66.38%	4,616,607	8.22%
December	2,416,159	3,986,751	%00.29	4,510,539	13.14%
January	2,390,997	3,349,128	40.07%	4,422,662	32.05%
February	2,358,321	3,938,640	67.01%	4,636,841	17.73%
March	2,732,281	4,337,640	28.76%	4,850,471	11.82%
April	2,921,908	4,281,949	46.55%	4,785,862	11.77%
May	3,165,895	4,463,694	40.99%	5,029,026	12.67%
June	3,386,752	4,397,250	29.84%	4,704,945	7.00%
July	3,424,738	4,098,977	19.69%	4,486,537	9.46%
August	3,405,541	4,022,285	18.11%	4,375,133	8.77%

MTA New York City Subway

Revenue Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
September	42,660,693	73,405,353	72.07%	91,067,002	24.06%
October	47,957,127	83,415,225	73.94%	95,228,073	14.16%
November	43,618,698	82,331,344	88.75%	90,951,945	10.47%
December	43,658,492	78,633,267	80.11%	92,148,577	17.19%
January	41,123,531	63,547,386	54.53%	88,997,973	40.05%
February	39,170,408	70,027,806	78.78%	84,364,006	20.47%
March	51,395,341	87,296,932	69.85%	101,147,710	15.87%
April	53,236,649	83,458,044	92.77%	94,267,491	12.95%
May	58,397,777	87,807,398	50.36%	104,532,854	19.05%
June	65,475,928	88,064,005	34.50%	97,823,227	11.08%
July	66,973,313	80,700,784	20.50%	91,228,642	13.05%
August	66,418,585	83,116,207	25.14%	94,141,961	13.27%
Year-to-Date	442,191,532	644,018,562	45.64%	756,503,864	17.47%
12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
September	78,348,697	54,235,934	-30.78%	81,622,117	50.49%
October	69,402,146	57,190,775	-17.60%	82,606,521	44.44%
November	61,309,977	60,416,829	-1.46%	83,324,904	37.92%
December	53,295,086	63,331,393	18.83%	84,451,180	33.35%
January	45,184,855	65,200,048	44.30%	86,572,062	32.78%
February	37,540,546	67,771,498	80.53%	87,766,746	29.50%
March	35,686,879	70,763,297	98.29%	88,920,977	25.66%
April	39,140,317	73,281,747	87.23%	89,821,764	22.57%
May	42,730,431	75,732,548	77.23%	91,215,552	20.44%
June	46,194,162	77,614,888	68.02%	92,028,821	18.57%
July	49,068,423	78,758,844	60.51%	92,906,142	17.96%
August	51,673,879	80,150,313	55.11%	93,824,955	17.06%
Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
September	1,627,244	2,751,895	69.11%	3,477,313	26.36%
October	1,752,938	3,099,704	76.83%	3,553,053	14.63%
November	1,706,826	3,135,765	83.72%	3,487,594	11.22%
December	1,623,017	2,937,813	81.01%	3,455,889	17.63%
January	1,595,200	2,430,017	52.33%	3,345,640	37.68%
February	1,598,244	2,900,121	81.46%	3,520,889	21.40%
March	1,850,071	3,197,206	72.82%	3,685,405	15.27%
April	1,984,839	3,169,427	59.68%	3,659,612	15.47%
May	2,180,084	3,302,051	51.46%	3,850,249	16.60%
June	2,389,882	3,275,343	37.05%	3,616,759	10.42%
July	2,435,057	3,035,863	24.67%	3,435,924	13.18%
August	2,422,270	2,975,213	22.83%	3,352,993	12.70%

MTA New York City Bus

Revenue Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
September	23.046.563	28,986,728	25.77%	30,439,385	5.01%
October	24,717,226	30,875,205	24.91%	30,686,448	-0.61%
November	22,223,328	28,904,472	30.06%	29,015,658	0.38%
December	21,589,388	27,519,169	27.47%	27,524,404	0.02%
January	20,769,132	23,255,396	11.97%	28,312,599	21.75%
February	18,822,957	24,780,919	31.65%	26,621,222	7.43%
March	24,533,046	30,731,752	25.27%	31,834,944	3.59%
April	25,009,678	28,964,843	15.81%	28,689,898	-0.95%
May	25,960,719	30,454,123	17.31%	31,698,626	4.09%
June	26,925,261	29,809,526	10.71%	29,098,672	-2.38%
July	26,905,110	28,225,901	4.91%	27,802,733	-1.50%
August	26,682,112	29,190,291	9.40%	28,590,043	-2.06%
Year-to-Date	195,608,017	225,412,752	15.24%	232,648,738	3.21%
12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
September	23,278,355	24,427,057	4.93%	28,595,915	17.07%
October	21,133,715	24,940,222	18.01%	28,580,185	14.59%
November	19,206,543	25,496,984	32.75%	28,589,451	12.13%
December	17,403,921	25,991,133	49.34%	28,589,887	10.00%
January	15,372,565	26,198,321	70.42%	29,011,321	10.74%
February	13,347,043	26,694,818	100.01%	29,164,679	9.25%
March	13,212,081	27,211,377	105.96%	29,256,612	7.52%
April	15,266,032	27,540,974	80.41%	29,233,700	6.15%
May	17,405,282	27,915,424	60.38%	29,337,409	2.09%
June	19,610,920	28,155,780	43.57%	29,278,171	3.99%
July	21,806,473	28,265,846	29.62%	29,242,907	3.46%
August	23,932,044	28,474,860	18.98%	29,192,886	2.52%
Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
September	866,417	1,111,167	28.25%	1,176,226	5.85%
October	892,003	1,178,360	32.10%	1,160,130	-1.55%
November	857,303	1,130,316	31.85%	1,129,013	-0.12%
December	793,142	1,048,938	32.25%	1,054,651	0.54%
January	795,797	919,111	15.50%	1,077,022	17.18%
February	760,077	1,038,520	36.63%	1,115,953	7.46%
March	882,210	1,140,434	29.27%	1,165,066	2.16%
April	937,069	1,112,522	18.72%	1,126,250	1.23%
May	985,811	1,161,643	17.84%	1,178,776	1.47%
June	996,870	1,121,907	12.54%	1,088,186	-3.01%
July	089'686	1,063,114	7.42%	1,050,613	-1.18%
August	983,271	1,047,072	6.49%	1,022,140	-2.38%

MTA Bus

Revenue Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
, o des e + a o O			•		
September	5,020,533	6,776,694	34.98%	7,339,892	8.31%
October	5,397,034	7,297,676	35.22%	7,399,768	1.40%
November	4,826,314	6,891,506	42.79%	7,065,112	2.52%
December	4,717,722	6,655,299	41.07%	6,802,786	2.22%
January	4,513,258	5,589,772	23.85%	6,895,416	23.36%
February	4,144,587	5,935,627	43.21%	6,548,294	10.32%
March	5,364,129	7,435,153	38.61%	7,896,919	6.21%
April	5,470,547	6,927,147	26.63%	6,986,550	%98.0
May	5,769,080	7,217,396	25.10%	7,966,114	10.37%
June	6,114,454	7,154,058	17.00%	7,392,631	3.33%
July	6,195,930	6,722,847	8.50%	7,027,501	4.53%
August	6,238,307	7,011,540	12.39%	7,326,755	4.50%
Year-to-Date	43,810,291	53,993,540	23.24%	58,040,181	7.49%
12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
September	5,094,485	5,460,671	7.19%	6,848,159	25.41%
October	4,631,521	5,619,058	21.32%	6,856,667	22.03%
November	4,215,819	5,791,157	37.37%	6,871,134	18.65%
December	3,826,733	5,952,622	55.55%	6,883,425	15.64%
January	3,384,936	6,042,332	78.51%	6,992,229	15.72%
February	2,956,094	6,191,585	109.45%	7,043,284	13.76%
March	2,926,505	6,364,170	117.47%	7,081,765	11.28%
April	3,373,280	6,485,554	92.26%	7,086,715	9.27%
May	3,843,954	6,606,247	71.86%	7,149,108	8.22%
June	4,336,761	6,692,880	54.33%	7,168,989	7.11%
July	4,830,619	6,736,790	39.46%	7,194,377	%6.79
August	5,314,324	6,801,226	27.98%	7,220,645	6.17%
Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
September	191,813	263,162	37.20%	288,065	9.46%
October	197,739	282,129	42.68%	286,146	1.42%
November	189,644	272,727	43.81%	280,123	2.71%
December	176,015	256,577	45.77%	266,040	3.69%
January	176,149	223,575	26.92%	267,085	19.46%
February	170,318	253,557	48.87%	280,778	10.74%
March	195,148	279,099	43.02%	294,719	2.60%
April	207,195	270,867	30.73%	280,966	3.73%
May	222,226	280,548	26.24%	301,501	7.47%
June	228,302	273,165	19.65%	280,170	2.56%
July	230,396	258,612	12.25%	270,143	4.46%
August	232,450	255,424	88.6	265,964	4.13%

MTA Staten Island Railway

100 100		1000 0000	0000 1000	10 /6	3000	0 2
77.10 148,918 91,83% 184,153 77.10 148,918 91,83% 184,163 77.847 162,918 134,97% 186,090 77.847 162,918 134,97% 188,105 81,324 187,77 193,43% 188,105 91,32 145,316 88 010% 161,777 91,32 165,320 181,343% 203,461 115,520 196,438 177,132 188% 203,461 115,520 113,43% 203,461 187,132 188,661 177,132 80,569 17,788 47,70% 165,44 177,132 186,45 186,45 80,569 17,788 28,92% 164,42 177,132 165,44 177,132 80,569 17,772 18,86% 200,22,203 164,210 164,210 11,180 17,100,57 46,40% 174,221 165,44 177,132 80,569 17,27 80,40% 177,23 165,44 177,23 80,600	Revenue Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
97 118 167 41 72.38% 186,090 77 84 163,16 144,97% 186,090 78 744 164,787 109,27% 186,090 81 7482 164,787 109,27% 174,579 81 4392 145,316 88,01% 114,479 10 2021 168,01% 114,778 114,779 11 5520 160,045 81,80% 168,680 11 5520 160,045 81,80% 165,544 11 5520 186,617 18,20% 165,544 11 5520 186,617 18,20% 165,544 11 5520 186,617 18,20% 165,544 11 5520 18,80% 144,210 165,544 11 5520 18,80% 144,210 165,544 11 5520 18,80% 144,210 165,544 11 5520 18,80% 144,210 165,544 11 5520 18,80% 144,210 165,544 11 60,285 11,20 20,20% 165,544 11 10,280	September	77,710	148,918	91.63%	184,153	23.66%
7,847 162,916 194,7% 168,105 7,243 162,316 68,84% 174,342 81,424 137,590 68,84% 164,342 91,130 144,316 88,01% 164,342 91,130 144,348 114,343% 205,880 108,221 160,878 47,70% 165,880 112,725 160,878 47,70% 172,132 98,994 160,875 24,44% 172,132 111,7585 145,875 24,44% 165,529 115,520 145,587 24,44% 166,529 116,203 1,277,221 38,92% 164,420 162,034 1,05,57 24,44% 166,141 162,037 1,15,40% 166,141 162,037 1,15,40% 177,325 162,037 1,16,40% 177,325 162,038 1,15,40% 177,325 162,039 1,15,40% 177,325 162,037 1,16,40% 177,325 166,039 1,16,40%	October	97,118	167,411	72.38%	185,090	10.56%
78,744 164,787 109,27% 174,579 81,492 153,76 68,48% 174,579 77,283 145,376 88,07% 164,472 108,921 160,045 81,89% 164,472 112,775 166,677 18,95% 20,461 112,775 166,677 18,95% 165,544 112,775 176,302 56,33% 165,544 112,775 176,302 24,14% 166,545 803,689 1,277,221 88,92% 1,42,210 187,534 100,527 46,40% 1,42,210 187,534 100,527 46,40% 1,42,210 18,036 1,22,65 7,43% 166,613 118,803 115,141 17,51% 175,69 16,037 116,277 1,23% 166,61 118,803 115,141 17,51% 175,69 118,803 115,141 17,51% 175,69 118,803 115,141 17,51% 175,69 118,803	November	77,847	182,918	134.97%	188,105	2.84%
14,22 137,560 68,84% 144,342 145,312 145,314 145,316 145,314	December	78,744	164,787	109.27%	174,579	5.94%
145.316 88.01% 161,777 161,777 161,777 161,777 161,4,98 113,43% 161,777 161,262 161,777 161,00,45 161,89% 171,132 162,644 171,548 171,132 17	January	81,492	137,590	68.84%	184,342	33.98%
191 130 194 488	February	77,293	145,316	88.01%	161,777	11.33%
108 92 108 92 108 98 47 70% 172 132 112,775	March	91,130	194,498	113.43%	205,880	5.85%
98.894 160.045 61.89% 209.401 115.755 177.55 160.045 61.89% 209.401 115.520 115.520 166.17 16.26% 165.544 803.699 1.277.721 58.92% 168.545 147.587 24.14% 168.545 168.545 187.534 100.527 4.40.00 164.707 187.534 100.527 -46.40% 164.707 187.534 100.537 -46.40% 166.181 140.28 115.141 -17.91% 166.181 16.60 16.58 -34.38% 167.429 75.182 122.311 2.95% 177.365 75.182 16.586 173.85% 177.365 75.184 15.767 173.85 177.603 85.758 16.774 7.48% 177.603 90.183 16.774 7.48% 7.784 1.354 7.769 172.21% 7.844 8.561 7.769 7.78 7.78	April	108,921	160,878	47.70%	172,132	%00.7
112 775 176,302 68.33% 185,529 185,529 185,529 185,529 185,529 185,529 185,529 185,544 185,544 185,544 185,544 185,544 185,544 185,544 185,544 185,544 185,544 185,544 185,544 185,544 185,544 185,544 185,544 185,544 185,542 1442,210 187,544 187,524 187,524 187,520 187,540 187,542 187,421 187,548 186,181 187,645 187,645 187,645 188,645 187,645 187,645 187,645 188,645 187,646 187,646 187,646 187,646 <t< td=""><td>May</td><td>98,984</td><td>180,045</td><td>81.89%</td><td>209,461</td><td>16.34%</td></t<>	May	98,984	180,045	81.89%	209,461	16.34%
115,520 136,617 18.26% 164,544 803,699 1,777,221 58.92% 168,615 803,699 1,777,221 58.92% 164,210 2020-2021 2021-2022 % Change 2022-2023 187,534 100,527 46.40% 164,707 162,203 115,141 -17.31% 164,707 18,037 122,311 2.95% 164,707 18,036 122,311 2.95% 167,429 95,515 122,311 2.95% 173,355 95,515 141,289 132,85% 173,645 73,497 141,289 143,85% 177,034 173,497 145,589 98,10% 177,835 185,781 157,46 76,47% 177,835 185,781 157,46 76,47% 177,835 185,781 157,46 76,47% 177,835 186,583 157,40 76,47% 76,47% 187 17,14 72,69% 76,47% 76,47% <t< td=""><td>June</td><td>112,775</td><td>176,302</td><td>56.33%</td><td>185,529</td><td>5.23%</td></t<>	June	112,775	176,302	56.33%	185,529	5.23%
117,586 145,976 24,14% 168,545 803,699 1,277,221 58,92% 1,442,210 2020-2021 2021-2022 % Change 2022-2023 187,534 100,527 46,40% 164,707 18,803 115,141 -17,91% 164,707 18,803 122,311 2,95% 167,439 95,516 122,311 2,95% 177,825 77,182 122,311 2,95% 177,825 73,497 141,269 13,85% 177,835 73,497 145,598 98,10% 177,835 73,497 145,598 98,10% 177,835 86,56 145,598 98,10% 177,835 90,193 152,34 76,47% 177,835 94,593 161,771 71,22% 177,835 3,542 7,744 7,28% 7,843 3,540 7,144 7,28% 7,843 3,590 7,144 7,28% 7,48 4,545 7,48	yluly	115,520	136,617	18.26%	154,544	13.12%
803.699 1,277,221 58.92% 1,442,210 2020-2021 2021-2022 % Change 2022-2023 187,534 106,538 -34,35% 166,181 140,268 122,311 -295% 166,181 140,268 122,311 -295% 167,429 148,03 122,311 -295% 177,429 95,515 126,966 32,95% 177,429 75,182 132,655 76,45% 177,687 73,497 141,289 113,85% 177,687 73,497 141,289 143,85% 177,683 79,193 155,586 98,10% 177,683 90,193 155,447 83,83% 177,683 90,193 161,771 71,02% 177,683 4,137 7,144 72,69% 7,914 4,137 7,144 72,69% 7,843 3,542 6,173 7,12% 7,843 3,590 6,173 7,144 7,166 4,545 7,181	August	117,585	145,975	24.14%	168,545	15.46%
2020-2021 2021-2022 % Change 2022-2023 187.534 100.527 -46.40% 164.707 162.037 100.527 -46.40% 164.707 162.037 100.527 -46.40% 166.181 116.0268 115.141 -17.91% 166.181 118.803 122.311 2.95% 177.429 95.518 126.986 32.95% 177.425 73.497 145.655 76.45% 177.845 73.497 145.989 98.10% 177.845 73.497 145.99 91.0% 177.845 73.497 145.35 90.94% 177.845 85.758 157.647 83.83% 177.845 94.593 161.771 71.02% 177.834 44.593 146.777 71.02% 75.914 85.66 17.44 72.7% 7.558 85.60 17.14 7.27% 7.558 85.60 17.74 7.769 7.74% 7.789 85.61	Year-to-Date	803,699	1,277,221	58.92%	1,442,210	12.92%
187,534 100,527 -46.40% 164,707 162,037 106,385 -34,35% 166,181 148,0268 115,141 -17,91% 166,613 148,0268 122,341 -2,95% 167,429 96,516 132,655 76.45% 177,325 66,000 141,269 132,655 76.45% 177,697 79,791 141,269 143,88% 177,693 86,758 142,363 90.94% 177,693 86,768 156,405 76.74% 177,693 90,193 159,405 76.74% 177,693 90,193 159,405 76.74% 177,693 4,593 161,771 71,02% 177,693 16,405 76,47% 7,144 72,69% 7,943 3,542 6,173 74,27% 8,087 3,561 7,144 72,69% 7,544 7,543 3,561 7,169 7,181 52,28% 7,544 4,745 7,161 7,144 <	12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
162,037 106,385 -34,35% 166,181 140,288 115,141 -17,91% 166,613 140,288 12,95% 167,429 15,5182 12,65% 177,697 16,060 132,655 76,45% 177,697 173,497 141,269 113,85% 177,697 141,269 143,85% 177,697 177,697 145,791 157,647 83,83% 177,034 85,788 157,647 83,83% 177,034 90,193 161,771 70,24 177,034 90,193 163,405 76,74% 177,034 90,193 163,405 76,74% 177,034 157,647 74,27% 76,74% 177,034 157,647 74,47% 74,47% 7,744 7,744 157 7,169 112,21% 7,84 7,84 158 7,44% 7,769 7,44% 8,38 159 7,44% 7,769 7,44% 7,76 144	September	187,534	100,527	-46.40%	164,707	63.84%
140,268 115,141 -17.91% 166,613 118,803 112,311 2.95% 167,429 95,515 126,986 32.95% 167,429 75,182 13,696 177,325 66,060 141,269 113,85% 177,325 73,497 145,598 98.10% 177,694 79,791 152,353 90.94% 177,034 86,758 157,647 83.83% 177,034 94,593 161,771 71,02% 177,034 4,137 7,144 72.69% 8,295 3,542 6,173 74,27% 8,295 3,540 6,173 72.69% 8,295 3,540 6,173 72.69% 8,295 3,590 6,752 95,71% 7,486 4,715 7,165 112,21% 8,388 4,545 7,181 52,28% 7,486 4,545 7,181 52,28% 7,772 4,545 7,187 6,458 6,468 5,009 6,500 6,468 6,468 5,049	October	162,037	106,385	-34.35%	166,181	56.21%
118,803 122,311 2.95% 167,429 95,515 126,986 32,99% 171,325 75,182 132,655 76,45% 172,697 66,060 141,659 113,85% 172,697 73,497 145,598 98,10% 177,034 86,758 157,647 83,83% 177,034 90,193 157,647 83,83% 177,803 90,193 161,771 71,02% 181,178 161,771 71,02% 181,178 3,542 6,173 74,27% 7,914 4,137 7,144 72,69% 8,295 3,542 6,173 7,144 72,69% 8,295 3,542 6,173 7,144 72,69% 7,814 4,137 7,144 72,69% 7,843 3,561 7,169 112,21% 7,844 3,958 7,181 52,28% 7,843 4,545 7,181 52,28% 7,772 4,969 7,487 5,90	November	140,268	115,141	-17.91%	166,613	44.70%
95,515 126,986 32.95% 177,325 75,182 132,655 76.45% 172,697 66,060 141,269 113.85% 173,645 73,497 145,598 98.10% 177,647 85,758 152,453 90.94% 177,634 90,193 152,405 76.74% 177,803 94,593 161,771 71.02% 179,297 4,593 161,771 71.02% 179,297 4,137 7,144 72.69% 8,295 3,561 7,744 72.69% 8,295 3,561 7,769 112.21% 7,844 3,560 6,752 95.71% 7,844 4,715 7,815 97.44% 8,388 4,745 7,81 5,91 6,752 95.71% 7,843 4,969 7,81 20.74% 8,388 5,049 7,864 7,864 7,864 6,752 95.71% 70.74% 8,388 6,752 95.71% 70.74% 8,388 6,049 6,787 7,487 <td< td=""><td>December</td><td>118,803</td><td>122,311</td><td>2.95%</td><td>167,429</td><td>36.89%</td></td<>	December	118,803	122,311	2.95%	167,429	36.89%
75,182 132,655 76,45% 172,697 66,060 141,269 113.85% 173,645 73,497 145,598 98.10% 177,034 79,791 152,353 90.94% 177,034 85,758 159,405 76,74% 177,034 94,593 161,771 71,02% 177,803 94,593 161,771 71,02% 181,178 13,542 6,173 74,27% 7,914 4,137 7,144 72,69% 7,548 3,661 7,144 72,69% 7,558 3,590 6,713 7,105 113.13% 7,843 3,550 6,716 97,74% 8,386 4,745 7,165 17,44% 7,44% 4,545 7,780 7,74% 8,586 4,545 7,780 7,74% 8,586 5,049 7,487 50,28% 7,772 5,049 5,940 16,86% 7,468 6,582	January	95,515	126,986	32.95%	171,325	34.92%
66,060 141,269 113.85% 173,645 73,497 145,598 98.10% 174,583 79,791 152,353 90.94% 177,034 85,758 157,47 83.83% 177,034 94,593 161,771 70.2% 177,803 15,405 76.74% 177,803 177,803 3,542 6,173 74.27% 7,144 4,137 7,144 72.69% 8,295 3,661 7,144 72.69% 8,295 3,590 6,752 95.71% 7,843 4,75 7,181 64.62% 7,784 4,75 7,181 62.28% 7,772 4,545 7,760 70.74% 8,568 4,545 7,760 70.74% 8,568 4,745 7,760 70.74% 8,568 4,745 7,760 70.74% 8,568 4,545 7,760 70.74% 8,568 4,545 7,487 50.67% 6,582	February	75,182	132,655	76.45%	172,697	30.19%
73,497 145,598 98.10% 174,583 79,791 152,353 90.94% 177,034 85,758 159,405 76.14% 177,034 90,193 159,405 76.14% 177,034 94,593 161,771 71.02% 181,178 3,542 6,173 74.27% 7,914 4,137 7,144 72.69% 8,295 3,546 7,105 112,21% 8,087 3,540 6,752 95,71% 7,843 4,55 6,752 95,71% 7,843 4,56 7,181 52.28% 8,388 4,545 7,760 70.74% 8,586 4,969 7,487 50.67% 6,532 5,049 5,900 16.86% 6,468	March	090'99	141,269	113.85%	173,645	22.92%
79,791 152,353 90,94% 177,034 85,758 157,647 83,83% 177,803 90,193 159,405 76,74% 177,803 94,593 161,771 71.02% 179,297 46,593 161,771 71.02% 181,178 3,542 6,173 74,27% 7,914 4,137 7,144 72.66% 8,295 3,590 6,175 113,13% 7,843 3,590 6,752 95,71% 7,843 4,715 7,181 52.26% 7,843 4,745 7,776 7,776 7,772 4,569 7,487 50,67% 6,522 5,049 5,949 16,86% 6,532 5,049 5,940 16,86% 6,468	April	73,497	145,598	98.10%	174,583	19.91%
85,758 157,647 83.83% 177,803 90,193 159,405 76.74% 179,297 94,593 161,771 71.02% 181,178 3,542 6,173 74.27% 2022-2023 3,661 7,144 72.69% 8,295 3,34 7,105 113.13% 7,584 3,590 6,752 95.71% 7,843 3,958 7,815 97.44% 8,388 4,715 7,181 52.28% 7,772 4,545 7,760 70.74% 8,568 5,028 6,281 24,93% 6,532 5,049 5,049 6,86% 6,532 5,049 6,86% 6,468 6,532	May	79,791	152,353	90.94%	177,034	16.20%
90,193 159,405 76.74% 170,297 94,593 161,771 71.02% 181,178 3,542 6,173 74.27% 2022-2023 3,661 7,144 72.69% 8,295 3,334 7,105 112,21% 8,087 3,590 6,752 95,71% 64.62% 7,843 3,588 7,815 97.44% 7,184 7,184 4,715 7,181 52.28% 7,772 4,545 7,760 70.74% 8,568 4,969 7,487 50.67% 6,532 5,049 5,940 16.86% 6,468	June	85,758	157,647	83.83%	177,803	12.79%
94,593 161,771 71.02% 181,178 2020-2021 2021-2022 % Change 2022-2023 3,542 6,173 74.27% 7,914 4,137 7,144 72.69% 8,295 3,661 7,769 112.21% 8,087 3,344 7,105 113.13% 7,558 3,590 6,752 95.71% 7,843 3,958 7,815 97.44% 8,388 4,715 7,181 52.28% 7,772 4,545 7,760 70.74% 8,568 4,969 7,487 50.67% 6,532 5,028 5,049 6,587 6,468	July	90,193	159,405	76.74%	179,297	12.48%
2020-2021 % Change 2022-2023 3,542 6,173 74.27% 7,914 4,137 7,144 72.69% 8,295 3,661 7,769 112.21% 8,087 3,334 7,105 113.13% 7,558 3,590 6,752 95.71% 7,843 3,958 7,815 97.44% 8,388 4,715 7,181 52.28% 7,772 4,545 7,760 70.74% 8,568 4,969 7,487 50.67% 6,532 5,028 6,281 24.93% 6,468 5,049 5,049 16.86% 6,468	August	94,593	161,771	71.02%	181,178	12.00%
ber 4,137 6,173 74.27% 7,914 ber 4,137 7,144 72.69% 8,295 ber 3,661 7,769 112.21% 8,087 ber 3,334 7,105 113.13% 7,558 y 3,590 6,752 95.71% 7,843 ry 3,958 7,815 97.44% 8,388 ry 4,715 7,760 70.74% 8,568 4,545 7,760 70.74% 8,568 4,969 7,487 50.67% 6,532 5,028 6,281 24,93% 6,532 5,049 5,900 16.86% 6,468	Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
r 4,137 7,144 72.69% 8,295 ber 3,661 7,769 112.21% 8,087 ber 3,334 7,105 113.13% 7,558 y 3,590 6,752 95.71% 7,843 ry 3,958 7,815 97.44% 8,388 4,715 7,760 70.74% 8,568 4,545 7,760 70.74% 8,568 4,969 7,487 50.67% 6,532 5,028 6,281 24.93% 6,532 t 5,049 16.86% 6,468	September	3,542	6,173	74.27%	7,914	28.19%
ber 3,661 7,769 112.21% 8,087 7,105 ber 3,334 7,105 113.13% 7,105 7,558 7,558 7,843 7,105 113.13% 7,843 7,843 7,845 8,388 8,388 8,388 8,345 7,815 97.44% 8,388 8,388 7,815 97.44% 7,700 70.74% 8,568 8,568 4,969 7,487 50.67% 6,532 6,532 8,508	October	4,137	7,144	72.69%	8,295	16.11%
ber 3,334 7,105 113.13% 7,558 7,558 7,558 7,843 9,590 6,752 95.71% 7,843 7,844 7,815 97.44% 8,388 4,715 7,781 52.28% 7,772 7,772 4,545 7,487 50.67% 8,568 6,281 24.93% 6,532 6,532 6,532 6,549 5,900 16.86% 6,468	November	3,661	7,769	112.21%	8,087	4.09%
y 3,590 5,911 64.62% 7,843 ry 3,450 6,752 95.71% 7,864 3,958 7,815 97.44% 8,388 4,715 7,181 52.28% 7,772 4,545 7,760 70.74% 8,568 4,969 7,487 50.67% 7,672 5,028 6,281 24.93% 6,532 5,049 5,900 16.86% 6,468	December	3,334	7,105	113.13%	7,558	6.38%
ry 3,450 6,752 95.71% 7,864 3,958 7,815 97.44% 8,388 4,715 7,181 52.28% 7,772 4,545 7,760 70.74% 8,568 4,969 7,487 50.67% 7,672 5,028 6,281 24.93% 6,532 t 5,049 5,900 16.86% 6,468	January	3,590	5,911	64.62%	7,843	32.69%
3,958 7,815 97.44% 8,388 4,715 7,181 52.28% 7,772 4,545 7,760 70.74% 8,568 4,969 7,487 50.67% 7,672 5,028 6,281 24.93% 6,532 5,049 5,900 16.86% 6,468	February	3,450	6,752	95.71%	7,864	16.47%
4,715 7,181 52.28% 7,772 4,545 7,760 70.74% 8,568 4,969 7,487 50.67% 7,672 5,028 6,281 24.93% 6,532 1st 5,049 5,900 16.86% 6,468	March	3,958	7,815	97.44%	8,388	7.34%
4,545 7,760 70.74% 8,568 4,969 7,487 50.67% 7,672 5,028 6,281 24.93% 6,532 1st 5,049 5,900 16.86% 6,468	April	4,715	7,181	52.28%	7,772	8.23%
4,969 7,487 50.67% 7,672 5,028 6,281 24.93% 6,532 5,049 5,900 16.86% 6,468	May	4,545	7,760	70.74%	8,568	10.43%
5,028 6,281 24,93% 6,532 5,049 5,900 16.86% 6,468	June	4,969	7,487	%29.05	7,672	2.47%
5,049 5,900 16.86% 6,468	July	5,028	6,281	24.93%	6,532	3.99%
	August	5,049	5,900	16.86%	6,468	9.63%

