



**Metropolitan Transportation Authority**

# Finance Committee Meeting September 2019

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## **Committee Members**

**L. Schwartz, Chair**

S. Feinberg, Vice Chair

A. Albert\*

N. Brown\*

R. Herman

D. Jones

L. Lacewell

K. Law

H. Mihaltses

R. Mujica

J. Samuelson\*

V. Tessitore\*

V. Vanterpool

N. Zuckerman

# **Finance Committee Meeting**

**2 Broadway, 20th Floor Board Room**

**New York, NY 10004**

**Monday, 9/23/2019**

**1:30 - 2:30 PM ET**

## **1. SUMMARY OF ACTIONS**

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## **2. PUBLIC COMMENTS PERIOD**

## **3. APPROVAL OF MINUTES – JULY 22, 2019**

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## **4. 2019 COMMITTEE WORK PLAN**

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## **5. BUDGETS/CAPITAL CYCLE**

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

**Finance Watch**

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## **6. MTA HEADQUARTERS & ALL-AGENCY ITEMS**

### **Action Items**

*Approval of the TBTA Payroll Mobility Tax Obligation Resolution - Page 39*

*Approval of the CBDT Sales Tax Obligation Resolution - Page 42*

### **Report and Information Items**

*2020 Preliminary Budget/July Financial Plan 2020-2023 (Materials Previously Distributed) - Page 44*

*DRAFT MTA Consolidated Financial Statements March 31, 2019 (Available in the Exhibit Book and MTA.Info) - Page 45*

*DRAFT MTA Consolidated Financial Statements June 30, 2019 (Available in the Exhibit Book and MTA.Info) - Page 46*

*MNR August Report on Fare Evasion - Page 47*

*MNR July Report on Fare Evasion - Page 49*

*LIRR August Report on Fare Evasion - Page 51*

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*MTAHQ Ratifications - Page 75*

## **7. METRO-NORTH RAILROAD & LONG ISLAND RAIL ROAD**

*MNR Procurement - Page 79*

*LIRR Procurement - Page 81*

## **8. NEW YORK CITY TRANSIT, and MTA BUS OPERATIONS**

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## **9. BRIDGES AND TUNNELS**

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## **10. FIRST MUTUAL TRANSPORTATION ASSURANCE COMPANY (No Items)**

## **11. MTA CONSOLIDATED REPORTS**

### **August**

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*Overtime - Page 102*

*Subsidies, Interagency Loans and Stabilization Fund Transactions - Page 107*

*Debt Service - Page 117*

*Positions - Page 119*

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### **July**

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### **June**

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*Subsidy, Interagency Loans and Stabilization Fund Transactions - Page 188*

*Debt Service - Page 197*

*Positions - Page 199*

*Farebox Ratios - Page 202*

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**Other**

*12-Month Allocation 2019 Mid-Year Forecast - Page 227*

**12. REAL ESTATE AGENDA****Action Items**

*Real Estate Action Items - Page 243*

**Report and Information Items**

*Real Estate Info Items - Page 260*



## FINANCE Committee September 2019

<u>Responsible Department</u>	<u>Action</u>		<u>Short Description</u>
MTA Finance Department	Approval of the CBDT Sales Tax Obligation Resolution		Seeking Board approval of the annexed TBTA Special Obligation Resolution authorizing Sales Tax Revenue Obligations (Statewide and Citywide Sales Tax), Standard Resolution Provisions and Supplemental Standard Resolution Provisions, in connection with the plan of finance for capital funding for the 2020-2024 Capital Program.
MTA Finance Department	Approval of the TBTA Payroll Mobility Tax Obligation Resolution		Seeking Board approval of the annexed TBTA Payroll Mobility Tax Obligation Resolution, Standard Resolution Provisions and Supplemental Resolution Provisions for submission to the Capital Program Review Board ("CPRB") for approval.
<u>Presentations</u>			<u>Short Description</u>
2020 Preliminary Budget/July Financial Plan 2020-2023			Public Comments will be accepted on the 2020 Preliminary Budget
Draft Financial Statements			Independent Accountant's Review Report of the MTA Financial Statements for 3 months 3/31/19
Draft Financial Statements			Independent Accountant's Review Report of the MTA Financial Statements for 3 months 6/31/19
Agency Reports on Fare Evasion			Fare Evasion statistics to be reported by Agency Representatives
<u>Responsible Department</u>	<u>Vendor Name</u>	<u>Total Amount</u>	<u>Summary of Action</u>
MTA Procurement	MetroNorth Health Benefits	\$159,177,000	MetroNorth Health Benefits
MTA Procurement	Metropolitan Life Insurance Co.	\$30,000,000	One Year Extension for MTA Dental Benefits
MTA Procurement	The Burgess Group	\$2,400,000 (aggregate pool)	Executive Recruitment Services - additional funding
MTA Procurement	David Gomez & Associates International Co.	see above	Executive Recruitment Services - additional funding
MTA Procurement	Gilbert Tweed Associates, Inc.	see above	Executive Recruitment Services - additional funding
MTA Procurement	Harris Rand Lusk	see above	Executive Recruitment Services - additional funding
MTA Procurement	Raj Technologies Inc. (FKA Infosys International)	see above	Executive Recruitment Services - additional funding
MTA Procurement	Krauthamer & Associates	see above	Executive Recruitment Services - additional funding
MTA Procurement	Giesecke & Devrient America, Inc.	\$3,948,154	Modification No. 7 - Upgrade of 4 high speed counter/sorter/strappers interfaced to the Consolidated Revenue Facility Cash Settlement System
MTA Procurement	Brush Industries, Inc.	\$2,984,824	Modification No. 9 - Refurbishment of MetroCard turnstiles swipe read/write head assemblies
Metro North Railroad	TBD	TBD	Request for Proposal-Design Build for three new traction power substations
Long Island Rail Road	TBD	TBD	Replacement of Ocean Avenue Substation with option for Bellmore Avenue Replacement.
New York City Transit	Turtle & Hughes, Inc	\$3,577,121	Maintenance contract for sag protectors to which protect against dips in power.
New York City Transit	New Flyer of America	\$3,374,124	Technical changes to specifications for new buses.
New York City Transit	TBD	\$500,000,000	Debris Protection/miscellaneous structural repairs . RFP Authorizing Resolution for contractor services for miscellaneous structural repairs and debris protection installation on an as-needed basis
New York City Transit	L.K. Comstock & Company	\$18,650,000	Signal System Modernization of Kings Highway Interlocking, Culver Line/6th Ave Line; replacement of two double crossovers and two single crossovers including fiber-reinforced foamed urethane ties and associated work in 12 switch areas.
Bridges and Tunnels	Various (14 Firms selected)	\$120,000,000	Miscellaneous construction on as as-needed basis at various Bridges and Tunnels Facilities

September 2019			
Bridges and Tunnels	Judlau Contracting	\$47,825,000	Design-Build for New Harlem River Drive Connector Ramp
Bridges and Tunnels	Thonton Tomasetti	\$4,272,683	B&T seeks board approval for a contract modification to add construction support services for the rehabilitation and Seismic Retrofit of the Approach Viaducts and Rehabilitation of the Lower Garage at the Throgs Neck Bridge.
<u>Responsible Department</u>	<u>Vendor</u>	<u>Money Due MTA</u>	<u>Short Description</u>
Real Estate	Landlord is 111 Washington Avenue, LLC	MTA is tenant and will be paying \$11,160 annually, with 2% annual escalation	Extending existing occupancy (720 SF, 2 parking spaces) for 5 years, at 111 Washington Avenue, Albany, Suite 209.
Real Estate	AT&T Corp	\$55,165.68	License agreement/amendment on MNR's Hudson Line Right of Way for continued operation and maintenance of one (1), 24 Strand Fiber Optic Cable.
Real Estate	Neptune Regional Transmission System LLC	25% of Neptune's gross revenue collected from sublicenses	License Agreement to grant Neptune the ability to sublicense portions of its fiber optic cable system to telecommunications service providers.
Real Estate	333 East Shore Road Realty, LLC	MTA is tenant and will be paying \$142,285 annually (project length approx. 29 months).	Acquisition of Temporary Easement to LIRR for construction staging and right-of-way access for the LIRR Colonial Road Improvement Project.
Real Estate	Musaid Nagi, Waleed Nagi, Fouad Mused (or corporate entity to be formed with the aforementioned as principals)	\$42,000 in year 1, with annual rent escalations.	Authorization to enter into a lease for 10 years at 1581 Myrtle Avenue, Brooklyn, for operation of a delicatessen and grocery store.
Real Estate	SEARS HOLDINGS MANAGEMENT CORP.	\$5,928,845	Authorization to enter into Agreement with Sears Holdings Management Corporation, as owner of Kmart store, to acquire certain spaces in the Kmart store for Penn Station Concourse Improvements including: (1) widening of the Concourse; and (2) reconfiguration of LIRR and Metro-North Railroad ("Metro-North") back-of-house spaces (the "Agreement")
Real Estate	Cascelta Company LLC	Gross purchase price \$20,000,000; net transaction cost \$19,460,000 due to rental income and brokerage rebates.	Acquisiton and lease back of 86,375 SF warehouse at 225 Central Avenye, Bethpage, NY for LIRR's engineering departments.

Minutes of the MTA Finance Committee Meeting  
July 22, 2019  
2 Broadway, 20th Floor Board Room  
New York, NY 10004  
Scheduled 1:30 PM

The following Finance Committee Members attended:

Hon. Lawrence Schwartz, Chair  
Hon. Sarah E. Feinberg, Vice Chair  
Hon. Andrew Albert  
Hon. David R. Jones  
Hon. Kevin Law  
Hon. Haeda B. Mihaltses  
Hon. Robert F. Mujica, Jr.  
Hon. Veronica Vanterpool

The following Finance Committee Members did not attend:

Hon. Norman E. Brown  
Hon. Rhonda Herman  
Hon. Linda A. Lacewell  
Hon. John Samuels  
Hon. Vincent Tessitore, Jr.  
Hon. Neal Zuckerman

The following Board Members were also present:

Hon. Robert W. Linn  
Hon. Susan G. Metzger

The following MTA staff attended:

Robert Foran  
David Keller  
Patrick McCoy  
Janno Lieber  
David Ross  
David Florio  
Patrick Warren

The following MTA Agency Presidents attended:

Andy Byford

The following agency staff attended:

Jim McGovern  
Tim Mulligan  
Mark Young

Chairman Schwartz called the meeting of the Finance Committee to order at 1:25 PM.

## **I. Public Comments**

There were five public speakers. Mr. Jason Pinero discussed his concerns regarding revenue loss from fare evasion, the need to find creative and viable revenue solutions, without cutting jobs, as proposed by the AlixPartners report, and his concern about spending too much on AlixPartners contracts. Mr. Matt Kamper discussed the historical MTA Long Island Bus, which is now operated as Nassau Inter-County Express (NICE) and his concerns about the declining quality of service and drivers, and suggested MTA could do better if these buses were under MTA's umbrella of services. Mr. Murray Bodin discussed various items, including his concerns regarding traffic rules not being followed. Mr. Bradley Brashears, Planning Manager for Permanent Citizens Advisory Committee (PCAC) to the MTA, discussed concerns related to the Transformation Plan, especially as it relates to staff retention and productivity and the effect on MTA's customers, noting that critical staff are not being retained, there is a loss of institutional knowledge and accountability, and that there should be a review to focus on the hiring freeze, attrition, and retirements by department to determine whether reducing jobs will be effective for reducing the deficit, without being detrimental to the authority. Mr. Andrew Pollack discussed his concerns regarding the inconvenience of a Q30/Q31 bus detour from Archer Avenue, and his approval of the Atlantic Ticket providing travel between Brooklyn and Queens, and the need for a Freedom Ticket between Queens and Manhattan (Penn Station).

## **II. Chairman's Comments**

Chairman Schwartz noted that the Board has received correspondence from Governor Cuomo, including a request to put together a homeless plan to address homelessness within the MTA system. Chairman Schwartz asked Mr. Robert Foran, Chief Financial Officer, to find out whether anyone knows what percentage of homeless in the MTA transportation system are veterans. Additionally, Chairman Schwartz discussed his concerns about the number of homeless people in the system, and indicated that he believes there is a need for more law enforcement on the trains and in the stations. He asked Mr. Foran to review and figure out a way to add law enforcement in the budget, for approximately 300 new officers. Chairman Schwartz said he will work closely with Vice Chair Feinberg (who chairs the NYCT/Bus Committee) regarding this issue. Chairman Schwartz also suggested that there could be a number for people to text if they see someone homeless in the system, as a way to inform NYPD about that person in need. Chairman Schwartz reiterated his request that Mr. Foran review the budget and find the money to be able to improve enforcement so that this may be included in the development of the Homeless Plan.

## **III. Approval of Minutes**

The Committee voted to approve the minutes to its prior meeting held on June 24, 2019 (see pages 8 through 20 of the Committee book).

## **IV. Committee Work Plan**

Mr. David Keller reported that there were two changes to the Work Plan (see pages 22 through 29 of the Committee book). The Quarterly Capital Change Order Report is no longer required to be provided due to the language in the staff summary for the All Agency General Contract Procurement Guidelines and All Agency Service Contract Procurement Guidelines that was

approved by the Board at the June meeting, and the monthly agency reports on fare evasion have been added.

## **V. Budgets/Capital Cycle**

### **A. BudgetWatch**

Mr. Keller noted that there is no BudgetWatch for July because the July Financial Plan will be presented by Mr. Foran in a joint meeting of the Board and Finance Committee on Wednesday, July 24, 2019.

### **B. FinanceWatch**

Mr. Patrick McCoy presented highlights from FinanceWatch (see pages 30 through 39 of the Committee book for the complete FinanceWatch report).

**Bond Anticipation Notes:** Mr. McCoy discussed the recent transaction for \$300 million, Transportation Revenue Bond Anticipation Notes (BANs), Series 2019C. The BANs were priced competitively with five firms providing winning bids. Mr. McCoy noted that the 2019C BANs have an all-in True Interest Cost of 1.492%, with a final maturity of July 1, 2020.

**Upcoming Transactions:** Mr. McCoy discussed upcoming transactions, including approximately \$500 million Transportation Revenue Green Bonds, Series 2019C (Climate Bond Certified) to retire outstanding 2018A BANs, and a potential \$100 million current refunding of certain outstanding Transportation Revenue Bonds.

**Fuel Hedge:** Mr. McCoy reported that on June 25, 2019, MTA executed a 2.8 million gallon ultra-low sulfur diesel fuel hedge with Goldman Sachs & Co./J. Aron at an all-in price of \$1.920/gallon. Three of MTA's existing approved commodity counterparties participated in bidding on the transaction: Goldman Sachs & Co./J. Aron; J.P. Morgan Ventures Energy Corporation; and Macquarie Group. The hedge covers the period from June 2020 through May 2021.

## **VI. MTA Headquarters and All-Agency Items**

### **A. Reports and Information Items**

#### **1. Agency Reports on Fare Evasion**

Mr. Keller reported that the Reports and Information item was the agency reports on fare evasion (see pages 40 through 45 of the Committee book for the reports from Metro-North, LIRR, and NYCT).

Mr. Patrick Warren, Chief Safety Officer, Mr. Andy Byford, President, NYCT, Mr. Tim Mulligan, Senior Vice President, Operations Support, NYCT, Mr. Mark Young, Vice President and Chief Financial Officer, LIRR, and, Mr. Jim McGovern, Controller, Metro-North were all available to answer questions.

Committee discussion began the Reports and Information item and agency reports and comments were made during the discussion.

**Discussion:** Chairman Schwartz inquired about the month to month information on fare evasion. Mr. Mulligan responded that the data is in the Committee book and for NYCT, fare evasion was 4.0% YTD through May, which is an increase from the 3.9% in the first quarter of 2019. For buses, fare evasion was 23.9% YTD through May, which is an increase from the 22.6% for Q1. Chairman Schwartz asked if the trend continues, how much the loss for fare evasion will be in 2019 compared to 2018. Mr. Mulligan commented that they do not have a projection, but based on the last 12 months, the revenue loss is approximately \$260 million. Chairman Schwartz commented that in December 2018 when the Committee received a requested briefing on fare evasion, the estimate was a \$220 million loss, and the reason why the briefing was requested was because several Members were skeptical about ridership declines and the briefing enlightened the fact that fare evasion has become a critical problem. He emphasized that this is a crisis and is not sustainable. Vice Chair Feinberg commented that, anecdotally, members of the NYCT Committee had reviewed footage of a sampling of stations, with police and without, and the law enforcement presence dramatically reduced the instances of fare evasion. She further commented that regarding the homeless plan, she asked the staff to review whether unformed officers have an impact on the number of homeless people in the system, so if there is an increase in law enforcement presence it may have several benefits. Ms. Feinberg agreed with Chairman Schwartz that law enforcement presence and the use of cameras are critical to combatting fare evasion.

Mr. Linn asked for a more granular analysis to see the differences between fare evasion issues on the two commuter railroads, subway and buses. He commented that through data analysis (and having details such as time of day, location, which facility, estimated revenue loss, etc.) there can be a better-informed deployment of resources such as law enforcement personnel. Chairman Schwartz commented that he believed the information is available, but he emphasized that more law enforcement is needed whether it is NYPD or MTAPD or other security. Mr. Jones commented that he is concerned, based on a 2016 report he received, that of the 30,000 arrests made in the system 93-95% were black and Latinos. He reiterated his concern that enforcement needs to be deployed equitably to address the problem areas such as buses, and wants to ensure any enforcement is not race-based. He further commented that he hopes that by equitably deploying the law enforcement resources, any unforeseen consequences or confrontations between officers and minority youths will be avoided. Chairman Schwartz agreed that enforcement should be deployed based on location of the problems, and clearly buses are the issue, but he emphasized again that more law enforcement personnel are needed on all of the systems.

Mr. Albert asked regarding fare evasion on commuter railroads and whether the problem lies with conductors not being able to get to the entire train to take tickets or whether it is something else. Chairman Schwartz responded that he asked the presidents of LIRR and Metro-North to put together fare evasion programs, which they did. He further commented that he has been conferring with the chairs of the commuter railroad and transit committees to determine best locale for these reports, so if the agency committees are receiving performance metrics and fare evasion reports, he would like to avoid duplication in the Finance Committee.

Mr. Mark Young responded to Mr. Albert's questions noting that the LIRR fare evasion strategy was developed with Metro-North and focuses on two areas, credit card fraud and on-board

collections. Regarding the credit card fraud, one strategy deployed includes reducing the advanced sales date by five days, so there are five fewer days for the fraud to be committed. Mr. Young commented that in the two months this change has been in place, the credit card chargeback rate has been reduced by almost a half. Mr. Young further commented that there is also the imminent deployment of chip readers on LIRR (and Metro-North) ticket machines, which will add an extra layer of protection for credit card transactions and will aid in preventing identity theft from those machines. The on-board collection strategy is aimed at providing train crews with the tools needed to effectively validate tickets on the train, and get through all of the trains. Mr. Young noted that LIRR is aware of certain trains and certain times of day that are presenting challenges and there is a team in the transportation planning department that is aggressively looking at this to ensure the right number of crew are deployed effectively to the problem areas. Mr. Young reported that the YTD fare not collected rate is 5.2%, which is down from 7.4% for same YTD timeframe in 2018, some results are being realized. The YTD incorrect fare collected rate was 17%, which is up from 15.4% in 2018. Mr. Young commented that for the incorrect fare collected rate, the Atlantic Ticket to Penn Station has been adding a new anomaly regarding on-board procedures, and the teams are working to address that new challenge.

Mr. Andy Byford commented that NYCT takes fare evasion seriously and there is a great amount of effort being made to combat fare evasion. He further commented in response to the concern raised by Mr. Jones and confirmed that NYCT has made it clear to NYPD that there should not be any targeting of demographics or individuals. He emphasized that the goal is not to arrest people, but simply providing the deterrent to fare evasion and getting people to pay their fares, and to be able to address the \$260 million revenue loss through these efforts.

Mr. Linn requested to see the breakout of the \$260 million, meaning where are the areas of problems. For example, what percentage come from turnstile jumping, what percentage buses, or from credit card fraud. Mr. Linn commented that by knowing these elements, management teams will be better equipped to know where to deploy the resources.

Chairman Schwartz noted that he believes those numbers are available and will be put together for the Committee. He asked Mr. Patrick Warren, Chief Safety Officer to comment on the efforts as well. Mr. Warren emphasized that efforts for deployment of resources are not focusing on demographics, but instead enforcement teams are going to the stations where fare evasion is most prolific, and that tends to be the stations and buses that are the busiest.

Mr. Jim McGovern commented that for Metro-North the situation is similar to LIRR, and further noted that Metro-North is making efforts to increase the Spotter audits, which should provide additional enforcement and an added deterrent. Mr. Albert asked whether ticket collection before people get onto the train is an option, noting that he observed this once at Grand Central Terminal. Mr. McGovern noted that ticket collection prior to people getting on the train has been done on busy holidays (e.g. Thanksgiving) and at the station serving Yankee Stadium.

Mr. Jones commented that he believes the new fare payment station, OMNY, and the deployment of half-price fare will both assist in the efforts to address fare evasion over time, so he wants to be cautious about deploying more law enforcement when part of the problem may be handled by these mechanisms.

## **B. Procurements**

Mr. Ross reported that there were seven procurements for MTA Headquarters totaling \$549,934,252 and noted that this included two non-competitive and five competitive items (see pages 46 through 55 of the Committee book for all the MTAHQ items).