MTA Long Island Rail Road

2001 R23 3,800,469	Revenue Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
2.074.853 3.940.612 81.19% 4.943.906 1.806.136 3.949.966 106.29% 4.778.906 1.806.136 3.849.966 10.82% 4.778.906 1.500.13 3.849.966 10.04.1% 4.778.966 2.105.13 4.371.239 100.41% 4.289.473 2.105.640 4.371.239 100.64% 4.789.966 2.105.641 4.170.715 8.961% 4.388.472 2.107.640 4.847.814 5.00% 5.633.477 2.107.640 4.847.814 5.00% 5.788.267 3.107.640 4.847.814 5.00% 5.788.277 4.106.161 4.447% 4.686.70 5.788.267 3.107.640 4.847.814 5.00% 5.788.267 3.107.640 4.847.814 5.00% 5.788.273 4.106.161 4.501.60 5.82% 5.517.04 3.294.424 4.511.60 3.00% 4.447% 4.447% 4.106.161 2.449.447 -5.786% 4.786 3.449.478 3.	September	2,041,823	3,630,469	77.81%	4,997,251	37.65%
1,886,355 3,949,989 106,29% 4,78,906 4,78,906 1,38,014 2,56,0138 58,97% 4,293,771 1,586,865 5,91,19% 4,799,865 1,38,014 2,76,0138 58,97% 4,296,380 2,929,132 4,72,29 4,72,29 4,72,29 5,234,47 4,48,67 7,796% 5,234,47 4,886,128 2,219,48,46 4,711,503 3,00,454 4,711,503 3,00,454 4,711,503 3,00,454 4,711,503 4,78,64 4,78,	October	2,174,853	3,940,612	81.19%	4,943,908	25.46%
1,600,130 1,660,045 97,19% 47,59,965 1,720,014 1,720,014 2,760,733 100,41% 4,266,380 2,199,648 4,170,713 9,694% 5,255,497 2,199,648 4,170,713 9,694% 5,255,497 2,199,648 4,170,713 9,694% 5,255,497 2,511,074 4,486,77 77,96% 5,634,423 7,294,464 4,180,17 77,96% 5,634,423 7,294,464 4,180,17 77,96% 5,634,423 7,796,44 4,180,17 77,96% 5,634,423 7,796,44 4,180,17 77,96% 6,637,735 7,796,423 7,796,423 7,796,423 7,796,423 7,796,423 7,796,44 7,706,44	November	1,896,355	3,949,969	108.29%	4,778,906	20.99%
1,70,00,14 2,76,138 58,9% 462,771 1,586,865 3,180,232 100,41% 4,296,380 2,189,648 4,170,715 189,64% 5,236,497 2,189,648 4,170,715 189,64% 5,236,497 3,107,648 4,486,77 77,96% 5,634,473 3,294,846 4,466,77 77,96% 5,634,473 3,294,846 4,466,77 77,96% 5,617,014 3,294,846 4,466,77 77,96% 5,617,014 3,294,846 4,760,161 4,447% 5,857,736 3,947,574 2,448,77 37,95% 4,194,67 3,453,066 2,596,603 2,480% 4,287,384 2,525,849 2,918,37 16,54% 4,287,384 2,525,849 2,918,37 103,53% 4,287,384 1,714,957 3,003,407 44,93% 4,287,384 1,714,957 3,003,407 44,93% 4,287,384 1,714,957 3,986,699 76,18% 5,012,022 2,186,106 3,896,699 76,18% 5,012,023 2,186,106 3,896,699 76,18% 5,014 1,714,957 103,53% 4,17% 2,022,2023 2,186,106 1,48,92 9,14% 103,53% 1,45,74 1,714,907 1,44,907 1,44,907 1,45,74 1,714,907 1,44,907 1,44,907 1,44,907 1,744,907 1,44,907 1,44,907	December	1,860,130	3,668,045	97.19%	4,759,965	29.77%
1,566,865	January	1,730,014	2,750,138	28.97%	4,632,771	68.46%
2.1995.448 4,371,239 106,94% 5,225,497 2.199.648 4,170,715 596,7% 4,986,126 2.199.648 4,170,715 596,7% 4,986,126 3.107.640 4,486,670 77,96% 5,782,473 3.309.454 4,761,160 77,96% 5,786,277 4,887,671 4,486,670 7,96% 5,786,273 1,831,671 33,060,492 66.71% 4,134,697 3,453,066 2,449,457 -37,95% 4,134,697 3,009,772 2,449,457 -37,95% 4,134,697 2,525,849 2,549,457 -3,79% 4,134,697 1,552,84 3,003,407 44,93% 4,134,697 1,552,84 3,306,139 14,30% 4,138,377 1,552,84 3,306,139 7,54% 4,386,589 1,552,84 3,306,139 7,84,40 4,700,399 1,552,84 3,306,139 7,84,59 4,626,283 1,74,957 3,490,377 10,55% 4,106,55 2,017,469 4,027,202	February	1,586,865	3,180,253	100.41%	4,296,380	35.10%
2.199.648 4,170,715 89.61% 4,988,128 5,634,423 3.107.640 4,486,670 77.96% 5,634,423 3.294,346 4,780,161 4477% 5,682,735 19,821,671 33.09,454 4,780,161 4477% 5,687,735 19,821,671 33.09,454 4,780,161 4477% 5,687,735 19,821,671 2,044,457 -37.96% 4,1340,213 3,947,514 2,444,457 -37.96% 4,134,305,213 3,093,72 2,48.0% -37.96% 4,134,305,213 3,093,72 2,48.0% -4,248,305 4,248,305 3,093,72 2,48.0% 4,288,305 4,248,305 3,093,74 3,093,74 15,48% 4,586,305 4,651,739 3,136,190 89,92% 4,586,305 4,651,739 3,136,190 89,92% 4,586,305 4,144,957 3,136,190 89,92% 4,281,305 4,144,957 3,136,190 89,92% 4,587,305 4,144,957 3,136,190 89,92%	March	2,092,132	4,371,239	108.94%	5,235,497	19.77%
2511,071 448,670 77,96% 5,634,423 3,309,454 4,47,814 56,0% 5,768,287 3,309,454 4,47,814 56,07% 5,517,014 3,294,346 4,700,141 44,47% 5,517,014 3,294,346 4,700,141 44,47% 5,517,014 3,294,346 2,009,222,2023 3,947,514 2,060,492 66,17% 4,136,87 3,309,772 2,767,738 -2,48,0% 4,287,334 2,525,349 2,918,397 15,54% 4,287,334 2,525,349 2,918,397 14,53% 4,628,273 1,561,279 3,166,190 89,2% 4,628,273 1,561,279 3,326,115 114,20% 4,700,295 1,714,997 3,326,115 114,20% 4,478,37 2,047,432 3,326,115 114,20% 4,478,37 2,047,432 3,326,115 114,20% 4,478,37 2,047,432 3,326,115 114,20% 4,496,263 2,047,432 3,326,115 114,20% 4,942,263 2,347,069 148,116 114,792 5,718% 2,002,202 2,347,069 148,316 84,17% 2,002,433 80,008 152,186 96,41% 1195,044 73,061 114,901 112,186 96,41% 1195,04 73,061 114,901 114,792 5,714,98 2,202,433 111,901 111,901 111,903 85,55% 55,56% 233,831 117,645 113,366 55,56% 233,831 117,646 114,793 55,56% 233,831 117,646 114,793 55,56% 233,831 117,646 114,793 55,56% 233,831 117,646 114,793 55,56% 233,831 117,646 114,793 55,56% 233,831 117,646 114,793 55,56% 233,831 117,646 114,793 55,56% 233,831 117,646 114,793 55,56% 233,831 117,646 114,793 55,56% 233,831	April	2,199,648	4,170,715	89.61%	4,988,126	19.60%
3,107,640 4,847,814 56,00% 5,768,267 5,776,274 3,204,4346 4,760,161 44,77% 5,687,735 5,17,014 1,983,1671 33,060,492 66,71% 4,130,013 4,130,013 2020-2021 % Change 2022-2023 3,947,514 2,484,467 -37,98% 4,134,687 3,453,066 3,453,066 2,480,603 -24,80% 4,287,384 2,072,374 2,596,603 -24,80% 4,134,687 3,003,77 44,53% 4,287,384 4,287,384 2,072,374 3,033,407 44,53% 4,287,384 1,561,279 3,136,190 89,92% 4,287,334 1,561,279 3,136,190 89,92% 4,287,334 1,561,279 3,136,190 14,53% 4,768,133 1,561,279 3,136,190 14,287,384 4,536,283 1,561,279 3,136,190 14,287,384 4,768,133 2,047,422 3,681,190 42,17% 4,620,273 2,188,106 3,682,120 4,	May	2,511,071	4,468,670	%96.72	5,634,423	26.09%
3,309,454 4,511,503 36,32% 5,517,014 3,248,46 4,761,161 44,47% 5,517,014 19,831,671 3,206,482 66.71% 41,330,213 2,248,46 4,760,161 44,47% 5,517,56 3,947,514 2,048,457 -37,56% 4,134,687 3,947,514 2,448,457 -37,56% 4,134,687 3,947,514 2,448,457 -37,56% 4,134,687 4,556,849 2,556,849 2,918,397 15,54% 4,287,334 2,072,374 3,003,407 44,38% 4,287,334 4,285,283 1,562,784 3,326,115 114,20% 4,700,225 4,700,225 1,714,957 3,480,371 103,58% 4,686,559 4,700,225 2,181,220 3,683,604 9,21% 4,486,559 4,700,225 2,184,06 3,286,145 103,58% 4,470,202 4,700,225 2,184,06 3,286,148 7,28% 4,470,202 4,700,225 2,188,106 3,286,689 7,18% 5,117,520	June	3,107,640	4,847,814	26.00%	5,768,267	18.99%
3,294,846 4,760,161 44.47% 5,867,735 19,831,671 33,060,492 66,77% 41,830,213 2020-2021 2021-2022 % Change 2022-2023 3,947,514 2,449,457 -37,96% 4,134,697 3,453,066 2,566,603 -24,80% 4,218,305 2,652,849 2,566,603 -24,80% 4,218,305 1,651,779 2,198,397 15,64% 4,378,377 2,072,374 3,03,407 44,93% 4,378,373 1,651,779 3,108,190 89,92% 4,706,282 1,714,957 3,490,371 103,53% 4,706,282 1,714,957 3,490,371 103,53% 4,706,326 2,047,495 3,490,371 103,53% 4,706,326 2,047,495 3,490,371 103,53% 4,706,202 2,047,495 3,886,689 73,83% 4,228,523 2,047,069 4,020,799 73,83% 4,706,202 2,047,069 4,020,799 73,83% 4,74 80,530 448,316 </td <td>ylnL</td> <td>3,309,454</td> <td>4,511,503</td> <td>36.32%</td> <td>5,517,014</td> <td>22.29%</td>	ylnL	3,309,454	4,511,503	36.32%	5,517,014	22.29%
19,831,671 33,060,492 66,71% 41,930,213 2020-2021 Change 2022-2023 3,947,514 2,489,457 -37,95% 4,134,697 3,453,066 2,596,603 -24,80% 4,218,305 2,625,849 2,767,738 -6,04% 4,218,305 2,072,374 3,003,407 4,98% 4,218,305 1,651,279 3,136,190 89,92% 4,218,305 1,552,784 3,303,407 44,93% 4,628,273 1,581,279 3,366,149 49,27% 4,628,273 1,581,279 3,366,145 144,20% 4,628,273 1,581,281 3,366,149 49,27% 4,628,273 2,047,432 3,786,149 85,53% 4,942,263 2,17,669 4,020,799 73,53% 13,17,520 2,237,069 4,020,799 73,53% 13,17,520 2,317,069 4,020,799 73,53% 5,117,50 80,004 136,128 5,714% 206,388 80,004 132,186 91,56% <	August	3,294,846	4,760,161	44.47%	5,857,735	23.06%
2020-2021 2021-2022 % Change 2022-2023 3,947,514 2,449,457 -37,95% 4,134,697 3,453,066 2,596,603 -24.80% 4,218,305 3,009,772 2,596,603 -24.80% 4,218,305 2,555,849 2,918,397 15,54% 4,287,384 2,072,374 3,003,407 44,93% 4,582,503 1,561,279 3,136,190 89,92% 4,502,203 1,744,957 3,490,371 103,53% 4,628,273 1,744,957 3,490,371 103,53% 4,942,263 2,047,432 3,688,689 78,18% 5,005,66 2,047,432 3,688,689 78,18% 5,005,66 2,347,069 4,020,799 73,53% 4,942,263 2,347,069 4,020,799 73,53% 5,117,520 80,530 148,316 85,53% 4,020,79 80,530 148,316 93,72% 202,43 80,006 149,92 93,72% 202,43 80,006 149,92 93,72% <th>Year-to-Date</th> <th>19,831,671</th> <th>33,060,492</th> <th>%12.99</th> <th>41,930,213</th> <th>26.83%</th>	Year-to-Date	19,831,671	33,060,492	%12.99	41,930,213	26.83%
3,947,514 2,449,457 -37.96% 4,134,697 3,453,066 2,566,603 -24.80% 4,218,305 3,463,066 2,566,603 -24.80% 4,218,305 2,525,849 2,748,374 4,218,305 4,218,305 2,072,374 2,918,397 115,54% 4,535,263 1,651,279 3,003,407 44,93% 4,535,263 1,651,279 3,36,190 89,92% 4,628,273 1,552,784 3,36,190 89,92% 4,628,273 1,552,784 3,36,190 89,92% 4,628,273 1,552,784 3,36,115 114,20% 4,628,273 1,74,957 3,496,519 89,53% 4,700,295 2,047,432 3,498,689 78,18% 4,942,263 2,047,432 3,898,689 78,18% 5,026,056 2,047,432 3,898,689 78,18% 5,026,056 2,047,432 3,898,689 78,18% 5,026,056 2,047,432 3,898,689 78,18% 5,026,056 2,047,432 3,898,689 78,18% 5,026,056 80,008 1,48,316	12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
3,453,066 2,596,603 -24,80% 4,218,305 3,003,772 2,767,738 -8,04% 4,281,384 2,525,849 2,918,397 1,554% 4,287,374 2,072,374 3,003,407 44,93% 4,555,263 1,651,279 3,136,190 89,92% 4,628,273 1,552,784 3,326,115 114,20% 4,700,295 1,714,957 3,490,371 114,20% 4,700,295 1,047,432 3,896,689 78,18% 4,700,295 2,047,432 3,898,689 78,18% 5,026,056 2,317,069 4,020,799 73,53% 5,026,056 2,317,069 4,020,799 73,53% 5,117,520 2,317,069 4,020,799 73,53% 5,117,520 2,317,069 4,020,799 73,53% 5,117,520 80,008 154,992 93,72% 201,023 80,008 154,992 93,72% 202,433 67,318 114,792 57,14% 197,74 74,271 114,792 80,48 215,797 80,49 114,59 86,18% 215,7	September	3,947,514	2,449,457	-37.95%	4,134,697	%08'89
3,000,772 2,767,738 -8.04% 4,287,384 2,555,849 2,918,397 15,54% 4,378,377 2,072,374 3,003,407 44,93% 4,378,377 1,562,784 3,306,190 89,92% 4,628,253 1,574,957 3,366,115 114,20% 4,700,295 1,714,957 3,366,115 114,20% 4,768,413 1,881,220 3,490,371 103,53% 4,768,413 2,047,432 3,798,519 86,53% 4,768,413 2,18,106 3,898,689 78,18% 5,026,056 2,317,069 4,020,799 73,53% 5,117,520 2,317,069 4,020,799 73,53% 5,117,520 80,530 148,316 84,17% 202,023 78,788 136,128 72,78% 207,020 80,530 148,316 84,17% 205,38 80,004 132,186 96,41% 195,044 74,271 169,106 127,69% 201,614 80,959 143,59 55,26% 201,614 111,901 191,386 52,44% 201,33	October	3,453,066	2,596,603	-24.80%	4,218,305	62.45%
2,525,849 2,918,397 15,54% 4,378,377 2,072,374 3,003,407 44,93% 4,535,263 1,651,279 3,136,190 89,92% 4,635,263 1,552,784 3,26,140 14,20% 4,000,205 1,714,957 3,40,371 103,53% 4,700,205 1,881,220 3,653,604 94,21% 4,768,413 2,047,432 3,798,519 85,53% 4,942,263 2,188,106 3,898,689 78,53% 4,942,263 2,317,069 4,020,799 78,53% 5,117,520 80,530 148,316 84,17% 207,020 80,530 148,316 84,17% 205,368 80,008 154,992 93,72% 205,368 80,004 132,186 96,41% 202,433 67,318 132,216 113,95% 201,614 80,959 173,210 113,95% 223,566 111,901 191,103 71,03% 221,437 123,086 191,103 71,03% 218,133	November	3,009,772	2,767,738	-8.04%	4,287,384	54.91%
2,072,374 3,003,407 44.93% 4,535,263 1,651,279 3,136,190 89.92% 4,628,273 1,652,784 3,26,115 114.20% 4,700,295 1,714,957 3,490,371 103.53% 4,700,295 1,714,957 3,490,371 103.53% 4,706,295 2,047,432 3,898,689 78.18% 4,942,203 2,047,432 3,898,689 78.18% 5,026,056 2,317,069 4,020,799 73.53% 5,117,520 2,317,069 136,128 73.53% 5,117,520 2,317,069 148,316 84.17% 202,2023 80,530 148,316 84.17% 203,388 80,008 148,316 84.17% 203,388 80,004 132,16 96,41% 197,744 74,271 169,106 127.69% 201,614 80,959 184,591 86,18% 203,586 111,901 191,380 71,03% 223,437 123,086 191,102 55,26% 223,631 133,36 55,44% 218,43	December	2,525,849	2,918,397	15.54%	4,378,377	50.03%
1,651,279 3,136,190 89.92% 4,628,273 1,552,784 3,326,115 114,20% 4,700,295 1,714,957 3,490,371 103,53% 4,708,413 1,881,220 3,490,371 103,53% 4,942,263 2,047,432 3,898,689 78.18% 5,026,066 2,317,069 4,020,799 73.53% 5,117,520 2020-2021 2021-2022 % Change 2022-2023 78,788 136,128 72.78% 5,117,520 80,530 148,316 84,17% 205,386 80,008 154,992 93.72% 206,036 80,004 132,186 91.56% 195,044 74,271 169,106 127.69% 202,433 67,318 132,186 96,41% 201,614 80,550 111,901 113,95% 215,797 99,149 184,591 86,18% 223,566 111,901 191,102 55,26% 223,66 111,645 191,102 55,26% 233,631 113,386 52,44% 218,133	January	2,072,374	3,003,407	44.93%	4,535,263	51.00%
1,552,784 3,326,115 114,20% 4,700,295 1,74,957 3,490,371 103,53% 4,766,413 1,881,220 3,653,504 94,21% 4,865,559 2,047,432 3,683,689 78.18% 4,942,263 2,188,106 3,898,689 78.18% 5,026,056 2,317,069 4,020,799 73.53% 5,117,520 78,78 136,128 72.78% 207,020 80,530 148,316 84,17% 207,020 80,004 132,186 94,14% 195,044 73,051 114,792 57.14% 202,433 67,318 132,186 96,41% 197,744 73,051 144,591 86.18% 203,588 80,959 17,109 127,69% 201,614 80,959 111,901 191,380 71,03% 227,437 123,086 191,102 55.26% 233,631 123,086 191,102 55.26% 218,133	February	1,651,279	3,136,190	89.92%	4,628,273	47.58%
1,714,957 3,490,371 103.53% 4,768,413 1,881,220 3,653,504 94.21% 4,865,559 2,047,432 3,798,519 85.53% 4,942,263 2,18,106 3,898,689 78.18% 5,026,056 2,317,069 4,020,799 73.53% 5,117,520 4,020,799 73.53% 5,117,520 5,202-2023 78,788 136,128 72.78% 207,020 80,008 148,316 84.77% 208,025 69,004 132,186 91.56% 195,044 73,051 114,792 57.14% 197,744 74,271 169,106 127.69% 223,433 67,318 173,210 113,95% 221,797 99,149 184,591 86.18% 223,666 111,901 191,380 71.03% 223,631 117,645 179,336 52.44% 218,133	March	1,552,784	3,326,115	114.20%	4,700,295	41.31%
1,881,220 3,653,604 94.21% 4,865,559 2,047,432 3,798,519 85.53% 4,942,263 2,188,106 3,898,689 78.18% 5,026,056 2,317,069 4,020,799 73.53% 5,117,520 2020-2021 2,00-2021 2021-2022 % Change 2022-2023 78,788 136,128 72.78% 507,020 80,530 148,316 84,17% 203,025 80,004 132,186 91.56% 195,044 73,051 114,792 57.14% 202,433 67,318 132,216 96.41% 197,744 74,271 169,106 127.69% 201,614 80,595 173,210 113.95% 223,566 111,901 191,380 71.03% 223,686 111,901 191,102 55.26% 236,433 117,645 179,336 52.44% 218,133	April	1,714,957	3,490,371	103.53%	4,768,413	36.62%
2,047,432 3,798,519 85.53% 4,942,263 2,188,106 3,898,689 78.18% 5,026,056 2,317,069 4,020,799 73.53% 5,026,056 2,317,069 4,020,799 73.53% 5,117,520 80,530 136,128 72.78% 207,020 80,530 148,316 84.17% 205,368 80,004 132,186 91,56% 195,044 73,051 114,792 57.14% 202,433 67,318 132,216 96,41% 197,744 74,271 169,106 127.69% 215,797 99,149 184,591 86.18% 223,566 111,901 191,102 55.26% 233,631 117,645 173,336 52.44% 218,133	May	1,881,220	3,653,504	94.21%	4,865,559	33.18%
2,188,106 3,898,689 78.18% 5,026,056 2,317,069 4,020,799 73.53% 5,117,520 2,202-2021 % Change 2022-2023 78,788 136,128 72.78% 207,020 80,530 148,316 84.17% 205,368 80,008 154,992 93.72% 208,025 69,004 132,186 91.56% 195,044 74,271 169,106 127.69% 202,433 80,959 173,210 113.95% 215,797 99,149 184,591 86.18% 223,566 111,901 191,380 71.03% 227,437 117,645 179,336 52.44% 218,133	June	2,047,432	3,798,519	85.53%	4,942,263	30.11%
2,317,069 4,020,799 73.53% 5,117,520 2020-2021 2021-2022 % Change 2022-2023 78,788 136,128 72.78% 207,020 80,530 148,316 84.17% 205,368 80,008 154,992 93.72% 208,025 69,004 132,186 91.56% 195,044 73,051 114,792 57.14% 202,433 67,318 132,216 96.41% 197,744 74,271 169,106 127.69% 215,797 80,959 173,210 113.95% 215,797 99,149 184,591 86.18% 223,566 111,901 191,380 71.03% 227,437 123,086 191,102 55.26% 218,133 417,645 719,336 52.44% 218,133	yluly	2,188,106	3,898,689	78.18%	5,026,056	28.92%
2020-2021 % Change 2022-2023 78,788 136,128 72.78% 207,020 80,530 148,316 84.17% 205,368 80,008 154,992 93.72% 208,025 69,004 132,186 91.56% 195,044 73,051 114,792 57.14% 202,433 67,318 132,216 96.41% 197,744 74,271 169,106 127.69% 215,797 80,959 173,210 113.95% 215,797 99,149 184,591 86.18% 223,566 111,901 191,380 71.03% 227,437 123,086 191,102 55.26% 233,631 177,645 179,336 52.44% 218,133	August	2,317,069	4,020,799	73.53%	5,117,520	27.28%
nber 78,788 136,128 72.78% 207,020 ar 80,530 148,316 84.17% 205,368 ber 80,008 154,992 93.72% 208,025 iber 80,004 132,186 91.56% 195,044 y 67,318 132,216 96.41% 197,744 ry 74,271 169,106 127.69% 201,614 80,959 173,210 113.95% 201,614 99,149 184,591 86.18% 223,566 111,901 191,302 55.26% 233,631 t 117,645 179,336 52.44% 218,133	Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
Fr 80,530 148,316 84.17% 205,368 bber 80,008 154,992 93.72% 208,025 bber 69,004 132,186 91.56% 195,044 y 73,051 114,792 57.14% 195,044 y 74,271 169,106 127.69% 202,433 sty 80,959 173,210 113.95% 201,614 99,149 184,591 86.18% 223,566 111,901 191,30 71.03% 227,437 t 175,645 52.46% 218,133	September	78,788	136,128	72.78%	207,020	52.08%
ber 80,008 154,992 93.72% 208,025 ber 132,186 91.56% 195,044 195,044 132,186 91.56% 195,044 195,044 132,186 91.56% 195,044 197,744 132,216 96.41% 127.69% 202,433 197,744 173,210 173,95% 201,614 201,614 173,910 111,901 191,300 71.03% 227,437 123,086 191,102 55.26% 218,133 218,133	October	80,530	148,316	84.17%	205,368	38.47%
ber 69,004 132,186 91.56% 195,044 195,044 132,186 73,051 114,792 57.14% 202,433 174,744 174,271 182,216 96.41% 197,744 197,744 180,959 1749 173,210 113,95% 201,614 201,614 111,901 111,901 191,102 55.26% 233,631 113,048 117,645 179,336 52.44% 218,133	November	80,008	154,992	93.72%	208,025	34.22%
y 73,051 114,792 57.14% 202,433 iry 67,318 132,216 96.41% 197,744 ry 74,271 169,106 127.69% 201,614 80,959 173,210 113.95% 201,614 99,149 184,591 86.18% 223,566 111,901 191,380 71.03% 227,437 123,086 191,102 55.26% 233,631 t 117,645 179,336 52.44% 218,133	December	69,004	132,186	91.56%	195,044	47.55%
iry 67,318 132,216 96.41% 197,744 74,271 169,106 127.69% 201,614 80,959 173,210 113.95% 215,797 99,149 184,591 86.18% 223,566 111,901 191,380 71.03% 227,437 123,086 191,102 55.26% 233,631 t 117,645 179,336 52.44% 218,133	January	73,051	114,792	57.14%	202,433	76.35%
74,271 169,106 127.69% 201,614 80,959 173,210 113.95% 215,797 99,149 184,591 86.18% 223,566 111,901 191,380 71.03% 227,437 123,086 191,102 55.26% 233,631 t 117,645 179,336 52.44% 218,133	February	67,318	132,216	96.41%	197,744	49.56%
80,959 173,210 113.95% 215,797 99,149 184,591 86.18% 223,566 111,901 191,380 71.03% 227,437 123,086 191,102 55.26% 233,631 st 117,645 179,336 52.44% 218,133	March	74,271	169,106	127.69%	201,614	19.22%
99,149 184,591 86.18% 223,566 111,901 191,380 71.03% 227,437 123,086 191,102 55.26% 233,631 st 117,645 179,336 52.44% 218,133	April	80,959	173,210	113.95%	215,797	24.59%
111,901 191,380 71.03% 227,437 123,086 191,102 55.26% 233,631 st 117,645 179,336 52.44% 218,133	May	99,149	184,591	86.18%	223,566	21.11%
123,086 191,102 55.26% 233,631 117,645 179,336 52.44% 218,133	June	111,901	191,380	71.03%	227,437	18.84%
117,645 179,336 52.44% 218,133	yluly	123,086	191,102	55.26%	233,631	22.25%
	August	117,645	179,336	52.44%	218,133	21.63%

MTA Metro-North Rail Road

Revenue Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
September	1,707,881	3,113,806	82.32%	4,686,435	50.51%
October	1,866,523	3,630,217	94.49%	4,830,785	33.07%
November	1,564,947	3,615,783	131.05%	4,654,532	28.73%
December	1,468,620	3,247,340	121.12%	4,614,889	42.11%
January	1,386,555	2,364,891	70.56%	4,474,399	89.20%
February	1,301,932	2,793,315	114.55%	3,945,780	41.26%
March	1,738,475	3,979,431	128.90%	4,868,485	22.34%
April	1,887,715	3,941,431	108.79%	4,744,572	20.38%
May	2,261,761	4,114,317	81.91%	5,351,707	30.08%
June	2,752,694	4,459,818	62.02%	5,276,518	18.31%
yluL	2,938,882	4,136,190	40.74%	4,960,908	19.94%
August	2,846,849	4,277,245	50.24%	5,117,147	19.64%
Year-to-Date	17,114,863	30,066,637	75.68%	38,739,517	28.85%
12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
September	3,696,553	2,094,063	-43.35%	3,770,534	80.08
October	3,196,453	2,241,038	-29.89%	3,870,582	72.71%
November	2,747,993	2,411,941	-12.23%	3,957,144	64.06%
December	2,265,131	2,560,167	13.03%	4,071,107	59.02%
January	1,808,421	2,641,695	46.08%	4,246,899	%92.09
February	1,390,714	2,765,977	98.89%	4,342,938	57.01%
March	1,295,340	2,952,724	127.95%	4,417,026	49.59%
April	1,415,074	3,123,867	120.76%	4,483,954	43.54%
May	1,561,168	3,278,246	109.99%	4,587,070	39.95%
June	1,719,898	3,420,506	98.88%	4,655,128	36.09%
July	1,853,817	3,520,282	89.89%	4,723,855	34.19%
August	1,976,903	3,639,482	84.10%	4,793,846	31.72%
Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
September	63,985	115,606	89.08	178,099	54.06%
October	66,984	130,898	95.42%	182,899	39.73%
November	61,595	135,767	120.42%	180,514	32.96%
December	53,449	116,274	117.54%	172,537	48.39%
January	53,485	89,295	%96.99	173,691	94.51%
February	53,527	114,372	113.67%	169,846	48.50%
March	62,429	147,852	136.83%	179,919	21.69%
April	69,792	151,442	116.99%	186,996	23.48%
May	83,609	157,731	88.65%	200,079	26.85%
June	29,767	169,362	%92.69	200,106	18.15%
ylnt	105,192	158,765	90.93%	187,232	17.93%
August	100,566	155,330	54.46%	183,544	18.16%

MTA Metro-North East-of-Hudson

1875 2021-2021 2021-2022 % Chlarige 2021-2021 2021-2022 2021-2029 2021-2029 2021-2029 2021-2029 2021-2029 2021-2029 2022-2029 2022-2029 2022-2029 2022-2029 2022-2029 2022-2029 2022-2029 2022-2029 2022-2029 2022-2029 2022-2029 2022-2022-						
1670.821 3.560.860 22.24% 18.56.72 3.560.860 49.50% 1.531.146 2.564.300 132.13% 1.531.48 2.564.300 132.13% 1.521.204 2.562.416 170.33% 1.521.204 2.562.416 170.33% 1.521.204 2.562.416 170.33% 2.256.822 2.663.73 2.664.48 170.55% 2.256.822 2.664.48 170.25% 2.268.3706 4.072.030 41.21% 2.268.3706 4.072.030 41.21% 2.268.3706 4.072.030 41.21% 2.268.3706 4.072.030 41.21% 3.221.119 2.061.45 2.660.47 5.66% 3.221.119 2.061.45 2.660.47 12.15% 2.269.393 2.562.510 12.15% 2.269.393 2.562.510 12.15% 2.269.393 2.562.510 12.15% 3.221.20 2.262.510 12.15% 4.264.072 2.268.032 46.54% 1.364.072 3.064.571 12.14% 1.522.03 3.55.66 2.268.67 12.88% 1.522.03 3.55.68 2.268.67 12.88% 1.524.03 3.55.68 12.82% 1.525.20 11.220 80.52% 1.526.2021 2.021.2022 3.56.87 1.526.2021 2.021.2022 3.56.87 1.526.2021 2.021.2022 3.56.87 1.526.2021 2.021.2022 3.56.87 1.526.2021 2.021.2022 3.56.87 1.526.2021 2.021.2022 3.56.87 2.504.9 11.529 80.52% 2.504.9 11.529 80.52% 2.504.9 11.529 80.52% 2.504.9 11.529 80.52% 3.516 41.783 41.784% 3.516 41.783 41.784% 3.516 41.785 41.784% 3.516 41.785 41.784% 3.516 41.785 41.786 3.516 41.785 41.784% 3.516 41.785 41.784% 3.516 41.785 41.784% 3.516 41.785 41.784% 3.516 41.785 41.784% 3.516 41.785 41.784 3.516 41.785 41.784 3.516 41.785 41.784 3.516 41.785 41.784 3.516 41.785 41.784 3.516 41.785 41.784 3.516 41.785 41.784 3.516 41.785 41.784 3.516 41.785 41.784 3.516 41.785 41.784 3.516 41.785 41.784 3.516 41.785 41.784 3.516 41.785 41.784 3.516 41.785 41.784 3.516 41.785 41.884 3.516 41.785 41.884 3.516 41.785 41.884 3.516 41.7	Revenue Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
1,825,627 3,850,860 94,50% 1,531,148 3,550,300 132,13% 1,531,148 3,550,300 132,13% 1,534,158 2,504,300 142,10% 1,244,12 2,504,14 17,31% 1,705,606 3,939,194 70,52% 2,266,800 4,401,347 63,21% 2,883,706 4,401,347 63,21% 2,883,706 4,401,347 63,21% 2,73,378 4,404,871 63,21% 2,73,378 4,404,871 63,21% 2,73,378 4,404,871 63,21% 2,73,378 4,404,871 63,21% 2,73,378 1,20,202 2,20,303 2,20,303 14 -29,90% 2,20,303 2,20,303 14 -29,90% 1,265,844 2,266,807 13,27% 1,265,844 2,286,807 13,27% 1,265,844 2,286,807 110,56% 1,265,844 2,286,807 110,008% 1,265,844 2,286,807 110,008% 1,265,844 1,386,873 90,48% 1,384,072 3,359,346 99,51% 1,934,072 3,359,346 99,51% 1,934,072 3,359,346 99,51% 1,934,073 3,359,346 99,51% 1,934,073 3,359,346 99,51% 1,935,631 111,508 113,39% 60,727 144,552 113,39% 60,737 144,793 117,34% 81,246 113,99% 81,246 115,718 39,73% 81,246 112,718 20,40% 81,246 113,99% 81,2	September	1,670,821	3,044,981	82.24%	4,540,176	49.10%
1,531,148 3,564,300 132,13% 1,531,148 3,564,300 132,13% 1,544,801 3,165,759 122,10% 1,524,801 1,524,802 1,524,802 1,524,802 1,524,802 1,524,802 1,524,802 1,524,802 1,526,802	October	1,825,627	3,550,860	94.50%	4,745,515	33.64%
1444,801 3.186,759 122 10% 1.254,168 2.309,184 70.53% 1.271.0%	November	1,531,148	3,554,300	132.13%	4,546,269	27.91%
1,334,158 2,309,184 70,55% 1,271,204 1,371,50 1,075,204 1,071,204 1,075,204 1,075,204 1,075,204 1,075,206 2,266,822 4,065,577 82,57% 2,865,604 4,011,347 6,321% 2,883,706 4,072,030 4,121% 2,121% 2,883,706 4,072,030 4,121% 2,121% 2,862,71 2,121%	December	1,434,801	3,186,759	122.10%	4,526,614	42.04%
1,271,204	January	1,354,158	2,309,184	70.53%	4,401,682	90.62%
1,705,606 3,939,143 130,96% 1,805,507 2,226,822 2,226,822 4,065,577 82,57% 2,226,820 4,401,347 6,3.21% 2,773,378 4,204,671 51,11% 2,773,378 4,204,671 51,11% 3,729,102 2,020,145 4,3.9% 3,621,119 2,050,145 4,3.9% 3,621,119 2,050,145 4,3.9% 3,621,119 2,050,145 4,3.9% 1,265,668 2,183,914 2,29.9% 1,265,668 2,183,914 2,29.9% 1,265,668 2,172,360 10,00,8% 1,265,668 2,172,360 10,00,8% 1,265,668 2,172,360 10,00,8% 1,265,644 2,898,420 10,56% 1,264,063 3,259,46 99,51% 1,84,072 3,044,571 12,142% 1,846,063 3,359,46 99,51% 1,846,063 3,359,48 99,51% 1,846,063 3,359,48 112,82% 1,935,631 112,320 80,52% 65,124 112,320 80,52% 65,124 113,516 114,09% 52,042 114,522 113,89% 60,725 144,522 114,389 60,725 144,768 81,24% 1,935,631 144,768 81,24% 1,935,631 144,768 81,24% 1,935,631 144,768 81,24% 1,935,631 144,768 81,24% 1,935,631 144,768 81,24% 1,931,44 144,788 147,84% 1,02,165 15,476 51,50% 1,02,165 15,477 51,50% 1,02,165 15,477 51,50% 1,02,165 15,477 51,50% 1,02,165 15,477 51,50% 1,02,165 15,477 51,50% 1,02,165 1,02,178 1,02,178 1,02,165 1,02,178 1,02,178 1,02,165 1,02,178 1,02,178 1,02,165 1,02,178 1,02,178 1,02,165 1,02,178 1,02,178 1,02,165 1,02,178 1,02,178 1,02,165 1,02,178 1,02,178 1,02,165 1,02,178 1,02,178 1,02,165 1,02,178 1,02,178 1,02,165 1,02,178 1,02,178 1,02,165 1,02,178 1,02,178 1,02,165 1,02,178 1,02,178 1,02,165 1,02,178 1,02,178 1,02,165 1,02,178 1,02,178 1,02,165 1,02,178 1,02,178 1,02,165 1,02,178 1,02,178 1,02,165 1,02,178 1,02,178 1,02,165 1,02,178 1,02,178 1,02,165 1,02,178 1,02,178 1,02,178 1,02,178 1,02,178 1,02,178 1,02,178 1,02,178 1,02,178	February	1,271,204	2,762,416	117.31%	3,872,227	40.18%
1853 807 3846,458 107.52% 2.868.22 2.666.80 44.01.34 63.21% 2.883.706 4.072.030 41.21% 2.883.706 4.072.030 41.21% 2.883.706 4.072.030 41.21% 2.883.706 4.072.030 41.21% 2.883.706 4.006,375 76.56% 3.621,119 2.960,075 76.56% 3.621,119 2.0201,455 4.289% 3.621,119 2.0201,45 4.29.90% 1.268,932 2.362,510 12.15% 1.268,946 2.712.300 10.006% 1.268,844 2.889,492 128.98% 1.286,844 2.889,492 128.99% 1.286,844 2.889,492 128.99% 1.286,844 2.889,492 128.99% 1.286,844 3.369,846 99.51% 1.84,072 3.369,846 99.51% 1.815,220 3.369,846 99.51% 1.815,220 142.122 80.52% 62,220 142.122 80.52% 62,220 143.86 99.51% 62,220 143.86 99.51% 62,220 143.86 99.51% 62,220 143.86 99.51% 62,220 143.86 99.51% 64,395,631 143.86 99.79% 60,735 144.782 138.04% 60,735 144.782 138.04% 60,735 144.782 138.04% 60,735 144.782 138.04% 60,735 144.780 51.50% 60,746 97.165 156.782 156.782 60,746 156.782 156.782 60,745 156.782 156.782 60,755 156.782 156.782 60,755 156.782 156.782 60,755 156.782 156.782 60,755 156.782 156.782 60,755 156.782 156.782 60,755 156.782 156.782 60,755 156.782 156.782 60,755 156.782 156.782	March	1,705,606	3,939,193	130.96%	4,789,119	21.58%
2256,822 4,065,577 82,57% 26,69,800 4,401,347 63,21% 2,696,800 4,401,347 63,21% 2,773,378 4,204,671 51,61% 2,773,378 4,204,671 51,61% 2,020,2021 2,960,875 76,56% 3,129,12 2,143,14 2,96% 1,265,844 2,96% 1,265,844 2,88,872 12,899 1,364,072 2,214,148 84,86% 1,265,844 2,888,422 12,899% 1,365,646 3,369,846 99,51% 1,565,640 3,369,846 99,51% 1,545,820 3,369,846 99,51% 1,545,820 3,369,846 99,51% 1,545,820 112,320 80,52% 62,220 112,320 80,52% 62,244 112,320 80,52% 66,124 112,320 80,52% 66,124 112,320 80,52% 66,124 111,522 113,99% 60,725 114,152 113,99% 60,725 114,165 114,165 118,09% 67,331 114,552 113,99% 67,331 144,552 113,99% 67,331 165,165,76 51,50%	April	1,853,507	3,846,458	107.52%	4,664,348	21.26%
se 1,566,800 4,401,347 63.21% 5.21% 2,773,376 2,773,378 4,204,671 51.61% 3 2,020,2021 29,600,875 76,56% 3 3,021,119 2,021,2022 % Change 20 3,021,119 2,030,145 -4,338% 2 2,689,393 2,244,71 2,036,704 -12,15% 2,689,393 2,326,50 -12,15% 43,38% 1,766,160 2,886,807 1,25% 46,54% 1,756,160 2,712,360 100.08% 12,86% 1,528,203 1,766,40 2,712,360 100.08% 1,528,203 3,217,801 10,56% 2,714,22% 1,528,203 3,217,801 10,56% 2,78 1,528,203 3,359,46 99,51% 4,86% 1,528,203 3,359,46 99,51% 4,86% 1,528,203 3,359,46 99,51% 4,86% 1,536,03 1,568,478 84,86% 111,32% 1,536,03 1,536,46 9	May	2,226,822	4,065,577	82.57%	5,254,043	29.23%
2,773,378 4,072,030 41,21% 2,773,378 4,204,671 51,61% 2,773,378 29,600,875 76,56% 3,620,143 2,600,875 43,38% 3,120,119 2,050,145 43,38% 2,224,772 2,689,33 2,325,14 12,2% 1,766,160 2,588,092 46,54% 1,766,160 2,588,092 46,54% 1,384,072 2,588,092 46,54% 1,384,072 3,064,571 12,142% 1,582,03 3,217,801 10,56% 1,568,40 3,328,946 39,51% 1,1815,920 3,458,873 90,48% 1,1815,920 3,458,873 90,48% 1,1815,920 3,458,873 90,48% 1,1815,920 3,458,873 90,48% 1,1815,920 3,458,873 90,48% 1,1815,920 3,458,873 11,13,20% 66,124 113,516 113,09% 52,049 113,516 113,09% 52,049 113,516 113,09% 60,725 115 114,522 113,99% 60,725 115 114,522 113,99% 60,725 115,77,18 114,522 113,99% 60,725 115,77,18 114,522 113,99% 60,725 115,77,18 114,522 113,99% 60,725 115,77,18 114,522 113,99% 61,167,181 11,182 11,182% 61,181,182 11,182	June	2,696,800	4,401,347	63.21%	5,189,073	17.90%
e 2,773,378 4,204,671 51.61% 3 e 16,765,181 29,600,875 76.56% 3 2000-2021 2021-2022 % Change 20 3,621,119 2,050,145 -43.38% 20 3,621,179 2,050,145 -43.38% 20 2,689,383 2,285,104 -12.15% 20 2,289,383 2,286,107 -12.15% 22.44,72 2,244,712 2,580,992 -46.54% -12.15% 1,355,666 2,712,360 100.08% -12.142% 1,356,684 2,580,992 -46.54% -12.24% 1,356,694 2,789,492 146.32% -14.22% 1,528,203 3,17,801 110.56% -14.22% 1,644,653 3,358,846 99.51% -14.86% 1,644,653 3,358,846 99.51% -14.86% 1,644,653 3,458,873 390.48% -14.86% 1,644,654 113,20% 113,20% 14.45,60 1,644,966 11,38,40%	July	2,883,706	4,072,030	41.21%	4,858,664	19.32%
ce 16,765,181 29,600,875 76,56% 2020-2021 2021-2022 % Change 2 3,129,113 2,050,145 -43,38% 2,38% 3,129,112 2,050,145 -29,00% 2,608,007 2,689,393 2,362,510 -12,15% 2,268,607 13,27% 1,766,100 2,714,712 2,508,002 46,54% 46,54% 1,765,844 2,588,092 14,54% 128,68 46,54% 1,265,844 2,896,492 128,98% 13,24,27% 128,98% 1,384,072 3,064,571 12,142% 11,42% 1,58% 1,585,033 3,458,432 90,48% 90,48% 1,586,43 1,585,033 3,458,433 90,48% 90,48% 1,586,94 1,815,920 3,578,148 84,86% 86,78 86,78 1,935,631 12,32% 66,27% 65,17 11,359 1,935,631 13,50% 67,40% 67,10% 67,10% 1,936,73 144,552 138,04% 113,39%	August	2,773,378	4,204,671	51.61%	5,023,068	19.46%
2020–2021 2021–2022 % Change 20 3,621,119 2,050,145 -43,38% 2,129,91 3,129,912 2,050,145 -43,38% -29,90% 2,689,393 2,182,510 -12,15% -29,90% 2,689,393 2,862,510 -12,15% -12,15% 1,766,160 2,862,507 13,27% -17,15% 1,786,160 2,888,092 46,54% -12,15% 1,355,656 2,712,300 100,08% -12,14% 1,384,072 3,044,571 121,42% -12,42% 1,528,033 3,359,846 99,51% -14,86% 1,815,920 3,458,873 90,48% -14,86% 1,815,920 3,458,873 90,48% -14,86% 1,815,920 3,458,873 90,48% -14,86% 1,935,631 3,578,448 84,86% -14,86% 65,124 127,128 95,21% -13,286 65,124 127,128 95,21% -144,552 65,145 144,552 13,04% -14	Year-to-Date	16,765,181	29,600,875	76.56%	38,052,225	28.55%
3,621,119 2,050,145 2,193,914 2,193,914 2,193,914 2,193,914 2,193,914 2,193,914 2,193,914 2,193,914 2,193,914 2,193,914 2,193,914 2,193,914 2,193,914 2,193,914 2,193,914 2,193,914 2,193,914 2,193,814 2,194,814 2,194,	12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
3,129,912 2,689,393 2,685,510 -12,15% 2,214,712 2,208,507 1,365,660 1,265,844 1,384,072 1,265,844 1,384,072 1,568,407 1,684,063 1,1265,844 1,384,072 1,1265,844 1,384,072 1,1265,844 1,384,072 1,268,203 1,217,801 1,10,56% 1,1684,063 1,246,848 1,246 1,355,621 2,202 2,212 2,212 2,212 2,212 2,213 2,214,48 2,268 1,27,128 2,27,148 1,35,68 1,21,82% 5,2,049 1,13,516 1,13,516 1,13,99% 5,2,049 1,13,516 1,13,99% 5,2,049 1,13,516 1,13,99% 6,7,75 1,14,166 1,18,196 1,24,196 1,246 1,26,782 1,26,90% 1,26,782 1,26,90% 1,26,782 1,26,90% 1,26,782 1,26,90% 1,26,782 1,26,90% 1,26,782 1,26,90% 1,26,782 1,26,90% 1,26,90% 1,26,782 1,26,90% 1,26,90% 1,26,782 1,26,90% 1,26,782 1,26,90% 1,26,90% 1,26,782 1,26,90% 1,26	September	3,621,119	2,050,145	-43.38%	3,702,747	80.61%
2,689,393 2,362,510 -12.15% 2,214,712 2,508,507 13.27% 1,766,160 2,588,092 46.54% 1,355,656 2,712,360 100.08% 1,265,844 2,898,492 128.98% 1,265,844 2,898,492 128.98% 1,265,844 2,898,492 128.98% 1,584,072 3,644,671 121.42% 1,815,920 3,359,846 99.51% 1,815,920 3,458,873 90.48% 1,815,920 3,458,873 90.48% 62,220 112,320 80.52% 65,124 127,128 95.21% 65,124 132,689 121.82% 59,818 132,689 171.82% 52,049 86,950 67.40% 60,725 144,562 138.04% 60,725 144,562 138.04% 67,331 147,983 117.84% 81,246 96,756 165,782 70.64% 97,152 164,766 51.50%	October	3,129,912	2,193,914	-29.90%	3,802,302	73.31%
2,214,712 2,508,507 13.27% 1,766,160 2,588,092 46.54% 1,355,656 2,712,360 100.08% 1,265,844 2,898,492 128.98% 1,384,072 3,064,571 121.42% 1,528,203 3,217,801 110.56% 1,684,063 3,458,873 90.48% 1,815,920 3,458,873 90.48% 1,935,631 3,578,148 84.86% 62,220 112,320 80.52% 65,124 127,128 95.21% 65,124 132,689 121.82% 59,818 123,689 121.82% 55,049 86,950 67.40% 61,942 144,552 138.04% 60,725 144,562 138.04% 67,931 147,983 177.84% 97,152 165,782 70.64% 102,165 154,776 51.50%	November	2,689,393	2,362,510	-12.15%	3,884,966	64.44%
1,766,160 2,588,092 46.54% 1,355,656 2,712,360 100.08% 1,265,844 2,898,492 128.98% 1,265,844 3,064,571 121.42% 1,584,063 3,359,846 99.51% 1,684,063 3,458,873 90.48% 1,815,920 3,458,873 90.48% 1,935,631 3,578,148 84.86% 62,220 112,320 80.52% 65,124 127,128 95.21% 59,818 127,128 95.21% 50,818 132,689 121.82% 52,049 113,516 67.40% 51,942 86,950 67.40% 60,725 144,552 113.99% 60,725 144,552 118.04% 67,931 147,983 117.84% 81,246 81,246 165,782 97,162 165,782 70.64% 102,165 154,776 51.50%	December	2,214,712	2,508,507	13.27%	3,996,621	59.32%
1,35,656 2,712,360 100.08% 1,265,844 2,898,492 128.98% 1,384,072 3,064,571 121.42% 1,528,203 3,217,801 110.56% 1,684,063 3,458,873 90.48% 1,815,920 3,458,873 90.48% 1,815,920 3,458,873 90.48% 2,202-2021 2,578,148 84.86% 65,124 112,320 80.52% 65,124 127,128 95.21% 52,049 113,516 118.09% 51,942 86,950 67.40% 67,331 144,552 138.04% 67,931 147,983 117.84% 81,246 97,152 165,726 154,776 51.50%	January	1,766,160	2,588,092	46.54%	4,170,996	61.16%
1,265,844 2,898,492 128.98% 1,384,072 3,064,571 121.42% 1,528,203 3,217,801 110.56% 1,684,063 3,359,846 99.51% 1,815,920 3,458,873 90.48% 1,935,631 3,578,148 84.86% 62,220 112,320 80.52% 65,124 127,128 95.21% 59,818 123,689 121.82% 52,049 113,516 118.09% 52,115 111,522 113.99% 60,725 144,552 138.04% 67,931 147,983 117.84% 81,246 165,782 70.64%	February	1,355,656	2,712,360	100.08%	4,263,480	57.19%
1,384,072 3,064,571 121.42% 1,528,203 3,217,801 110.56% 1,684,063 3,359,846 99.51% 1,815,920 3,458,873 90.48% 1,935,631 3,578,148 84.86% 62,220 112,320 80.52% 65,124 127,128 95.21% 59,818 121,82% 52,04 52,049 113,516 118.09% 51,942 86,950 67,40% 60,725 144,552 138.04% 67,931 147,983 117.84% 81,246 165,782 70.64% 97,152 165,782 70.64% 102,165 154,776 51.50%	March	1,265,844	2,898,492	128.98%	4,334,307	49.54%
1,528,203 3,217,801 110.56% 1,684,063 3,359,846 99.51% 1,815,920 3,458,873 90.48% 1,935,631 3,578,148 84.86% 2020-2021 Change 62,220 112,320 80.52% 65,124 127,128 95.21% 59,818 127,128 95.21% 52,049 113,516 118.09% 52,115 111,522 113.99% 60,725 144,552 138.04% 67,931 147,983 117.84% 81,246 165,782 70.64% 97,152 154,776 51.50%	April	1,384,072	3,064,571	121.42%	4,402,465	43.66%
1,684,063 3,359,846 99.51% 1,815,920 3,458,873 90.48% 1,935,631 3,578,148 84.86% 2020-2021 62,220 112,320 80.52% 65,124 127,128 95.21% 59,818 121.82% 52.049 51,942 86,950 67.40% 52,115 111,522 113.99% 60,725 144,552 138.04% 67,931 147,983 117.84% 81,246 154,196 89.79% 97,152 165,782 70.64% 102,165 154,776 51.50%	May	1,528,203	3,217,801	110.56%	4,501,504	39.89%
1,815,920 3,458,873 90.48% 1,935,631 3,578,148 84.86% 2020-2021 2021-2022 % Change 62,124 112,320 80.52% 65,124 127,128 95.21% 59,818 121.82% 52,049 113,516 118.09% 51,942 86,950 67.40% 60,725 144,552 138.04% 67,931 147,983 117.84% 81,246 154,196 89.79% 97,152 165,782 70.64% 102,165 154,776 51.50%	June	1,684,063	3,359,846	99.51%	4,567,147	35.93%
1,935,631 3,578,148 84.86% 2020-2021 2021-2022 % Change 62,124 112,320 80.52% 65,124 127,128 95.21% 59,818 121.82% 52,049 51,942 86,950 67.40% 52,115 111,522 113.99% 60,725 144,552 138.04% 67,931 147,983 117.84% 81,246 154,196 89.79% 97,152 165,782 70.64% 102,165 154,776 51.50%	July	1,815,920	3,458,873	90.48%	4,632,700	33.94%
2020-2021 2021-2022 % Change 62,220 112,320 80.52% 65,124 127,128 95.21% 59,818 132,689 121.82% 52,049 113,516 118.09% 51,942 86,950 67.40% 52,115 111,522 113.99% 60,725 144,552 138.04% 67,931 147,983 117.84% 81,246 154,196 89.79% 97,152 165,782 70.64% 102,165 154,776 51.50%	August	1,935,631	3,578,148	84.86%	4,700,900	31.38%
er 62,220 112,320 65,124 127,128 er 59,818 132,689 er 52,049 113,516 86,950 52,115 111,522 60,725 144,552 67,931 147,983 81,246 154,196 97,152 105,776	Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
65,124 127,128 59,818 132,689 113,516 51,942 86,950 52,115 111,522 60,725 144,552 67,931 147,983 81,246 154,196 97,152 105,776	September	62,220	112,320	80.52%	174,468	55.33%
59,818 132,689 52,049 113,516 51,942 86,950 52,115 111,522 60,725 67,931 147,983 81,246 154,196 97,152 102,165 154,776	October	65,124	127,128	95.21%	178,841	40.68%
52,049 113,516 51,942 86,950 52,115 111,522 60,725 144,552 67,931 147,983 81,246 154,196 97,152 165,782	November	59,818	132,689	121.82%	174,648	31.62%
51,94286,95052,115111,52260,725144,55267,931147,98381,246154,19697,152165,782102,165154,776	December	52,049	113,516	118.09%	168,578	48.51%
60,725 114,522 60,725 144,552 67,931 147,983 81,246 154,196 97,152 165,782	January	51,942	86,950	67.40%	169,790	95.27%
60,725 144,552 67,931 147,983 81,246 154,196 97,152 165,782 102,165 154,776	February	52,115	111,522	113.99%	165,866	48.73%
67,931 147,983 81,246 154,196 97,152 165,782 102,165 154,776	March	60,725	144,552	138.04%	175,649	21.51%
81,246 154,196 97,152 165,782 102,165 154,776	April	67,931	147,983	117.84%	182,675	23.44%
97,152 165,782 102,165 154,776	May	81,246	154,196	89.79%	194,775	26.32%
102,165 154,776	June	97,152	165,782	70.64%	195,372	17.85%
	ylnl	102,165	154,776	51.50%	181,632	17.35%
	August	97,864	151,724	55.04%	178,371	17.56%