Mr. Ross discussed the non-competitive items totaling \$40,914,752 that included a \$20.9 million award to JP Morgan Chase Bank for a comprehensive commercial banking services. Mr. Ross noted the contract is the product of an RFP process that yielded just one proposal despite considerable efforts to promote competition. Mr. Ross reported that the second non-competitive item is a \$20 million modification to a contract with Kronos Inc. to provide additional hardware, software, and consulting services to support MTA's expansion and deployment of timekeeping systems throughout its locations.

**Discussion:** Chairman Schwartz asked whether JP Morgan was the incumbent providing the banking services. Mr. Ross confirmed that they were and noted the feedback provided by the other large banks as to why they did not participate. For example, Wells Fargo had concerns about using armored trucks to make deposits at its cash vault and an insufficient branch network to serve MTA's needs, Bank of America has outsourced their vault services and had issues with way cash collection was handled, and Citibank does not support vault services and coin currency handling. Mr. Ross commented that efforts were made in discussions with the banks and the RFP to see whether changes could be made to make the RFP demands more reasonable, but the other larger banks did not want to submit proposals.

The Committee voted to recommend the non-competitive procurement items before the Board for approval.

Mr. Ross highlighted the five competitive items totaling \$509,019,500, noting that all five actions items are category awards pursuant to an RFP seeking all-agency Maintenance, Repair and Operating (MRO) supplies. Mr. Ross commented that with these five category awards, and the four category awards previously brought to the Board, there remains only two more category awards, and once all is completed, this will have been a successful all-agency procurement for maintenance and repair materials for all MTA agencies, so it has been an enormous effort.

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

## **VII. Metro-North Railroad/LIRR**

### **A. Procurements**

#### **1. Metro-North**

Mr. Ross reported that there was one non-competitive procurement totaling \$3,400,149 (see page 56 of the Committee book). The proposed action modifies a contract with Dayton T. Brown Inc. for laboratory testing of Positive Train Control communication systems and components.

**Discussion:** Chairman Schwartz asked about the procurements that went through the Metro-



North/LIRR Committee earlier that morning. Dr. Metzger described a few of the items, noting the one item that is before the Finance Committee and that some other items will be as well, during the Real Estate discussion. Chairman Schwartz indicated he would like to have a discussion with the Chairs of the agency committees to better understand when procurement items are brought to Finance Committee as well as the agency committees, and why they do not all come before Finance Committee, noting he has asked this before. Dr. Metzger agreed that there must be a way to clarify the process and make it easier for all. Mr. Keller explained that there are criteria for why items are brought before the Finance Committee, some relating to cost of items, some relating to percentage of change orders, or others that are considered to be of interest to the Finance Committee. Ms. Mihaltses asked for an example of when this occurs. Mr. Keller responded that one example is even if the procurement item has a small dollar amount, but it is related to Positive Train Control, which is an item of interest to the Finance Committee, the item will be put on the Committee's agenda even if it does not meet the other criteria. Chairman Schwartz commented this process is confusing, for example in NYCT/Bus Committee earlier that day there were 17 procurements, but there are only nine of those before the Finance Committee, so why is Finance approving just a subset of the items rather than all. Chairman Schwartz suggested that perhaps the criteria and procedures need to be reviewed and updated and welcomed any Members interested in providing input. Mr. Keller responded that staff will circulate the current matrix to the Members prior to that conversation. Ms. Mihaltses suggested that perhaps all of the procurements should just be handled in the agency committees, then go straight to the Board, rather than having the two-steps of going before the Finance Committee. Chairman Schwartz noted that Finance Committee is about the money, and that is why he is asking for a review of the procedures. Mr. Law commented that one of the items under the Transformation Plan is that procurement is going to be consolidated and once that unfolds, perhaps that will be a good time to review the procurement approval process.

The Committee voted to recommend the non-competitive procurement item before the Board for approval. Mr. Law recused himself from the vote.

## **2. LIRR**

Mr. Ross reported that there was one item for LIRR, which is an authorizing resolution seeking Board approval to utilize a competitive RFP process to procure a design build contract for the design, manufacture, testing, and delivery of train simulator systems for M7/M9, Dual Mode Locomotive and C3 fleets (see pages 57 and 58 of the Committee book).

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

## **VIII. NYCT/MTA Bus Operations**

### **A. Procurements**

Mr. Ross reported that there were nine procurement items for NYCT for \$17,724,961 (see pages 60 through 67 of the Committee book).

Mr. Ross highlighted the nine items, which include modifications of three contracts related to asbestos abatement and other environmental remediation services, a modification for a contract for construction management services related to change orders associated with work on the Sea

Beach line, and a modification for a contract to strengthen an existing steel structure to support a widened stairway and canopy at the Eighth Avenue station in Brooklyn. Additionally, there are three items for ratification related to escalator safety, and an authorizing resolution to utilize a competitive RFP process for the purchase and delivery of ultra-low sulfur diesel fuel.

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

## **IX. Bridges and Tunnels**

### **A. Procurements**

Mr. Ross reported that there were three procurement items for Bridges and Tunnels (see pages 68 through 71 of the Committee book).

Mr. Ross highlighted the three items, which include a modification of a contract to expand customer service operations and back office systems to support the Central Business District Tolling Program, a modification to a contract to provide final design and construction support services for wind retrofits and miscellaneous structural repairs at the Robert F. Kennedy Bridge, and a modification to provide design services to address unforeseen field conditions associated with the reconstruction of the upper and lower level toll plazas and southbound approach at the Henry Hudson Bridge.

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

## **X. FMTAC**

There were no items for FMTAC.

## **XI. MTA Consolidated Reports**

This month's consolidated reports include: May actual results versus adopted budget, including statements of operations; overtime reports; subsidy, interagency loans and stabilization fund transactions; debt service; total positions by function and agency; farebox recovery and operating ratios; MTA ridership; and the fuel hedge program (see pages 72 through 124 of the Committee book).

## **XII. Real Estate Agenda**

### **A. Action Items**

Mr. David Florio reported that there were 13 action items and due to the lateness of the meeting, asked if there were any questions (see pages 126 through 195 of the Committee book for all real estate action and information items). Mr. Florio indicated there are 11 information items and asked if there were any questions.

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

### **XIII. Adjournment**

Upon motion duly made and seconded, the July 22, 2019 meeting of the Finance Committee was adjourned at 2:15 PM.

Respectfully submitted,  
Marcia Tannian  
Deputy Director, Finance

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# 2019 Finance Committee Work Plan

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## I. RECURRING AGENDA ITEMS

BudgetWatch  
FinanceWatch  
Approval of Minutes  
Procurements (if any)  
Action Items (if any)  
MTA Consolidated Reports

### Responsibility

MTA Div. Mgmt/Budget  
MTA Finance  
Board Secretary  
Procurement  
Agency  
MTA Budget

## II. SPECIFIC AGENDA ITEMS

### Responsibility

### **October 2019**

2020 Preliminary Budget/July Financial Plan 2020-2023  
(materials previously distributed)

MTA Div. Mgmt/Budget

#### *Other:*

Update on the Business Service Center  
Annual Review of MTA's Derivative Portfolio -  
Including Fuel Hedge  
MTA 2019 Semi-Annual Investment Report  
Agency Reports on Fare Evasion

MTA BSC  
MTA Finance  
  
MTA Treasury  
Agency Representatives

### **November 2019**

2020 Final Proposed Budget/November Financial Plan 2020-2023  
(Joint Session with MTA Board)

MTA Div. Mgmt/Budget

#### *Other:*

Station Maintenance Billing Update  
Review and Assessment of the Finance Committee Charter  
Agency Reports on Fare Evasion

MTA Comptroller  
MTA CFO  
Agency Representatives

### **December 2019**

Adoption of 2020 Budget and 2020-2023 Financial Plan

MTA Div. Mgmt/Budget

#### *Action Items:*

Authorization to issue New Money Transportation Revenue Bonds,  
Dedicated Tax Fund Bonds, TBTA General Revenue Bonds, and  
TBTA Subordinated Revenue Bonds  
Approval of Supplemental Resolutions Authorizing Refunding Bonds  
MTA and TBTA Reimbursement Resolutions for Federal Tax Purposes

MTA Finance  
  
MTA Finance  
MTA Treasury

#### *Other:*

Draft 2020 Finance Committee Work Plan  
Agency Reports on Fare Evasion

MTA Div. Mgmt/Budget  
Agency Representatives

**January 2020***Other:*

Special Report: Finance Department 2019 Year-End Review  
DRAFT MTA Financial Statements 3<sup>rd</sup> Quarter for the Nine-Months  
Ended September 2019  
Agency Reports on Fare Evasion

MTA Finance

MTA Comptroller  
Agency Representatives

**February 2020***Action Items:*

2019 TBTA Operating Surplus  
Mortgage Recording Tax – Escalation Payments to Dutchess,  
Orange and Rockland Counties

B&T/MTA

MTA Treasury, MTA  
Div. Mgmt/Budget

*Other:*

February Financial Plan 2020-2023  
Agency Reports on Fare Evasion

MTA Div. Mgmt/Budget  
Agency Representatives

**March 2020***Action Items:*

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

MTA Real Estate/MTA  
Corporate Compliance  
MTA Proc., Agencies

All-Agency Annual Procurement Report

*Other:*

MTA Prompt Payment Annual Report 2019  
Agency Reports on Fare Evasion

MTA BSC  
Agency Representatives

**April 2020***Action Item:*

MTA 2019 Annual Investment Report

MTA Treasury

*Other:*

Annual Report on Variable Rate Debt  
DRAFT MTA Financial Statements Fiscal Year-End Twelve-Months  
Ended December 2019  
Agency Reports on Fare Evasion

MTA Finance

MTA Comptroller  
Agency Representatives

**May 2020***Other:*

Station Maintenance Billings  
Annual Pension Fund Report (Audit Committee Members to be invited)  
Annual FMTAC Meeting  
Annual FMTAC Investment Performance Report  
Agency Reports on Fare Evasion

MTA Comptroller  
MTA Labor  
MTA RIM  
MTA RIM  
Agency Representatives

### **June 2020**

*Action Item:*

PWEF Assessment

MTA Capital Program Mgmt/  
MTA Div. Mgmt/Budget

*Other:*

Update on IT Transformation  
Update on Procurement Consolidation  
DRAFT MTA Financial Statements 1<sup>st</sup> Quarter for the  
Three-Months Ended March 2020  
Agency Reports on Fare Evasion

MTA Information Technology  
MTA Procurement

MTA Comptroller  
Agency Representatives

### **July 2020**

2021 Preliminary Budget/July Financial Plan 2021-2024  
(Joint Session with MTA Board)

MTA Div. Mgmt/Budget

*Other:*

Agency Reports on Fare Evasion

Agency Representatives

### **September 2020**

2021 Preliminary Budget/July Financial Plan 2021-2024  
(materials previously distributed)

MTA Div. Mgmt/Budget

*Action Item:*

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

MTA Grant Mgmt.

*Other:*

DRAFT MTA Financial Statements 2<sup>nd</sup> Quarter for the Six-Months  
Ended June 2020  
Agency Reports on Fare Evasion

MTA Comptroller  
Agency Representatives

## **III. DETAILS**

### **October 2019**

2020 Preliminary Budget/July Financial Plan 2020-2023

Public comment will be accepted on the 2020 Preliminary Budget.

*Other:*

Update on Business Service Center

The Business Service Center will provide an update on its initiatives and upcoming project milestones. Operational performance metrics will also be shared.

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 2019 Semi-Annual Investment Report

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

### Agency Reports on Fare Evasion

Fare Evasion statistics to be reported by Agency Representatives.

## **November 2019**

### 2020 Final Proposed Budget/November Financial Plan 2020-2023 (Joint Session with MTA Board)

The Chief Financial Officer and MTA Budget Division will present an updated forecast for 2020, a Final Proposed Budget for 2020, and an updated Financial Plan for 2020-2023.

### *Other:*

#### Station Maintenance Billing Update

The MTA Comptroller Division will provide a report on the collection and audit status of station maintenance billings issued as of June 1, 2019.

### 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.

### Agency Reports on Fare Evasion

Fare Evasion statistics to be reported by Agency Representatives.

## **December 2019**

### Adoption of 2020 Budget and 2020-2023 Financial Plan

The Committee will recommend action to the Board on the Final Proposed Budget for 2020 and 2020-2023 Financial Plan.

### *Action Items:*

#### Approval of Supplemental Resolutions Authorizing New Money Bonds.

Board approval to allow for the issuance of new money bonds to fund existing approved bond financed capital projects under the Transportation Revenue Bond Obligation Resolution, the Dedicated Tax Fund Obligation Resolution, and in the case of Bridge & Tunnel Capital Projects, the Triborough Bridge and Tunnel Authority Senior and Subordinate Obligation Resolutions.

#### Approval of Supplemental Resolutions Authorizing Refunding Bonds

Board action required to allow for the refunding to fixed-rate bonds from time to time provided that such refundings comply with the Board approved refunding policy.

#### Approval of MTA and TBTA Reimbursement Resolutions for Federal Tax Purposes.

Board approval required to allow for the reimbursement of capital expenditures at a later date from the proceeds of tax-exempt bond sales.



*Other:*

**Draft 2020 Finance Committee Work Plan**

The MTA Chief Financial Officer will present a proposed 2020 Finance Committee Work Plan that will address major issues, SBP and budget process issues, and reports required by statute.

**Agency Reports on Fare Evasion**

Fare Evasion statistics to be reported by Agency Representatives.

**January 2020**

*Other:*

**Special Report: Finance Department 2019 Year-End Review**

The MTA Finance Department will present a report that summarizes financing activities for 2019.

**DRAFT MTA Financial Statements for the Nine-Months Ended, September 2019**

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the nine-months ended, September 30, 2019.

**Agency Reports on Fare Evasion**

Fare Evasion statistics to be reported by Agency Representatives.

**February 2020**

*Action Items:*

**2019 TBTA Operating Surplus**

MTA Bridges and Runnels should be prepared to answer questions on a staff summary requesting (1) transfer of TBTA 2019 Operating Surplus and Investment Income, (2) advances of TBTA 2019 Operating Surplus, and (3) the deduction from 2019 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, each of these counties is entitled to a share of MTA's MRT-2 tax receipts. The amount may be no less than they received in 1987 (even if the taxes collected fall below the 1987 levels), but there are proportional upward adjustments if taxes collected in the particular county exceed the 1987 totals. Such upward adjustments are expected to be required this year, based on the 2009 experience thus far. The MTA Budget and Treasury Division will be prepared to answer questions on the related Staff Summary authorizing the payments.

*Other:*

**February Financial Plan 2021-2024**

The MTA Division of Management and Budget will present for information purposes a revised 2021-2024 Financial Plan reflecting any technical adjustments from the Adopted Budget and the incorporation of certain "below-the-line" policy actions into the baseline.

Agency Reports on Fare Evasion

Fare Evasion statistics to be reported by Agency Representatives.

**March 2020**

*Action Items:*

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 voluminous State-required report.

*Other:*

MTA Annual Prompt Payment Status Report

The Senior Director of the MTA Business Service Center 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).

Agency Reports on Fare Evasion

Fare Evasion statistics to be reported by Agency Representatives.

**April 2020**

*Action Item:*

MTA Annual Investment Report

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

*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.

DRAFT MTA Financial Statements for the Twelve-Months Ended, December 2019

Included for information is a copy of the Independent Accountant's Audit Report of MTA Financial Statements for the Twelve-Months ended, December 31, 2019.

Agency Reports on Fare Evasion

Fare Evasion statistics to be reported by Agency Representatives.

## **May 2020**

*Other:*

### **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 MTA Labor Division, 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 2018 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.

### **Agency Reports on Fare Evasion**

Fare Evasion statistics to be reported by Agency Representatives.

## **June 2020**

*Action Item:*

### **PWEF Assessment**

The MTA Division of Management and Budget, assisted by MTA Capital Program Management, 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.

*Other:*

### **IT Transformation**

IT Management will present progress made to date to promote IT Transformation. A general organizational overview will be provided and an outline of key milestones and project deliverables will be shared. Initiatives that have made IT more resilient will also be discussed.

### **Update on Procurement Consolidation**

Procurement Management will present progress made to date to promote Non-Core Procurement Consolidation. A general organizational overview will be provided and an outline of key milestones and project deliverables will be shared.

DRAFT MTA Financial Statements for the Three-Months Ended, March 2020

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the Three-Months ended, March 31, 2020.

Agency Reports on Fare Evasion

Fare Evasion statistics to be reported by Agency Representatives.

**July 2020**

2021 Preliminary Budget/July Financial Plan 2021-2024 (JOINT Session with MTA Board)

The Chief Financial Officer and MTA Budget Division will present an updated forecast for 2019, a Preliminary Budget for 2020, and a Financial Plan for 2020-2023.

*Other:*

Agency Reports on Fare Evasion

Fare Evasion statistics to be reported by Agency Representatives.

**September 2020**

2021 Preliminary Budget/July Financial Plan 2021-2024

Public comment will be accepted on the 2021 Preliminary Budget.

*Action Item:*

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

The MTA Office of Grant 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.

*Other:*

DRAFT MTA Financial Statements for the Six-Months Ended, June 2020

Included for information is a copy of the Independent Accountant's Review Report of MTA Financial Statements for the Six-Months ended, June 30, 2020.

Agency Reports on Fare Evasion

Fare Evasion statistics to be reported by Agency Representatives.

# FinanceWatch

September 23, 2019

## Financing Activity

### **\$422,430,000 MTA Transportation Revenue Green Bonds, Series 2019C**

On August 14, 2019, MTA issued \$422.430 million of Transportation Revenue Green Bonds, Series 2019C (Climate Bond Certified). Proceeds from the transaction were used to retire the existing outstanding MTA Transportation Revenue Bond Anticipation Notes, Series 2018A. The Series 2019C bonds were issued through a competitive bidding process. The winning bids were provided by J.P. Morgan and Bank of America Merrill Lynch. The Series 2019C bonds were issued as fixed rate tax-exempt bonds with an all-in True Interest Cost of 3.387% and a final maturity of November 15, 2049.

Nixon Peabody LLP and D. Seaton and Associates served as co-bond counsel and Public Resources Advisory Group and Rockfleet Financial Services, Inc. served as co-financial advisors.

#### Transaction Summary Statistics

	<u>Series 2019C</u>
<i>Par Amount:</i>	<i>\$422.430 million</i>
<i>Premium:</i>	<i>\$80.355 million</i>
<i>All-in TIC:</i>	<i>3.387%</i>
<i>Average Coupon:</i>	<i>4.46%</i>
<i>Average Life:</i>	<i>25.29 years</i>
<i>Final Maturity:</i>	<i>11/15/2049</i>
<i>State Bond Issuance Fee:</i>	<i>\$0<sup>(1)</sup></i>
<i>Underwriter's Discount:</i>	<i>\$1.61 (\$678,778)</i>
<i>Cost of Issuance:</i>	<i>\$1.36 (\$575,750)</i>
<i>Ratings (Moody's/S&amp;P/Fitch/Kroll):</i>	<i>A1/A/AA-/AA+</i>

<sup>(1)</sup> MTA received a waiver from making this payment from the State Division of the Budget.

### **\$1,200,000,000 MTA Transportation Revenue Bond Anticipation Notes, Series 2019D**

On September 6, 2019, MTA issued \$1,200.000 million of MTA Transportation Revenue Bond Anticipation Notes, Series 2019D to generate new money proceeds to finance existing approved transit and commuter projects, \$200.000 million of which is related to the State funding commitment for the 2015-2019 Capital Program. The Series 2019D Notes were priced through a competitive method of sale. The Series 2019D Notes were issued as fixed rate tax-exempt notes with a final maturity of September 1, 2022. The Series 2019D Notes were issued as \$1,000 million Subseries 2019D-1 and \$200 million Subseries 2019D-2 with an all-in True Interest Cost of 1.328%. Nixon Peabody LLP and D. Seaton and Associates served as co-bond counsel, and Public Resources Advisory Group and Backstrom McCarley Berry & Co., LLC served as co-financial advisors.

On September 4, 2019, MTA held a competitive bidding process, where the following underwriters were awarded the following Subseries of MTA Transportation Revenue Bond Anticipation Notes, Series 2019D:

<u>Underwriter</u>	<u>Subseries</u>	<u>Par (\$ mil)</u>	<u>All-In TIC (%)</u>	<u>Maturity</u>
BofA Merrill Lynch	2019D-1	400	1.332	9/1/2022
Citigroup	2019D-1	200	1.331	9/1/2022
Bank of New York	2019D-1	100	1.332	9/1/2022
J.P. Morgan	2019D-1	100	1.322	9/1/2022
Morgan Stanley	2019D-1	100	1.331	9/1/2022
Goldman Sachs	2019D-1	50	1.329	9/1/2022
UBS Financial Services	2019D-1	50	1.331	9/1/2022
J.P. Morgan	2019D-2	50	1.293	7/1/2020
Morgan Stanley	2019D-2	50	1.293	7/1/2020
RBC Capital Markets	2019D-2	50	1.293	7/1/2020
TD Securities	2019D-2	<u>50</u>	1.267	7/1/2020
	Total	<u>\$1,200</u>		

### **Fuel Hedging Program**

#### **\$5,263,356 Diesel Fuel Hedge**

On July 30, 2019, MTA executed a 2,788,533 gallon ultra-low sulfur diesel fuel hedge with Goldman, Sachs & Co./J. Aron at an all-in price of \$1.888/gallon. Three of MTA's existing approved commodity counterparties participated in bidding on the transaction: Goldman, Sachs & Co./ J. Aron; J.P. Morgan Ventures Energy Corporation; and Macquarie Group. The hedge covers the period from July 2020 through June 2021.

#### **\$5,057,323 Diesel Fuel Hedge**

On August 27, 2019, MTA executed a 2,842,790 gallon ultra-low sulfur diesel fuel hedge with Macquarie Group at an all-in price of \$1.779/gallon. Three of MTA's existing approved commodity counterparties participated in bidding on the transaction: Goldman, Sachs & Co./ J. Aron; J.P. Morgan Ventures Energy Corporation; and Macquarie Group. The hedge covers the period from August 2020 through July 2021.

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

**Debt Service**

**July 2019**

(\$ in millions)

	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance</b>	<b>% Var</b>	<b>Explanation</b>
<i>Dedicated Tax Fund:</i>					
NYC Transit	\$34.0	\$33.9	\$0.1		
Commuter Railroads	7.2	7.0	0.2		
<b><i>Dedicated Tax Fund Subtotal</i></b>	<b>\$41.3</b>	<b>\$41.0</b>	<b>\$0.3</b>	<b>0.7%</b>	
<i>MTA Transportation Revenue:</i>					
NYC Transit	\$82.5	\$83.0	(\$0.4)		
Commuter Railroads	55.0	55.6	(0.6)		
MTA Bus	2.0	0.2	1.8		
SIRTOA	0.3	0.1	0.2		
<b><i>MTA Transportation Revenue Subtotal</i></b>	<b>\$139.8</b>	<b>\$138.9</b>	<b>\$1.0</b>	<b>0.7%</b>	
<i>2 Broadway COPs:</i>					
NYC Transit	\$0.5	\$0.3	\$0.2		
Bridges & Tunnels	0.1	0.0	0.0		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.1	0.1	0.1		
<b><i>2 Broadway COPs Subtotal</i></b>	<b>\$0.7</b>	<b>\$0.4</b>	<b>\$0.3</b>	<b>43.3%</b>	Lower than budgeted variable rate.
<i>TBTA General Resolution (2):</i>					
NYC Transit	\$16.8	\$16.4	\$0.4		
Commuter Railroads	7.5	7.3	0.2		
Bridges & Tunnels	24.6	24.0	0.6		
<b><i>TBTA General Resolution Subtotal</i></b>	<b>\$48.9</b>	<b>\$47.7</b>	<b>\$1.2</b>	<b>2.5%</b>	Timing of debt service deposits.
<i>TBTA Subordinate (2):</i>					
NYC Transit	\$4.7	\$4.7	\$0.0		
Commuter Railroads	2.2	2.2	0.0		
Bridges & Tunnels	1.7	1.7	0.0		
<b><i>TBTA Subordinate Subtotal</i></b>	<b>\$8.6</b>	<b>\$8.6</b>	<b>\$0.0</b>	<b>0.0%</b>	
<b>Total Debt Service</b>	<b>\$239.3</b>	<b>\$236.5</b>	<b>\$2.8</b>	<b>1.2%</b>	
<i>Debt Service by Agency:</i>					
NYC Transit	\$138.5	\$138.3	\$0.3		
Commuter Railroads	72.1	72.2	(0.1)		
MTA Bus	2.0	0.2	1.8		
SIRTOA	0.3	0.1	0.2		
Bridges & Tunnels	26.4	25.7	0.6		
MTAHQ	0.0	0.0	0.0		
<b>Total Debt Service</b>	<b>\$239.3</b>	<b>\$236.5</b>	<b>\$2.8</b>	<b>1.2%</b>	

**Notes:**

(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.

(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.*

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

**Debt Service**  
**July 2019 Year-to-Date**  
(\$ in millions)

	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance</b>	<b>% Var</b>	<b>Explanation</b>
<i>Dedicated Tax Fund:</i>					
NYC Transit	\$207.8	\$210.0	(\$2.3)		
Commuter Railroads	42.9	44.3	(1.4)		
<b>Dedicated Tax Fund Subtotal</b>	<b>\$250.7</b>	<b>\$254.3</b>	<b>(\$3.6)</b>	<b>-1.5%</b>	
<i>MTA Transportation Revenue:</i>					
NYC Transit	\$556.2	\$544.1	\$12.1		
Commuter Railroads	373.1	358.0	15.1		
MTA Bus	10.6	4.7	5.9		
SIRTOA	1.4	0.5	0.8		
<b>MTA Transportation Revenue Subtotal</b>	<b>\$941.3</b>	<b>\$907.4</b>	<b>\$33.9</b>	<b>3.6%</b>	Timing of debt service deposits and lower than budgeted variable rates.
<i>2 Broadway COPs:</i>					
NYC Transit	\$2.8	\$1.8	\$0.9		
Bridges & Tunnels	0.4	0.3	0.1		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.8	0.6	0.3		
<b>2 Broadway COPs Subtotal</b>	<b>\$4.0</b>	<b>\$2.7</b>	<b>\$1.4</b>	<b>33.9%</b>	Lower than budgeted variable rate.
<i>TBTA General Resolution (2):</i>					
NYC Transit	\$118.3	\$114.9	\$3.5		
Commuter Railroads	53.1	51.6	1.6		
Bridges & Tunnels	160.8	160.0	0.8		
<b>TBTA General Resolution Subtotal</b>	<b>\$332.3</b>	<b>\$326.4</b>	<b>\$5.9</b>	<b>1.8%</b>	Timing of debt service deposits and lower than budgeted variable rates.
<i>TBTA Subordinate (2):</i>					
NYC Transit	\$33.2	\$33.1	\$0.1		
Commuter Railroads	16.1	16.0	0.1		
Bridges & Tunnels	10.5	10.4	0.0		
<b>TBTA Subordinate Subtotal</b>	<b>\$59.8</b>	<b>\$59.6</b>	<b>\$0.2</b>	<b>0.3%</b>	
<b>Total Debt Service</b>	<b>\$1,588.1</b>	<b>\$1,550.4</b>	<b>\$37.7</b>	<b>2.4%</b>	
<i>Debt Service by Agency:</i>					
NYC Transit	\$918.2	\$903.9	\$14.3		
Commuter Railroads	486.1	470.5	15.7		
MTA Bus	10.6	4.7	5.9		
SIRTOA	1.4	0.5	0.8		
Bridges & Tunnels	171.7	170.7	1.0		
MTAHQ	0.0	0.0	0.0		
<b>Total Debt Service</b>	<b>\$1,588.1</b>	<b>\$1,550.4</b>	<b>\$37.7</b>	<b>2.4%</b>	

**Notes:**

(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.

(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.



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

**Debt Service**

**August 2019**

(\$ in millions)

	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance</b>	<b>% Var</b>	<b>Explanation</b>
<i>Dedicated Tax Fund:</i>					
NYC Transit	\$34.0	\$28.9	\$5.1		
Commuter Railroads	7.2	6.0	1.2		
<b><i>Dedicated Tax Fund Subtotal</i></b>	<b>\$41.3</b>	<b>\$34.9</b>	<b>\$6.3</b>	<b>15.3%</b>	Timing of debt service deposits.
<i>MTA Transportation Revenue:</i>					
NYC Transit	\$82.6	\$100.1	(\$17.6)		
Commuter Railroads	55.5	67.3	(11.8)		
MTA Bus	2.0	0.2	1.8		
SIRTOA	0.3	0.1	0.3		
<b><i>MTA Transportation Revenue Subtotal</i></b>	<b>\$140.4</b>	<b>\$167.7</b>	<b>(\$27.3)</b>	<b>-19.4%</b>	Timing of debt service deposits.
<i>2 Broadway COPs:</i>					
NYC Transit	\$0.5	\$0.3	\$0.2		
Bridges & Tunnels	0.1	0.0	0.0		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.1	0.1	0.1		
<b><i>2 Broadway COPs Subtotal</i></b>	<b>\$0.7</b>	<b>\$0.4</b>	<b>\$0.3</b>	<b>47.3%</b>	Lower than budgeted variable rate.
<i>TBTA General Resolution (2):</i>					
NYC Transit	\$16.8	\$16.0	\$0.8		
Commuter Railroads	7.5	7.2	0.3		
Bridges & Tunnels	24.6	23.5	1.1		
<b><i>TBTA General Resolution Subtotal</i></b>	<b>\$48.9</b>	<b>\$46.6</b>	<b>\$2.3</b>	<b>4.6%</b>	Lower than budgeted variable rate.
<i>TBTA Subordinate (2):</i>					
NYC Transit	\$4.7	\$4.7	\$0.0		
Commuter Railroads	2.2	2.1	0.0		
Bridges & Tunnels	1.7	1.7	0.0		
<b><i>TBTA Subordinate Subtotal</i></b>	<b>\$8.6</b>	<b>\$8.5</b>	<b>\$0.0</b>	<b>0.2%</b>	
<b>Total Debt Service</b>	<b>\$239.9</b>	<b>\$258.2</b>	<b>(\$18.4)</b>	<b>-7.7%</b>	
<i>Debt Service by Agency:</i>					
NYC Transit	\$138.6	\$150.0	(\$11.5)		
Commuter Railroads	72.6	82.7	(10.1)		
MTA Bus	2.0	0.2	1.8		
SIRTOA	0.3	0.1	0.3		
Bridges & Tunnels	26.4	25.2	1.2		
MTAHQ	0.0	0.0	0.0		
<b>Total Debt Service</b>	<b>\$239.9</b>	<b>\$258.2</b>	<b>(\$18.4)</b>	<b>-7.7%</b>	

**Notes:**

(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.

(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.

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

**Debt Service**  
**August 2019 Year-to-Date**  
(\$ in millions)

	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance</b>	<b>% Var</b>	<b>Explanation</b>
<i>Dedicated Tax Fund:</i>					
NYC Transit	\$241.8	\$239.0	\$2.8		
Commuter Railroads	50.2	50.3	(0.1)		
<b>Dedicated Tax Fund Subtotal</b>	<b>\$292.0</b>	<b>\$289.3</b>	<b>\$2.7</b>	<b>0.9%</b>	
<i>MTA Transportation Revenue:</i>					
NYC Transit	\$638.8	\$644.3	(\$5.5)		
Commuter Railroads	428.6	425.3	3.4		
MTA Bus	12.6	4.9	7.7		
SIRTOA	1.7	0.6	1.1		
<b>MTA Transportation Revenue Subtotal</b>	<b>\$1,081.7</b>	<b>\$1,075.1</b>	<b>\$6.6</b>	<b>0.6%</b>	
<i>2 Broadway COPs:</i>					
NYC Transit	\$3.2	\$2.1	\$1.2		
Bridges & Tunnels	0.5	0.3	0.2		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	1.0	0.6	0.4		
<b>2 Broadway COPs Subtotal</b>	<b>\$4.7</b>	<b>\$3.0</b>	<b>\$1.7</b>	<b>35.9%</b>	Lower than budgeted variable rate.
<i>TBTA General Resolution (2):</i>					
NYC Transit	\$135.1	\$130.9	\$4.3		
Commuter Railroads	60.7	58.8	1.9		
Bridges & Tunnels	185.4	183.4	2.0		
<b>TBTA General Resolution Subtotal</b>	<b>\$381.2</b>	<b>\$373.1</b>	<b>\$8.1</b>	<b>2.1%</b>	Timing of debt service deposits and lower than budgeted variable rates.
<i>TBTA Subordinate (2):</i>					
NYC Transit	\$37.9	\$37.8	\$0.1		
Commuter Railroads	18.3	18.2	0.1		
Bridges & Tunnels	12.2	12.1	0.0		
<b>TBTA Subordinate Subtotal</b>	<b>\$68.3</b>	<b>\$68.1</b>	<b>\$0.2</b>	<b>0.3%</b>	
<b>Total Debt Service</b>	<b>\$1,827.9</b>	<b>\$1,808.6</b>	<b>\$19.3</b>	<b>1.1%</b>	
<i>Debt Service by Agency:</i>					
NYC Transit	\$1,056.8	\$1,054.0	\$2.8		
Commuter Railroads	558.7	553.2	5.5		
MTA Bus	12.6	4.9	7.7		
SIRTOA	1.7	0.6	1.1		
Bridges & Tunnels	198.1	195.9	2.2		
MTAHQ	0.0	0.0	0.0		
<b>Total Debt Service</b>	<b>\$1,827.9</b>	<b>\$1,808.6</b>	<b>\$19.3</b>	<b>1.1%</b>	

**Notes:**

(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.

(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.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**VARIABLE RATE: WEEKLY MODE**  
**RATE RESETS REPORT (Trailing 6-Weeks)**

Issue		TRB 2005E-1		TRB 2005E-2		TRB 2005E-3		TRB 2002G-1g	
Remarketing Agent		PNC Capital		BofA Merrill		PNC Capital		Goldman	
Liquidity Provider		PNC		BofA Merrill		PNC		TD Bank	
Liquidity/Insurer		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		95.18		71.39		71.39		42.55	
Swap Notional (\$m)		57.11		42.83		42.83		38.25	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
7/24/2019	1.40%	1.40%	0.00%	1.39%	-0.01%	1.40%	0.00%	1.23%	-0.17%
7/31/2019	1.40%	1.37%	-0.03%	1.37%	-0.03%	1.37%	-0.03%	1.36%	-0.04%
8/7/2019	1.32%	1.32%	0.00%	1.28%	-0.04%	1.32%	0.00%	1.36%	0.04%
8/14/2019	1.35%	1.37%	0.02%	1.30%	-0.05%	1.37%	0.02%	1.27%	-0.08%
8/21/2019	1.36%	1.37%	0.01%	1.34%	-0.02%	1.37%	0.01%	1.31%	-0.05%
8/28/2019	1.35%	1.36%	0.01%	1.33%	-0.02%	1.36%	0.01%	1.31%	-0.04%

**Transportation Revenue Bonds**

**Dedicated Tax Fund Bonds**

Issue		TRB 2012A-2		TRB 2012G-2		TRB 2015E-4		DTF 2002B-1	
Remarketing Agent		Clarity		TD Securities		PNC Capital		US Bank	
Liquidity Provider		Bank of Montreal		TD Bank		PNC		Tokyo Mitsubishi	
Liquidity/Insurer		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		50.00		125.00		70.35		150.00	
Swap Notional (\$m)		None		125.00		None		None	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
7/24/2019	1.40%	1.53%	0.13%	1.39%	-0.01%	1.40%	0.00%	1.40%	0.00%
7/31/2019	1.40%	1.50%	0.10%	1.39%	-0.01%	1.37%	-0.03%	1.39%	-0.01%
8/7/2019	1.32%	1.45%	0.13%	1.31%	-0.01%	1.32%	0.00%	1.31%	-0.01%
8/14/2019	1.35%	1.49%	0.14%	1.30%	-0.05%	1.37%	0.02%	1.33%	-0.02%
8/21/2019	1.36%	1.45%	0.08%	1.34%	-0.02%	1.37%	0.01%	1.34%	-0.02%
8/28/2019	1.35%	1.38%	0.03%	1.33%	-0.02%	1.36%	0.01%	1.34%	-0.01%

**TBTA General Revenue Bonds**

Issue		TBTA 2005A		TBTA 2018E	
Remarketing Agent		TD Securities		BofA Merrill	
Liquidity Provider		TD Bank		BofA Merrill	
Liquidity/Insurer		LoC		LoC (Taxable)	
Par Outstanding (\$m)		110.71		148.47	
Swap Notional (\$m)		22.65		None	
Outstanding (\$m)	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
7/23/2019	1.40%	1.45%	0.05%	2.34%	0.94%
7/30/2019	1.40%	1.50%	0.10%	2.23%	0.83%
8/6/2019	1.32%	1.30%	-0.02%	2.21%	0.89%
8/13/2019	1.35%	1.32%	-0.03%	2.16%	0.81%
8/20/2019	1.36%	1.32%	-0.04%	2.13%	0.77%
8/27/2019	1.35%	1.35%	0.00%	2.10%	0.75%

Report Date 8/30/2019

**METROPOLITAN TRANSPORTATION AUTHORITY  
VARIABLE RATE: FLOATING RATE NOTES (SIFMA)  
RATE RESETS REPORT (Trailing 6-Weeks)**

**Transportation Revenue Bonds**

Issue		TRB 2012A-3		TRB 2014D-2		TRB 2015A-2	
Remarketing Agent		N/A		N/A		N/A	
Initial Purchase Date		03/01/22		11/15/2022		6/1/2020	
Liquidity/Insurer		None		None		None	
Par Outstanding (\$m)		50.00		165.00		250.00	
Swap Notional (\$m)		None		None		None	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
7/24/2019	1.40%	1.90%	0.50%	1.85%	0.45%	1.98%	0.58%
7/31/2019	1.40%	1.90%	0.50%	1.85%	0.45%	1.98%	0.58%
8/7/2019	1.32%	1.82%	0.50%	1.77%	0.45%	1.90%	0.58%
8/14/2019	1.35%	1.85%	0.50%	1.80%	0.45%	1.93%	0.58%
8/21/2019	1.36%	1.86%	0.50%	1.81%	0.45%	1.94%	0.58%
8/28/2019	1.35%	1.85%	0.50%	1.80%	0.45%	1.93%	0.58%

**Dedicated Tax Fund Bonds**

Issue		DTF 2002B-3c		DTF 2002B-3d	
Remarketing Agent		N/A		N/A	
Initial Purchase Date		11/01/19		11/01/20	
Liquidity/Insurer		None		None	
Par Outstanding (\$m)		50.70		15.90	
Swap Notional (\$m)		None		None	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
7/24/2019	1.40%	2.35%	0.95%	2.40%	1.00%
7/31/2019	1.40%	2.35%	0.95%	2.40%	1.00%
8/7/2019	1.32%	2.27%	0.95%	2.32%	1.00%
8/14/2019	1.35%	2.30%	0.95%	2.35%	1.00%
8/21/2019	1.36%	2.31%	0.95%	2.36%	1.00%
8/28/2019	1.35%	2.30%	0.95%	2.35%	1.00%

Issue		DTF 2008A-2a		DTF 2008A-2b		DTF 2008B-3c	
Remarketing Agent		N/A		N/A		N/A	
Initial Purchase Date		06/01/22		11/01/19		11/01/19	
Liquidity/Insurer		None		None		None	
Par Outstanding (\$m)		81.37		84.86		44.74	
Swap Notional (\$m)		79.96		83.47		None	
Date	SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA	Rate	Spread to SIFMA
7/24/2019	1.40%	1.85%	0.45%	1.98%	0.58%	1.85%	0.45%
7/31/2019	1.40%	1.85%	0.45%	1.98%	0.58%	1.85%	0.45%
8/7/2019	1.32%	1.77%	0.45%	1.90%	0.58%	1.77%	0.45%
8/14/2019	1.35%	1.80%	0.45%	1.93%	0.58%	1.80%	0.45%
8/21/2019	1.36%	1.81%	0.45%	1.94%	0.58%	1.81%	0.45%
8/28/2019	1.35%	1.80%	0.45%	1.93%	0.58%	1.80%	0.45%

Report Date 8/30/2019

**METROPOLITAN TRANSPORTATION AUTHORITY  
VARIABLE RATE: FLOATING RATE NOTES (LIBOR)  
RATE RESETS REPORT (Trailing 6-Weeks)**

**Transportation Revenue Bonds**

Issue		TRB 2002D-2a-1		TRB 2002D-2a-2		TRB 2002D-2b	
Remarketing Agent		N/A		N/A		N/A	
Initial Purchase Date		4/6/2020		4/6/2021		4/1/2021	
Liquidity/Insurer		None		None		None	
Par Outstanding (\$m)		50.00		50.00		100.00	
Swap Notional (\$m)		50.00		50.00		100.00	
Date	69% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
7/24/2019	1.66%	2.23%	0.57%	2.34%	0.68%	1.96%	0.30%
7/31/2019	1.54%	2.11%	0.57%	2.22%	0.68%	1.84%	0.30%
8/7/2019	1.54%	2.11%	0.57%	2.22%	0.68%	1.84%	0.30%
8/14/2019	1.54%	2.11%	0.57%	2.22%	0.68%	1.84%	0.30%
8/21/2019	1.54%	2.11%	0.57%	2.22%	0.68%	1.84%	0.30%
8/28/2019	1.54%	2.11%	0.57%	2.22%	0.68%	1.84%	0.30%

Issue		TRB 2002G-1f		TRB 2002G-1h		TRB 2005D-1		TRB 2011B	
Remarketing Agent		N/A		N/A		N/A		N/A	
Initial Purchase Date		7/1/2021		2/1/2022		7/1/2021		11/1/2022	
Liquidity/Insurer		None		None		None		None	
Par Outstanding (\$m)		38.27		56.89		137.18		99.56	
Swap Notional (\$m)		38.27		51.14		137.18		69.59	
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
7/24/2019	1.61%	2.26%	0.65%	2.43%	0.82%	2.26%	0.65%	2.16%	0.55%
7/31/2019	1.49%	2.14%	0.65%	2.31%	0.82%	2.14%	0.65%	2.04%	0.55%
8/7/2019	1.49%	2.14%	0.65%	2.31%	0.82%	2.14%	0.65%	2.04%	0.55%
8/14/2019	1.49%	2.14%	0.65%	2.31%	0.82%	2.14%	0.65%	2.04%	0.55%
8/21/2019	1.49%	2.14%	0.65%	2.31%	0.82%	2.14%	0.65%	2.04%	0.55%
8/28/2019	1.49%	2.14%	0.65%	2.31%	0.82%	2.14%	0.65%	2.04%	0.55%

Issue		TRB 2012G-1		TRB 2012G-3		TRB 2012G-4	
Remarketing Agent		N/A		N/A		N/A	
Initial Purchase Date		11/1/2019		2/1/2020		11/1/2022	
Liquidity/Insurer		None		None		None	
Par Outstanding (\$m)		84.45		75.00		72.70	
Swap Notional (\$m)		84.45		75.00		72.70	
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
7/24/2019	1.61%	1.91%	0.30%	2.31%	0.70%	2.16%	0.55%
7/31/2019	1.49%	1.79%	0.30%	2.19%	0.70%	2.04%	0.55%
8/7/2019	1.49%	1.79%	0.30%	2.19%	0.70%	2.04%	0.55%
8/14/2019	1.49%	1.79%	0.30%	2.19%	0.70%	2.04%	0.55%
8/21/2019	1.49%	1.79%	0.30%	2.19%	0.70%	2.04%	0.55%
8/28/2019	1.49%	1.79%	0.30%	2.19%	0.70%	2.04%	0.55%