MTA Metro-North Harlem Line

ber 699,731 1,995,604 ber 600,349 1,136,140 amber 630,307 1,121,485 tary 425,370 896,586 1 be 604,696 1,124,892 1,266,984 1,286,986 1,286,984 1,286,986 1,233,626 1,233,626 1,181,495 1,181,495 1,281,410 rages 2020-2021 2021-2022 % ramber 84,387 1,181,495 658,168 - ber 1,181,495 658,168 - ber 1,181,495 658,188 - ber 1,023,378 1,022,082 - amber 84,387 1,181,495 658,163 1,022,406 1,022,406 1,037,212 87,088 1,097,212 87,098 1,097,212 87,098 1,097,212 87,098 1,097,212 87,098 1,097,212 87,098 1,097,212 87,098 1,097,212 87,098 1,097,212 87,098 1,097,212 87,098 1,097,212 87,098 1,097,212 87,098 1,097,212 87,098 1,097,212 87,098 1,097,212 87,098 1,097,212 87,098 1,097,212 87,098 1,097,212 87,098 1,097,212 87,098 1,097,212 87,098 1,097,2		•		
530,307 1,136,140 530,307 1,121,485 493,511 1,024,878 447,475 765,723 447,475 765,723 447,475 765,723 447,475 765,723 447,475 765,723 425,370 896,586 587,489 1,284,892 834,378 1,284,892 834,378 1,284,892 834,378 1,284,188 1,023,378 762,883 840,085 762,082 784,085 762,082 784,097 762,817 884,085 762,082 784,097 762,817 884,085 762,082 784,097 762,817 884,085 762,83 882,184 40,931 973,821 504,953 1,067,012 587,849 1,067,012 587,849 1,067,012 587,849 1,067,012 587,849 1,067,012 587,849 1,067,012 587,849 1,067,012 587,849 1,067,012 587,849 1,067,012 587,849 1,067,012 587,849 1,067,012 587,849 1,067,012 587,849 1,133,510 200-2021 2021-2022 21,195 36,663 22,470 47,736 22,470 47,736 22,039			1,398,649	40.48%
530,307 530,307 1,121,485 425,370 896,586 565,594 1,286,988 604,696 701,869 828,392 828,392 828,392 834,376 1,283,365 834,376 1,283,686 834,376 1,023,378 1,263,182 834,085 734,311 884,085 734,311 882,883 453,716 882,883 453,716 621,462 21,426 621,426 21,722 21,195 21,248 41,202 21,248 17,502 22,470 41,736 22,039 22,039 22,039 22,039 22,039	7		1 453 884	%26 22
2020-2021 2020-2020 2020-2021 2020-2021 2020-2021 2020-2021 2020-2021 2020-2021 2020-2021 2020-2021 2020-2021 2020-2021 2020-2021 2020-2021 2020-2020 2020-2021 2020-2			400,004,	25.21.70
493,511 1,024,878 447,475 676,723 425,370 696,586 565,594 1,286,998 604,696 1,286,998 604,696 1,284,892 828,393 1,363,666 870,467 1,233,632 873,378 1,289,182 1,181,495 658,168 1,023,378 702,817 884,085 702,817 884,085 702,817 884,085 702,817 884,085 702,817 884,085 702,817 884,085 702,268 460,931 1,022,406 551,162 1,097,276 621,345 1,1097,276 621,345 1,133,510 2020-2021 2021-2022 21,195 37,068 21,195 36,968 17,502 20,182 20,392 47,680 22,470 47,736 22,039			41,6,704,1	23.34%
447,475 765,723 447,475 765,723 425,370 896,586 564,696 1,224,892 828,333 1,224,892 828,333 1,224,892 828,334 1,223,632 834,378 1,229,182 1,181,495 658,168 1,023,378 772,022 1,181,495 658,168 1,023,378 772,022 587,535 882,183 453,716 862,151 424,047 922,268 460,931 1,022,406 551,162 1,067,012 587,849 1,1097,276 621,248 41,202 21,248 41,202 21,248 42,450 18,162 29,218 17,502 22,470 22,470 47,736 22,470 47,736 22,039	•		1,407,252	37.31%
425,370 896,586 565,594 1,286,998 604,696 1,223,332 701,869 1,224,892 828,393 1,363,666 870,467 1,233,632 834,378 1,223,632 834,378 1,223,632 1,181,495 658,168 1,023,378 702,817 884,085 772,817 884,085 772,82 587,535 882,151 424,047 922,268 460,931 1,022,406 551,162 1,067,012 587,849 1,097,276 621,845 1,102 21,222 21,248 37,068 11,502 21,248 36,968 11,502 22,470 47,736 22,470 47,736 22,470 47,736 22,039			1,385,823	80.98%
565,594 1,286,998 604,696 1,223,332 701,869 1,284,892 828,393 1,383,666 824,378 1,269,182 834,378 1,269,182 834,378 1,269,182 84,378 1,269,182 84,378 1,269,182 1,181,495 658,168 1,023,378 702,817 84,085 752,082 734,331 822,883 453,716 922,68 460,931 1,022,406 551,162 1,067,012 587,849 1,097,276 621,845 1,133,510 21,722 42,450 18,162 37,068 21,722 42,450 17,683 36,663 20,392 47,680 22,470 49,478 26,041 49,478 26,041 52,039		`	1,224,763	36.60%
604,696 1,223,332 701,869 828,393 828,393 1,284,892 828,393 1,383,666 87,447 1,131,495 658,168 1,181,495 658,168 1,181,495 658,168 1,181,495 702,817 884,085 702,817 884,085 702,817 884,085 702,817 884,085 702,817 882,883 453,716 424,047 973,821 504,953 1,097,276 621,845 1,133,510 2020-2021 2021-2022 21,722 41,202 21,722 41,202 21,722 41,202 21,722 41,202 21,722 42,450 18,162 36,968 17,502 22,470 47,736 22,470 49,478 30,182 52,039	_		1,527,632	18.70%
701,869 1,284,892 828,393 1,363,666 870,467 1,233,632 834,378 1,269,182 1,181,495 658,168 1,023,378 702,817 884,085 752,082 784,331 822,883 453,716 882,883 453,716 882,151 424,047 922,268 460,931 1,022,406 551,162 1,067,012 587,849 1,097,276 621,845 1,133,510 2020-2021 2021-2022 21,248 36,663 20,392 47,680 22,470 49,478 30,182 52,039			1,457,423	19.14%
828,393 1,363,666 870,467 1,233,632 834,378 1,269,182 5,278,242 9,324,010 2020-2021 2021-2022 1,181,495 658,168 1,023,378 72,817 884,085 72,883 453,716 862,151 424,047 922,268 460,931 1,097,276 621,845 1,097,276 621,845 1,133,510 2020-2021 2021-2022 21,722 21,722 44,200 18,162 36,968 17,502 22,470 47,736 22,470 47,736 26,041 963	_		1,623,096	26.32%
834,378 834,378 834,378 1,269,182 5,278,242 9,324,010 2020-2021 1,181,495 1,023,378 884,085 734,331 884,085 734,331 882,883 453,716 424,047 922,268 460,931 973,821 564,953 41,022,406 551,162 21,195 21,195 21,195 21,722 21,248 17,502 22,470 22,470 22,470 26,418 822,883 42,450 1,097,276 42,450 18,162 22,470 22,470 26,441 26,039	_		1,596,482	17.07%
834,378 1,269,182 5,278,242 9,324,010 2020-2021 1,181,495 658,168 1,023,378 702,817 884,085 752,082 734,331 822,883 453,716 862,151 424,047 922,268 460,931 1,022,406 551,162 1,067,012 587,849 1,097,276 621,845 1,133,510 2020-2021 21,195 41,202 21,722 42,450 18,162 36,968 17,502 29,218 17,683 20,392 20,392 47,736 26,041 49,478 30,182 50,039 26,041 49,478			1,467,396	18.95%
5,278,242 9,324,010 2020-2021 2021-2022 1,181,495 658,168 1,023,378 702,817 84,085 752,082 734,331 822,883 453,716 862,151 424,047 922,268 460,931 1,022,406 551,162 1,067,012 587,849 1,097,276 621,845 1,133,510 21,195 37,068 21,195 37,068 21,22 42,450 18,162 29,218 17,502 29,218 17,683 36,663 20,392 47,736 26,041 49,478 30,182 52,039			1,514,293	19.31%
2020-2021 1,181,495 658,168 1,023,378 702,817 884,085 752,082 734,331 796,362 587,535 822,883 424,047 922,268 460,931 1,022,406 561,162 1,067,012 587,849 1,097,276 621,845 1,133,510 2020-2021 2021-2022 21,195 37,068 21,722 41,202 21,248 36,968 17,502 29,218 17,683 36,663 20,392 47,786 22,470 47,736 26,041 49,478 30,182 52,039			11,796,908	26.52%
1,181,495 658,168 1,023,378 702,817 884,085 734,331 884,085 752,082 734,331 796,362 587,535 862,151 424,047 922,268 460,931 1,022,406 551,162 1,022,406 551,162 1,097,276 621,845 1,133,510 2020-2021 2021-2022 21,195 37,068 21,722 41,202 21,722 42,450 18,162 36,968 17,502 29,218 17,683 36,663 22,470 47,736 26,041 49,478 30,182 52,039			2022-2023	% Change
1,023,378 884,085 734,331 752,082 734,331 882,883 453,716 424,047 922,268 460,931 504,953 1,022,406 551,162 587,849 1,022,406 551,162 587,849 1,097,276 621,845 1,133,510 2020-2021 21,195 21,722 21,722 21,248 21,722 21,248 21,722 21,248 36,968 17,502 22,470 22,470 26,041 30,182 26,039	81,495		1,167,097	77.33%
884,085 734,331 796,362 784,331 453,716 424,047 922,268 460,931 424,047 922,268 460,931 1,022,406 551,162 1,022,406 551,162 1,037,276 621,845 1,133,510 2020-2021 21,722 21,195 21,195 21,722 21,248 21,722 21,248 21,7502 21,768 36,968 17,502 22,470 22,470 22,470 26,041 30,182 26,039	23,378		1,193,575	69.83%
734,331 796,362 587,535 453,716 424,047 922,268 460,931 504,953 1,022,406 551,162 1,057,012 587,849 1,097,276 621,845 1,133,510 2020-2021 2021-2022 21,195 21,722 21,195 21,722 21,248 21,722 21,248 17,502 21,724 17,683 20,392 22,470 22,470 22,470 22,470 22,470 22,039			1,217,445	61.88%
587,535 822,883 453,716 862,151 424,047 922,268 460,931 973,821 504,953 1,022,406 551,162 1,067,012 587,849 1,097,276 621,845 1,133,510 21,195 37,068 21,722 41,202 21,248 36,968 17,502 29,218 17,683 36,663 20,392 47,680 22,470 49,478 30,182 52,039			1,249,309	26.88%
453,716 424,047 424,047 460,931 504,953 460,931 504,953 1,022,406 551,162 587,849 1,097,276 621,845 1,133,510 2020-2021 21,195 21,195 21,722 21,195 21,248 42,450 18,162 22,470 22,470 30,182 26,041 30,182 26,039			1,300,984	58.10%
424,047 922,268 460,931 973,821 504,953 1,022,406 551,162 1,067,012 587,849 1,097,276 621,845 1,133,510 2020-2021 2021-2022 21,195 37,068 21,722 41,202 21,248 42,450 18,162 36,968 17,502 29,218 17,683 36,663 22,470 47,736 26,041 49,478 30,182 52,039			1,328,332	54.07%
460,931 973,821 504,953 1,022,406 551,162 1,067,012 587,849 1,097,276 621,845 1,133,510 21,195 37,068 21,722 41,202 21,248 42,450 18,162 36,968 17,502 29,218 17,683 36,663 22,470 47,736 26,041 49,478 30,182 52,039			1,348,385	46.20%
504,953 1,022,406 551,162 1,067,012 587,849 1,097,276 621,845 1,097,276 21,195 37,068 21,722 41,202 21,248 42,450 17,502 29,218 17,502 29,218 17,683 36,663 22,470 47,736 26,041 49,478 30,182 52,039			1,367,893	40.47%
551,162 1,067,012 587,849 1,097,276 621,845 1,133,510 21,195 37,068 21,722 41,202 21,248 42,450 18,162 36,968 17,502 29,218 17,683 20,392 47,680 22,470 47,736 26,041 49,478	•		1,396,076	36.55%
621,845 1,097,276 621,845 1,133,510 2020-2021 2021-2022 21,195 37,068 21,722 41,202 21,248 42,450 18,162 36,968 17,502 29,218 17,683 47,680 22,470 47,736 26,041 49,478 30,182 52,039	•		1,415,478	32.66%
621,845 1,133,510 2020-2021 2021-2022 21,195 37,068 21,722 41,202 21,248 42,450 18,162 36,968 17,502 29,218 17,683 47,680 22,470 47,736 26,041 49,478 30,182 52,039	•		1,434,958	30.77%
2020-2021 2021-2022 21,195 37,068 21,722 41,202 21,248 42,450 18,162 36,968 17,502 29,218 17,683 47,680 20,392 47,680 22,470 47,736 26,041 49,478 30,182 52,039	•		1,455,384	28.40%
21,195 37,068 ar 21,722 41,202 ber 21,248 42,450 ber 18,162 36,968 by 17,683 36,663 rry 20,392 47,680 22,470 47,736 26,041 49,478			2022-2023	% Change
ber 21,722 41,202 ber 21,248 42,450 ber 18,162 36,968 y 17,502 29,218 iry 20,392 47,680 22,470 47,736 26,041 49,478	21,195		54,556	47.18%
ber 21,248 42,450 ber 18,162 36,968 y 17,502 29,218 iry 20,392 47,680 22,470 47,736 26,041 49,478	21,722		55,739	35.28%
18,162 36,968 17,502 29,218 17,683 36,663 17,683 20,392 47,680 22,470 47,736 26,041 49,478	21,248		56,248	32.51%
y 17,502 29,218 17,683 36,663 17,683 47,680 20,392 47,736 22,470 47,736 26,041 49,478	18,162	•	52,193	41.18%
17,683 36,663 20,392 47,680 22,470 47,736 26,041 49,478 30,182 52,039	17,502		54,194	85.48%
20,392 47,680 22,470 47,736 26,041 49,478 30,182 52,039	17,683		53,297	45.37%
22,470 47,736	20,392		26,607	18.72%
26,041 49,478 30,182 52,039	22,470	•	57,940	21.37%
30,182 52,039	26,041		61,019	23.32%
170 17	30,182		60,878	16.99%
47,817	31,313	47,817 52.71%	55,999	17.11%
August 29,800 46,367 55.60%	29,800		54,462	17.46%

MTA Metro-North Hudson Line

Revenue Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
September	373,730	590,561	58.02%	949,810	60.83%
October	421,834	762,036	80.65%	1,041,426	36.66%
November	325,266	731,988	125.04%	937,914	28.13%
December	300,724	649,113	115.85%	905,574	39.51%
January	290,986	476,897	63.89%	878,779	84.27%
February	272,080	563,886	107.25%	777,399	37.86%
March	369,388	782,021	111.71%	950,650	21.56%
April	405,149	806,510	%90.66	959,531	18.97%
May	484,263	843,628	74.21%	1,092,620	29.51%
June	577,791	929,489	60.87%	1,064,039	14.48%
July	628,627	868,194	38.11%	1,022,984	17.83%
August	623,154	908,463	45.78%	1,063,377	17.05%
Year-to-Date	3,651,438	6,179,089	69.22%	7,809,379	26.38%
12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
September	747,116	440,819	-41.00%	772,670	75.28%
October	647,425	469,169	-27.53%	795,952	69.65%
November	559,044	503,062	-10.01%	813,113	61.63%
December	464,860	532,095	14.46%	834,484	56.83%
January	376,885	547,587	45.29%	867,974	58.51%
February	295,352	571,905	93.64%	885,767	54.88%
March	279,124	606,291	117.21%	899,820	48.41%
April	305,331	639,737	109.52%	912,571	42.65%
May	336,617	669,684	98.95%	933,321	39.37%
June	368,997	698,993	89.43%	944,533	35.13%
ylnl	397,002	718,956	81.10%	957,432	33.17%
August	422,749	742,732	75.69%	970,342	30.64%
Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
September	13,779	21,746	57.82%	36,160	66.28%
October	14,803	27,071	82.87%	38,610	42.62%
November	12,327	27,185	120.53%	32,529	19.66%
December	10,847	23,057	112.57%	36,160	26.83%
January	11,076	17,886	61.49%	33,698	88.41%
February	11,104	22,687	104.31%	33,122	46.00%
March	13,074	28,662	119.23%	34,751	21.24%
April	14,759	30,807	108.74%	37,214	20.80%
May	17,479	31,699	81.36%	40,122	26.57%
June	20,700	34,689	%25.29	39,751	14.59%
ylnl	22,107	32,596	47.44%	37,646	15.50%
August	21,861	32,529	48.80%	37,469	15.18%

MTA Metro-North New Haven Line

Revenue Passenders	2020-2021	2021-2022	%Change	2022-2023	%Change
Sentember	737 360	1 458 817	07 84%	2 101 716	50 24%
Ochremoei	000,101		0/+0.76	017,181,2	00.470
October	803,444	1,652,684	105.70%	2,250,205	36.15%
November	675,575	1,700,827	151.76%	2,200,442	29.37%
December	640,566	1,512,769	136.16%	2,213,788	46.34%
January	615,698	1,066,563	73.23%	2,137,080	100.37%
February	573,754	1,301,944	126.92%	1,870,065	43.64%
March	770,624	1,870,174	142.68%	2,310,837	23.56%
April	843,662	1,816,615	115.32%	2,247,394	23.71%
May	1,040,690	1,937,057	86.13%	2,538,327	31.04%
June	1,290,616	2,108,192	63.35%	2,528,552	19.94%
July	1,384,612	1,970,205	42.29%	2,368,284	20.20%
August	1,315,845	2,027,026	54.05%	2,445,398	20.64%
Year-to-Date	7,835,500	14,097,776	79.92%	18,445,938	30.84%
12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
September	1,692,509	921,158	-43.80%	1,762,981	85.35%
October	1,459,110	1,021,928	-29.96%	1,812,774	77.39%
November	1,246,265	1,107,366	-11.15%	1,854,409	67.46%
December	1,015,521	1,180,050	16.20%	1,912,827	62.10%
January	801,740	1,217,622	51.87%	2,002,037	64.42%
February	606,588	1,278,304	110.74%	2,049,380	60.32%
March	562,673	1,369,933	143.47%	2,086,102	52.28%
April	617,810	1,451,013	134.86%	2,122,001	46.24%
May	686,633	1,525,710	122.20%	2,172,107	42.37%
June	763,904	1,593,842	108.64%	2,207,137	38.48%
July	831,069	1,642,641	97.65%	2,240,310	36.38%
August	891,037	1,701,906	91.00%	2,275,174	33.68%
Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
September	27,246	23,507	%86.38%	83,752	56.53%
October	28,598	58,856	105.80%	84,492	43.56%
November	26,243	63,055	140.28%	85,871	36.18%
December	23,040	53,491	132.17%	80,225	49.98%
January	23,364	39,846	70.54%	81,898	105.54%
February	23,328	52,172	123.65%	79,446	52.28%
March	27,259	68,210	150.22%	84,292	23.58%
April	30,702	69,439	126.17%	87,522	26.04%
May	37,726	73,019	93.55%	93,634	28.23%
June	46,270	29,055	70.85%	94,743	19.85%
July	48,745	74,364	52.56%	87,987	18.32%
August	46,204	72,828	57.62%	86,440	18.69%