**TBTA General Revenue Bonds**

Issue		TBTA 2005B-4a	
Remarketing Agent		N/A	
Initial Purchase Date		2/1/2021	
Liquidity/Insurer		None	
Par Outstanding (\$m)		107.80	
Swap Notional (\$m)		107.80	
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR
7/24/2019	1.61%	2.31%	0.70%
7/31/2019	1.49%	2.19%	0.70%
8/7/2019	1.49%	2.19%	0.70%
8/14/2019	1.49%	2.19%	0.70%
8/21/2019	1.49%	2.19%	0.70%
8/28/2019	1.49%	2.19%	0.70%

Issue		TBTA 2003B-2		TBTA 2008B-2	
Remarketing Agent		N/A		NA	
Initial Purchase Date		12/3/2019		11/15/2021	
Liquidity/Insurer		None		None	
Par Outstanding (\$m)		46.05		63.65	
Swap Notional (\$m)		18.75		None	
Date	67% of 1M LIBOR	Rate	Spread to 1M LIBOR	Rate	Spread to 1M LIBOR
7/24/2019	1.61%	1.96%	0.35%	2.11%	0.50%
7/31/2019	1.49%	1.84%	0.35%	1.99%	0.50%
8/7/2019	1.49%	1.84%	0.35%	1.99%	0.50%
8/14/2019	1.49%	1.84%	0.35%	1.99%	0.50%
8/21/2019	1.49%	1.84%	0.35%	1.99%	0.50%
8/28/2019	1.49%	1.84%	0.35%	1.99%	0.50%

Report Date 8/30/2019

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**VARIABLE RATE: DAILY MODE**  
**RATE RESETS REPORT (Trailing 10 Days)**

**Transportation Revenue Bonds**

**TBTA General Revenue Bonds**

Issue		TRB 2005D-2		TRB 2015E-1		TRB 2015E-3		TBTA 2001C		TBTA 2002F	
Dealer		Morgan Stanley		US Bancorp		BofA Merrill		Goldman		Citigroup	
Liquidity Provider		Helaba		US Bank		BofA Merrill		State Street		Citibank	
Type of Liquidity		LoC		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		95.18		72.43		154.85		107.28		163.00	
Swap Notional (\$m)		95.18		None		None		40.28		163.00	
Date	SIFMA	Spread to		Spread to		Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
8/22/2019	1.36%	1.34%	-0.02%	1.40%	0.04%	1.39%	0.03%	1.28%	-0.08%	1.36%	0.00%
8/23/2019	1.36%	1.36%	0.00%	1.44%	0.08%	1.45%	0.09%	1.33%	-0.03%	1.39%	0.03%
8/24/2019	1.36%	1.36%	0.00%	1.44%	0.08%	1.45%	0.09%	1.33%	-0.03%	1.39%	0.03%
8/25/2019	1.36%	1.36%	0.00%	1.44%	0.08%	1.45%	0.09%	1.33%	-0.03%	1.39%	0.03%
8/26/2019	1.36%	1.39%	0.03%	1.46%	0.10%	1.49%	0.13%	1.38%	0.02%	1.41%	0.05%
8/27/2019	1.36%	1.44%	0.08%	1.46%	0.10%	1.46%	0.10%	1.42%	0.06%	1.44%	0.08%
8/28/2019	1.35%	1.45%	0.10%	1.48%	0.13%	1.47%	0.12%	1.42%	0.07%	1.51%	0.16%
8/29/2019	1.35%	1.40%	0.05%	1.45%	0.10%	1.45%	0.10%	1.37%	0.02%	1.45%	0.10%
8/30/2019	1.35%	1.39%	0.04%	1.42%	0.07%	1.38%	0.03%	1.32%	-0.03%	1.30%	-0.05%
8/31/2019	1.35%	1.39%	0.04%	1.42%	0.07%	1.38%	0.03%	1.32%	-0.03%	1.30%	-0.05%

**TBTA General Revenue Bonds**

**Dedicated Tax Fund Bonds**

Issue		TBTA 2003B-1		TBTA 2005B-2		TBTA 2005B-3		TBTA 2005B-4c		DTF 2008A-1	
Dealer		BofA Merrill		Citigroup		Jefferies		US Bancorp		TD Securities	
Liquidity Provider		BofA Merrill		Citibank		State Street		US Bank		TD Bank	
Type of Liquidity		LoC		LoC		LoC		LoC		LoC	
Par Outstanding (\$m)		122.64		190.30		190.30		82.50		166.23	
Swap Notional (\$m)		122.64		190.30		190.30		82.50		163.43	
Date	SIFMA	Spread to		Spread to		Spread to		Spread to		Spread to	
		Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA	Rate	SIFMA
8/22/2019	1.36%	1.38%	0.02%	1.36%	0.00%	1.32%	-0.04%	1.40%	0.04%	1.37%	0.01%
8/23/2019	1.36%	1.44%	0.08%	1.39%	0.03%	1.44%	0.08%	1.44%	0.08%	1.40%	0.04%
8/24/2019	1.36%	1.44%	0.08%	1.39%	0.03%	1.44%	0.08%	1.44%	0.08%	1.40%	0.04%
8/25/2019	1.36%	1.44%	0.08%	1.39%	0.03%	1.44%	0.08%	1.44%	0.08%	1.40%	0.04%
8/26/2019	1.36%	1.48%	0.12%	1.41%	0.05%	1.45%	0.09%	1.46%	0.10%	1.43%	0.07%
8/27/2019	1.36%	1.45%	0.09%	1.44%	0.08%	1.44%	0.08%	1.46%	0.10%	1.44%	0.08%
8/28/2019	1.35%	1.46%	0.11%	1.50%	0.15%	1.44%	0.09%	1.48%	0.13%	1.45%	0.10%
8/29/2019	1.35%	1.44%	0.09%	1.43%	0.08%	1.40%	0.05%	1.45%	0.10%	1.45%	0.10%
8/30/2019	1.35%	1.37%	0.02%	1.30%	-0.05%	1.39%	0.04%	1.42%	0.07%	1.39%	0.04%
8/31/2019	1.35%	1.37%	0.02%	1.30%	-0.05%	1.39%	0.04%	1.42%	0.07%	1.39%	0.04%

Report Date 8/31/2019

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**VARIABLE RATE: TERM RATE MODE (SOFR)**  
**RATE RESETS REPORT (Trailing 10 Days)**

**TBTA General Revenue Bonds**

Issue		TBTA 2001B		TBTA 2018D	
Dealer		U.S. Bank		U.S. Bank	
Liquidity Provider		None		None	
Type of Liquidity		FRN		FRN	
Par Outstanding (\$m)		107.28		125.00	
Swap Notional (\$m)		None		None	
Date	67% of SOFR	Spread to		Spread to	
		Rate	SOFR	Rate	SIFMA
8/22/2019	1.43%	1.86%	0.43%	1.93%	0.50%
8/23/2019	1.41%	1.84%	0.43%	1.91%	0.50%
8/24/2019	1.41%	1.84%	0.43%	1.91%	0.50%
8/25/2019	1.41%	1.84%	0.43%	1.91%	0.50%
8/26/2019	1.40%	1.83%	0.43%	1.90%	0.50%
8/27/2019	1.41%	1.84%	0.43%	1.91%	0.50%
8/28/2019	1.41%	1.84%	0.43%	1.91%	0.50%
8/29/2019	1.44%	1.87%	0.43%	1.94%	0.50%
8/30/2019	1.42%	1.85%	0.43%	1.92%	0.50%
8/31/2019	1.42%	1.85%	0.43%	1.92%	0.50%

Report Date 8/31/2019

## MTA DEBT OUTSTANDING (\$ in Millions)

9/6/2019

## Type of Credit

Underlying Ratings  
(Moody's / S&P / Fitch / Kroll)MTA Transportation  
Revenue Bonds  
(A1/A/AA-/AA+)

## 2015X-1 (RRIF LOAN - PTC)

## 2015X-2 (RRIF LOAN - PTC)

TBTA General  
Revenue Bonds  
(Aa3/AA-/AA-/AA)

Type of Credit	Series	BPA Sale Date	Series Original Final Maturity	Principal Iss. Amount	Outstanding			Total Outstanding	TIC <sup>1</sup>	Notes
					Fixed Amount	Variable Amount	Synthetic Fixed Amount			
MTA Transportation Revenue Bonds (A1/A/AA-/AA+)	2002D	5/30/02	11/1/2032	400.000	174.725	-	200.000	374.725	4.36	
	2002G	11/20/02	11/1/2026	400.000	-	14.930	112.730	127.660	3.91	
	2003A	5/14/03	11/15/2032	475.340	86.330	-	-	86.330	4.49	
	2003B	8/13/03	11/15/2032	751.765	71.080	-	-	71.080	5.10	
	2005B	7/1/05	11/15/2035	750.000	143.735	-	-	143.735	4.80	
	2005D	11/2/05	11/1/2035	250.000	-	-	228.650	228.650	4.39	
	2005E	11/2/05	11/1/2035	250.000	-	91.465	137.210	228.675	3.27	
	2005G	12/7/05	11/1/2026	250.000	40.235	-	-	40.235	4.34	
	2006B	12/20/06	11/15/2036	717.730	72.645	-	-	72.645	4.52	
	2008B	2/21/08	11/15/2030	487.530	226.590	-	-	226.590	3.11	
	2009A	10/15/09	11/15/2039	502.320	391.705	-	-	391.705	3.79	
	2010A	1/13/10	11/15/2039	363.945	363.945	-	-	363.945	4.44	
	2010B	2/11/10	11/15/2039	656.975	598.395	-	-	598.395	4.29	
	2010C	7/7/10	11/15/2040	510.485	434.555	-	-	434.555	4.27	
	2010D	12/7/10	11/15/2040	754.305	34.285	-	-	34.285	5.15	
	2010E	12/29/10	11/15/2040	750.000	750.000	-	-	750.000	4.57	
	2011A	7/20/11	11/15/2046	400.440	19.820	-	-	19.820	4.95	
	2011B	9/14/11	11/1/2041	99.560	-	15.040	84.520	99.560	3.52	
	2011C	11/10/11	11/15/2028	197.950	117.960	-	-	117.960	3.99	
	2011D	12/7/11	11/15/2046	480.165	44.360	-	-	44.360	4.57	
	2012A	3/15/12	11/15/2042	150.000	50.000	100.000	-	150.000	2.04	
	2012B	3/15/12	11/15/2039	250.000	196.840	-	-	196.840	3.85	
	2012C	5/3/12	11/15/2047	727.430	400.290	-	-	400.290	4.22	
	2012D	8/20/12	11/15/2032	1,263.365	818.540	-	-	818.540	3.51	
	2012E	7/20/12	11/15/2042	650.000	300.500	-	-	300.500	3.91	
	2012F	9/28/12	11/15/2030	1,268.445	924.690	-	-	924.690	3.17	
	2012G	11/13/12	11/1/2032	359.450	-	-	356.775	356.775	4.11	
	2012H	11/15/12	11/15/2042	350.000	213.800	-	-	213.800	3.70	
	2013A	1/24/13	11/15/2043	500.000	282.085	-	-	282.085	3.79	
	2013B	4/2/13	11/15/2043	500.000	300.900	-	-	300.900	4.08	
	2013C	6/11/13	11/15/2043	500.000	303.895	-	-	303.895	4.25	
	2013D	7/11/13	11/15/2043	333.790	196.065	-	-	196.065	4.63	
	2013E	11/15/13	11/15/2043	500.000	333.350	-	-	333.350	4.64	
	2014A	2/28/14	11/15/2044	400.000	210.295	-	-	210.295	4.31	
	2014B	4/17/14	11/15/2044	500.000	397.545	-	-	397.545	4.38	
	2014C	6/26/14	11/15/2036	500.000	332.065	-	-	332.065	3.32	
	2014D	11/4/14	11/15/2044	500.000	295.455	165.000	-	460.455	3.15	
	2015A	1/22/15	11/15/2045	850.000	541.315	250.000	-	791.315	2.99	
	2015B	3/19/2015	11/15/2055	275.055	257.730	-	-	257.730	4.29	
	2015C	8/18/2015	11/15/2035	550.000	550.000	-	-	550.000	3.68	
	2015D	9/17/2015	11/15/2035	407.695	407.695	-	-	407.695	3.61	
	2015E	9/10/2015	11/15/2050	650.000	-	496.190	-	496.190	1.41	
	2015F	12/17/2015	11/15/2036	330.430	309.655	-	-	309.655	3.21	
	2016A	2/25/2016	11/15/2056	782.520	747.850	-	-	747.850	3.54	
	2016B	6/30/2016	11/15/2037	673.990	654.705	-	-	654.705	2.90	
	2016C	7/28/2016	11/15/2056	863.860	854.015	-	-	854.015	3.52	
2015X-1 (RRIF LOAN - PTC)	2016D	9/20/2016	11/15/2037	146.472	140.669	-	-	140.669	2.38	
	2016D	10/26/2016	11/15/2035	645.655	600.725	-	-	600.725	2.87	
	2017A	3/16/2017	11/15/2057	325.585	322.105	-	-	322.105	3.78	
	2017B	9/28/2017	11/15/2028	662.025	662.025	-	-	662.025	1.98	
2015X-2 (RRIF LOAN - PTC)	2017C	12/14/2017	11/15/2040	2,021.462	2,172.935	-	-	2,172.935	3.12	
	2017D	12/21/2017	11/15/2047	643.095	643.095	-	-	643.095	3.51	
	2018A BANS	1/23/2018	8/15/2019	500.000	-	-	-	-	0.00	
	2018A	1/23/2018	11/15/2048	472.310	472.310	-	-	472.310	1.91	
2015X-2 (RRIF LOAN - PTC)	2018B BANS	6/19/2018	5/15/2021	1,600.000	1,600.000	-	-	1,600.000	1.95	
	2018B	8/23/2018	11/15/2028	207.220	207.220	-	-	207.220	2.71	
	2018C BANS	10/10/2018	9/1/2021	900.000	900.000	-	-	900.000	2.29	
	2019A	2/6/2019	11/15/2048	454.150	454.150	-	-	454.150	4.16	
2015X-2 (RRIF LOAN - PTC)	2019A BANS	2/6/2019	2/3/2020	750.000	750.000	-	-	750.000	2.07	
	2019B	5/1/2019	11/15/2037	300.000	300.000	-	-	300.000	2.38	
	2019B	5/14/2019	11/15/2052	177.185	177.185	-	-	177.185	3.83	
	2019B BANS	5/22/2019	5/15/2022	1,200.000	1,200.000	-	-	1,200.000	1.67	
2015X-2 (RRIF LOAN - PTC)	2019C BANS	7/12/2019	7/1/2020	300.000	300.000	-	-	300.000	1.49	
	2019C	8/14/2019	11/15/2049	422.430	422.430	-	-	422.430	3.39	
	2019D BANS	9/6/2019	9/1/2022	1,200.000	1,200.000	-	-	1,200.000	1.33	
	Total			37,012.129	25,974.494	1,132.625	1,119.885	28,227.004	3.15	
TBTA General Revenue Bonds (Aa3/AA-/AA-/AA)	2001B	12/19/01	1/1/2032	148.200	-	101.475	-	101.475	1.82	
	2001C	12/1/01	1/1/2032	148.200	-	80.200	21.275	101.475	2.54	
	2002F	11/13/02	11/1/2032	246.480	-	-	162.995	162.995	3.58	
	2003B	12/10/03	1/1/2033	250.000	-	136.185	26.305	162.490	2.04	
	2005A	5/11/05	11/1/2035	150.000	-	83.845	22.650	106.495	2.43	
	2005B	7/7/05	1/1/2032	800.000	-	-	567.900	567.900	3.93	
	2008B	3/27/08	11/15/2038	252.230	103.120	63.650	-	166.770	3.34	
									WATIC	



**9/6/2019**

## Notes

Any Unhedged Variable Rate Bonds that have been fixed to maturity are carried at the new Fixed Rate TIC. Synthetic Fixed Rate TICs include average swap rates plus current variable rate fees and estimated basis adjustments for life of swap. Synthetic Fixed Rate TICs do not include benefit of any upfront payments received by MTA. Variable Rate TICs include average remarketed plus current variable rate fees.

(2) Assumes that no fee purchase options are exercised thru maturity. If all of the fee purchase options are exercised within 10 years, the All-in TIC would be 2.74%.

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# Staff Summary

Page 1 of 3

<b>Subject</b>
Payroll Mobility Tax Obligation Resolution for Submission to the Capital Program Review Board
<b>Department</b>
Finance
<b>Department Head Name</b>
Robert E. Foran, Chief Financial Officer
<b>Department Head Signature</b>
<i>[Signature]</i>
<b>Project Manager/Division Head</b>
Patrick J. McCoy, Director, Finance <i>PM</i>

<b>Date</b>
September 25, 2019
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance	9/23			
2	Board	9/25			

Internal Approvals			
Order	Approval	Order	Approval
3	Chairman <i>[Signature]</i>		Civil Rights
2	Chief of Staff <i>[Signature]</i>	1	Legal <i>[Signature]</i>
	Chief Financial Officer		Administration
	Procurement		Other

## Purpose:

To obtain Finance Committee and TBTA Board approval of the annexed resolution authorizing the submission of the PROPOSED Payroll Mobility Tax Obligation Resolution, Standard Resolution Provisions for Payroll Mobility Tax Obligations and Supplemental Standard Resolution Provisions for Payroll Mobility Tax Second Lien Obligations (collectively, the "PMT Obligation Resolution") to the Metropolitan Transportation Authority Capital Program Review Board ("CPRB") for approval. Upon approval by the CPRB, a complete and final set of PMT Obligation Resolution Documents will be resubmitted to the Finance Committee and the TBTA Board for formal adoption.

## Discussion and Background:

On May 7, 2009, legislation was enacted in New York State providing additional sources of revenues in the form of taxes, fees and surcharges to address the financial needs of the MTA (the "May 2009 Legislation"). The law (Chapter 25 of the Laws of 2009) among other things:

- (1) imposed a payroll mobility tax (the "Payroll Mobility Tax") of 0.34 percent on payroll expenses and net earnings from self-employment within the MTA Commuter Transportation District ("MCTD") (effective as of March 1, 2009, except school districts, effective September 1, 2009) (the "Payroll Mobility Tax Revenues");
- (2) imposed a supplemental fee of one dollar for each six-month period of validity of a learner's permit or a driver's license issued to a person residing in the MCTD (effective September 1, 2009);
- (3) imposed a supplemental fee of twenty-five dollars per year on the registration and renewals of registrants of motor vehicles who reside within the MCTD (effective September 1, 2009);
- (4) imposed on taxicab owners a tax of fifty cents per ride on taxicab rides originating in New York City and terminating within the MCTD (effective November 1, 2009); and

- (5) imposed a supplemental tax of five percent of the cost of rentals of automobiles rented within the MCTD (effective June 1, 2009), which was increased to six percent effective June 1, 2019.

The new revenues described in bullets (2) through (5) above, comprised of the supplemental fee on learner's permits and driver's licenses, supplemental fees on the registration and renewal of motor vehicles, the taxicab surcharge, and the supplemental tax on auto rentals, are collectively referred to as the "Aid Trust Account Revenues".

Chapter 25 of the Laws of 2009 provided that the Payroll Mobility Tax Revenues may be: (i) pledged by MTA to secure and be applied to the payment of bonds to be issued in the future to fund capital projects of MTA, its subsidiaries, and MTA New York City Transit and its subsidiary and (ii) used by MTA to pay capital costs, including debt service, of MTA, its subsidiaries and MTA New York City Transit and its subsidiary. Subject to the provisions of any such pledge, or in the event there is no such pledge, the Payroll Mobility Tax Revenues may be used by MTA to pay for costs, including operating costs, of MTA, its subsidiaries and MTA New York City Transit and its subsidiary.

Chapter 25 of the Laws of 2009 further provided that the Aid Trust Account Revenues may be pledged by MTA or pledged to MTA Bridges and Tunnels to secure debt of MTA or MTA Bridges and Tunnels. Subject to the provisions of such pledge, or in the event there is no such pledge, the Aid Trust Account Revenues may be used by MTA for the payment of operating and capital costs of MTA, its subsidiaries and MTA New York City Transit and its subsidiary as MTA shall determine.

On December 9, 2011, Governor Cuomo signed into law legislation (the "December Legislation") that made changes to the Payroll Mobility Tax. These amendments to the May 2009 legislation eliminated or reduced the Payroll Mobility Tax imposed within the MCTD for certain taxpayers. The December Legislation further expressly provided that any reductions in transit aid attributable to these reductions in the payroll mobility tax "shall be offset through alternative sources that will be included in the state budget" (the "PMT Revenue Offset").

Since the December Legislation, there have been additional amendments to the Payroll Mobility Tax. Revenues from the Payroll Mobility Tax are not subject to appropriation, but are payable directly to MTA twice a month pursuant to an amendment in the 2015-2016 State Enacted Budget. The PMT Revenue Offset, however, is subject to appropriation. Beginning in State Fiscal Year 2019-2020, the Aid Trust Account Monies are no longer subject to appropriation, but will be paid on a quarterly basis to MTA.

MTA Finance staff, working with external Bond Counsel and its Financial Advisors, have drafted the annexed Payroll Mobility Tax Obligation Resolution, Standard Resolution Provisions for Payroll Mobility Tax Obligations and Supplemental Standard Resolution Provisions for Payroll Mobility Tax Second Lien Obligations which comprise the fundamental legal documents for the establishment of a new Payroll Mobility Tax Credit pledging all of the above described revenues, as well as providing for the ability to pledge additional revenues to secure Second Lien Obligations if needed. In order to finance transit and commuter projects in an approved MTA Capital Program, TBTA is required by Section 553(20) of the Public Authorities Law to submit such documentation to the CPRB for review and approval prior to the additional formal adoption thereafter by the TBTA Board.

## **Payroll Mobility Tax (PMT) Credit Highlights:**

- Senior and Subordinate Liens Revenue Pledge: Payroll Mobility Tax Revenues, PMT Revenue Offset, Aid Trust Account Revenues.
- Debt Service Set-Aside: Monthly 1/6<sup>th</sup> interest and 1/12<sup>th</sup> principal.
- Additional Bonds Test: 2.5x Senior Maximum Annual Debt Service and 1.75x aggregate Maximum Annual Debt Service.
- Resolution authorizes bonds solely for approved Capital Program Transit and Commuter Projects.
- Aid Trust Account Revenues are diversified between activity and type (transactional and non-transactional).
- After monthly set aside, excess Payroll Mobility Tax Revenues are available for debt service on Transportation Revenue Bonds and then transit and commuter operating expenses.
- Non-impairment covenant of State in TBTA Act.

## **Recommendation:**

It is recommended that the TBTA Board approve the annexed resolution authorizing submission of the DRAFT Payroll Mobility Tax Credit documents to the CPRB for review and approval. Upon approval by the CPRB, MTA Finance staff will seek final TBTA Board adoption of the Payroll Mobility Tax Credit documents incorporating any requested changes from the CPRB.

# Staff Summary

Page 1 of 2

<b>Subject</b>
State and City Sales Tax Obligation Resolution for Submission to the Capital Program Review Board
<b>Department</b>
Finance
<b>Department Head Name</b>
Robert E. Foran, Chief Financial Officer
<b>Department Head Signature</b>
<i>[Signature]</i>
<b>Project Manager/Division Head</b>
Patrick J. McCoy, Director, Finance <i>PJM</i>

<b>Date</b>
September 25, 2019
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance	9/23			
2	Board	9/25			

Internal Approvals			
Order	Approval	Order	Approval
3	Chairman <i>[Signature]</i>		Civil Rights
2	Chief of Staff <i>[Signature]</i>	1	Legal <i>[Signature]</i>
	Chief Financial Officer		Administration
	Procurement		Other

## Purpose:

To obtain Finance Committee and TBTA Board approval of the annexed resolution authorizing the submission of the proposed Special Obligation Resolution Authorizing Sales Tax Revenue Obligations (Statewide and Citywide Sales Tax), Standard Resolution Provisions and Supplemental Standard Resolution Provisions (collectively, the "Sales Tax Obligation Resolution") to the Metropolitan Transportation Authority Capital Program Review Board ("CPRB") for approval. Upon approval by the CPRB, a complete and final set of Sales Tax Obligation Resolution Documents will be resubmitted to the Finance Committee and the TBTA Board for formal adoption.

## Discussion and Background:

In April 2019, legislation was enacted in New York State providing additional sources of revenues to address the capital needs of the MTA, including portions of statewide and citywide sales and compensating use taxes. The legislation, among other things, provided that the following taxes be made available for deposit into the Central Business District Capital Lockbox Fund to be applied to the payment of operating, administration and other necessary expenses properly allocable to the central business district tolling program, including the planning, designing, constructing, installing or maintaining thereof, and the costs of any transit and commuter capital projects included within the 2020 to 2024 MTA Capital Program or any successor programs approved by the CPRB:

- (1) Statewide sales and compensating use taxes in an amount equal to (a) \$125 million for State Fiscal Year 2019-2020, (b) \$150 million for State Fiscal Year 2020-2021, and (c) 101% of the preceding State Fiscal Year's amount for each State Fiscal Year thereafter; and
- (2) Citywide sales and compensating use taxes in an amount equal to (a) \$127.5 million for State Fiscal Year 2019-2020, (b) \$170 million for State Fiscal Year 2020-2021, and (c) 101% of the preceding State Fiscal Year's amount for each State Fiscal Year thereafter.

MTA Finance staff, working with external Bond Counsel and its Financial Advisors, have drafted the annexed Special Obligation Resolution Authorizing Sales Tax Revenue Obligations (Statewide and Citywide Sales Tax), Standard Resolution Provisions and Supplemental Standard Resolution Provisions, which comprise the fundamental legal documents for the establishment of a new Sales Tax Special Obligation Bond Credit pledging all of the above described sales and compensating use taxes, as well as providing for the ability to pledge additional revenues to secure Second Lien Obligations, if needed.

In order to finance transit and commuter projects in an approved MTA Capital Program, TBTA is required by Section 553(20) of the Public Authorities Law to submit such documentation to the CPRB for review and approval prior to the additional formal adoption thereafter by the TBTA Board.

### **Sales Tax Credit Highlights:**

- Senior and Subordinate Lien Revenue Pledge: Statewide and Citywide Sales Taxes (does not include the 3/8ths of 1% regional sales tax, which is pledged to other bond credits).
- Additional Bonds Test: Statutory Allocations in each State Fiscal Year sufficient to pay principal and interest on Senior Lien Obligations and Second Lien Obligations.
- Resolution authorizes bonds solely for central business district tolling program operating and maintenance expenses and capital needs and approved Capital Program Transit and Commuter Projects for 2020 to 2024 and subsequent programs.
- Non-impairment covenant of State in TBTA Act.

### **Recommendation:**

It is recommended that the TBTA Board approve the annexed resolution authorizing submission of the DRAFT Statewide and Citywide Sales Tax Credit documents to the CPRB for review and approval. Upon approval by the CPRB, MTA Finance staff will seek final TBTA Board adoption of the Statewide and Citywide Sales Tax Credit documents incorporating any requested changes from the CPRB.

# 2020 Preliminary Budget/ July Financial Plan 2020-2023

(Materials Previously Distributed)



# **DRAFT MTA Consolidated Financial Statements March 31, 2019**

(Available in the Exhibit Book and [MTA.Info](http://MTA.Info))

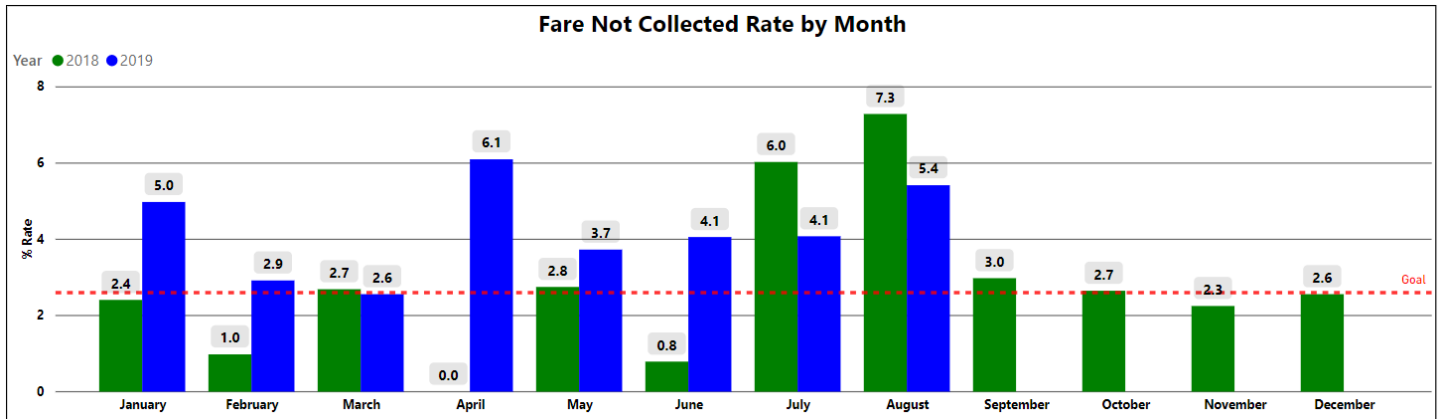
# DRAFT MTA Consolidated Financial Statements June 30, 2019

(Available in the Exhibit Book and [MTA.Info](http://MTA.Info))

## Fare Not Collected Rate

The percentage of instances an MTA Audit Operative's fare is not collected.

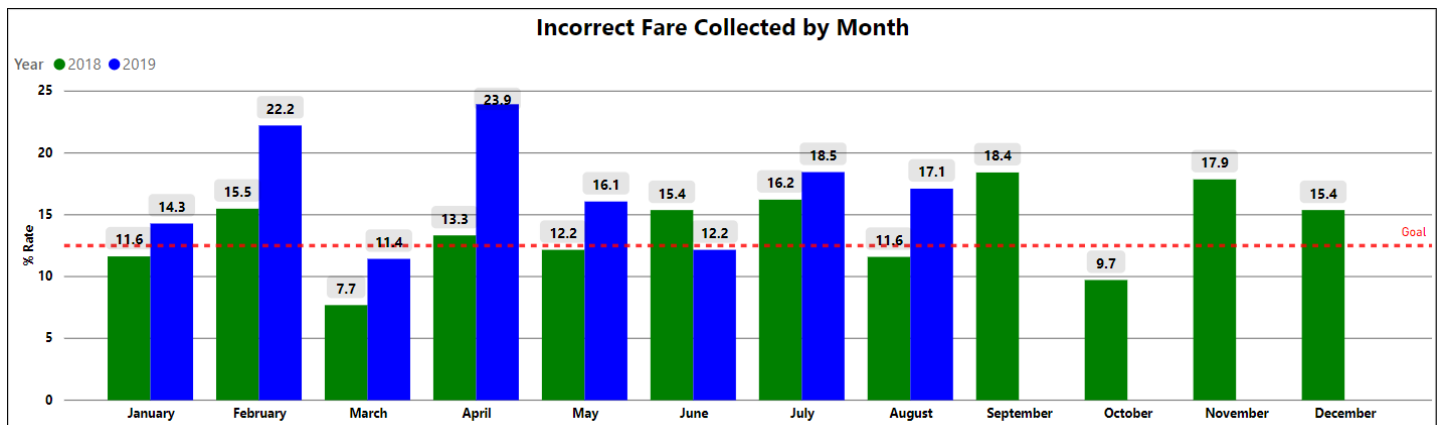
	2019		2018	
Goal	Aug	YTD	Aug	YTD
2.6%	5.4%	4.5%	7.3%	3.1%



## Incorrect Fare Collected Rate

The percentage of instances an incorrect fare is sold to or accepted from an MTA Audit Operative by a conductor.

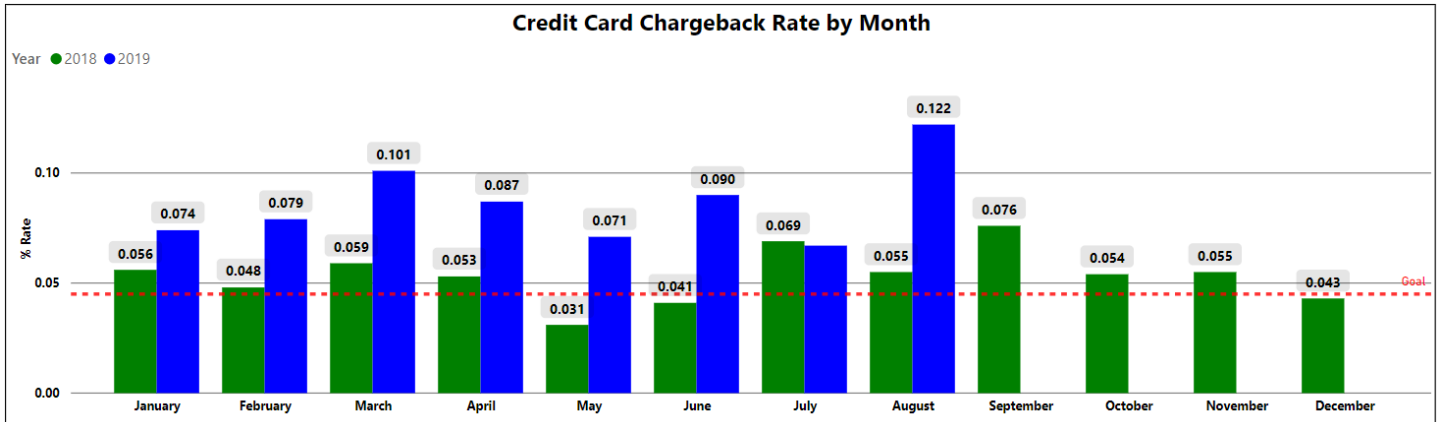
	2019		2018	
Goal	Aug	YTD	Aug	YTD
12.5%	17.1%	17.3%	11.6%	12.6%



## Credit Card Chargeback Rate

The percentage of credit card sales in dollars that are rejected due to fraud.

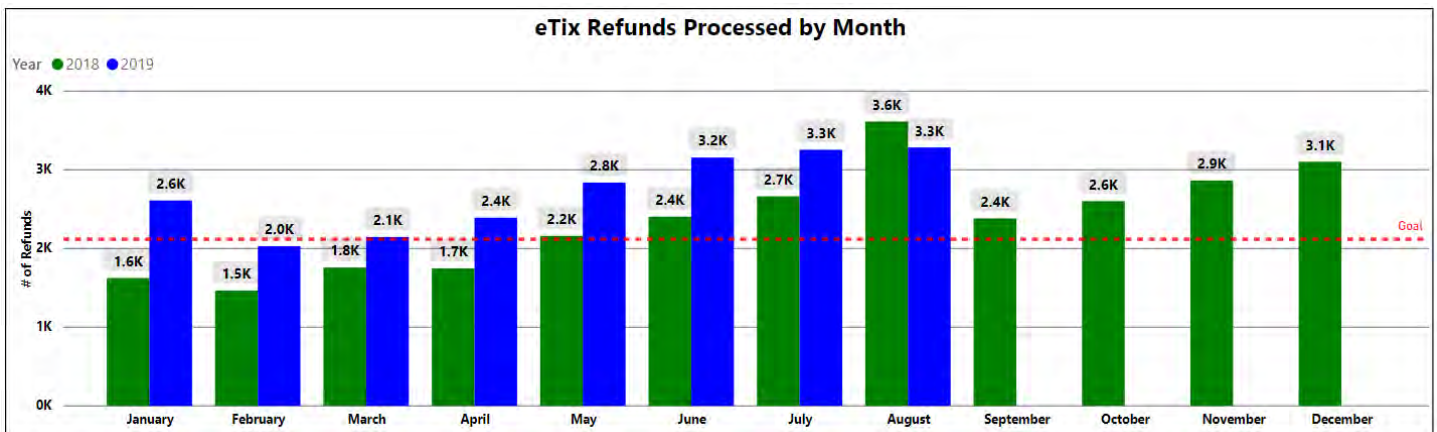
	2019		2018	
Goal	Aug	YTD	Aug	YTD
0.045%	0.122%	0.087%	0.055%	0.051%



## eTix Refunds Processed

The number of eTix refunds processed.

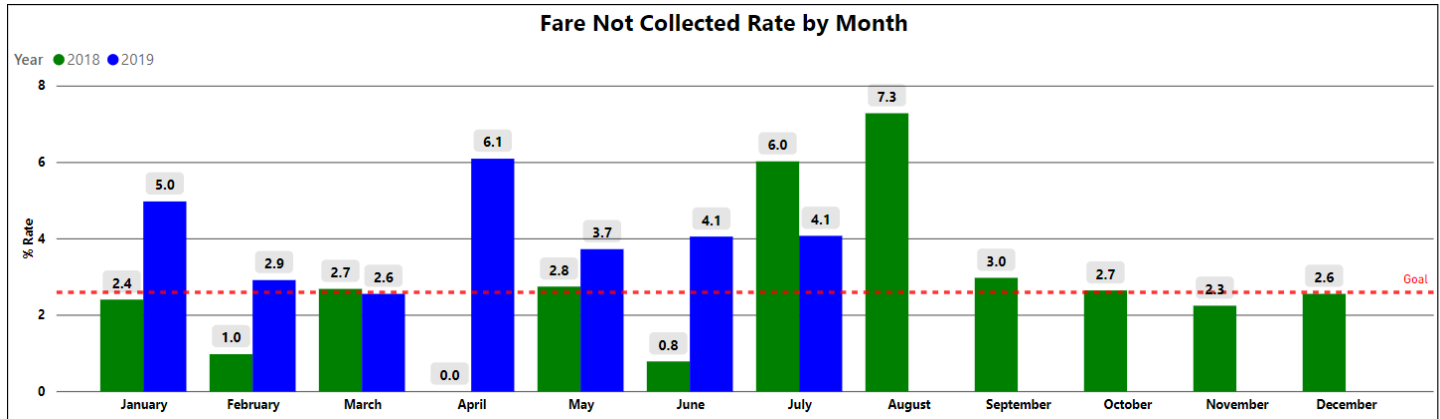
	2019		2018	
Goal	Aug	YTD	Aug	YTD
2118	3284	21714	3615	17439



## Fare Not Collected Rate

The percentage of instances an MTA Audit Operative's fare is not collected.

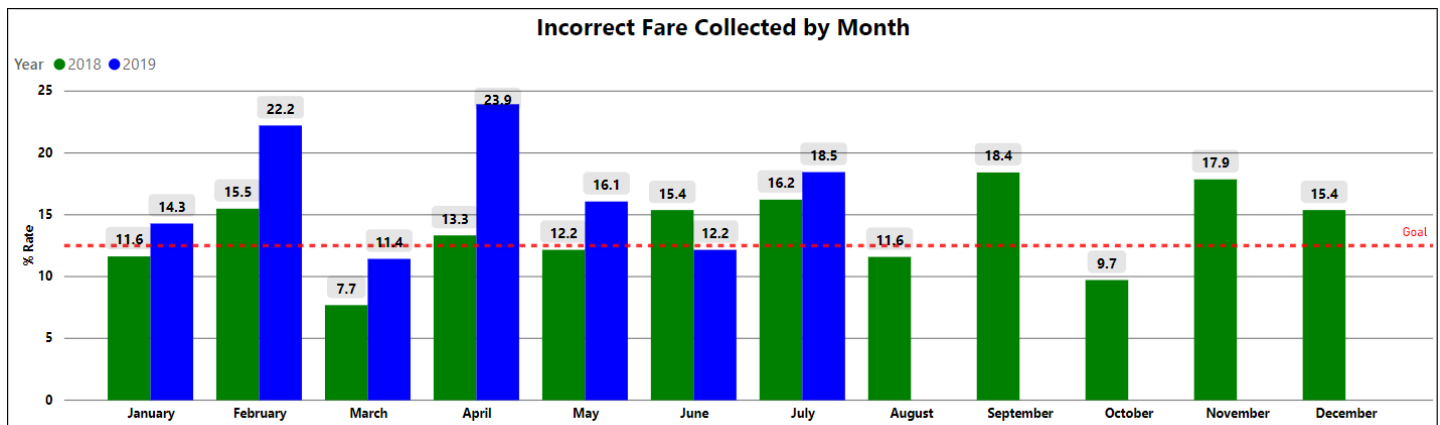
	2019		2018	
Goal	July	YTD	July	YTD
2.6%	4.1%	4.2%	6.0%	2.3%



## Incorrect Fare Collected Rate

The percentage of instances an incorrect fare is sold to or accepted from an MTA Audit Operative by a conductor.

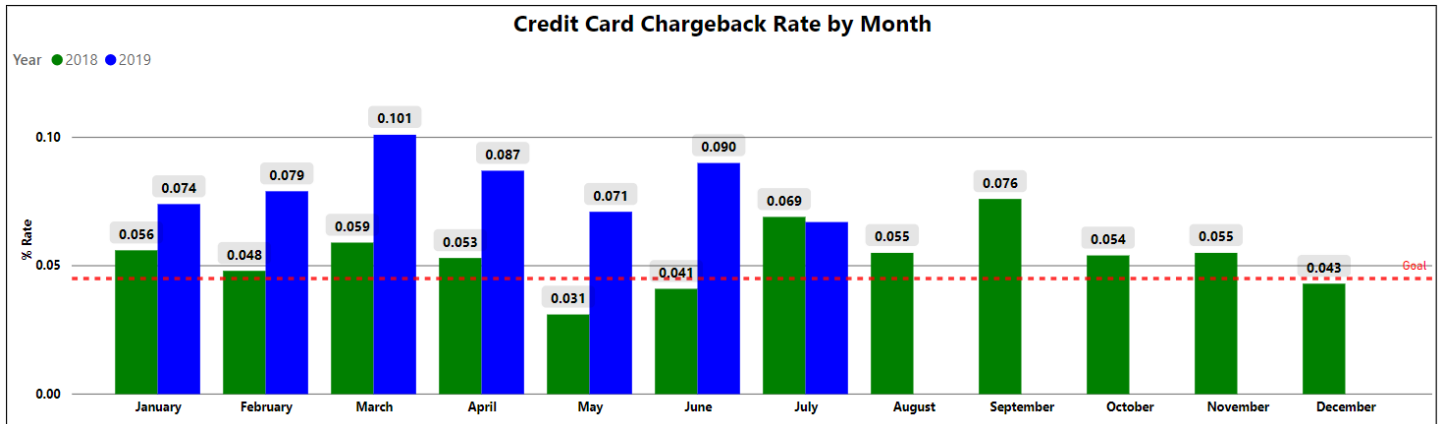
	2019		2018	
Goal	July	YTD	July	YTD
12.5%	18.5%	17.3%	16.2%	12.8%



## Credit Card Chargeback Rate

The percentage of credit card sales in dollars that are rejected due to fraud.