MTA Metro-North West-of-Hudson

37 080 78 82 b 88 71% 148 250 33 799 61,483 84 71% 148 250 33 799 61,483 81 91% 85,75 32 38 19 60,581 71 85% 72 717 32 38 19 60,581 71 85% 72 717 30 728 30,789 61,483 10,284 72 717 30 728 40,238 2,242% 73,474 73,474 46,187 80,224 55 894 64,417 46,18% 17,485 80,224	Revenue Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
40.866	September	37,060	68,825	85.71%	146,259	112.51%
33799 61,483 81131% 100 263 32,819 60,483 81131% 100 263 22,819 66,707 71,96% 82,775 32,819 66,707 71,96% 72,177 32,208 40,973 177,63% 72,477 34,208 46,707 177,63% 80,224 56,894 58,474 39,50% 87,664 56,934 58,474 17,63% 87,664 56,176 46,160 16,28% 102,244 74,454 47,124 4,145 87,474 56,176 46,160 16,28% 102,244 56,434 47,124 4,178% 64,178 66,541 47,124 29,18% 68,280 50,497 51,661 1,266% 77,189 50,497 51,664 44,178% 77,184 51,664 53,608 91,26% 81,489 51,664 53,608 81,60% 81,478 51,664 52,44% 77,486	October	40.896	79.357	94.05%	85.270	7.45%
3.3819 60.581 79.13% 88.275 30.728 30.899 0.56% 72.717 30.728 30.899 0.24% 72.553 30.7289 9.56% 73.563 34.208 94.028 2.2.4% 73.563 34.208 48.740 39.50% 77.553 34.208 48.740 46.76% 87.644 55.844 64.10 16.28% 87.644 55.844 64.10 16.28% 87.644 73.471 72.574 -1.22% 84.079 75.434 44.74 -1.22% 84.079 76.434 47.724 -21.8% 66.78 76.434 47.724 -21.8% 67.787 66.541 47.124 -21.8% 67.787 76.434 47.724 -21.8% 87.788 86.549 44.431 -1.56.8% 77.448 40.249 56.8% 77.448 47.24 20.18% 66.74% 77.448 47.24 </td <td>November</td> <td>33,799</td> <td>61,483</td> <td>81.91%</td> <td>108,263</td> <td>76.09%</td>	November	33,799	61,483	81.91%	108,263	76.09%
20,234 55,707 71,95% 72,717 30,788 40,238 22,42% 77,366 32,089 40,238 22,42% 70,366 34,039 44,77 46,1% 77,445 77,366 55,476 48,740 39,50% 80,224 80,244 55,476 46,1% 16,22% 87,445 87,445 73,471 72,574 4,61% 87,478 87,445 73,471 72,574 4,61% 87,722 87,478 87,722 66,541 4,61% 7,12% 84,79 72,178 84,79 66,541 4,71,124 -29,16% 77,486 82,203 86,28% 87,178 66,541 4,71,124 -29,16% 77,486 77,178 82,90 87,178 50,68 5,59 5,66% 89,48 77,188 77,178 82,90 81,489 50,68 5,68 66,44 4,41,274 52,94% 77,489 81,489 50,68 5,68	December	33,819	60,581	79.13%	88,275	45.71%
20,028 40,288 0.66% 73,653 34,089 0.66% 75,653 34,089 94,073 72,22% 79,366 34,089 64,078 71,763% 97,664 55,176 64,160 16,28% 97,664 55,176 64,160 16,28% 97,664 55,176 64,160 16,28% 94,079 349,682 46,767 33,20% 94,079 46,764 4,128% 94,079 46,764 41,28% 94,079 66,541 41,28% 687,022 66,541 41,37% 72,18% 682,00 50,419 41,37% 72,18% 77,178 66,541 41,43% 77,18 77,18 50,419 51,661 2,48% 77,18 50,419 51,668 91,78% 77,18 44,271 44,31 -1,568% 77,18 51,658 91,28% 82,78 51,659 91,28% 77,18	January	32,397	55,707	71.95%	72,717	30.53%
32.869 40.288 22.42% 79.366 34.208 94.973 177.63% 70.644 34.508 48.740 38.60% 97.644 55.894 64.160 38.50% 97.644 55.894 68.471 4.61% 87.445 73.471 72.474 -1.22% 94.079 349,682 46.160 33.20% 687.292 349,682 46.762 33.20% 687.292 56,734 43.918 -41.78% 687.292 66,541 47.124 -29.18% 68.200 66,541 47.124 -29.18% 68.200 66,541 47.124 -29.18% 68.200 50,489 53.603 26.84% 77.486 50,499 51.66 91.26% 77.486 50,490 53.605 91.26% 91.486 52,947 54.232 83.86% 77.486 53,636 53.606 92.24% 77.486 53,636 53.606 92.24%	February	30,728	30,899	0.56%	73,553	138.04%
34,208 94,973 177,63% 80,224 55,894 64,100 16,28% 97,684 55,894 64,100 16,28% 102,244 73,471 4,1574 4,122% 94,079 343,682 46,740 16,28% 102,244 75,474 4,1274 4,128% 68,798 75,434 4,3918 4,178% 687,202 65,599 41,274 -2,128% 72,178 65,599 41,431 -1,656% 72,178 85,599 41,431 -1,656% 72,178 85,599 41,431 -1,656% 72,178 85,599 41,431 -1,656% 72,178 85,599 41,431 -1,656% 72,178 85,599 41,431 -1,656% 72,178 85,599 51,656 83,667 84,48 75,486 85,599 61,409 61,434 41,668 77,486 82,949 61,434 46,267 83,566 87,486 82,949 83,566 83,567	March	32,869	40,238	22.42%	79,366	97.24%
34 399 48 740 39 50% 97 664 56 36 4 58 471 416 76 16 28% 97 664 55 176 64,160 16 28% 102 244 73 471 72,574 -1 22% 94,079 349,682 461,160 16 28% 94,079 66,41 41,220 % Change 2022-2023 75,434 43,918 -41,78% 67,787 66,541 43,918 -41,78% 67,787 65,549 43,411 -15,65% 72,178 50,419 51,661 2.46% 72,178 50,439 53,633 26.84% 72,178 50,449 51,661 2.46% 72,178 32,965 60,460 69.27% 72,148 32,965 60,660 69.27% 72,148 41,271 61,334 48.61% 73,648 41,271 1,766 3.776 102.77% 40.66% 1,774 2.850 10.1,85% 5.966 1,412	April	34,208	94,973	177.63%	80,224	-15.53%
55 884 58 471 4 61% 87,445 73,471 72,674 41.60 102.24 73,471 72,674 41.22% 94.079 73,471 72,674 41.22% 94.079 76,434 47,124 -29.18% 687.202 66,541 43,918 47,124 -29.18% 68.202 66,541 47,124 -29.18% 68.202 66,541 47,124 -29.18% 68.203 66,541 47,124 -29.18% 68.203 66,541 47,124 -29.18% 68.203 66,541 47,124 -29.18% 68.203 76,431 51,661 2.56% 77.48 81,049 51,661 2.54% 77.48 81,049 51,664 82.74% 77.48 81,049 52,04% 77.48 81,049 60,460 82.76% 87.58 81,271 43.61% 77.48 81,271 43.61% 77.20% 81,	May	34,939	48,740	39.50%	97,664	100.38%
55,176 66,160 16,28% 102,244 73,471 72,574 -1,22% 94,079 349,682 465,762 33,20% 687,292 34,683 65,764 -1,22% 687,292 75,434 43,918 41,78% 67,787 65,41 47,124 -2,918% 67,787 65,59 49,431 -15,65% 72,178 86,599 49,431 -15,65% 72,178 86,599 49,431 -15,65% 72,186 86,599 49,431 -15,65% 72,186 86,599 44,314 -15,65% 72,186 86,599 51,661 2.46% 72,188 80,448 51,661 2.46% 72,188 80,448 51,664 2.246% 72,188 80,598 61,409 62,04% 74,486 81,489 61,409 62,04% 75,494 81,489 86,12% 87,406 87,407 81,489 86,12% 86,11,409 <td>June</td> <td>55,894</td> <td>58,471</td> <td>4.61%</td> <td>87,445</td> <td>49.55%</td>	June	55,894	58,471	4.61%	87,445	49.55%
73,471 72,574 4.122% 94,079 349,682 465,762 33.20% 687,292 465,762 33.20% 687,292 2020-2021 2021-2022 % Change 2022-2023 75,434 43,918 -41,78% 67,787 66,541 47,124 -29,18% 67,787 56,596 47,124 -29,18% 67,787 50,419 51,661 -41,78% 67,787 20,497 53,658 53,617 52,94% 74,486 20,497 54,222 83.86% 82,148 82,148 31,002 59,295 91,26% 81,489 82,566 32,65 60,660 62,04% 81,489 82,547 41,271 61,334 48,61% 91,155 41,271 61,334 48,61% 92,947 1,766 3,786 86,12% 92,947 1,400 2,246 86,12% 92,947 1,400 2,346 86,13% 86,13% 86	July	55,176	64,160	16.28%	102,244	29.36%
349,682 465,762 33.20% 687,292 2020-2021 2021-2022 % Change 2022-2023 75,434 43,918 41,78% 67,787 66,541 43,918 41,78% 68,280 58,599 51,661 -29,18% 72,178 66,541 47,124 -29,18% 72,178 66,541 47,124 -29,18% 68,280 50,419 51,661 -246% 72,178 42,247 53,638 68,44% 75,486 22,447 53,638 60,466 69,27% 81,489 32,835 60,660 69,27% 81,489 81,489 37,886 60,660 69,27% 81,489 81,155 41,271 2021-2022 % Change 81,155 41,271 2021-2022 % Change 81,155 41,412 2021-2022 % Change 83,69 1,776 3,770 102,71% 92,347 1,412 2,345 52,02% 93,094	August	73,471	72,574	-1.22%	94,079	29.63%
2020-2021 2021-2022 % Change 2022-2023 75,434 43,918 -41,78% 66,280 66,541 47,124 -29.18% 68,280 58,599 49,431 -15,65% 72,178 50,419 51,661 2,46% 74,486 42,261 53,603 26,84% 75,003 35,058 53,617 52,94% 75,003 31,002 53,617 52,94% 75,003 32,965 91,26% 82,718 32,965 91,26% 81,48 32,965 91,26% 81,48 37,896 60,660 69,27% 81,48 41,271 61,334 48,61% 92,94 41,571 51,346 81,48 81,46 41,777 3,206 60,660 69,27% 81,408 41,400 61,334 48,61% 92,947 41,400 1,700 3,206 3,506 1,412 2,245 52,02% 3,509 1	Year-to-Date	349,682	465,762	33.20%	687,292	47.56%
75,434 43,918 41,78% 67,787 66,541 47,124 -29,18% 68,280 56,549 49,41 -15,65% 72,178 50,419 51,661 -2,46% 72,178 50,419 53,603 26,84% 75,903 35,058 53,617 52,94% 75,903 32,965 60,465 60,466 82,718 37,898 60,660 69,27% 87,981 41,271 61,334 48,61% 92,947 1,766 3,286 60,660 60,27% 87,981 41,271 61,334 48,61% 92,947 1,766 3,286 86,12% 91,155 1,777 3,70 102,71% 4,058 1,777 3,078 73,20% 5,866 1,400 2,786 97,05% 3,961 1,401 2,850 101,86% 4,270 1,402 2,860 101,86% 5,304 2,344 3,536 49,56% 5,304 2,344 3,536 33,46% 5,173	12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
66,541 47,124 -29.18% 68,280 58,599 49,431 -15,65% 72,178 50,419 51,667 76,65% 72,178 42,261 53,603 26,84% 75,903 35,058 53,617 52,94% 79,458 32,965 60,660 69,27% 82,718 37,898 61,409 62,04% 82,778 41,271 61,334 48,61% 92,947 1,766 3,286 86,12% 91,155 41,271 2021-2022 % Change 2022-2023 1,777 3,286 86,12% 92,947 1,800 3,770 102,71% 92,947 1,400 2,786 97,05% 3,959 1,400 2,786 97,05% 3,959 1,401 2,786 97,05% 3,959 1,401 2,786 97,05% 3,959 1,401 2,860 101,85% 4,270 1,401 3,300 93,73% 4,270 1,861 3,606 33,60% 4,770 <	September	75,434	43,918	-41.78%	787,787	54.35%
58,599 49,431 -15,65% 72,178 50,419 51,661 2.46% 74,486 42,261 53,603 26,84% 75,903 35,658 53,603 26,84% 75,903 29,497 53,602 83,86% 82,718 31,002 59,295 91,26% 81,489 32,965 60,645 83,86% 81,489 32,965 60,645 83,26% 85,566 41,271 61,334 48,61% 91,48 41,271 61,334 48,61% 92,947 1,766 3,720 70,04% 92,947 1,766 3,770 102,71% 4,058 1,400 2,786 86,12% 3,981 1,400 2,786 86,20% 3,981 1,400 2,786 86,50% 3,981 1,400 2,850 101,85% 3,981 1,704 3,300 93,73% 4,270 1,861 3,360 83,60% 5,173 2,364 3,36% 3,46% 5,173 2,702 <td>October</td> <td>66,541</td> <td>47,124</td> <td>-29.18%</td> <td>68,280</td> <td>44.89%</td>	October	66,541	47,124	-29.18%	68,280	44.89%
50,419 51,661 2.46% 74,486 42,261 53,603 26,84% 75,903 35,058 53,617 52,94% 75,903 29,497 54,286 82,748 76,408 31,002 54,295 91,26% 81,489 32,965 60,445 83,36% 82,78 35,835 60,660 69,27% 87,981 41,271 61,334 48,61% 91,155 41,271 2021-2022 % Change 2022-2023 1,766 3,286 86,12% 92,947 1,766 3,286 86,12% 92,947 1,760 3,770 102.71% 4,058 1,400 2,786 97,05% 3,981 1,40 2,78 97,05% 3,981 1,704 3,300 93,73% 4,270 1,861 3,69 93,73% 4,734 2,864 3,535 49,56% 5,304 2,604 33,46% 33,46% 5,173 2,702 3,46% 33,46% 5,173	November	58,599	49,431	-15.65%	72,178	46.02%
42,261 53,603 26.84% 75,903 35,058 53,617 52,94% 79,458 29,497 54,232 83.86% 82,718 31,002 59,295 91,26% 81,489 32,965 60,660 69,27% 87,981 37,898 61,409 62,04% 91,155 41,271 61,334 48.61% 91,155 1,766 3,286 86,12% 91,155 1,766 3,286 86,12% 92,947 1,704 3,770 102.71% 4,058 1,400 2,748 97,09% 3,969 1,704 3,300 93,73% 4,270 1,704 3,459 85,89% 4,270 2,364 3,505 91,80% 4,734 2,364 3,509 91,80% 5,304 2,702 3,606 93,46% 5,173	December	50,419	51,661	2.46%	74,486	44.18%
35,058 53,617 52.94% 79,458 29,497 54,232 83.86% 82,718 31,002 59,295 91.26% 81,489 32,965 60,445 83.36% 81,489 35,835 60,660 69,27% 87,981 41,271 61,34 48.61% 92,947 41,271 61,334 48.61% 92,947 1,766 3,286 86,12% 3,631 1,776 3,770 102.71% 4,058 1,777 3,078 73.20% 5,866 1,400 2,758 97.05% 3,959 1,412 2,350 101.85% 4,270 1,412 2,360 101.85% 4,270 1,861 3,300 93.73% 4,270 2,364 3,596 101.85% 5,304 2,364 3,596 101.85% 5,304 2,364 3,596 31.80% 5,304 2,762 3,606 31.80% 5,500 2,762 3,606 33,46% 5,173	January	42,261	53,603	26.84%	75,903	41.60%
29,497 54,232 83.86% 82,718 31,002 59,295 91,26% 81,489 35,835 60,445 83.36% 85,566 35,835 60,660 69,27% 87,981 41,271 61,334 48,61% 92,947 1,766 3,286 86,12% 92,947 1,766 3,286 86,12% 4,058 1,777 3,078 73,20% 5,866 1,400 2,758 97,05% 5,866 1,400 2,758 97,05% 3,959 1,412 2,345 52,02% 3,959 1,442 2,850 101,85% 4,270 1,861 3,369 4,320 2,364 3,536 49,56% 5,304 2,614 3,536 31,80% 4,734 2,702 3,606 5,173	February	35,058	53,617	52.94%	79,458	48.19%
31,002 59,295 91.26% 81,489 32,965 60,445 83.36% 85,566 35,835 60,660 69.27% 87,981 41,271 61,334 48.61% 91,155 41,271 61,334 48.61% 91,155 1,766 3,286 86.12% 3,631 1,760 3,770 102.71% 4,058 1,400 2,758 97.05% 5,866 1,404 2,758 97.05% 3,991 1,404 2,764 3,300 93.78% 4,270 1,861 3,530 95.89% 4,320 2,614 3,536 31.80% 5,304 2,702 3,606 33.46% 5,000 2,702 3,606 33.46% 5,000	March	29,497	54,232	83.86%	82,718	52.53%
32,965 60,445 83.36% 85,566 35,835 60,660 69,27% 87,981 37,898 61,409 62.04% 91,155 41,271 61,334 48,61% 91,155 1,766 3,286 86,12% 3,631 1,800 3,770 102,71% 4,058 1,400 2,758 97.05% 3,961 1,412 2,850 101.85% 3,901 1,543 2,850 101.85% 4,270 1,640 3,300 93.73% 4,270 1,641 3,535 49.56% 5,304 2,364 3,509 31.80% 5,304 2,702 3,606 33.46% 5,173	April	31,002	59,295	91.26%	81,489	37.43%
35,835 60,660 69,27% 87,981 37,898 61,409 62.04% 91,155 41,271 61,334 48.61% 92,947 1,766 3.286 86.12% 2022-2023 1,777 3,078 73.20% 4,058 1,400 2,758 97.05% 3,969 1,412 2,850 101.85% 3,981 1,704 3,300 93.73% 4,270 1,861 3,459 85.89% 4,320 2,364 3,579 31.80% 5,304 2,614 3,579 33.46% 5,600 2,702 3,46% 33.46% 5,173	May	32,965	60,445	83.36%	85,566	41.56%
37,898 61,409 62.04% 91,155 41,271 61,334 48.61% 92,947 2020-2021 % Change 2022-2023 1,766 3,286 86.12% 3,631 1,860 3,770 102.71% 4,058 1,777 3,078 73.20% 5,866 1,400 2,758 97.05% 3,981 1,543 2,345 52.02% 3,981 1,704 3,300 93.73% 4,270 1,861 3,459 85.89% 4,270 2,364 3,579 36.90% 5,304 2,614 3,579 31.80% 5,600 2,702 3,346% 5,173	June	35,835	099'09	69.27%	87,981	45.04%
41,271 61,334 48.61% 92,947 2020-2021 2021-2022 % Change 2022-2023 1,766 3,286 86.12% 3,631 1,860 3,770 102.71% 4,058 1,777 3,078 73.20% 5,866 1,400 2,758 97.05% 3,959 1,543 2,345 52.02% 3,981 1,704 3,300 93.73% 4,270 1,861 3,459 85.89% 4,320 2,364 3,579 36.90% 5,304 2,614 3,579 36.90% 5,304 2,702 3,606 33.46% 5,173	July	37,898	61,409	62.04%	91,155	48.44%
2020-2021 % Change 2022-2023 1,766 3,286 86.12% 3,631 1,860 3,770 102.71% 4,058 1,777 3,078 73.20% 5,866 1,400 2,758 97.05% 3,959 1,543 2,345 52.02% 3,901 1,704 3,300 93.73% 4,270 1,861 3,459 85.89% 4,270 2,364 3,536 49.56% 5,304 2,614 3,579 31.80% 5,600 3,027 3,606 33.46% 5,173	August	41,271	61,334	48.61%	92,947	51.54%
hber 1,766 3,286 86.12% 3,631 4,058 1.777 102.71% 4,058 4,058 her 1,777 3,078 73.20% 5,866 5,865 her 1,400 2,758 97.05% 3,959 3,901 1,412 2,850 101.85% 4,270 1,704 3,300 93.73% 4,320 2,364 2,364 3,579 36.90% 4,734 2,514 3,579 36.90% 5,600 5,173 the standard of the stand	Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
ir 1,860 3,770 102.71% 4,058 ber 1,777 3,078 73.20% 5,866 ber 1,400 2,758 97.05% 3,959 y 1,543 2,345 52.02% 3,901 ry 1,704 3,300 93.73% 4,270 ry 1,704 3,459 85.89% 4,320 2,364 3,579 36.90% 4,734 2,614 3,60 31.80% 5,600 2,702 3,606 33.46% 5,173	September	1,766	3,286	86.12%	3,631	10.50%
ber 1,777 3,078 73.20% 5,866 a.959 ber 1,400 2,758 97.05% 3,959 a.959 ber 1,400 2,758 97.05% 3,959 a.959 a.9	October	1,860	3,770	102.71%	4,058	7.62%
ber 1,400 2,758 97.05% 3,959 3,959 1,543 52.02% 3,901 3,901 1,543 52.02% 3,901 3,901 1,704 3,300 93.73% 49.56% 5,304 2,364 3,579 36.90% 4,734 2,614 3,007 3,007 3,007 3,007 3,007 3,007 3,007 3,007 3,007 3,007 3,007 3,007 3,46% 5,173 5,173	November	1,777	3,078	73.20%	5,866	90.59%
y 1,543 2,345 52.02% 3,901 ry 1,412 2,850 101.85% 3,981 1,704 3,300 93.73% 4,270 1,861 3,459 85.89% 4,320 2,364 3,535 49.56% 5,304 2,614 3,579 36.90% 4,734 4,734 3,027 3,606 33.46% 5,600 5,173	December	1,400	2,758	92.05%	3,959	43.52%
1,412 2,850 101.85% 3,981 1,704 3,300 93.73% 4,270 1,861 3,459 85.89% 4,320 2,364 3,535 49.56% 5,304 2,614 3,579 36.90% 4,734 3,027 3,989 31.80% 5,600 t 2,702 3,606 33.46% 5,173	January	1,543	2,345	52.02%	3,901	66.32%
1,704 3,300 93.73% 4,270 1,861 3,459 85.89% 4,320 2,364 3,535 49.56% 5,304 2,614 3,579 36.90% 4,734 3,027 3,989 31.80% 5,600 5,600 5,600 2,702 3,606 33.46% 5,173	February	1,412	2,850	101.85%	3,981	39.65%
1,861 3,459 85.89% 4,320 2,364 3,535 49.56% 5,304 2,614 3,579 36.90% 4,734 3,027 3,989 31.80% 5,600 5,702 3,606 33.46% 5,173	March	1,704	3,300	93.73%	4,270	29.38%
2,364 3,535 49.56% 5,304 2,614 3,579 36.90% 4,734 3,027 3,989 31.80% 5,600 st 2,702 3,606 33.46% 5,173	April	1,861	3,459	85.89%	4,320	24.89%
2,614 3,579 36,90% 4,734 3,027 3,989 31.80% 5,600 st 2,702 3,606 33.46% 5,173	May	2,364	3,535	49.56%	5,304	20.05%
3,027 3,989 31.80% 5,600 2,702 3,606 33.46% 5,173	June	2,614	3,579	36.90%	4,734	32.26%
2,702 3,606 33.46% 5,173	July	3,027	3,989	31.80%	5,600	40.38%
	August	2,702	3,606	33.46%	5,173	43.48%

MTA Metro-North Port Jervis Line

KEVENIE PASSENDERS		11 11			% Change
	2020-2021	7707-1707	/o criange	2025-2023	
September	24,445	40,395	65.25%	82,665	104.64%
October	26,753	55,159	106.18%	49,676	-9.94%
November	22,298	40,504	81.65%	62,195	53.55%
December	21,976	40,571	84.62%	51,884	27.88%
January	21,415	33,150	54.80%	36,957	11.48%
February	20,442	19,487	-4.67%	41,371	112.30%
March	21,160	25,620	21.08%	41,765	63.02%
April	20,955	51,912	147.73%	42,713	-17.72%
May	22,216	31,455	41.59%	57,093	81.51%
June	35,310	36,500	3.37%	49,366	35.25%
July	35,426	42,394	19.67%	65,128	53.63%
August	40,004	43,139	7.84%	62,266	44.34%
Year-to-Date	216,928	283,657	30.76%	396,659	39.84%
12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
September	44,869	27,363	-39.02%	41,880	53.05%
October	39,864	29,730	-25.42%	41,423	39.33%
November	35,480	31,247	-11.93%	43,230	38.35%
December	30,926	32,796	%50.9	44,173	34.69%
January	26,427	33,774	27.80%	44,490	31.73%
February	22,450	33,695	20.09%	46,314	37.45%
March	19,318	34,066	76.35%	47,659	39.90%
April	20,257	36,646	80.91%	46,893	27.96%
May	21,497	37,416	74.05%	49,029	31.04%
June	23,267	37,515	61.24%	50,102	33.55%
July	24,538	38,096	55.25%	51,996	36.49%
August	26,033	38,357	47.34%	53,590	39.71%
Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
September	1,165	1,930	65.71%	1,994	3.31%
October	1,217	2,618	115.16%	2,363	-9.73%
November	1,172	2,028	73.08%	3,099	52.79%
December	806	1,848	104.57%	2,275	23.10%
January	994	1,359	36.75%	2,142	22.63%
February	901	1,654	83.56%	2,398	44.94%
March	1,089	1,874	72.08%	2,420	29.14%
April	1,189	1,996	%88.29	2,475	24.04%
May	1,500	2,170	44.70%	3,309	52.44%
June	1,620	2,186	34.92%	2,861	30.90%
July	1,923	2,410	25.35%	3,774	56.61%
August	1,628	2,145	31.77%	3.608	%UC 89