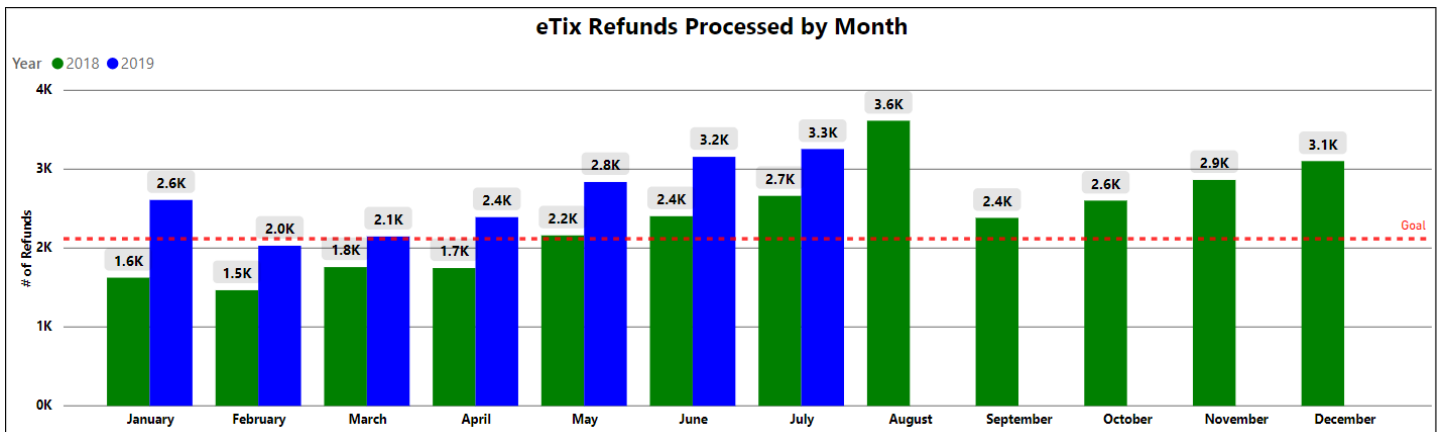
	2019		2018	
Goal	July	YTD	July	YTD
0.045%	0.067%	0.081%	0.069%	0.051%



## eTix Refunds Processed

The number of eTix refunds processed.

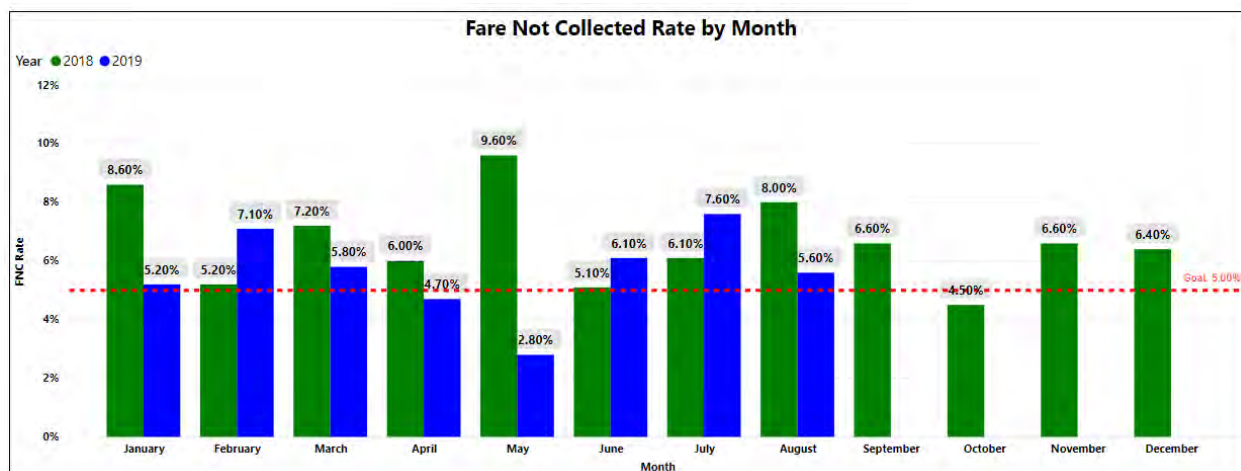
	2019		2018	
Goal	July	YTD	July	YTD
2118	3256	18430	2662	13824



## Fare Not Collected Rate

*The percent of instances that an MTA Auditor's ticket was not collected.*

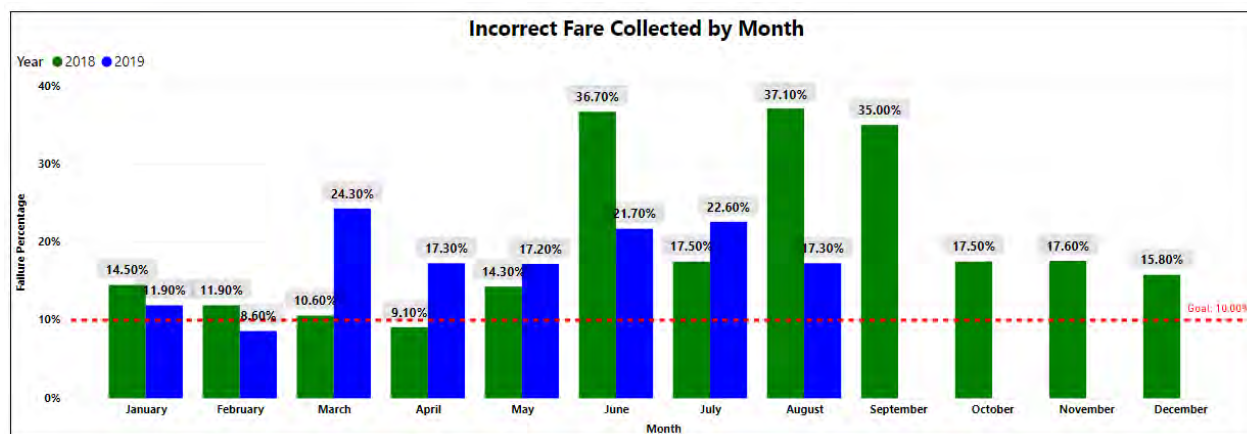
	2019		2018	
Goal	August	YTD	August	YTD
5.0%	5.6%	5.8%	8.0%	7.3%



## Incorrect Fare Collected Rate

*The percent of instances that an MTA Auditor was encountered by a conductor who either sold an incorrect type of ticket or accepted the incorrect type of ticket.*

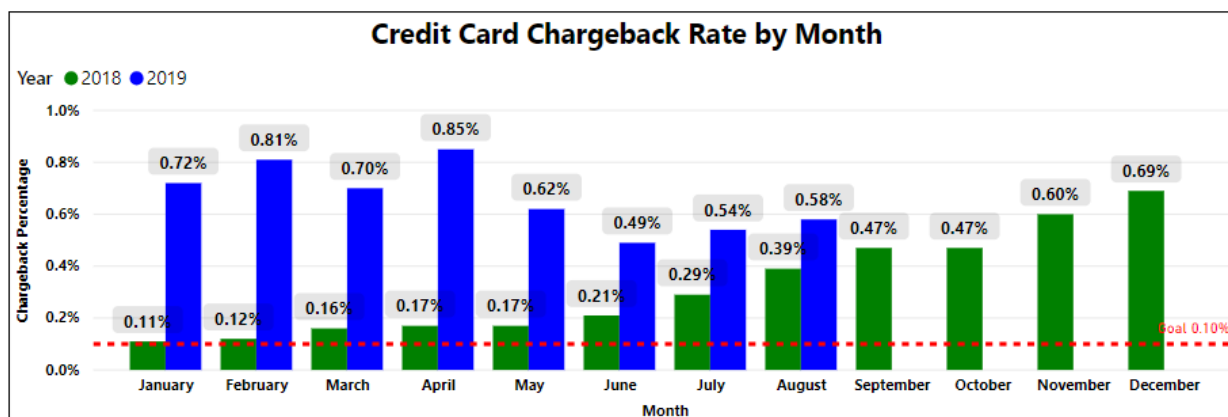
	2019		2018	
Goal	August	YTD	August	YTD
10.0%	17.3%	18.2%	37.1%	17.9%



## Credit Card Chargeback Rate

*The percent of instances that a credit card transaction is disputed by the card holder including fraud.*

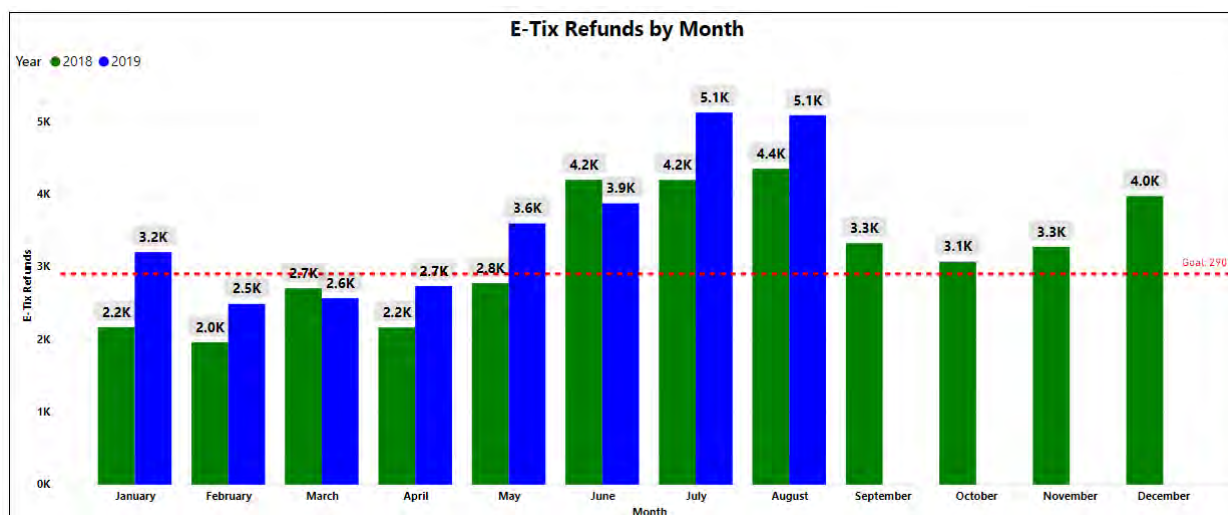
	2019		2018	
Goal	August	YTD	August	YTD
0.10%	0.58%	0.65%	0.39%	0.21%



## e-Tix Refunds Processed

*The total number of e-Tix Refunds processed by the LIRR.*

	2019		2018	
Goal	August	YTD	August	YTD
34,480 annually	5,088	28,682	4,352	24,522

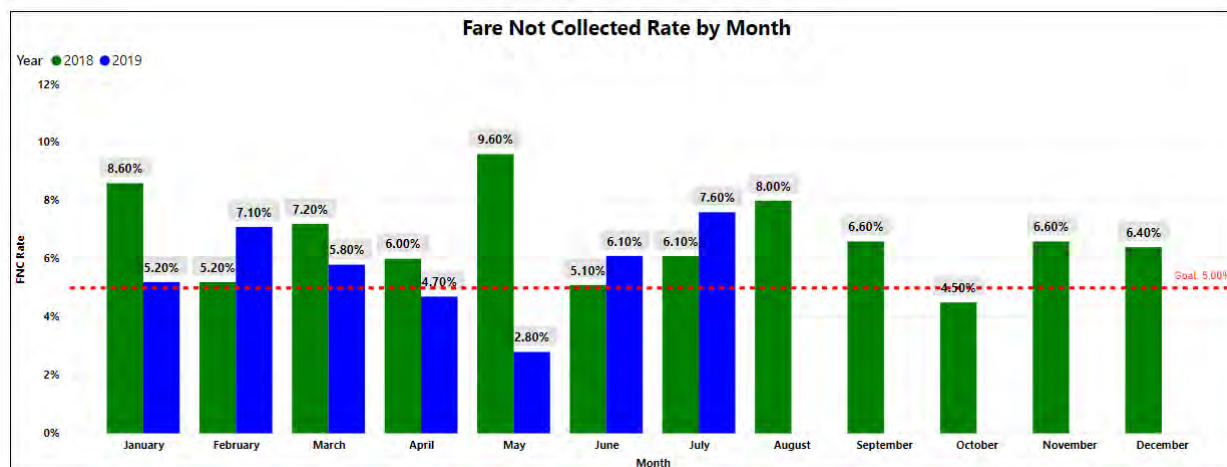




## Fare Not Collected Rate

*The percent of instances that an MTA Auditor's ticket was not collected.*

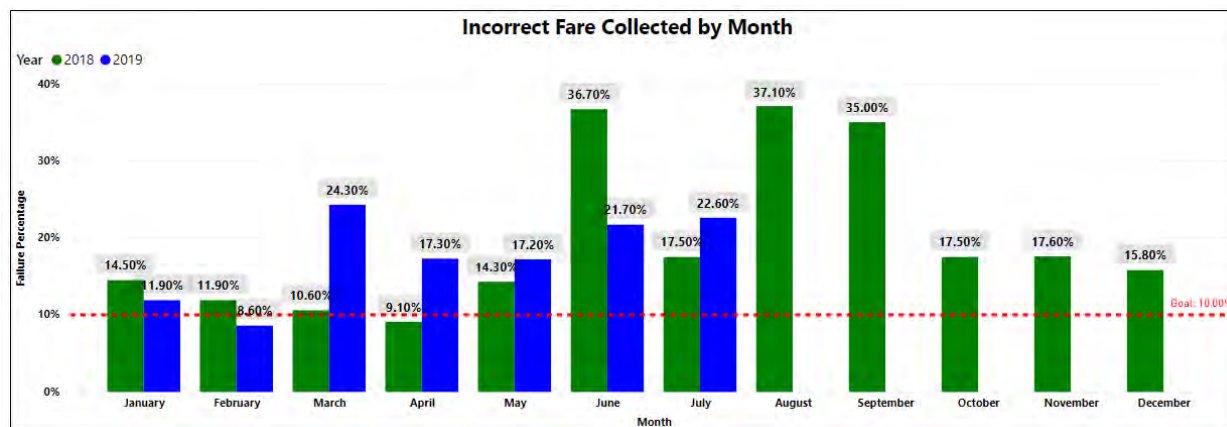
	2019		2018	
Goal	July	YTD	July	YTD
5.0%	7.6%	5.8%	6.1%	7.2%



## Incorrect Fare Collected Rate

*The percent of instances that an MTA Auditor was encountered by a conductor who either sold an incorrect type of ticket or accepted the incorrect type of ticket.*

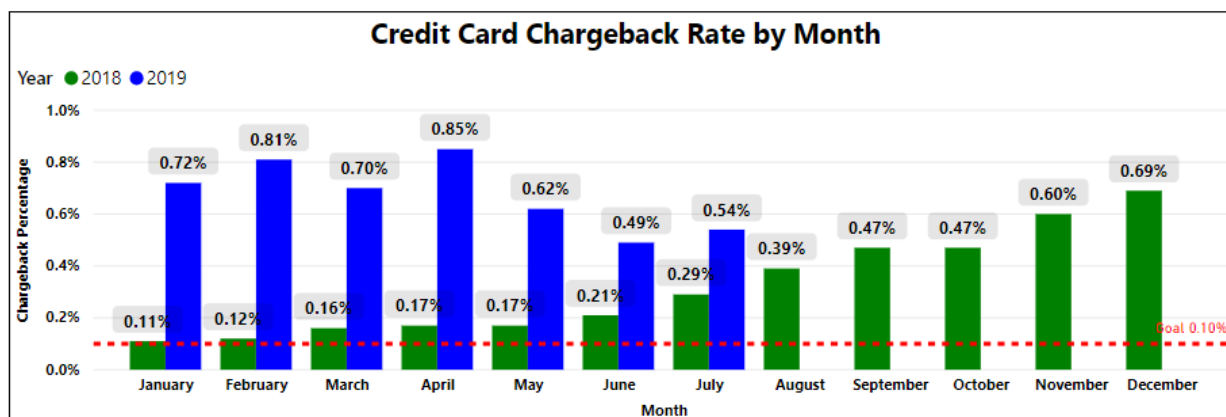
	2019		2018	
Goal	July	YTD	July	YTD
10.0%	22.6%	18.4%	17.5%	15.8%



## Credit Card Chargeback Rate

*The percent of instances that a credit card transaction is disputed by the card holder including fraud.*

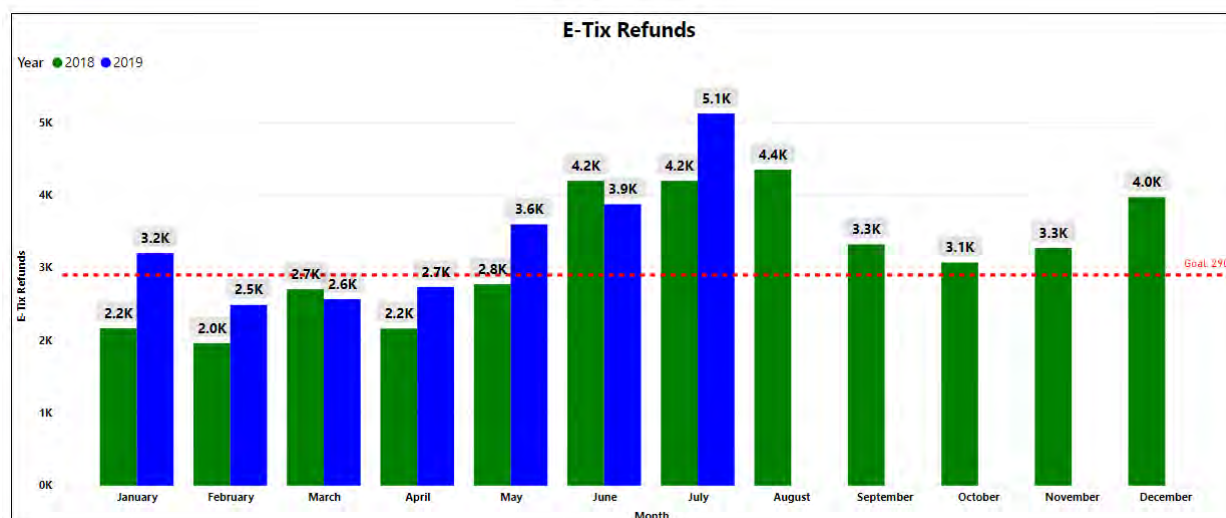
	2019		2018	
Goal	July	YTD	July	YTD
0.10%	0.54%	0.67%	0.29%	0.18%



## e-Tix Refunds Processed

*The total number of e-Tix Refunds processed by the LIRR.*

	2019		2018	
Goal	July	YTD	July	YTD
34,480 annually	5,125	23,594	4,198	20,170

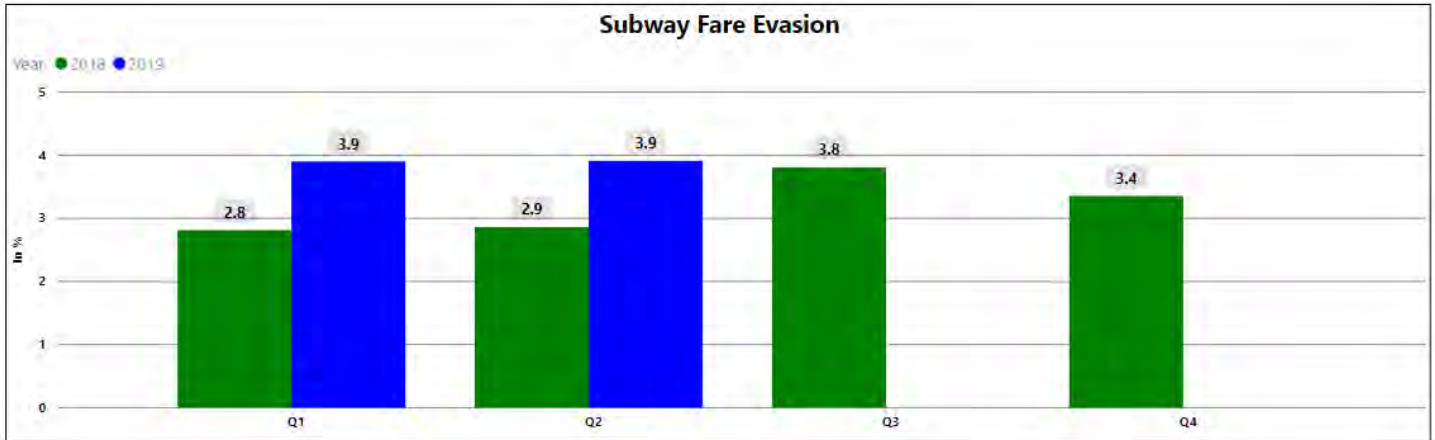


## Fare Evasion

Below are fare evasion rates and estimated revenue lost on subways and buses based on staff surveys of stations and routes.