MTA Metro-North Pascack Valley Line

1,000		7000 0000	0000	0, Ohomon		6
1,2,615 28,430 125,3% 1,4,143 24,149 71,10% 1,501 1,501 20,979 82,41% 1,1843 20,010 68,86% 1,1843 22,5010 68,86% 1,1843 22,5011 68,86% 1,1709 1,4,618 24,43% 1,2723 1,65,4% 22,63% 1,2723 1,65,4% 22,43% 1,2724 1,17% 20,140 20,21% 1,19,493 1,18,64 2,136% 1,14,67 20,146 10,21% 1,14,67 20,146 10,14% 1,14,67 20,146 10,14% 1,14,67 20,146 10,14% 1,14,67 20,146 10,14% 1,14,67 20,146 10,14% 1,14,67 20,146 10,14% 1,14,67 20,146 10,14% 1,14,67 20,146 10,14% 1,14,67 20,146 10,14% 1,14,67 20,146 10,14% 1,14,67 20,140 1,14,	Revenue Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
14,143	September	12,615	28,430	125.37%	63,594	123.69%
11,501	October	14,143	24,198	71.10%	35,594	47.09%
11843 20010 66.96% 10.982 22.557 10.640% 10.283 12.457 10.640% 13.253 43.061 224.92% 12.723 17.285 35.86% 20.584 21.76 10.21% 33.467 29.43% 10.21% 33.467 20.21.706 10.21% 33.467 20.21.206 10.21% 2020-2021 2021-2022 % Change 2022 20.585 12.506 17.394 -34.80% 15.834 19.835 11.656 -45.83% 15.834 19.834 19.829 25.23% 10.179 20.149 19.829 25.23% 10.179 20.149 10.78% 10.179 20.149 10.78% 10.179 20.149 10.78% 10.179 20.149 10.78% 10.179 20.149 10.78% 10.179 20.149 10.78% 10.179 20.149 10.78% 10.179 20.149 10.78% 10.179 20.149 10.78% 10.179 20.149 10.75% 10.170 10.179 10.12% 10.170 10.12%	November	11,501	20,979	82.41%	46,068	119.59%
10,982	December	11,843	20,010	%96.89	36,391	81.86%
10,286	January	10,982	22,557	105.40%	35,760	58.53%
1,709	February	10,286	11,412	10.95%	32,182	182.00%
13.253 17.285 254.92% 20.584 21.774 61.44% 10.750 23.445 21.776 10.21% 33.467 224.45 10.21% 33.467 224.45 10.21% 33.467 224.45 10.21% 33.467 224.45 10.21% 30.565 16.566 45.83% 20.567 17.384 20.21-2022 46.83% 23.667 17.384 21.48% 24.68 22.23% 110.78% 24.68 22.44 22.23% 25.68 22.44 22.23% 25.68 22.44 22.23% 25.68 22.44 22.23% 25.68 22.44 22.23% 25.68 22.44 22.23% 25.68 22.47 20.79% 20.20-2021 20.21-2022 22.47% 20.20-2021 20.21-2022 22.47% 20.20-2021 20.21-2022 22.47% 20.20-2021 20.21-2022 22.47% 20.20-2021 20.21-2022 22.47% 20.20-2021 20.21-2022 22.47% 20.20-2021 22.40%	March	11,709	14,618	24.84%	37,601	157.22%
12,723 17,285 35,86% 20,584 21,971 6,74% 19,750 23,467 23,467 29,435 12,05% 23,467 29,435 12,05% 23,467 29,435 12,05% 20,505 30,565 16,556 45,83% 26,676 17,394 24,83% 19,834 19,823 18,84 21,35% 11,68 19,823 58,01% 10,745 22,049 110,78% 11,467 22,049 110,78% 11,467 23,029 100,83% 12,568 23,145 84,15% 11,568 23,145 84,15% 11,568 23,145 84,15% 11,568 23,145 84,15% 11,568 23,145 84,15% 11,568 23,145 84,15% 11,467 20,2021 20,29% 11,467 11,75% 11,568 23,145 84,15% 11,568 13,17% 11,579 14,17% 1	April	13,253	43,061	224.92%	37,511	-12.89%
20,584 21,971 6.74% 19,750 21,766 10,21% 33,467 29,435 -12,06% 2 132,764 182,105 37,17% 2 2020-2021 2021-2022 % Change 2022 20,767 16,586 -45,83% 2022 23,119 18,844 -21,35% 2023 10,493 18,864 -3,23% 23,30% 10,179 20,165 98,11% 10,088 10,179 20,165 98,11% 10,088 10,174 22,449 10,083% 10,083% 11,467 22,449 10,083% 22,34 12,589 23,313 74,51% 20,79% 41,467 2021-2022 % Change 20,79% 643 1,162 79,17% 1,166 643 1,162 79,17% 1,178 665 1,049 73,43% 987 79,44% 615 1,46 1,773% 1,394 40,12% 617 1,44 1,394 40,12% 1,30% 71,14 1,394 40,12% 1,30% 71,14 1,394 40,12% 1,30% 71,14 1,30% 1,30% <td>May</td> <td>12,723</td> <td>17,285</td> <td>35.86%</td> <td>40,571</td> <td>134.72%</td>	May	12,723	17,285	35.86%	40,571	134.72%
19,750 21,766 10,21% 33,467 29,435 -12,06% 132,754 182,105 37,17% 2 132,754 182,105 37,17% 2 2020-2021 2021-2022 % Change 2022 20,655 16,556 -45,83% 2023 23,119 17,394 -3,18% 21,35% 15,834 19,829 25,23% 10,78% 10,779 20,165 98,11% 10,78% 10,745 22,649 10,78% 22,649 10,078% 11,568 23,145 84,15% 84,15% 12,568 23,145 84,15% 84,15% 13,559 23,313 74,51% 80,79% 601 1,456 73,43% 90,79% 605 1,456 73,43% 90,79% 617 1,196 13,411% 61,73% 618 1,394 40,12% 10,20% 10,49 73,43% 13,94 40,12% 10,49 73,43% 13,94 13,94 10,49 13,94 40,12% 13,94 10,49 13,94 40,12% 13,94 10,49 13,94 40,12% 10,40<	June	20,584	21,971	6.74%	38,079	73.31%
33,467 29,435 -12.05% z 132,754 182,105 37.17% z 2020-2021 2021-2022 % Change 2022 30,565 16,566 -45,83% 2028 26,676 17,394 -34,80% 2023 15,834 18,844 -2,135% 21,33% 15,834 19,823 58,01% 22,33% 10,745 22,649 110,78% 110,88% 11,467 23,029 100,83% 110,88% 11,467 23,029 100,83% 110,88% 13,59 23,145 84,15% 22,97 13,59 23,145 84,15% 20,79% 601 1,356 79,17% 60,79% 603 1,162 79,17% 60,79% 604 1,166 13,43% 79,64% 605 1,169 13,43% 79,64% 607 1,146 117,73% 86,07% 616 1,104 73,07% 76,0% <td>July</td> <td>19,750</td> <td>21,766</td> <td>10.21%</td> <td>37,116</td> <td>70.52%</td>	July	19,750	21,766	10.21%	37,116	70.52%
132,754 182,105 37,17% 2 2020-2021 2021-2022 % Change 2022-2022 20,565 16,556 -45,83% 2020-2022 20,676 17,394 -34,80% 2020-202 23,193 18,184 -21,33% 21,33% 15,834 18,864 -3,23% 21,33% 10,179 18,829 25,23% 21,33% 10,179 20,165 98,11% 21,00 10,745 23,029 100.83% 11,74% 11,467 23,029 100.83% 22,877 20,74% 13,359 22,977 50,78% 20,22 601 1,56 73,17% 60,22 602 1,049 73,43% 20,44% 603 1,049 73,43% 20,44% 604 1,049 73,43% 20,44% 605 1,049 73,43% 20,44% 616 1,464 117,73% 20,64% 617 1,464 117,73% </td <td>August</td> <td>33,467</td> <td>29,435</td> <td>-12.05%</td> <td>31,813</td> <td>8.08%</td>	August	33,467	29,435	-12.05%	31,813	8.08%
2020-2021 2021-2022 % Change 2022-2022 30.565 16,556 45,83% 26,83% 20,319 23,119 18,184 -21,35% 21,45% 21,45% 21,45% 22,33% 22,34% 22,34% 22,45%	Year-to-Date	132,754	182,105	37.17%	290,633	29.60%
26,676 16,556 45,83% 26,676 17,394 -34,80% 23,119 18,184 -21,35% 19,493 18,864 -3,23% 11,683 19,923 58,01% 10,779 20,165 98,11% 10,745 22,649 110,78% 11,467 23,029 100,83% 12,568 23,145 84,15% 13,359 23,145 84,15% 13,359 23,145 84,15% 14,523 22,977 50,79% 15,238 22,977 50,79% 16,43 1,1467 1,156 132,09% 16,43 1,1464 117,73% 16,44 117,73% 16,44 117,73% 16,44 117,73% 16,44 117,73% 16,44 117,73% 16,44 117,73% 16,44 117,73% 16,44 117,73% 16,44 117,73% 16,44 117,73% 16,44 117,73% 16,44 11,365 58,02% 16,44 117,73% 16,44 11,365 58,02% 16,44 11,44 1	12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
26,676 17,394 -34.80% 23,119 18,184 -21.35% 19,493 18,184 -21.35% 19,493 18,864 -21.35% 12,608 19,829 25.23% 10,745 20,165 98.11% 10,745 20,649 110.78% 10,745 22,649 110.78% 11,467 23,029 100.83% 12,568 23,145 84.15% 13,359 23,313 74.51% 13,359 22,977 50.79% 601 1,356 125.69% 604 1,152 79.17% 605 1,049 73.43% 497 910 83.37% 504 1,164 117.73% 615 1,464 117.73% 665 1,464 117.73% 672 1,464 117.73% 1,104 1,365 58.02% 1,104 1,365 58.02% 1,104 1,365 58.02% 1,104 1,369 13.02% 1,104 1,369 13.02% 1,104 1,369 13.02% 1,104 1,369 13.02% 1,104 1,369 13	September	30,565	16,556	-45.83%	25,907	56.48%
23,119 18,184 -21.35% 19,493 18,864 -3.23% 15,834 19,829 25.3% 12,608 19,923 58.01% 10,179 20,165 98.11% 10,745 22,649 110.78% 11,467 23,029 100.83% 12,568 23,145 84.15% 13,359 23,145 84.15% 13,359 23,313 74,51% 601 1,356 125.69% 603 1,152 79.17% 604 1,152 79.64% 497 907 14.46 117.73% 615 1,464 117.73% 1,464 117.73% 667 1,464 11,73% 26.02% 10,44 1,365 58.02% 995 1,304 1,302% 1,104 1,304 1,302% 1,104 1,304 1,302% 1,104 1,302% 1,302%	October	26,676	17,394	-34.80%	26,857	54.40%
19,493 18,864 -3.23% 15,834 19,829 25,23% 12,608 19,923 58.01% 10,779 20,165 98.11% 10,745 22,649 110,78% 13,359 23,313 74,51% 13,359 23,313 74,51% 13,359 22,977 50.79% 13,359 22,977 50.79% 14,528 2021-2022 % Change 2022 601 1,152 79.17% 605 1,164 73.43% 549 987 79.64% 511 1,196 134,11% 615 1,196 134,11% 615 1,196 13,30% 965 1,369 58.02% 965 1,369 40.12% 1,104 1,579 43.02%	November	23,119	18,184	-21.35%	28,948	59.20%
15,834 19,829 25.23% 12,608 19,923 58.01% 10,179 20,165 98.11% 10,745 22,649 110.78% 11,467 23,029 110.78% 12,568 23,029 100.83% 13,359 23,145 84.15% 13,359 22,977 50.79% 601 1,356 125.69% 643 1,356 125.69% 643 1,452 73.43% 497 987 79.64% 511 1,196 134.11% 615 1,464 117.73% 864 1,365 58.02% 995 1,364 40.12% 1,049 1,367 36.02% 995 1,367 40.12% 1,040 1,579 40.12% 1,040 1,579 40.12% 1,050 1,579 40.12% 1,050 1,579 40.00 1,050 1,579 40.00 1,050 1,579 40.00 1,050 1,579 40.00 1,050 1,579 40.00 1,050 1,579 40.00 1,050 1,579 40.00 <t< td=""><td>December</td><td>19,493</td><td>18,864</td><td>-3.23%</td><td>30,313</td><td>%69.09</td></t<>	December	19,493	18,864	-3.23%	30,313	%69.09
12,608 19,923 58.01% 3 10,179 20,165 98.11% 3 10,745 22,649 110,78% 3 11,467 23,029 100,83% 3 12,568 23,145 84.15% 3 13,359 22,373 74.51% 3 15,238 22,977 50.79% 3 601 1,356 125.69% 2022-2 605 910 83.37% 917 605 910 83.37% 987 79.64% 615 1,426 132.09% 987 14.464 615 1,464 17.73% 98.02% 864 1,365 58.02% 58.02% 965 1,394 40.12% 1,104 1,509 50.00% 1,104 1,509 50.00% 1,104 1,509 50.00%	January	15,834	19,829	25.23%	31,413	58.42%
10,179 20,165 98.11% 3 10,745 22,649 110.78% 3 11,467 23,029 100.83% 3 12,568 23,145 84.15% 3 13,359 23,145 84.15% 3 13,359 22,977 50.79% 3 15,238 22,977 50.79% 3 601 1,356 125.69% 2022-2 604 1,152 79.17% 2021-202-2 605 1,049 73.43% 20.40% 497 940 73.43% 20.64% 549 987 79.64% 14.11% 615 1,196 134.11% 14.26 615 1,365 58.02% 26.02% 995 1,364 1,364 36.02% 104 1,367 36.02% 104 1,560 40.12% 104 1,364 1,364 104 1,364 1,364 104 1,364 1,364 104 1,364 1,364 104 1,364 1,364 104 1,364 1,364 105 1,364 1,364 107 1,464 1	February	12,608	19,923	58.01%	33,144	%96.39
10,745 22,649 110.78% 3 11,467 23,029 100.83% 3 12,568 23,145 84.15% 3 13,359 23,313 74.51% 3 15,238 22,977 50.79% 3 2020-2021 2021-2022 % Change 2022-2 601 1,356 125.69% 605 1,049 73.43% 997 79.64% 995 1,309% 615 1,309 864 1,300 864 1,309 864 1,309 864 1,309 864 1,309 864 1,309 864 1,309 864 1,309 864 1,309 864 1,309 864 1,309 864 1,309 864 1,309 864 1,309 864 1,309 864 1,309 864 1,309 864 1,309 864 1,309 864 1,300 864 1	March	10,179	20,165	98.11%	35,059	73.86%
11,467 23,029 100.83% 3 12,568 23,145 84.15% 3 13,359 23,313 74.51% 3 15,238 22,977 50.79% 3 2020-2021 2021-2022 % Change 2022-2 601 1,356 125.69% 2022-2 643 1,152 79.17% 79.49 605 1,049 73.43% 79.64% 549 987 79.64% 79.64% 511 1,196 132.09% 615 615 1,464 117.73% 864 11,365 620 1,304 40.12% 11,704 1,104 1,365 58.02% 26.02% 1,104 1,360 36.02% 36.02% 1,104 1,360 36.02% 36.02% 1,104 1,360 36.02% 36.02%	April	10,745	22,649	110.78%	34,597	52.75%
12,568 23,145 84.15% 3 13,359 23,313 74.51% 3 15,238 22,977 50.79% 3 2020-2021 2021-2022 % Change 2022-2 601 1,356 125.69% 2022-2 605 1,049 73.43% 2022-2 497 987 79.64% 2022-2 511 1,196 134.11% 615 1,464 117.73% 864 1,365 58.02% 26.02% 995 1,394 40.12% 36.02% 1,104 1,574 36.02% 1,574 1,574 36.02% 1,574 1,574 36.02%	May	11,467	23,029	100.83%	36,537	28.65%
13,359 23,313 74.51% 3 15,238 22,977 50.79% 3 15,238 22,977 50.79% 3 2020-2021 2021-2022 % Change 2022-2 601 1,356 125.69% 2022-2 605 1,049 73.43% 2022-2 497 910 83.37% 947 549 987 79.64% 79.64% 615 1,196 134.11% 1,464 117.73% 864 1,365 58.02% 995 11,104 1,579 43.02% 407 43.02%	June	12,568	23,145	84.15%	37,879	63.66%
15,238 22,977 50.79% 3 2020-2021 2021-2022 % Change 2022-2 601 1,356 125.69% 2022-2 6043 1,162 79.17% 2022-2 605 1,049 73.43% 2022-2 497 910 83.37% 987 79.64% 511 1,196 134.11% 14.26 132.09% 615 1,464 117.73% 864 40.12% 1,104 1,579 43.02% 4,674 1,579 43.02% 4,674 1,579 43.02%	July	13,359	23,313	74.51%	39,159	%26.29
2020-2021 % Change 2022-2 601 1,356 125.69% 2022-2 603 1,152 79.17% 2021-20.2 2022-2 605 1,164 73.43% 79.7% 79.7% 79.7% 79.64% 79.6	August	15,238	22,977	50.79%	39,357	71.29%
her 601 1,356 125.69% ir 643 1,152 79.17% ber 605 1,049 73.43% ber 497 910 83.37% y 549 987 79.64% y 615 1,196 134.11% 672 1,464 117.73% 864 1,365 58.02% 1,104 1,579 43.02%	Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
her 643 1,152 79.17% ber 605 1,049 73.43% ber 497 910 83.37% 910 83.37% 987 79.64% 987 79.64% 1,196 132.09% 672 1,464 117.73% 864 1,365 58.02% 995 1,304 43.02% 1,579 43.02%	September	601	1,356	125.69%	1,637	20.73%
ber 605 1,049 73.43% 5.45% 5.45% 5.40% 5.40% 5.41% 6.15 1.426 132.09% 6.72 1,464 117.73% 864 1,395 5.80.2% 9.95 1,104 1,579 43.02% 5.60.2%	October	643	1,152	79.17%	1,694	47.05%
ber 497 910 83.37% y 549 987 79.64% ry 615 1,196 132.09% 672 1,464 117.73% 864 11.365 58.02% 995 1,394 40.12% 1,104 1,579 3.65.0%	November	605	1,049	73.43%	2,766	163.66%
y 549 987 79.64% 511 1,196 134.11% 615 1,426 132.09% 672 1,464 117.73% 864 1,365 58.02% 995 1,394 40.12% 1,104 1,579 43.02%	December	497	910	83.37%	1,684	84.96%
17 1,196 134,11% 615 1,426 132.09% 672 1,464 117.73% 864 1,365 58.02% 995 1,394 40.12% 1,104 1,579 43.02%	January	549	286	79.64%	1,759	78.29%
615 1,426 132.09% 672 1,464 117.73% 864 1,365 58.02% 995 1,394 40.12% 1,104 1,579 43.02%	February	511	1,196	134.11%	1,583	32.35%
672 1,464 117.73% 864 1,365 58.02% 995 1,394 40.12% 1,104 1,579 43.02%	March	615	1,426	132.09%	1,850	29.68%
864 1,365 58.02% 995 1,394 40.12% 1,104 1,579 43.02%	April	672	1,464	117.73%	1,845	26.05%
995 1,394 40.12% 1,104 1,579 43.02%	May	864	1,365	58.02%	1,996	46.25%
1,104 1,579 43.02%	June	995	1,394	40.12%	1,873	34.40%
70030	July	1,104	1,579	43.02%	1,826	15.62%
1,460 36.03%	August	1,074	1,460	36.03%	1,565	7.15%

MTA Bridges & Tunnels

September September October November January February March	24,002,326	27,057,244	% Change 12.73%	2022-2023	% Change 4 01%
September October November December January February	24,002,326	27,057,244	12.73%	28 141 660	4 0 1%
October November December January February	77 705 757			20,11,000	? - ? :
November December January February March	767,00,477	28,079,713	14.91%	28,333,321	%06.0
December January February March	21,889,990	26,841,772	22.62%	26,910,144	0.25%
January February March	21,579,179	26,015,011	20.56%	27,056,085	4.00%
February March	21,014,716	22,027,385	4.82%	25,739,508	16.85%
March	18,255,564	23,453,884	28.48%	23,923,849	2.00%
	24,335,629	27,361,079	12.43%	27,885,488	1.92%
April	24,896,449	27,396,543	10.04%	27,399,927	0.01%
May	26,848,127	28,870,275	7.53%	29,737,737	3.00%
June	27,835,062	28,850,283	3.65%	29,348,602	1.73%
July	28,032,603	28,709,393	2.41%	29,298,566	2.05%
August	28,090,238	29,193,767	3.93%	29,727,855	1.83%
Year-to-Date	199,308,388	215,862,609	8.31%	223,061,532	3.33%
12 Month Averages	2020-2021	2021-2022	% Change	2022-2023	% Change
September	22,271,489	24,522,588	10.11%	27,078,397	10.42%
October	21,965,346	24,826,210	13.02%	27,099,531	9.16%
November	21,546,717	25,238,858	17.14%	27,105,229	7.39%
December	21,098,671	25,608,511	21.37%	27,191,985	6.18%
January	20,735,856	25,692,900	23.91%	27,501,329	7.04%
February	20,212,097	26,126,093	29.26%	27,540,492	5.41%
March	20,662,163	26,378,214	27.66%	27,584,193	4.57%
April	21,926,001	26,586,555	21.26%	27,584,475	3.75%
May	22,917,179	26,755,067	16.75%	27,656,764	3.37%
June	23,569,947	26,839,669	13.87%	27,698,290	3.20%
July	23,962,490	26,896,068	12.24%	27,747,388	3.17%
August	24,268,012	26,988,029	11.21%	27,791,895	2.98%
Average Weekday Passengers	2020-2021	2021-2022	% Change	2022-2023	% Change
September	826,609	905,971	%09'6	952,441	5.13%
October	809,244	920,747	13.78%	928,697	0.86%
November	770,755	916,787	18.95%	916,878	0.01%
December	734,181	876,946	19.45%	902,319	2.89%
January	733,895	781,842	6.53%	860,726	10.09%
February	674,620	862,009	27.78%	880,763	2.18%
March	806,159	905,293	12.30%	914,839	1.05%
April	853,935	951,646	8.63%	938,143	1.13%
May	891,508	952,430	6.83%	971,218	1.97%
June	928,054	205,505	4.25%	983,274	1.63%
July	923,759	943,405	2.13%	962,501	2.02%
August	928,945	943,677	1.59%	957,621	1.48%

Fuel Hedge Program

Fuel Hedging Program: Active Ultra-Low Sulfur Diesel (ULSD) Hedges

Date	Gallons Hedged	Percent of Expected Gallons Purchased*	Weighted Average Hedge Price for Each Month	2023 Adopted Budget (February Plan) Forecasted Commodity Price
October-23	2,854,323	53	2.66	3.06
November-23	2,659,407	52	2.72	3.06
December-23	2,479,089	47	2.76	3.06
January-24	2,756,162	56	2.79	2.72
February-24	2,703,685	53	2.80	2.72
March-24	2,798,962	50	2.78	2.72
April-24	2,576,170	50	2.76	2.72
May-24	2,644,233	50	2.71	2.72
June-24	2,696,809	50	2.63	2.72
July-24	2,551,355	50	2.63	2.72
August-24	2,824,348	50	2.57	2.72
September-24	2,646,658	50	2.56	2.72
October-24	2,446,640	46	2.54	2.72
November-24	2,136,618	42	2.52	2.72
December-24	1,982,774	37	2.49	2.72
January-25	1,642,738	33	2.47	2.57
February-25	1,493,797	29	2.46	2.57
March-25	1,399,369	25	2.46	2.57
April-25	1,073,284	21	2.46	2.57
May-25	881,269	17	2.52	2.57
June-25	674,040	12	2.59	2.57
July-25	425,055	8	2.61	2.57
August-25	235,155	4	2.65	2.57

^{*}MTA's fuel hedging program mitigates budget risk by dollar cost averaging approximately 50% of projected fuel expenses. The goal of the program is to be 50% hedged for the next 12 months. Monthly hedges are equal to approximately 4% of the projected fuel purchases expected to occur 13-24 months from each hedge execution date. The actual percentage hedged could be higher or lower than the 50% target depending on the actual levels of fuel consumption. While the fuel heding program includes compressed natrual gas, there are currently no active hedges.

Annual Impact as of Oct 10, 2023

		(\$ in millions))
	2023	2024	2025
<u>Ultra Low Sulfur Diesel</u>			
Current Prices vs. 2023 Adopted Budget	\$12.166	\$2.099	\$3.508
Impact of Hedge	12.366	(<u>1.110</u>)	0.183
Net Impact: Fav/(Unfav)	\$24.532	\$0.990	\$3.691
Compressed Natural Gas			
Current Prices vs. 2023 Adopted Budget	\$30.125	(\$15.828)	(\$28.537)
Impact of Hedge	0.000	0.000	0.000
Net Impact: Fav/(Unfav)	\$30.125	(\$15.828)	(\$28.537)
Summary			
Current Prices vs. 2023 Adopted Budget	\$42.291	(\$13.728)	(\$25.028)
Impact of Hedge	12.366	(1.110)	0.183
Net Impact: Fav/(Unfav)	\$54.657	(\$14.838)	(\$24.845)

OCTOBER 2023

MTA REAL ESTATE

FINANCE COMMITTEE AGENDA ITEMS

1. ADMINISTRATIVE ACTION ITEMS

MTA Metro-North Railroad

 Eminent Domain Procedure Law Determination and Findings related to the acquisition of property interests for Metro-North ADA improvements at the Williams Bridge station on the Harlem Line project

2. TRANSACTIONAL ACTION ITEMS

MTA New York City Transit

- a. Short-term lease extension with FBE Limited for the existing Jamaica Bus Terminal, Jamaica, NY
- b. Long-term lease with FBE Limited for the replacement facility for the Jamaica Bus Terminal in Jamaica, NY
- c. Acquisition of 1590 Bedford Avenue from President Maintenance Corp. for the continued operation of NYCT's Central Maintenance Facility in Brooklyn, NY

3. INFORMATION ITEMS

- Permit between NYCT and the New York City Department of Parks and Recreation for the construction and maintenance of holding tanks adjacent to Mets – Willets Point Station in Queens, NY
- License between NYCT and the New York Department of Citywide Administrative Services for the construction of accessibility improvements at the Borough Hall Station in Brooklyn, NY
- License between NYCT and 877 Hugenot, LLC to facilitate access and staging in connection with NYCT's A37758 ADA Substation Rehabilitation Project at Huguenot Station, Staten Island, NY
- d. License between NYCT and D25 LLC to facilitate a visual inspection for future access in connection with NYCT's A37758 ADA Substation Rehabilitation Project at Court Square 23rd Street Station, Long Island City, NY

- e. Surrender agreement between MTA Bus and the New York City Department of Citywide Administrative Services to facilitate the release of the Willets Point trolley easements to the City of New York
- f. First amendment to the license between MNR and Wells Fargo Bank N.A. for an ATM at the White Plains Station, White Plains, NY
- g. Permit between Bridges & Tunnels and the National September 11 Memorial and Museum at the World Trade Center for use of parking spaces at the Battery Parking Garage, Manhattan, NY
- h. Report on agreements entered into directly by the MTA Real Estate Department pursuant to board policy

Legal Name	Popular Name	<u>Abbreviation</u>
New York City Transit Authority	MTA New York City Transit	NYC Transit
The Long Island Rail Road Company	MTA Long Island Rail Road	<u>LIRR</u>
Metro-North Commuter Railroad Company	MTA Metro-North Railroad	<u>MNR</u>
Triborough Bridge and Tunnel Authority	MTA Bridges and Tunnels	MTA B&T
MTA Construction and Development Company	MTA Construction and Development	MTA C&D
MTA Bus Company	MTA Bus Company	MTA Bus

Staten Island Rapid Transit Operating Authority is a subsidiary of the Metropolitan Transportation Authority. Its popular name is MTA Staten Island Railway (abbreviated as SIR).