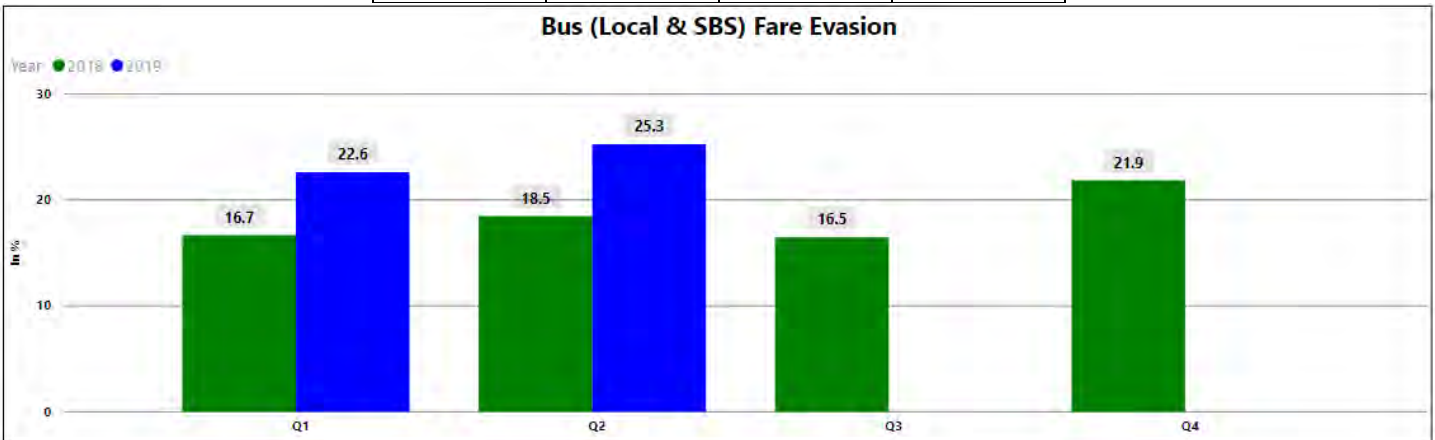
### Subway Fare Evasion

2018		2019	
Q2	Jan-Dec	Q2	July YTD
2.9%	3.2%	3.9%	4.3%



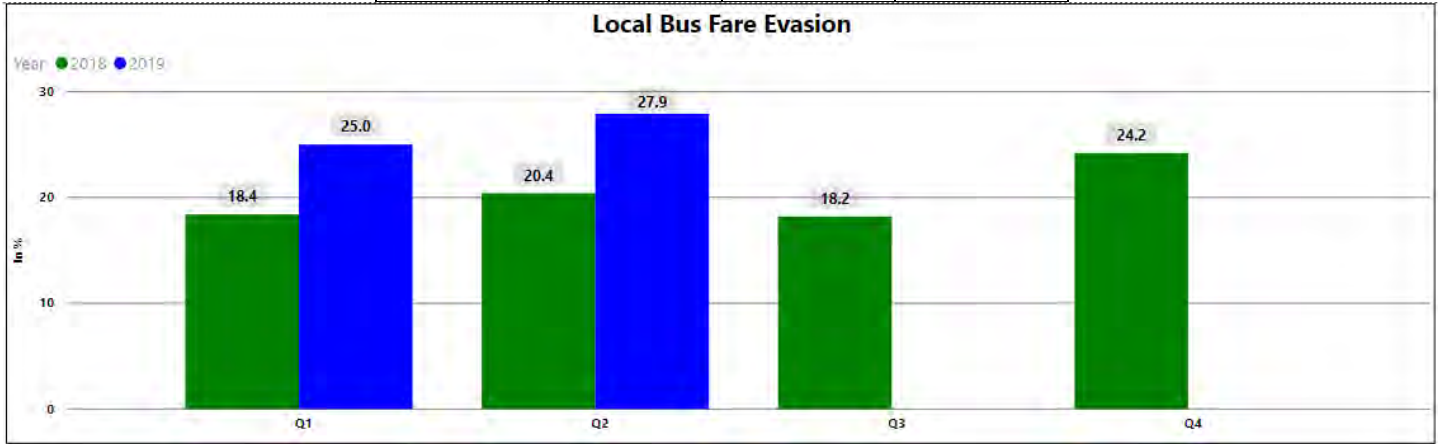
### Bus (Local & SBS) Fare Evasion

2018		2019	
Q2	Jan-Dec	Q2	July YTD
18.5%	18.4%	25.3%	22.9%



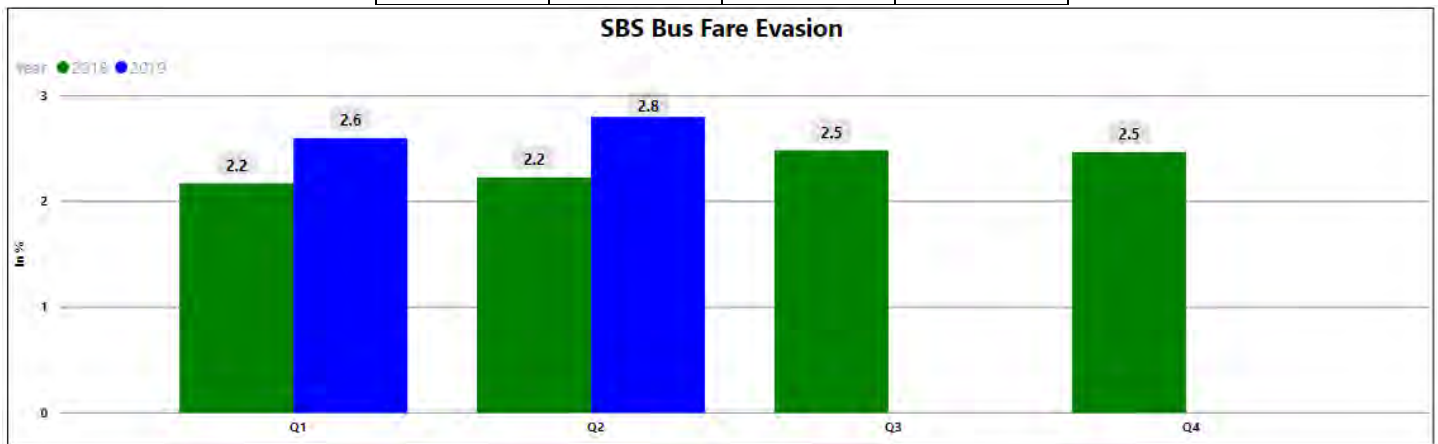
### Local Bus Fare Evasion

2018		2019	
Q2	Jan-Dec	Q2	July YTD
20.4%	20.3%	27.9%	25.3%



### SBS Fare Evasion

2018		2019	
Q2	Jan-Dec	Q2	July YTD
2.2%	2.3%	2.8%	2.7%



Utilization of As Needed Consulting Contracts  
Contracts Released or Modified August 2018 - July 2019

Agency	Supplier Name	Authorized Contract Amount	Contract Total Released Amount	Payments	Personal Service Board Category	Procurement Description
MTAHQ	22ND CENTURY TECHNOLOGIES, INC	\$3,500,000.00	\$1,814,994.45	\$798,227.19	Personal Service - Computer	IT hourly consultant
MTAHQ	A-1 TECHNOLOGY, INC.	\$503,000.00	\$435,840.00	\$191,280.00	Personal Service - Computer	IT hourly consultant
MTAHQ	ABSG CONSULTING INC	\$3,000,000.00	\$2,773,422.26	\$260,861.11	Personal Service - Other	Consulting Services
MTAHQ	ABSG CONSULTING INC	\$2,914,410.70	\$3,351,019.42	\$266,905.03	Personal Service - Management	IT hourly consultant
MTAHQ	ABT SRBI, INC.	\$2,295,745.26	\$1,847,643.92	\$0.00	Personal Service - Marketing	Market Research
MTAHQ	ACCENTURE, LLP	\$28,860,536.20	\$25,641,014.80	\$6,641,567.24	Management	IT hourly consultant
MTAHQ	ACCENTURE, LLP	\$2,000,000.00	\$1,367,875.60	\$0.00	Personal Service - Computer	IT hourly consultant
MTAHQ	ACCENTURE, LLP	\$6,818,293.75	\$6,552,777.42	\$0.00	Personal Service - Other	All-Agency Enterprise Asset Management Services
MTAHQ	AECOM USA, INC.	\$1,375,794.92	\$927,083.97	\$323,690.00	Personal Service - Computer	As Needed Cyber Security Consulting Services
MTAHQ	AEGISTECH, INC.	\$4,000,000.00	\$3,019,201.00	\$445,035.10	Personal Service - Computer	IT hourly consultant
NYCTA	ALL HANDS IN MOTION LLC	\$4,920.00	\$4,920.00	\$0.00	Pers.Service-Office Services	As needed sign language interpreter. Not a board item.
LIRRD	AMERICAN SYSTEMS REGISTRAR, LLC	\$55,441.04	\$50,333.78	\$15,754.40	Personal Service - Auditing	ISO Recertifications and audits
MTAHQ	AMEY CONSULTING USA INC	\$3,380,761.82	\$3,380,761.82	\$676,042.11	Management	IT hourly consultant
MTAHQ	ARCADE CREATIVE GROUP	\$68,917,730.00	\$68,882,772.43	\$9,381,720.39	Personal Service - Marketing	Full service marketing
MTAHQ	Ascenttra, Inc.	\$0.00	\$0.00	\$0.00	Personal Service- Other	counterterrorist table top drills and functional
MTAHQ	ASSET MANAGEMENT CONSULTING LTD	\$1,754,606.30	\$1,405,724.76	\$66,367.89	Personal Service - Other	Consulting Services
MTAHQ	ATKINS NORTH AMERICA INC	\$969,719.37	\$969,719.36	\$0.00	Personal Service- Other	IT Hourly Consultant
MTAHQ	AXELON SERVICES CORP	\$1,790,734.00	\$1,413,681.75	\$288,051.00	Personal Service - Computer	IT hourly consultant
MTAHQ	BENTLEY SYSTEMS, INC	\$1,000,000.00	\$1,000,000.00	\$274,203.21	Personal Service - Computer	IT hourly consultant
MTAHQ	BOWERY RESIDENTS COMMITTEE, INC.	\$3,938,461.00	\$2,834,647.00	\$1,569,522.53	Pers. Serv. - Human Resources	Homeless outreach services. Board approved
MTAHQ	BOWERY RESIDENTS COMMITTEE, INC.	\$11,832,597.27	\$11,045,988.93	\$0.00	Personal Service - Other	Homeless Outreach services
MTAHQ	BOWNE MANAGEMENT SYSTEMS, INC.	\$1,503,075.00	\$1,503,075.00	\$28,728.00	Personal Service - Computer	IT hourly consultant
MTAHQ	CAPSTONE STRATEGY GROUP, LLC	\$4,806,050.00	\$4,154,029.39	\$1,250,476.50	Personal Service - Computer	IT hourly consultant
MNCRR	CAREWORKS ABSENCE MANAGEMENT	\$176,389.43	\$176,389.43	\$26,196.00	Personal Service - Other	Family Medical Leave Act
MTAHQ	CASSIDY TURLEY NEW YORK, INC.	\$833,964.74	\$117,005.98	\$15,604.56	Personal Service - Real Estate	Brokerage Services
MTAHQ	CBRE INC	\$7,630,000.00	\$0.00	\$0.00	Personal Service - Real Estate	On call brokerage and advisory services
MTAHQ	CENTER FOR STRATEGY REALIZATION LLC	\$1,278,000.00	\$1,172,420.00	\$347,032.50	Personal Service -Training	Organizational Development Training
MTAHQ	CH2M HILL NEW YORK INC	\$2,810,176.22	\$1,206,984.88	\$614,364.45	Personal Service - Computer	IT Hourly Consultant
NYCTA	CHYPUSA INC	\$150,000.00	\$150,000.00	\$115,734.90	Personal Service - Other	To register WAR cercificates
MTAHQ	CLARION RESEARCH INC	\$1,887,000.00	\$1,398,309.11	\$585,404.89	Personal Service - Research	Market Research
MTAHQ	CMA CONSULTING SERVICES	\$600,000.00	\$259,447.20	\$200,573.32	Personal Service - Computer	IT hourly consultant
MTAHQ	COMPUFORCE / TEMPOSITION INC	\$1,600,000.00	\$1,118,269.28	\$188,416.88	Personal Service - Computer	IT hourly consultant
MTAHQ	CONCENTRIC ENERGY ADVISORS, INC.	\$1,617,051.00	\$1,022,125.56	\$0.00	Personal Service - Other	Energy conservation consulting

Utilization of As Needed Consulting Contracts  
Contracts Released or Modified August 2018 - July 2019

Agency	Supplier Name	Authorized Contract Amount	Contract Total Released Amount	Payments	Personal Service Board Category	Procurement Description
LIRRD	CREATIVE SOURCE, INC.	\$768,120.00	\$764,640.00	\$25,880.00	Pers. Service - Public Affairs	Copywriting Services
MTAHQ	CRESCENS INC	\$1,000,000.00	\$128,000.00	\$47,200.00	Personal Service - Computer	IT hourly consultant
MTAHQ	CSC CONSULTING INC	\$31,624,739.93	\$34,201,097.80	\$9,820,937.33	Personal Service - Computer	IT hourly consultant
NYCTA	CUMMINS SALES & SERVICE	\$9,000.00	\$9,000.00	\$9,000.00	Personal Service -Training	item
MTAHQ	CUSHMAN & WAKEFIELD, INC.	\$71,955.00	\$57,577.03	\$0.00	Personal Service - Real Estate	Brokerage services, design and project management for move from and sale of Madison Ave sites
MTAHQ	DAY ENGINEERING, PC	\$230,000.00	\$229,999.99	\$14,114.29	Personal Service - Other	Environmental Consulting
MTAHQ	DEITZ COURT REPORTING / HOORWITZ INC	\$18,000.00	\$18,000.00	\$0.00	Personal Service - Other	Court Reporting
MTAHQ	DEPT OF HOMELESS SVS - NYC	\$9,247,775.00	\$9,247,775.00	\$2,913,993.85	Personal Service - Other	Homeless Outreach services
MTAHQ	DIVERSITY MARKETING & COMM LLC	\$16,000.01	\$16,000.00	\$4,620.00	Personal Service - Other	Freelance Writers and Editorial
MTAHQ	DONNELLY & MOORE CORP	\$3,293,102.10	\$2,761,507.01	\$655,076.00	Personal Service - Computer	IT hourly consultant
NYCTA	DTG CONSULTING SOLUTIONS, INC.	\$503,084.00	\$503,084.00	\$0.00	Personal Service - Computer	IT hourly consultant
MTAHQ	DTG CONSULTING SOLUTIONS, INC.	\$22,000,000.00	\$19,750,757.02	\$5,168,931.30	Personal Service - Computer	IT hourly consultant
BRTUN	EDELMAN	\$225,000.00	\$225,000.00	\$0.00	Personal Service - Marketing	Marketing / Public Relations
LIRRD	EMPIRE STATE TRAINING ASSOCIATES INC	\$16,800.00	\$16,800.00	\$8,400.00	Personal Service -Training	Training Services
MTAHQ	ENTERPRISE ENGINEERING, INC.	\$2,000,000.00	\$1,796,127.91	\$259,823.95	Personal Service - Computer	IT hourly consultant
MTAHQ	FIRST ENVIRONMENT INC	\$96,966.63	\$37,000.01	\$6,394.95	Personal Service - Other	Greenhouse gas audit
MTAHQ	FRANK COMMUNICATIONS	\$8,000.01	\$8,000.00	\$1,020.00	Personal Service - Other	Freelance Writers and Editorial
NYCTA	FRENCH & ASSOCIATES	\$3,000.00	\$2,400.00	\$0.00	Personal Service -Training	Training Services
NYCTA	GENEVA WORLDWIDE, INC.	\$7,729.30	\$7,729.30	\$1,327.63	Personal Service - Other	As needed translation services. Not a board item
MTAHQ	GEOFFREY GIORDANO	\$35,000.01	\$35,000.00	\$17,193.75	Personal Service - Other	Scan
MTAHQ	GHD INC.	\$2,737,000.00	\$2,737,000.00	\$658,701.19	Personal Service - Management	As needed Enterprise Asset Management Consulting Services
NYCTA	GLOBAL CONTACT SERVICES LLC	\$208,000.00	\$208,000.00	\$140,630.86	Personal Service - Other	Telephone support for reporting workers compensation. Not a board item.
NYCTA	GLOBAL KNOWLEDGE	\$79,996.00	\$78,498.99	\$65,563.35	Personal Service -Training	as needed training
BRTUN	GOTHAMCULTURE LLC	\$155,326.63	\$155,326.63	\$23,336.16	Personal Service - Other	Training Services
MTAHQ	GRANDWOOD INC	\$500,000.00	\$272,715.00	\$86,967.00	Personal Service - Computer	IT hourly consultant
MTAHQ	GRIFFIN COMMUNICATIONS	\$12,000.01	\$12,000.00	\$3,207.00	Personal Service - Other	Freelance Writers and Editorial
MTAHQ	HACKETT GROUP INC	\$311,000.00	\$100,295.40	\$100,295.40	Personal Service - Other	Benchmarking services
MTAHQ	HARRIS RAND LUSK	\$155,119.01	\$155,119.00	\$45,832.00	Pers.Service-Office Services	Executive recruitment services
MTAHQ	HAY GROUP, INC.	\$2,300,000.00	\$1,574,433.04	\$99,518.55	Pers. Serv. - Human Resources	Human resources sevice
MTAHQ	HILL INTERNATIONAL, INC.	\$2,434,000.00	\$2,349,742.00	\$527,371.00	Personal Service - Other	RR Programs
MTAHQ	IBM CORP.	\$2,083,660.00	\$2,003,021.50	\$342,836.00	Personal Service - Computer	IT Hourly Consultant
MTAHQ	IHS GLOBAL INC	\$244,498.00	\$244,489.00	\$48,823.00	Personal Service - Finance	Economic Forecasting Services

Utilization of As Needed Consulting Contracts  
Contracts Released or Modified August 2018 - July 2019

Agency	Supplier Name	Authorized Contract Amount	Contract Total Released Amount	Payments	Personal Service Board Category	Procurement Description
MTAHQ	IHS GLOBAL INC	\$153,156.22	\$91,400.00	\$0.00	Personal Service - Finance	Reporting
NYCTA	IIT INC	\$16,603.95	\$16,603.95	\$0.00	Personal Service - Other	As needed Legal assistance to utilize an attorney for negotiations. Not a board item
MTAHQ	IIT INC	\$10,135,648.00	\$8,755,015.00	\$2,834,966.75	Personal Service - Computer	IT hourly consultant
MTAHQ	IIT INC	\$179,600.00	\$179,600.00	\$71,693.50	Personal Service - Other	Consultancy
MTAHQ	INDOTRONIX INTERNATIONAL CORP	\$500,000.00	\$387,204.00	\$157,157.00	Personal Service - Computer	IT hourly consultant
MTAHQ	INDUSTRIAL STAFFING SERVICES INC	\$831,744.04	\$593,984.04	\$146,718.00	Personal Service - Computer	IT hourly consultant
MTAHQ	INFOPEOPLE CORP	\$473,500.00	\$335,763.00	\$52,105.00	Pers. Serv. - Human Resources	Consultants
MTAHQ	INFOPEOPLE CORP	\$9,392,828.00	\$7,761,533.17	\$2,298,553.92	Personal Service - Computer	IT hourly consultant
MTAHQ	INFOR (US) INC	\$1,669,453.26	\$1,457,274.26	\$678,675.82	Personal Service - Management	As needed Enterprise Asset Management Consulting Services
MTAHQ	INFOSYS INTERNATIONAL, INC.	\$8,609,832.05	\$8,208,031.81	\$3,002,281.99	Personal Service - Computer	IT hourly consultant
MTAHQ	INFOSYS INTERNATIONAL, INC.	\$503,428.20	\$503,428.20	\$142,327.70	Management	IT hourly consultant
MNCRR	INTERACT	\$50,000.00	\$40,000.00	\$0.00	Personal Service -Training	Training Services
MTAHQ	IZAR ASSOCIATES INC	\$1,367,280.00	\$1,002,305.45	\$334,294.41	Personal Service - Computer	IT hourly consultant
MTAHQ	JILL DAVIS	\$5,000.01	\$5,000.00	\$1,800.00	Personal Service - Other	Freelance Writers and Editorial
MTAHQ	JONES LANG LASALLE AMERICAS, INC.	\$49,027,136.00	\$48,959,596.01	\$9,105,666.03	Personal Service - Real Estate	Retail leasing and merchandising for GCT
MTAHQ	KENTECH CONSULTING INC	\$210,000.00	\$210,000.00	\$53,382.00	Personal Service - Real Estate	credit checks and background investigation for Real Estate
NYCTA	KNOWLEDGE ARCHITECTS LLC	\$300,000.00	\$290,000.00	\$169,375.00	Personal Service -Training	Training Services
MTAHQ	KPMG, LLP	\$9,976,705.00	\$9,174,304.00	\$0.00	Personal Service - Other	Business Transformational Consulting
MTAHQ	KRAUTHAMER & ASSOCIATES, INC	\$724,720.21	\$724,720.21	\$0.00	Pers. Serv. - Human Resources	Executive recruitment services
MTAHQ	KRAUTHAMER & ASSOCIATES, INC	\$991,620.05	\$991,620.04	\$43,334.00	Pers.Service-Office Services	Executive recruitment services
MTAHQ	KUYIMBA, INC.	\$422,323.60	\$421,254.70	\$52,842.20	Pers. Service - Arts for Trans	Music Under NY- expired
LIRRD	L J GONZER ASSOCIATES	\$83,546.50	\$83,546.50	\$6,064.80	Pers. Service - Public Affairs	Graphid Designer
MTAHQ	LEARNING TREE INTERNATIONAL	\$295,000.38	\$245,000.38	\$10,000.02	Personal Service -Training	as needed training
MTAHQ	LIFE CYCLE ENGINEERING, INC.	\$9,174,569.12	\$6,524,034.13	\$2,834,167.45	Personal Service - Management	IT hourly consultant
MTAHQ	LIFE CYCLE TECHNICAL SERVICES INC	\$4,727,565.93	\$4,727,565.93	\$1,476,823.26	Personal Service - Management	IT hourly consultant
MTAHQ	LORRAINE KREHLING	\$15,210.01	\$15,210.00	\$11,850.00	Personal Service - Other	Freelance Writers and Editorial
LIRRD	LOUIS BERGER & ASSOCIATES, P.C.	\$386,695.36	\$384,478.36	\$0.00	Personal Service - Analysis	Environmental Testing
MTAHQ	LYNX TECHNOLOGY PARTNERS INC	\$1,500,000.00	\$1,216,072.24	\$342,309.29	Personal Service - Computer	IT hourly consultant
MTAHQ	MARKETING INFORMATION SYSTEMS	\$914,202.07	\$914,202.03	\$0.00	Personal Service - Marketing	Market Research
MTAHQ	M-DP SYSTEMS, INC.	\$49,950.00	\$49,950.00	\$0.00	Personal Service - Computer	IT hourly consultant
NYCTA	MEDICAL SEARCH INTERNATIONAL	\$1,690,419.00	\$1,173,984.00	\$324,432.00	Personal Service - Other	<b>Board approval not needed OGS Ride</b>
MTAHQ	MEDPRICER.COM, INC	\$770,000.00	\$770,000.00	\$195,364.00	Personal Service - Other	Procurement Outsourcing