Manhattan and Bronx Surface Transit Operating Authority is a subsidiary of the New York City Transit Authority (abbreviated as MaBSTOA).

MTA METRO-NORTH RAILROAD

XAVIER CARRERA



Page 1 of 2

Subject
EMINENT DOMAIN PROCEDURE LAW
DETERMINATION AND FINDINGS RELATED TO
THE ACQUISITION OF PROPERTY INTERESTS
FOR METRO-NORTH ADA IMPROVEMENTS AT
THE WILLIAMS BRIDGE STATION ON THE
HARLEM LINE
Department
REAL ESTATE
Department Head Name
DAVID FLORIO
Department Head Signature
Project Manager Name

	raye i ui z
Date OCTOBER 25, 2023	
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref. #	

	Board Action				
Order	То	Date	Approval	Info	Other
1	Metro-North Committee	10/23/23		X	
2	Finance Committee	10/23/23	х		
3	Board	10/25/23	х		

	Internal Approvals				
Order	Approval	Order	Approval		
1	Legal				
2	Chief Administrative Officer				
3	Chief Financial Officer				

AGENCY: MTA Metro-North Railroad ("MNR")

PROJECT: Metro-North ADA Improvements at the Williams Bridge Station on the Harlem Line

USE: Permanent and temporary easements in support of the Project

ACTION REQUESTED: Approval of Determination and Findings under the New York Eminent Domain Procedure

Law

COMMENTS:

MNR is proceeding with the acquisition of property interests required for the ADA Improvements at the Williams Bridge station. In connection with the Project, the Williams Bridge station requires several temporary easements and one permanent easement from a private owner. The properties listed on the attachment to this Staff Summary include temporary construction staging and temporary and permanent air rights on several lots currently targeted for acquisition for the Project. Efforts are underway to acquire these property interests by negotiated agreements. In the instances where the MTA cannot reach agreements with the affected property owners, legal proceedings were commenced under Article 2 of the New York State Eminent Domain Procure Law ("EDPL").

On October 4, 2023, the MTA held an EDPL public hearing to describe the public use, benefit, and purpose of the ADA improvements at Williams Bridge, as well as its general impact on the environment. Notices of this public hearing were published in newspapers, as required under the EDPL. Property owners and other interested parties were also given advance notice of the hearing by mail. Both immediately before and after the hearing, representatives of the MTA and MTA Construction and Development ("C&D") attended this hearing.

Following a presentation by the MTA's hearing officer, public speakers made statements about the Project and/or the proposed property acquisitions. In addition, written comments about the Project and/or the proposed property acquisitions were received by the MTA prior to the end of the written submission period at 5:30 p.m. on October 13, 2023. A summary of the statements and written comments is attached.

FINANCE COMMITTEE MEETING



EMINENT DOMAIN PROCEDURE LAW DETERMINATION AND FINDINGS RELATED TO THE ACQUISITION OF PROPERTY INTERESTS FOR METRO-NORTH ADA IMPROVEMENTS AT THE WILLIAMS BRIDGE STATION ON THE HARLEM LINE (Cont'd.)

Page 2 of 2

After due consideration of all statements and comments received during and after the EDPL public hearing on October 4, 2023, the MTA staff recommends Board approval of the acquisition, by eminent domain, if necessary, of the property interests described in the attached Determination and Findings. Moreover, the MTA, C&D and Project staff will continue to work with property owners, tenants and other potentially affected parties as the Project moves forward to mitigate Project-related impacts as much as possible.

STATEMENTS, WRITTEN COMMENTS AND RESPONSES THERETO:

A summary of the statements and written comments made at the public hearing and during the written submission period following the hearing and the responses thereto is attached for the Board's consideration.

DETERMINATION AND FINDINGS:

Copies of the Determination and Findings under the EDPL are attached for the Board's consideration and approval.

MTA Real Estate hereby requests Board approval of the attached Determination and Findings, and authorization for MTA staff and counsel to pursue Eminent Domain proceedings to acquire the required property interests by eminent domain, if necessary.

DETERMINATION AND FINDINGS PURSUANT TO ARTICLE 2 OF THE NEW YORK EMINENT DOMAIN PROCEDURE LAW

METRO-NORTH ADA IMPROVEMENTS AT THREE BRONX STATIONS - HARLEM LINE PROJECT

On October 25, 2023 the Board of the Metropolitan Transportation Authority ("MTA") approved the acquisition of property interests described below by eminent domain or otherwise. In accordance with Section 204 of the New York Eminent Domain Procedure Law ("EDPL"), the MTA Board made its Determination and Findings for the Metro-North ADA Improvements at Three Bronx Stations – Harlem Line Project by adopting the following statutory findings:

- 1. **EDPL Public Hearing**. On October 4, 2023 MTA held an EDPL public hearing to inform the public and to receive the public's comments on proposed property acquisitions for the Metro-North ADA Improvements at Three Bronx Stations Harlem Line Project ("Project"). All oral comments received at the hearing and all written comments received by the end of the written submission period following the hearing have been reviewed, made part of the record, and given due consideration.
- **2.** Location of Property Required for the Project. The location and nature of the property interests required for the Project, and hereby approved for acquisition, are as described on the chart below.

At the October 4, 2023 public hearing and in letters and maps mailed to property owners and interested parties prior to the public hearing, MTA provided more detailed descriptions of the required property interests and estimated time frame when the property interests would be needed for the Project, currently estimated as Q2 2024.

MTA reserves the right to acquire a lesser interest in any of the properties described below, or to refrain from acquiring any of such property interests, as dictated by the needs of the Project.

3. Public Use, Purpose and Benefits and Reasons for Selecting the Project Locations: The Project consists of Americans with Disabilities Act ("ADA") Station improvements at three (3) Metro-North Harlem Line stations in the Bronx. The Stations include Botanical Garden, Williams Bridge and Woodlawn.

Botanical Garden Station will be a state of good repair project. The scope of work for this station includes, but is not limited to, structural repairs to both platforms, including full replacement of select piers and platform sections; ADA upgrades to stairs, ramps, and walkways; a full replacement of the wood canopy; new inbound canopy shelters and ADA ramps; and station upgrades consistent with Metro-North Railroad's ("MNR") Enhanced Station Initiative (ESI) and Customer Service Initiative (CSI). Williams Bridge and Woodlawn Stations are complete station replacements with the addition of ADA access. The scope of work for these stations includes, but is not limited to, full replacement of both platforms with the incorporation of a snow melt system, piers, and foundations; full stairway replacement on both platforms; new ADA accessible elevators; an extension of the inbound platform; and station upgrades consistent with MNR's ESI and CSI programs.

4. General Effect of the Project on the Environment and Residents of the Locality. The Project is exempt, pursuant to New York State Public Authorities Law 1266 (11), from the requirements of New York State Environmental Conservation Law Article 8, also known as the State Environmental

Quality Review Act ("SEQRA"), for the following reasons:

- the affected property ("Property") is contiguous to land currently being used for a transportation purpose,
- the Property is less than ten acres in area, and
- the acquisition of the Property will not change in a material respect the general character of the prior transportation use of the contiguous property.

To help minimize potential impacts, MTA will make every reasonable effort to maintain access; control dust, noise, and vibration; screen construction activities; control rodents and pests; and minimize other disruptions, where practicable. MTA's goal is to create an active program of construction security and quality of life controls to ensure community safety.

COMMENTS

At the public hearing, oral comments were received from the public, and it was stated that written comments would be accepted until the close of business on October 13, 2023.

The following summarizes the comments received: Suggestions for sound mitigation in the station design.

All comments have been given careful, extensive, and due consideration by MTA.

DETERMINATION

Based on due consideration of the record and the foregoing findings, it was determined that the MTA should exercise its power of eminent domain to acquire the property interests set forth in the chart below in order to promote and permit the purposes of the Metro-North ADA Improvements at Three Bronx Stations – Harlem Line Project to be achieved.

Copies of this Determination and Findings are available and will be forwarded without cost and upon request, by writing to:

Joseph O'Donnell, Director of Public Affairs MTA Construction & Development 2 Broadway, D8135, New York, N.Y.10004

ANYONE SEEKING JUDICIAL REVIEW OF THE ABOVE DETERMINATION AND FINDINGS MUST COMMENCE A LEGAL PROCEEDING IN ACCORDANCE WITH EDPL § 207 NO LATER THAN 30 DAYS AFTER MTA COMPLETES ITS TWO-DAY PUBLICATION OF THIS DOCUMENT, OR A SYNOPSIS THEREOF. UNDER EDPL § 207 AND § 208, THE EXCLUSIVE VENUE FOR SUCH PROCEEDING IS THE APPELLATE DIVISION, FIRST JUDICIAL DEPARTMENT, 27 MADISON AVENUE, NEW YORK, NEW YORK 10010.

Acquisition of fee interests and permanent easements for the Metro-North ADA Improvements at Three Bronx Stations – Harlem Line Project:

Borough	Block	Lot	Property Address	Type of Interest
Bronx	3357	216	3474 Webster Ave	Temporary Easement
Bronx	3357	247	Metro-North Right-of- Way	Temporary & Permanent Aerial Easements
Bronx	3360	120	Metro-North Right-of- Way	Temporary Aerial Easement

MTA NEW YORK CITY TRANSIT



Page 1 of 3

Subject SHORT-TERM EXTENSION OF LEASES AT THE EXISTING JAMAICA BUS TERMINAL
Department
REAL ESTATE
Department Head Name
DAVID FLORIO
Department Head Signature
Project Manager Name
RAYMOND SMYTH

Date OCTOBER 23, 2023
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

	Board Action				
Order To Date Approval Info Ott					
1	Finance Committee	10/23/23	x		
2	Board	10/25/23	х		

Internal Approvals				
Order	Approval	Order	Approval	
1	Legal			
2	Chief Administrative Officer			
3	Chief Financial Officer			

AGENCY/LESSEE: MTA Bus Company ("MTA Bus") and New York City Transit ("NYCT Bus")

LESSOR: Jamaica Village Owner LLC, c/o FBE Limited ("FBE")

LOCATION: 90-10 Merrick Boulevard, Jamaica, Queens

ACTIVITY: Extension of existing leases ("Short-Term Lease Extensions")

ACTION REQUESTED: Authorization to extend MTA Bus and NYCT existing leases

PREMISES: Open Air Jamaica Bus Terminal ("Terminal"):

MTA Bus – approximately 32,000 square feet NYCT Bus – approximately 11,000 square feet

TERM: Nine (9) months: October 2023 – June 2024 ("Initial Extended Term")

Six (6) months: July 2024 - December 2024 ("Further Extended Term")

COMMENCEMENT: October 1, 2023

TERMINATION: MTA may terminate the Short-Term Lease Extensions any time after June 30, 2024 upon

providing FBE 30 days' prior written notice.

RENT:

		Monthly Rents	
		MTA Bus	NYCT Bus
Initial Extended	October 2023 – June 2024	\$43,516.19	\$3,879.65
Term	April – June 2024	\$65,669.84	\$5,854.74
Further Extended Term	July – August 2024	\$197,009.53	\$17,564.21
	September - December 2024	\$246,261.91	\$21,955.27



SHORT-TERM EXTENSION OF LEASES AT THE EXISTING JAMAICA BUS TERMINAL (Cont'd)

Page 2 of 3

COMMENTS:

MTA Bus, NYCT Bus, along with Nassau Inter-County Express ("NICE") (collectively, the "Bus Terminal Operators"), operate at the Terminal under three separate leases, all of which expired on September 30, 2023 (the "Existing Bus Terminal Leases"). The Bus Terminal Operators continue to remain at the Terminal and are paying existing rents as the leases provide. Pending the approval of this MTA Board Action for the Short-Term Lease Extensions, payments to the Lessor will be adjusted to account for the increase in rents between the existing rents in the expired leases and the Short-Term Lease Extensions rents described in the table above.

In October 2022, FBE purchased the site of the Terminal, subject to the Existing Bus Terminal Leases, with the intention of redeveloping the Terminal property with a new multi-story building ("New Development"). Soon after the acquisition of the property by FBE, MTA and FBE engaged in discussions to accommodate bus operations on the ground floor of the New Development with a new terminal ("Replacement Bus Terminal"). A long-term lease for up to ninety (90) years for a Replacement Jamaica Bus Terminal ("Long-Term Replacement Lease") is being presented to the MTA Board as a simultaneous yet separate Board Action this month ("Long-Term Lease for a Replacement Jamaica Bus Terminal", October 23, 2023). FBE has requested that the Short-Term Lease Extensions be dovetailed with the Long-Term Replacement Lease, which is the rationale behind the submittal of two separate staff summaries being presented simultaneously to the Board for approval.

Construction of the New Development with the Replacement Bus Terminal will take several years and will require that the Bus Terminal Operators temporarily relocate operations during construction. Due to the expiration of the Existing Bus Terminal Leases and the future development of the New Development, MTA will enter into a lease with Greater Jamaica Development Corporation ("GJDC") at a nearby location at 90-01 168th Street, Jamaica, Queens ("GJDC Site") which will serve as swing space ("Temporary Bus Terminal") until the Replacement Bus Terminal is constructed. The MTA Board authorized MTA Real Estate to enter into a lease with GJDC in January 2023 ("Lease with Greater Jamaica Development Corporation for A Relocated Jamaica Bus Terminal"). The GJDC lease will provide for a fifteen (15) year lease term with the option to terminate on the fifth-year anniversary.

The Temporary Bus Terminal at the GJDC Site will not be available for occupancy before summer 2024 due to site preparation and design work and is the reason for MTA Bus and NYCT Bus entering into the Short-Term Lease Extensions. While considerable effort is being made to prepare the Temporary Bus Terminal for the relocation of bus operations, the Further Extended Terms included in the Short-Term Lease Extensions address the possibility that MTA Bus and NYCT Bus may need to remain in occupancy at the existing Terminal due to possible delays of construction in relation to the Temporary Bus Terminal beyond the target date of summer 2024.

The Short-Term Lease Extensions also references that MTA will be entering into negotiations on the Long-Term Replacement Lease with FBE for the Replacement Bus Terminal. The Long-Term Replacement Lease negotiations are contemplated to take approximately six (6) months due to the complexity of the deal as well as the concurrent design coordination between FBE and the Bus Terminal Operators for the New Building and the Replacement Bus Terminal, respectively.

The rents set forth in the Initial Extended Term (October 2023 through June 2024) represent current fair market rents in the area for an open-air parking facility. MTA Real Estate's consultant, CBRE, performed a fair market rental value survey that indicated the rents are within market range for comparable properties.

The increased rents set forth in the Further Extended Term (July 2024 through December 2024) reflect some of the financial burdens currently being shouldered by FBE due to MTA Bus and NYCT Bus not being able to currently relocate their respective premises to the GJDC Site. These burdens include risks of refinancing certain maturing FBE loans in an unfavorable financial market, and delays in obtaining a large equity infusion. The Further Extended Term (at increased rents), if exercised by MTA Bus and NYCT Bus, shall permit the Bus Terminal Operators to continue operations without



SHORT-TERM EXTENSION OF LEASES AT THE EXISTING JAMAICA BUS TERMINAL (Cont'd)

Page 3 of 3

disruption and avoid the undesired alternative of temporarily relocating operations (which includes the parking of all MTA buses) on the surrounding streets. In addition to the obvious community relations issues, parking on the streets would result in significant incremental labor and other monetary costs that are likely to exceed the monthly increased rents paid by MTA Bus and NYCT Bus during the entire Further Extended Term.

Based on the foregoing, MTA Real Estate requests authorization to enter into the Short-Term Lease Extensions on behalf of MTA Bus and NYCT under the described terms and conditions. The Short-Term Lease Extensions, as contemplated under the Board Action, would only involve the MTA parties; NICE will independently obtain approvals for its portion of the rental payment obligations.



Page 1 of 3

Subject LONG-TERM LEASE OF REPLACEMENT FACILITY FOR JAMAICA BUS TERMINAL	
Department TRANSIT ORIENTED DEVELOPMENT	
Department Head Name ROBERT PALEY	
Department Head Signature	
Project Manager Name MUNSUN PARK/ ROBAIR REICHENSTEIN	

Date		
OCTOBER 23, 2023	3	
Vandan Nama		
Vendor Name		
Contract Number		
Contract Manager Name		
Table of Contents Ref. #		

	Board Action				
Orde	То	Date	Approval	Info	Other
1	Finance Committee	10/23/23	x		
2	Board	10/25/23	х		

Internal Approvals				
Order	Approval	Order	Approval	
1	Legal			
2	Chief Development Officer			
3	Chief Financial Officer			

Metropolitan Transportation Authority ("MTA"), on behalf of MTA Bus Company ("MTA Bus") AGENCY/LESSEE:

and New York City Transit Authority ("NYCT Bus")

LESSOR: Jamaica Village Owner LLC, c/o FBE Limited LLC ("FBE")

LOCATION 90-10 Merrick Boulevard, Jamaica, Queens

ACTIVITY: Long-term lease ("Lease")

PREMISES: Commercial condominium unit comprised of approximately 75,000 square feet (the

> "Replacement Bus Terminal") located on the ground floor of a new multi-story building (the "New Development") to be constructed by Lessor at the location of the existing Jamaica Bus Terminal

(the "Existing Bus Terminal")

USE: Replacement Bus Terminal for bus operations currently operated by NYCT Bus, MTA Bus and

Nassau Inter-County Express ("NICE")

ACTION REQUESTED: Authorization to negotiate and enter into the Lease

LEASE TERM: Ninety (90) years from Rent Commencement Date

TERMINATION

MTA will have the option to terminate the Lease on the fortieth (40th), fiftieth (50th), sixtieth (60th), OPTION:

seventieth (70th), and eightieth (80th) anniversaries of the Rent Commencement Date, at no cost

to MTA, upon eighteen (18) months prior notice

RENT

COMMENCEMENT

DATE:

Twelve (12) months following MTA's acceptance of the Premises inclusive of Lessor's Work

BASE RENT: Years 1-5: \$3,100,000.00

> Years 6-10: \$3,500,000.00 Years 11-15: \$4,000,000.00



LONG-TERM LEASE OF REPLACEMENT FACILITY FOR JAMAICA BUS TERMINAL (Cont'd)

Page 2 of 3

RENT ESCALATIONS:

- A. **Fixed Rent Escalation**: Commencing on the 15th anniversary of the Rent Commencement Date and thereafter on each succeeding ten-year period of the Term (i.e., the 25th, 35th, 45th, 55th, 65th, 75th and 85th anniversaries of the Rent Commencement Date), the Base Rent will be increased to 110% of Base Rent payable for the immediately preceding Lease year.
- B. **CPI Based Rent Adjustment**: Commencing on the 20th anniversary of the Rent Commencement Date and thereafter on the 30th, 40th, 60th,70th and 80th anniversaries of the Rent Commencement Date, the Base Rent will be increased to the greater of (i) 110% of the Base Rent payable for the immediately preceding Lease year, and (ii) the Base Rent payable on the Rent Commencement Date, adjusted for inflation based on the increase in the Consumer Price Index.
- C. **Market Rate Adjustment**: On the 50th anniversary of the Rent Commencement Date, the Base Rent will be adjusted to an amount which is the greater of (i) 110% of Base Rent payable for the immediately preceding year, and (ii) ninety-five percent (95%) of the fair market rental value of the Premises.

OPERATING EXPENSES:

MTA will be responsible for operating expenses attributable to its use of the Premises, including the cost of non-structural repairs to the interior of the Premises and utilities consumed at the Premises.

REAL ESTATE TAXES:

The Premises while leased to MTA for transportation purposes will be exempt from the imposition of real estate taxes pursuant to Public Authorities Law Section 1275.

UTILITIES:

Lessor to bring utilities to the Premises at its cost; MTA responsible for the cost of utility usage.

LESSOR'S WORK:

Lessor, at Lessor expense, will design and construct the core and shell of the Premises based on a preliminary design and scope prepared by MTA, to be further refined in the Lease. MTA is responsible for the fit-out of the Premises following delivery of the core and shell by Lessor, at a cost estimated to be \$7.8M (approximately \$104 per square foot).

PURCHASE OPTION:

MTA will have an option to purchase the Premises at fair market value upon MTA's acceptance of the delivery of the Premises, and at 90% fair market value, upon not less than 18 months prior notice, on the 40th anniversary of the Rent Commencement Date and at the expiration of the Term.

COMMENTS:

MTA Bus and NYCT Bus, along with NICE (collectively, the "Bus Terminal Operators"), have operated the Existing Bus Terminal at the leased Location in eastern Queens for several decades. The Existing Bus Terminal serves as an important bus operation hub with transfer, termination/commencement and layover of 15 bus routes serving approximately 11,400 weekday bus customers of eastern Queens and Nassau County. The Existing Bus Terminal is comprised of a paved, open lot that has presented many operational challenges due to the configuration of the site.

In October 2022, FBE purchased the site of the Existing Bus Terminal, subject to the existing leases with the Bus Terminal Operators (the "Existing Bus Terminal Leases"), which were due to expire on September 30, 2023, with the intention of redeveloping the site with the New Development. Soon after the acquisition of the property by FBE, MTA and FBE engaged in discussions to accommodate the Replacement Bus Terminal on the ground floor of the multi-story New Development. The proposed Replacement Bus Terminal at the New Development will support an electrified fleet with bus charging facilities. After the completion of Lessor's Work, MTA will perform the fit-out work necessary to prepare the Replacement Bus Terminal for operation, which will include accommodating approximately 25 bus bays (the same as at the Existing Bus Terminal) and providing accessory support spaces for staff, including bathrooms and a dispatcher booth.



LONG-TERM LEASE FOR A REPLACEMENT JAMAICA BUS TERMINAL (Cont'd)

Page 3 of 3

The construction of the New Development, including the Replacement Bus Terminal, may take up to five years and will require the Bus Terminal Operators to temporarily vacate and relocate the Existing Bus Terminal during the period of construction. In anticipation of the expiration of the Existing Bus Terminal Leases on September 30, 2023 and the planned construction of the New Development, MTA will enter into a lease with Greater Jamaica Development Corporation (the "GJDC Lease") at a nearby location at 90-01 168th Street, Jamaica, Queens (the "Temporary Bus Terminal") which will serve as swing space for bus operations pending the completion of the Replacement Bus Terminal. The GJDC Lease will provide for a fifteen (15) year lease term with the option to terminate on fifth-year anniversary. The MTA Board authorized MTA Real Estate to enter into a lease with GJDC in January 2023 ("Lease with Greater Jamaica Development Corporation for A Relocated Jamaica Bus Terminal") and a copy is attached to this Staff Summary for reference.

Due to ongoing site preparations, the Temporary Bus Terminal will not be available for occupancy by the Bus Terminal Operators before Spring 2024. As a result, the Bus Terminal Operators are in holdover status under the Existing Bus Terminal Leases. FBE and MTA have negotiated short-term lease extensions of the Existing Bus Terminal Leases, the terms of which have been submitted to the MTA Board as a separate Board action item also on October 23, 2023 (see separate Staff Summary titled "Short-Term Extension of Leases at the Existing Jamaica Bus Terminal in Jamaica, NY").

The relocation of bus operations back to the Replacement Bus Terminal is critical for bus operations in eastern Queens and western Nassau County as there are no alternate sites in downtown Jamaica for long-term bus operations. Without the Replacement Bus Terminal, bus operations are at risk of being relocated to undesirable locations including, in the worst-case scenario, street parking in downtown Jamaica. This is not considered a viable alternative due to increased operational labor costs and the significant negative impacts to the surrounding community.

Pursuant to the Public Authorities Law and the fact that the Replacement Bus Terminal will continue its prior use, the Lease and the construction of the Replacement Bus Terminal are exempt from the State Environmental Quality Act.

Considering the market area, limited available space, and long-term development pressures impacting downtown Jamaica, MTA Transit Oriented Development ("MTA TOD") has determined that there are no viable alternatives to the proposed Lease of the Replacement Bus Terminal that fully meet MTA's long-term requirements. MTA Real Estate's consultant, CBRE, performed a fair market rental value survey and concluded that the proposed rent payable under the Lease is within the market range for comparable properties.

Pending approval by the Nassau County Legislature, NICE has confirmed its desire to continue operations at the Replacement Bus Terminal as a subtenant of MTA and has agreed to pay a pro-rata share of rent based on the number of occupied bus bays.

Based on the foregoing, MTA TOD requests authorization to negotiate and enter into the Lease on behalf of MTA and such other documents and instruments deemed necessary or appropriate to effectuate the Lease and the construction of the Replacement Bus Terminal on the terms set forth above and such other terms and conditions as the Chair and Chief Executive Officer of MTA or a designee deem necessary or appropriate, and to take all other actions as shall be necessary or desirable consistent with the foregoing to consummate the Lease transaction and the construction of the Replacement Bus Terminal.

Page 1 of 3

	REATER JAMAICA CORP FOR A RELOCATED
JAMAICA BUS	
Department	
REAL ESTATE	
Department Head Nar	ne
DAVID FLORIO	
Department Head Sig	nature
Project Manager Nam	e
RAYMOND SMY	′TH

	<u> </u>
Date	
JANUARY 31, 2023	
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref. #	

	Board Action					
Order	То	Date	Approval	Info	Other	
1	Finance Committee	01/30//23	x			
2	Board	01/31/23	х			

	Internal Approvals				
Order	Approval	Order	Approval		
1	Legal				
2	Chief Develo, " In Officer				
3	Chief Fi ancia Officer				

AGENCY: MTA New York City Transit ("NYCT") and M. A Bus Company ("MTA Bus")

LESSOR: Greater Jamaica Development Corp ("GJDC")

LOCATION: Block 9800, Lot 1 (Queens, NY)

ACTIVITY: Lease with GJDC for new Jampica Bus Terminal

ACTION REQUESTED: Authorization to enter into a lease agreement with GJDC and to enter into a sublease with

Nassau County and a sublease with the New York City Police Department ("NYPD") for

separate portions of the leased premises

TERM: Five (5) years v. ith ten (10) one-year options

CONSTRUCTION \$50,000 ne vino ith (approximately nine months) rent, inclusive of taxes

PERIOD RENT:

ANNUAL BASE RENT: \$1.6 m.ili n annually, inclusive of real estate taxes. GJDC will provide a rent credit in the

and with of real estate taxes that would have been payable each year or portion thereof thereafter occurring during the lease term. Nassau County, as subtenant, will pay a promata share of rent based on the number of bus bays occupied by its operator, NICE Bus.

COMMENTS:

The Jamaica Bus Tenninal ("JBT") is currently located at the intersection of 89th Avenue and Merrick Boulevard in Queens, New York. NYCT, MTA Bus, and Nassau County (through its operator, NICE Bus) actively conduct operations at this location. The current lease for this property is a piring in September 2023. The property was recently sold to a developer and is anticipated to become a mixed-use development. Therefore, an alternative location is required in order to ensure bus operations can continue uninterrupted once the current lease expires.

In an effort to secure an alternative site for JBT, Nassau County and MTA began working with NICE to search for available properties in the vicinity of the current location. A commercial parking lot located at 90-01 168th Street (Block 9800, Lot 1) was identified as a potential site for the new bus terminal and the Lessor is willing to enter into a lease agreement with NYCT and MTA Bus. Pending approval by County Legislature, Nassau County has expressed a desire to operate its bus operations at this new site as a subtenant of NYCT/MTA Bus and has agreed to pay a pro-rata share of rent based on the number of bus bays occupied by their operator, NICE Bus.

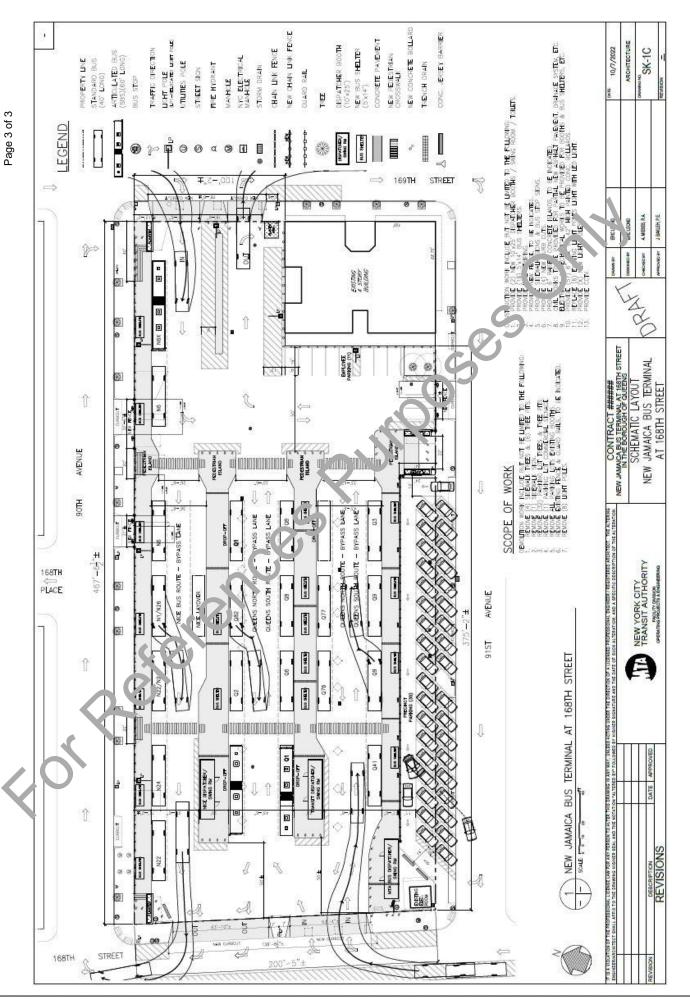


LEASE WITH GREATER JAMAICA DEVELOPMENT CORP FOR A RELOCATED JAMAICA BUS TERMINAL (Cont'd) Page 2 of 3

In addition to the above, the NYPD currently parks their vehicles along 168th Street. The current location of the NYPD vehicles would interfere with bus operations as shown on the proposed layout. To allow the NYPD to continue its operations in the area, a sublease agreement to allow the NYPD to park approximately 18-20 vehicles within the lot has been proposed. The NYPD would enter into a sublease agreement for this portion of the leased premises. No compensation would be associated with the NYPD sublease agreement. The proposed NYPD parking area is shown on the attached layout.

MTA Real Estate's third party consultant, CBRE, performed a fair market value rental survey which concluded that the proposed annual rent for the lease with GJDC is within market range for comparable properties. Due to the MTA's exemption from local real estate taxes, it is anticipated that the property will become exempt from real estate taxes once the MTA is entitled to possession under the passe and the usual and customary paperwork requesting implementation of the real estate tax exemption is submitted to the NYC Department of Finance. As real estate taxes are included in the Base and Construction Period Rents, GJDC will provide a rank crec't in the amount of real estate taxes that would have been due each year. Current real estate taxes total approximately \$130,0 10 per lear, therefore the actual annual rent after application of the rent credit will be approximately \$1,470,000 for the first year. The CBRF r-MV survey suggests a maximum annual rental value of \$1,563,250 per year.

Ase with the control of the control Based on the foregoing, MTA Real Estate is requesting authorization to enter into a lease with GJDC and separate subleases with Nassau County (or NICE Bus) and the NYPD based on the terms above.



Page 1 of 1

Subject ACQUISITION OF 1590 BEDFORD AVENUE FROM PRESIDENT MAINTENANCE CORP. FOR THE CONTINUED OPERATION OF NYCT'S CENTRAL MAINTENANCE FACILITY IN BROOKLYN, NY
Department
· ·
REAL ESTATE
Department Head Name
DAVID FLORIO
Department Head Signature
Project Manager Name
XAVIER CARRERA

^{ate} CTOBER 25, 202	23		
endor Name			
ontract Number			
ontract Manager Name			
able of Contents Ref. #			
able of Contents Ref. #			

	Board Action					
Order	То	Date	Approval	Info	Other	
1	Finance Committee	10/23/23	x			
2	Board	10/25/23	x			

	Internal Approvals					
Order	rder Approval Order Approval					
1	Legal					
2	Chief Administrative Officer					
3	Chief Financial Officer					

AGENCY: MTA New York City Transit ("NYCT")

SELLER: President Maintenance Corp.

LOCATION: 1590 Bedford Avenue, Brooklyn, NY (Block 1273 Lot 46)

PREMISES: Entire 57,000 square foot three-story building

USE: Operation of NYCT's Bedford Avenue Maintenance Shop

ACTION REQUESTED: Authorization to enter into a contract of sale to purchase and thereafter close on such

purchase of 1590 Bedford Avenue

PURCHASE PRICE: \$25,250,000

COMMENTS:

Pursuant to a lease NYCT has been in occupancy of the Premises since 1999 which serves as a centralized repair and maintenance shop for all NYCT Stations. The Bedford Avenue Maintenance Shop is a 57,000 square foot, three-story building comprised of warehouse, office, storage, locker rooms, various trade shops, and basement space.

As the current lease expiration of June 30th, 2024 was approaching, NYCT communicated to MTA Real Estate that NYCT wishes to remain in occupancy on a long-term basis. The facility is a critical asset that services all NYCT Stations across the entire New York City network. MTA Real Estate engaged real estate brokerage services from its exclusive broker, CBRE, to negotiate a long-term lease renewal. When CBRE engaged the Seller for a lease, the Seller advised that they would consider selling the Premises for \$26,400,000. MTA Real Estate procured appraisal services from its approved list of vendors. The appraisal report provides a fair market value of \$24,800,000. After negotiations the Seller agreed to accept \$25,250,000. Given that the facility is a key asset, NYCT wishes to pursue the purchase of the Premises.

CBRE completed a market analysis to identify available locations for lease and purchase based on criteria set forth by NYCT. The Bedford Avenue Maintenance Shop operates as a reporting location for approximately 200 Station Maintenance employees. The market analysis yielded no comparable properties in a strategic location that could support the critical maintenance, storm response, and other key initiatives for the 170 stations in the borough.



FINANCE COMMITTEE MEETING

ACQUISITION OF THE BEDFORD AVENUE MAINTENANCE SHOP FROM PRESIDENT MAINTENANCE CORP. FOR THE CONTINUED OPERATION BY NYCT (Cont'd.)

Page 2 of 2

Based on the foregoing, MTA Real Estate requests authorization to enter into a contract of sale and thereafter close on such purchase on behalf of NYCT with President Maintenance Corp. for the purchase of the Bedford Avenue Maintenance Shop under the above-described terms and conditions.



Page 1 of 1

Subject

PERMIT AGREEMENT BETWEEN NYCT AND NEW YORK CITY DEPARTMENT OF PARKS AND RECREATION FOR THE CONSTRUCTION AND MAINTENANCE OF HOLDING TANKS ADJACENT TO METS – WILLETS POINT STATION IN QUEENS, NY

Department

REAL ESTATE

Department Head Name

DAVID FLORIO

Department Head Signature

Project Manager Name

ARTURO ESPINOZA

Date	
OCTOBER 25, 2023	
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref. #	

	Board Action				
Order	То	Date	Approval	Info	Other
1	Finance Committee	10/23/23		х	
2	Board	10/25/23		х	

Internal Approvals						
Order	Approval Order Approval					
1	Legal					
2	Chief Administrative Officer					
3	Chief Financial Officer					

AGENCY: MTA New York City Transit ("NYCT")

PERMITTOR: New York City Department of Parks and Recreation ("Parks")

LOCATION: Parks property under Passerelle Bridge adjacent to Mets-Willets Point subway station,

Queens, NY

USE: Construction, installation, and maintenance of holding tanks

TERM: August 1, 2024 to December 31, 2031

COMPENSATION: None

COMMENTS:

In order to facilitate the reopening of the public restrooms at the Mets-Willets Point subway station, Parks granted a permit to construct, install, and maintain holding tanks on its property for the benefit of NYCT customers and Parks patrons headed to and from Citi Field and Flushing Meadows Park.

The holding tanks will be inconspicuously placed beneath the Passerelle Bridge, which is a pedestrian bridge connecting the Mets-Willets subway station and Flushing Meadows Park, and the Location will be fenced in to prevent unauthorized access.

The permit agreement has a finite term ending December 31, 2031 to accommodate planned capital work at the Passerelle Bridge, at which point the holding tanks will be removed entirely and the Location restored to its original condition as required by Parks.

Parks prepared the permit agreement and MTA Legal approved as to form. MTA Real Estate is authorized to enter directly into an agreement with Parks pursuant to an MTA Board approved policy to license, lease, or acquire property rights in support of ongoing operations where it is reasonably estimated the MTA's aggregate compensation to licensor will be less than \$100,000 on a present value basis over the term.



Subject

LICENSE AGREEMENT BETWEEN NYCT AND 877 HUGUENOT LLC TO FACILITATE ACCESS AND STAGING IN CONNECTION WITH NYCT'S ADA SUBSTATION REHABILITATION AT HUGUENOT STATION, STATEN ISLAND, NY

Department

REAL ESTATE

Department Head Name

DAVID FLORIO

Department Head Signature

Project Manager Name

CHRISTINE STODDARD

Date	
OCTOBER 25, 2023	
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref. #	

	Board Action						
Order	Order To Date Approval Info Othe						
1	Finance Committee	10/23/23		х			
2	Board	10/25/23		х			

Internal Approvals				
Order	Approval	Order	Approval	
1	Legal			
2	Chief Administrative Officer			
3	Chief Financial Officer			

AGENCY: MTA New York City Transit ("NYCT")

LICENSOR: 877 Huguenot, LLC

LOCATION: 877 Huguenot Ave, Staten Island NY 10312

PREMISES: 2,100 sq. ft.

ACTIVITY: Access agreement to allow NYCT to enter upon the Location for the purpose of access and

staging

TERM: Six (6) months, including a month-to-month extension as-needed

COMPENSATION: \$3,500.00 per month

COMMENTS:

NYCT's A-37758 ADA Substation Rehabilitation Project includes ADA accessibility upgrades for 13 subway stations. At the Staten Island Railway's Huguenot Station, an accessibility ramp will be installed from the street-level station entrance to the platform of the station. The work will require a crane and construction materials to be staged within Premises. NYCT will require access to licensed area through the entrance to the parking lot at the Location.

The access and staging are expected to take approximately six (6) months. The agreement will allow for an extension on a month-to-month basis, if necessary. The anticipated start date is Fall of 2023.

MTA Legal prepared the access agreement. MTA Real Estate is authorized to enter directly into an agreement pursuant to MTA Board Policy for short term construction access agreements in support of MTA operating agencies for capital projects, maintenance, or repairs of operating facilities dated November 15, 1999 and last modified June 23, 2021.

Page 1 of 1

Subject
LICENSE AGREEMENT BETWEEN NYCT AND
CITY OF NEW YORK FOR CONSTRUCTION OF
ACCESSIBILITY IMPROVEMENTS AT NYCT'S
BOROUGH HALL STATION IN BROOKLYN, NY

Department

REAL ESTATE

Department Head Name

DAVID FLORIO

Department Head Signature

Project Manager Name

ARTURO ESPINOZA

Date OCTOBER 25, 2023
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

	Board Action					
Order	Order To Date Approval Info Other					
1	Finance Committee	10/23/23		х		
2	Board	10/25/23		х		

Internal Approvals							
Order	Order Approval Order Approval						
1	Legal						
2	Chief Administrative Officer						
3	Chief Financial Officer						

AGENCY: MTA New York City Transit ("NYCT")

LICENSOR: City of New York Department of Citywide Administrative Services ("DCAS")

LOCATION: 210 Joralemon Street, Brooklyn, NY

PREMISES: Approximately 440 square feet

USE: Access to the Location for construction of improvements

TERM: September 1, 2023 to August 30, 2024 with a 1-year renewal on 90 days' notice

COMPENSATION: \$1.00 dollar, payment waived

COMMENTS:

MTA Construction and Development will be undertaking accessibility improvements to NYCT's Borough Hall subway station in Brooklyn which includes adding a 2-stop elevator connecting the mezzanine to the subway platform. The subway platform is adjacent to and at the same level as the sub-basement level of DCAS's building located at 210 Joralemon Street.

In order to accommodate installation of the elevator, the subway platform will be expanded into the sub-basement of the Location. The expanded area measuring approximately 440 square feet comprises the Premises and will include an elevator, vestibule, and elevator machine room.

The MTA and its contractor will require entry into the Location to gain access to the basement and sub-basement levels where the Premises are located in order to effectuate the improvements. This access license is an interim document to permit the project team to commence work immediately. A separate agreement for the transfer of permanent property rights to NYCT will follow.

DCAS prepared the form of license and MTA Legal approved as to form. MTA Real Estate is authorized to enter directly into an agreement with DCAS pursuant to MTA Board policy for short-term construction access agreements for capital projects, maintenance, or repairs of operating facilities dated November 15, 1999, and last modified June 23, 2011.



Subject

LICENSE AGREEMENT BETWEEN NYCT AND D25 LLC TO FACILITATE A VISUAL INSPECTION FOR FUTURE ACCESS IN CONNECTION WITH NYCT'S ADA SUBSTATION REHABILITATION PROJECT AT COURT SQUARE 23RD ST STATION, LONG ISLAND CITY, NY

Department

REAL ESTATE

Department Head Name

DAVID FLORIO

Department Head Signature

Project Manager Name

CHRISTINE STODDARD

Date
OCTOBER 25, 2023
Vendor Name
Contract Number
Contract Number
Contract Manager Name
Table of Contents Ref. #

	Board Action					
Order	То	Date	Approval	Info	Other	
1	Finance Committee	10/23/23		х		
2	Board	10/25/23		х		

	Internal Approvals				
Order	Approval	Order	Approval		
1	Legal				
2	Chief Administrative Officer				
3	Chief Financial Officer				

AGENCY: MTA New York City Transit ("NYCT")

LICENSOR: D25 LLC

LOCATION: 23-06 44th Drive, Long Island City NY 11101 (the "Location")

ACTIVITY: Access agreement to allow NYCT to enter upon the Location for the purpose of inspecting

and assessing where utilities enter into the building.

TERM: Thirty (30) days

COMPENSATION: Fee waived

COMMENTS:

NYCT's A-37758 ADA Substation Rehabilitation Project includes ADA accessibility upgrades of 13 stations at various locations. At the Court Square 23rd St Station, an accessibility ramp will be installed below grade inside the station. The work will require station roof modifications, impacting the sidewalk directly in front of the Location, which may include relocation of utilities due to the building's close proximity to construction. NYCT requires access to the Location to conduct a visual inspection where the utilities enter the building. The inspection will assess if a utility relocation is required.

The inspection and assessment is expected to take no longer than thirty (30) days, with an anticipated start date of Fall 2023. MTA Real Estate will work directly with NYCT and the property owner to schedule an exact start date.

FINANCE COMMITTEE MEETING



LICENSE AGREEMENT BETWEEN NYCT AND D25 LLC TO FACILITATE A VISUAL INSPECTION FOR FUTURE ACCESS IN CONNECTION WITH NYCT'S ADA SUBSTATION REHABILITATION PROJECT AT COURT SQUARE 23RD ST STATION, LONG ISLAND CITY, NY

Page 2 of 2

MTA Legal prepared the access agreement. MTA Real Estate is authorized to enter directly into an agreement pursuant to MTA Board Policy for short term construction access agreements in support of MTA operating agencies for capital projects, maintenance, or repairs of operating facilities dated November 15, 1999 and last modified June 23, 2021.



Subject

SURRENDER AGREEMENT BETWEEN MTA BUS AND NEW YORK CITY DEPARTMENT OF CITYWIDE ADMINISTRATIVE SERVICES TO FACILITATE THE RELEASE OF WILLETS POINT TROLLEY EASEMENTS TO THE CITY OF NEW YORK

Department

REAL ESTATE

Department Head Name

DAVID FLORIO

Department Head Signature

Project Manager Name

CHRISTINE STODDARD

Date	
OCTOBER 25, 2023	
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref. #	

	Board Action					
Order To Date Approval Info Other						
1	Finance Committee	10/23/23		х		
2	Board	10/25/23		х		

	Internal Approvals				
Order	Approval	Order	Approval		
1	Legal				
2	Chief Administrative Officer				
3	Chief Financial Officer				

AGENCY: MTA Bus Company ("MTA Bus")

TRANSFERER: City of New York Department of Citywide Administrative Services ("DCAS")

LOCATION: Trolley rail easements within the entirety of the Special Willets Point District

ACTIVITY: Surrender agreement to release Willets Point trolley easements

TERM: N/A
COMPENSATION: None

COMMENTS:

As part of a broader effort by the City to revitalize and redevelop the Special Willets Point District, a 61-acre property near Citi-Field, the City has requested that the MTA surrender the retired Trolley Rail easements within the following Block and Lots: Block 1833, Lots 111, 117, 103, 141, as well as Block 1825, Lots 25, 28, 30, 37, 48, 53, 55, 58 and 150.

The Special Willets Point District is part of a comprehensive redevelopment strategy aimed at transforming a largely underutilized 61-acre site into a lively, mixed use, sustainable community and a regional retail and entertainment destination. The district is located to the east of Citi Field baseball stadium and is near the USTA Billie Jean King Tennis Center.

The Willets Point trolley easements are an asset owned by MTA Bus that are no longer needed. The easements are of insubstantial value since the streets no longer exist and current-day property lines have been overlaid on top of the trolley easements, rendering them no longer useful. The method of surrender is dictated by the MTA Bus operating agreement with the City.

Project Manager Name
JASON ORTIZ



Subject
FIRST AMENDMENT TO LICENSE AGREEMENT
WITH WELLS FARGO BANK FOR AN ATM AT
THE WHITE PLAINS STATION, WESTCHESTER
COUNTY, NEW YORK

Department
REAL ESTATE

Department Head Name
DAVID FLORIO

Department Head Signature

Date	
OCTOBER 25, 2023	
Vendor Name	
Contract Number	
Contract Manager Name	
Table of Contents Ref. #	

		Board Acti	on		
Order	То	Date	Approval	Info	Other
1	Finance Committee	10/23/23		х	
2	Board	10/25/23		х	

	Internal Approvals		
Order	Approval	Order	Approval
1	Legal		
2	Chief Administrative Officer		
3	Chief Financial Officer		
4			

AGENCY: MTA Metro-North Railroad ("MNR")

LICENSEE: Wells Fargo Bank, N.A.

LOCATION: White Plains Station, White Plains, New York 10601

PREMISES: Street level ATM at main entrance to the White Plains Station

USE: Solely for the operation, repair, replacement, and maintenance of one (1) ATM and its

appurtenances

TERM: Three (3) years from September 1, 2023 and expiring on August 31, 2026

COMPENSATION: \$36,900.00 annually / \$3,075.00 monthly with 3% annual increases

COMMENTS:

Licensee entered into a license agreement dated November 1, 2018, for use of Metro-North's property to operate, repair, replace and maintain an ATM currently situated at street level by the main entrance to the White Plains Station. In anticipation of the expiration of the license agreement on August 31, 2023, MTA Real Estate and the Licensee executed the amendment to the license agreement extending the license agreement for an additional three (3) years. Compensation under the 2018 license agreement was \$33,765.26 per annum for the final year of the agreement, which has been increased to \$36,900.00 All other terms, conditions, and provisions of the 2018 license agreement remain unchanged and in full force and effect.

A compensation evaluation was completed by MTA Real Estate's real estate consultant, Greystone Management Solutions, and the broker's opinion of value was between \$34,800 and \$36,900 per annum.

MTA Real Estate entered into the above-described amendment pursuant to the MTA Board approved policy which provides for renewals of license agreement with an existing licensee in good standing.

Page 1 of 1

PARKING PERMIT FOR THE NATIONAL
SEPTEMBER 11 MEMORIAL AND MUSEUM FOR
USE OF PARKING SPACES AT THE BATTERY
PARKING GARAGE FOR THE 9/11 CEREMONY,
NEW YORK, NY

Department

Department
REAL ESTATE
Department Head Name
DAVID FLORIO
Department Head Signature

Project Manager Name
JASON ORTIZ

Date	
OCTOBER 25, 2023	
0 0 1 0 2 2 11 2 0, 2 0 2 0	
Vendor Name	
Contract Number	
O and the of Management Names	
Contract Manager Name	
Table of Contents Ref. #	

		Board Acti	on		
Order	То	Date	Approval	Info	Other
1	Finance Committee	10/23/23		х	
2	Board	10/25/23		х	

	Internal Ap	provals	
Order	Approval	Order	Approval
1	Legal		
2	Chief Administrative Officer		
3	Chief Financial Officer		

AGENCY: MTA Bridges and Tunnels ("B&T")

PERMITTEE: National September 11 Memorial and Museum at the World Trade Center

LOCATION: Battery Parking Garage

PREMISES: Seventy-five (75) parking spaces

USE: Parking for family members related to the September 11, 2001 memorial ceremonies

TERM: Monday, September 11, 2023, 6:00am to 8:00pm

ACTION REQUESTED: One (1) day parking permit at Battery Parking Garage

COMPENSATION: \$1; payment waived

COMMENTS:

Permittee was granted permission to utilize seventy-five (75) parking spaces at the Battery Parking Garage for the September 11 memorial event on September 11, 2023, from 6:00am to 9:00pm for the benefit of the families of the victims.

MTA Legal drafted the permit agreement, approved as to form and Permittee provided appropriate insurance coverage and indemnification for the above use.

This permit was entered into pursuant to the Board-approved Real Estate Department policy permitting short-term agreements with nonprofits.

REPORT ON AGREEMENTS ENTERED INTO DIRECTLY BY THE REAL ESTATE DEPARTMENT PURSUANT TO BOARD POLICY

October 25, 2023

Agency/ Project Manager	Renewal/RFP Generated	Lessee / Licensee	Location/ Use	Тегт	Rental	Annual	Pric	Price/SF
MNR Kim Trevisan	New License	Playa Bowls	Grand Central Terminal Dining Concourse/ Acai Bowls	3 Years	Year 1 \$90,180.00 Year 2 \$92,885.40 Year 3 \$95,671.96 Total \$278,737.36	Year 2 3% Year 3 3%	Year 1 Year 2 Year 3	\$180 \$185 \$191
MNR Kim Trevisan	New License	Joey Bats Café	Grand Central Terminal Dining Concourse/ Portuguese Pastries	3 Years	Year 1 \$27,750.00 Year 2 \$28,582.50 Year 3 \$29,439.98 Total \$85,772.48	Year 2 3% Year 3 3%	Year 1 Year 2 Year 3	\$185 \$191 \$196
MNR Kim Trevisan	New License	Salt Point Meadery	Grand Central Terminal Main Concourse/ Mead & Mead Related Food Products	3 Years	Year 1 \$140,000.00 Year 2 \$147,000.00 Year 3 \$154,530.00 Total \$441,530.00	Year 2 5% Year 3 5%	Year 1 Year 2 Year 3	\$304 \$320 \$336