Utilization of As Needed Consulting Contracts  
Contracts Released or Modified August 2018 - July 2019

Agency	Supplier Name	Authorized Contract Amount	Contract Total Released Amount	Payments	Personal Service Board Category	Procurement Description
LIRRD	MILLER ADVERTISING AGENCY INC	\$520,000.00	\$429,801.18	\$55,839.21	Personal Service - Other	Marketing
LIRRD	MILLER ADVERTISING AGENCY INC	\$1,972.90	\$1,972.90	\$0.00	Pers. Service - Public Affairs	Marketing
BRTUN	MILLER ADVERTISING AGENCY INC	\$110,000.00	\$110,000.00	\$18,748.12	Pers. Serv. - Human Resources	Classified advertising for legal
MTABC	MILLER ADVERTISING AGENCY INC	\$555,879.00	\$435,879.00	\$110,123.44	Personal Service - Other	Classified advertising for legal
MTAHQ	MILLER ADVERTISING AGENCY INC	\$1,850,000.00	\$1,850,000.00	\$286,585.08	Pers. Service - Public Affairs	Marketing
NYCTA	MILLER ADVERTISING AGENCY INC	\$795,525.00	\$795,525.00	\$129,891.21	Personal Service - Other	Advertising services
MNCRR	MIND GYM USA INC	\$25,000.00	\$25,000.00	\$0.00	Personal Service - Research	Training Services
MTAHQ	MVP CONSULTING PLUS INC	\$1,000,000.00	\$339,235.00	\$179,880.00	Personal Service - Computer	IT hourly consultant
MTAHQ	NATIONAL SAFETY COUNCIL	\$669,750.00	\$400,000.00	\$143,797.00	Personal Service - Other	Employee Perception Survey
MTAHQ	NELSON SMITH	\$180,000.01	\$180,000.00	\$110,660.00	Personal Service - Other	Freelance Writers and Editorial
NYCTA	NEW WAVE PEOPLE INC	\$794,528.79	\$794,528.79	\$186,111.09	Personal Service - Other	As needed -Temporary medical personnel - <b>Board approval not needed OGS Ride</b>
MTAHQ	NEXT GENERATION INC	\$2,860,000.00	\$496,960.00	\$26,040.00	Personal Service - Computer	IT hourly consultant
LIRRD	NYS INDUSTRIES FOR THE DISABLED INC	\$72,046.61	\$71,006.07	\$0.00	Pers. Service - Public Affairs	Administrative office personnel
LIRRD	NYS INDUSTRIES FOR THE DISABLED INC	\$625,000.00	\$60,460.90	\$30,477.03	Personal Service - Other	As needed -Temporary personnel
MNCRR	NYS INDUSTRIES FOR THE DISABLED INC	\$10,128,644.46	\$5,593,213.18	\$33,183.35	Personal Service - Other	As needed -Temporary personnel
MTAHQ	NYS INDUSTRIES FOR THE DISABLED INC	\$356,000.00	\$355,999.99	\$45,074.30	Personal Service - Other	As needed -Temporary personnel
MTAHQ	NYS INDUSTRIES FOR THE DISABLED INC	\$3,611,000.00	\$3,483,165.32	\$0.00	Pers. Serv. - Human Resources	Consulting
NYCTA	NYS INDUSTRIES FOR THE DISABLED INC	\$9,996,874.00	\$9,663,873.99	\$3,193,248.57	Personal Service - Other	As needed -Temporary personnel
MTAHQ	OMNICAP GROUP, LLC	\$750,000.00	\$750,000.00	\$120,300.00	Personal Service - Finance	Tax Compliant Services
MTAHQ	OVE ARUP & PARTNERS CONSULTING ENGINEERS	\$1,810,622.14	\$1,776,039.83	\$0.00	Personal Service - Computer	As Needed Cyber Security Consulting Services
MTAHQ	P & A GROUP	\$1,413,250.00	\$1,302,170.70	\$246,094.36	Pers.Service-Office Services	Insurance Administrative services
MTAHQ	PARSONS BRINCKERHOFF, INC	\$6,293,061.10	\$5,844,207.01	\$0.00	Personal Service - Other	All-Agency Enterprise Asset Management Services
MTAHQ	PARSONS TRANSPORTATION GROUP OF NY	\$933,027.12	\$724,397.06	\$0.00	Personal Service - Computer	IT Hourly Consultant
NYCTA	PENDA AIKEN INC	\$444,842.00	\$226,750.00	\$0.00	Personal Service - Other	As needed -Temporary medical personnel - <b>Board approval not needed OGS Ride</b>
MTAHQ	PENN, SCHOEN & BERLAND ASSOCIATES LLC	\$1,000,000.00	\$8,524.38	\$0.00	Personal Service - Research	Market Research
MTAHQ	PERSPECTIVES RESOURCES INC.	\$101,953.50	\$87,350.15	\$0.00	Personal Service - Marketing	Market Research
LIRRD	PHILIP VASSALLO, ED. D.	\$196,220.00	\$47,520.00	\$21,120.00	Personal Service -Training	Training Services
LIRRD	PHOENIX ENVIRONMENTAL LABS, INC.	\$170,374.00	\$68,123.50	\$2,093.00	Personal Service - Research	Environmental Testing
NYCTA	PM LEGAL LLC	\$55,184.70	\$55,184.70	\$30,403.50	Personal Service - Legal	consultant to monitor court filing where MTA is defendant etc
MTAHQ	PRECISION STRATEGIES LLC	\$642,562.25	\$642,562.25	\$0.00	Personal Service - Marketing	Marketing / Public Relations



Utilization of As Needed Consulting Contracts  
Contracts Released or Modified August 2018 - July 2019

Agency	Supplier Name	Authorized Contract Amount	Contract Total Released Amount	Payments	Personal Service Board Category	Procurement Description
MTAHQ	PROTEK INFORMATION TECHNOLOGY SVS LLC	\$1,000,000.00	\$755,160.00	\$209,790.00	Personal Service - Computer	IT hourly consultant
MTAHQ	PRUTECH SOLUTIONS, INC.	\$7,462,119.98	\$6,613,548.75	\$577,183.16	Personal Service - Computer	IT hourly consultant
MTAHQ	PSI INTERNATIONAL, INC	\$4,882,033.00	\$4,346,311.46	\$950,284.50	Personal Service - Computer	IT hourly consultant
MTAHQ	PUBLIC FINANCIAL MANAGEMENT, INC.	\$314,775.00	\$274,013.44	\$0.00	Pers.Service-Labor Relations	Labor Relations
MTAHQ	Q.E.D., INC.	\$12,658,927.98	\$11,233,873.65	\$2,873,244.47	Personal Service - Computer	IT hourly consultant
NYCTA	Q.E.D., INC.	\$408,075.00	\$408,075.00	\$0.00	Personal Service - Computer	IT Hourly Consultant
MTAHQ	QUEST DIAGNOSTICS CLINICAL LABORATORIES	\$16,387.50	\$16,387.50	\$2,275.50	Personal Service - Other	All agency employee drug testing
MTAHQ	RESEARCH ASSOCIATES INC	\$1,000,000.00	\$0.00	\$0.00	Personal Service - Research	Market Research
MTAHQ	RESOURCE SYSTEMS GROUP	\$4,000,000.00	\$3,987,421.20	\$278,752.64	Pers.Service-Office Services	Market Research
MTAHQ	RESOURCE SYSTEMS GROUP	\$1,000,000.00	\$1.00	\$0.00	Personal Service - Research	Market Research
NYCTA	SEGAL COMPANY (EASTERN STATES) INC	\$1,100,000.00	\$802,726.00	\$21,553.75	Personal Service - Other	Benefits consulting services
MTAHQ	SIEMENS INDUSTRY, INC.	\$4,000,000.00	\$627,000.00	\$237,086.95	Personal Service - Other	As-needed energy consulting services
MTAHQ	SOURCE OF FUTURE TECHNOLOGY INC.	\$7,598,040.70	\$6,976,910.95	\$1,798,307.00	Personal Service - Computer	IT hourly consultant
NYCTA	SPECIALTY PORTABLE X-RAY INC	\$99,200.00	\$99,200.00	\$80,104.00	Personal Service - Other	As needed mobile x-ray services
MTAHQ	SPRUCE TECHNOLOGY INC	\$4,363,800.00	\$2,196,256.80	\$1,217,610.00	Personal Service - Computer	IT hourly consultant
NYCTA	SSDC SERVICES CORP	\$1,393,860.00	\$1,393,859.99	\$260,910.00	Personal Service - Other	Medicare Coordination Services
MTAHQ	STANTEC CONSULTING SERVICES, INC.	\$924,806.00	\$702,685.62	\$35,674.72	Personal Service - Finance	consulting services for an as needed Independent Engineer
MTAHQ	STELLAR SERVICES INC	\$1,000,000.00	\$216,125.00	\$0.00	Personal Service - Computer	IT hourly consultant
MTAHQ	STERLING TALENT SOLUTIONS	\$462,318.00	\$391,640.00	\$0.00	Personal Service - Other	Employee Background Checks
BRTUN	STERLING TALENT SOLUTIONS	\$794,324.00	\$774,670.00	\$8,563.49	Personal Service - Other	Background check sservices for B&T
MTAHQ	SUSAN BEDNARCZYK	\$262,000.00	\$262,000.00	\$0.00	Personal Service - Other	Freelance Writers and Editorial
MTAHQ	TCA CONSULTING GROUP INC	\$1,100,000.00	\$603,362.49	\$66,450.00	Personal Service - Computer	IT hourly consultant
NYCTA	TEMPOSITIONS HEALTH CARE INC	\$1,418,373.27	\$1,000,521.53	\$316,263.49	Pers. Serv. - Human Resources	As needed -Temporary Emergency Medical Technicians
NYCTA	TRAMM CONSULTANTS INC	\$925,000.00	\$925,000.00	\$19,169.25	Pers. Serv. - Human Resources	outside consulting to perform independent review of union admin assistant program
LIRRD	TRANSWORLD SYSTEMS INC	\$59,494.39	\$32,762.59	\$11,308.13	Personal Service - Finance	Debt collection services
MTAHQ	UNIQUE COMP, INC.	\$19,357,508.00	\$18,089,054.68	\$4,694,812.92	Personal Service - Computer	IT hourly consultant
MTAHQ	US TECH SOLUTIONS, INC	\$7,800,548.00	\$5,685,664.65	\$3,199,073.42	Personal Service - Computer	IT Hourly Consultant
MTAHQ	US TECH SOLUTIONS, INC	\$545,646.00	\$435,686.00	\$179,566.30	Personal Service - Other	Consultancy
MTAHQ	V GROUP INC	\$1,000,000.00	\$285,609.47	\$160,524.41	Personal Service - Computer	IT Hourly Consultant
MTAHQ	WIDENER - BURROWS & ASSOCIATES, INC.	\$4,133,223.04	\$2,983,772.73	\$685,672.35	Personal Service - Research	Market Research
MTAHQ	WILLDAN HOMELAND SOLUTIONS	\$4,170,000.00	\$4,169,999.94	\$575,010.00	Personal Service - Other	Security Awareness and Terrorism Prevention Training
MTAHQ	WILLDAN HOMELAND SOLUTIONS	\$0.00	\$0.00	\$0.00	Personal Service - Other	The formulation and delivery of complex counterterrorist table top drills and functional and full scale exercises. 2 vendors awarded, selected by mini-RFP for each specific drill/exercise.
NYCTA	WINSTON SUPPORT SERVICES, LLC	\$1,605,248.00	\$1,244,702.00	\$524,144.74	Personal Service - Other	As needed -Temporary medical personnel - <b>Board approval not needed OGS Ride</b>


Utilization of As Needed Consulting Contracts  
Contracts Released or Modified August 2018 - July 2019

Agency	Supplier Name	Authorized Contract Amount	Contract Total Released Amount	Payments	Personal Service Board Category	Procurement Description
MTAHQ	WSP USA INC	\$2,207,935.93	\$748,871.46	\$7,742.92	Personal Service - Computer	IT hourly consultant
MTAHQ	WSP USA INC	\$1,682,880.30	\$1,682,880.30	\$749,015.16	Personal Service - Management	IT hourly consultant
LIRRD	YORK ANALYTICAL LABORATORIES	\$237,151.80	\$213,135.91	\$26,971.90	Personal Service - Research	Environmental Testing
MTAHQ	YOU NEED A WRITER	\$275,000.00	\$275,000.00	\$51,200.00	Personal Service - Other	Freelance Writers and Editorial
BRTUN	TRAFFIC TECHNOLOGIES INC	\$742,664.72	\$742,664.72	\$354,881.41	Personal Service - Other	Consulting EZ-PASS Group Reciprocity
BRTUN	HENNINGSON, DURHAM & RICHARDSON PC	\$1,805,699.73	\$1,805,699.73	\$534,039.37	Personal Service - Other	Intelligent Transportation System Design
BRTUN	THOMAS COACHING COMPANY INC	\$70,000.00	\$70,000.00	\$21,820.36	Personal Service - Other	Employee Training and Development
BRTUN	PIVOTAL INSIGHT LLC	\$99,500.00	\$99,500.00	\$99,500.00	Personal Service - Planning	Operational Optimization planning
BRTUN	MSA SECURITY	\$616,145.00	\$616,145.00	\$11,631.32	Personal Service - Other	Explosive Detection Canine Services
BRTUN	SECURITAS ELECTRONIC SECURITY INC.	\$2,034,964.74	\$2,034,964.74	\$0.00	Personal Service - Other	Maint. & Admin. of Electronic Security System
NYCTA	Vertical Systems Analysis, Inc.	\$500,000.00	\$367,182.50	\$367,182.50	Personal Service - Analysis	Elevator and Escalator Consultant Services
NYCTA	JBA Change Management Corp.	\$12,828,518.10	\$12,828,518.10	\$5,535,940.45	Personal Service - Planning	Consultant for Subway System Improvement Assessment
NYCTA	Network Rail Consulting, Inc.	\$3,389,239.93	\$3,389,239.93	\$1,828,034.27	Personal Service - Planning	Consultant for Subway Action Plan Improvement Assessment
NYCTA	Walter Gorman PE, PC	\$603,604.30	\$603,604.30	\$223,741.08	Personal Service - Planning	Consultant for Bulk Storage and Dispensing Systems for Petroleum Products
NYCTA	Southwest Research Institute	\$558,277.11	\$558,277.11	\$16,160.00	Personal Service - Analysis	Fuel Analysis Consulting Services
NYCTA	Day Engineering, PC	\$517,500.00	\$517,500.00	\$74,333.61	Personal Service - Other	Environmental Consulting
NYCTA	Sam Schwartz Engineering, DPC	\$545,595.95	\$545,595.95	\$59,860.30	Personal Service - Other	Traffic Engineering Services
NYCTA	Audubon Architecture Engineering Survey	\$1,196,272.00	\$1,196,272.00	\$44,546.93	Personal Service - Other	CNG Consulting Services
MNCRR	A I ENGINEERS INC	\$1,710,666.45	\$1,710,666.45	\$0.00	Personal Service - Other	Construction, supervision, & Inspection of City Water
MNCRR	BOWERY RESIDENTS COMMITTEE, INC.	\$2,142,399.00	\$2,142,399.00	\$267,516.90	Personal Service - Other	Homeless Outreach
MNCRR	DAY ENGINEERING, PC	\$3,500,000.00	\$2,732,596.26	\$612,517.73	Personal Service -Training	On Call Environmental Remediation Services
MNCRR	HITACHI RAIL STS USA INC	\$23,552,259.00	\$23,552,259.00	\$0.00	Personal Service - Other	Construction, supervision, & Inspection of City Water
MNCRR	INFO TRAN ENGINEERS PC	\$400,000.00	\$400,000.00	\$237,984.00	Personal Service - Other	Field Inspector
MNCRR	KPMG, LLP	\$2,228,480.00	\$1,424,406.00	\$820,956.00	Personal Service - Planning	As needed PMM agents
MNCRR	NYS INDUSTRIES FOR THE DISABLED INC	\$10,128,644.46	\$5,633,213.18	\$1,095,714.19	Personal Service - Other	Field Inspector
MNCRR	SIMPSON GUNPERTZ & HEGER INC.	\$47,000.00	\$47,000.00	\$0.00	Personal Service - Analysis	As needed basis to provide metallurgical and structural testing
MNCRR	SKANSKA-ECCO III JV	\$250,528,492.85	\$250,528,492.85	\$12,549,110.22	Personal Service - Other	Active contract for construction maintenance
MNCRR	TRC ENGINEERS INC	\$2,500,000.00	\$2,918.50	\$2,918.50	Personal Service - Other	On Call Environmental Remediation Services
LIRRD	CARDNO ATC	\$115,775.64	\$36,554.77	\$4,094.35	Personal Service -Training	Hazardous Safety Training
LIRRD	HNTB NEW YORK ENGINEERING	\$222,805.00	\$222,805.00	\$214,877.79	Personal Service - Other	Assessment of on track safety program

### PROCUREMENTS




The Procurement Agenda this month includes 11 actions for a proposed expenditure of \$207M.

# Staff Summary

<b>Subject</b> Request for Authorization to Award Various Procurements
<b>Department</b> MTA Business Service Center
<b>Department Head Name</b> Wael Hibri
<b>Department Head Signature</b> 
<b>Division Head Name</b> David N. Ross

<b>Date</b> September 13, 2019
<b>Vendor Name</b> Various
<b>Contract Number</b> Various
<b>Contract Manager Name</b> Various
<b>Table of Contents Ref #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance	9/23/2019	X		
2	Board	9/25/2019	X		

Internal Approvals			
Order	Approval	Order	Approval
1	Procurement 	3	CFO 
2	Legal 		

## PURPOSE:

To obtain Board approval to award various contracts/contract modifications and purchase orders, as reviewed by the MTA Finance Committee.

## DISCUSSION:

MTAHQ proposes to award Non-competitive procurements in the following categories:

Schedules Requiring Majority Vote:

Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts 2 \$ 6,932,978  
Awarded as Contracts for Services

**SUBTOTAL 2 \$ 6,932,978**

MTAHQ proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote:

Schedule F: Personal Services Contracts 1 \$ 159,177,000  
Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts 7 \$ 38,700,000  
Awarded as Contracts for Services

**SUBTOTAL 8 \$ 197,877,000**

MTAHQ presents the following procurement actions for Ratification:

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions

**SUBTOTAL 1 \$ 1,911,737**  
**TOTAL 11 \$ 206,721,715**

**BUDGET IMPACT:** The purchases/contracts will result in obligating MTAHQ operating and capital funds in the amount listed. Funds are available in the current MTAHQ 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

### METROPOLITAN TRANSPORTATION AUTHORITY

WHEREAS, in accordance with Section 1265-a and Section 120 of the Public Authorities Law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public work contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous procurement contracts, and certain change orders to procurement, public work, and miscellaneous procurement contracts; and

WHEREAS, in accordance with Section 2879 of the Public Authorities Law and the All Agency Guidelines for Procurement of Services, 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 the 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. The Board ratifies each action taken set forth in Schedule D 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 works 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.
7. The Board authorizes the budget adjustments to estimated quantity contracts set forth in Schedule L.

## SEPTEMBER 2019

### LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

#### Procurements Requiring Majority Vote:

#### **H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services**

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval.)

- |    |   |   |
|----|---|---|
| 1. | <b>Brush Industries, Inc.</b><br><b>Refurbishment of MetroCard</b><br><b>Turnstiles Swipe Read/Write Head Assemblies</b><br><b>Contract No. 6030070657, Modification No. 9</b><br><b>Base Amount: \$3,514,958</b><br><b>Current Value: \$4,512,161</b><br><b>Proposed New Contract Value: \$7,496,985</b> | <b>\$2,984,824</b><br>(not-to-exceed)<br><br><u><i>Staff Summary Attached</i></u> |
|----|---|---|

Board approval is sought to extend the term of a non-competitive miscellaneous service contract with Brush Industries, Inc. (Brush) for three years to continue repair and refurbishment of NYCTs existing 4,800 Metro-Card Turnstile Magnetic Swipe Read/Write (SRW) Head Assemblies. The total estimated expenditures for this modification is \$2,984,824. This modification will continue proper maintenance on SRWs until the New Fare Payment system (NFPS) replaces the MetroCard system. This Modification No. 9 will increase the current contract from \$4,512,161 to \$7,496,985.

- |    |   |   |
|----|---|---|
| 2. | <b>Giesecke + Devrient Currency</b><br><b>Technology America, Inc.</b><br><b>Upgrade of Four BPS High Speed</b><br><b>Counter/Sorter/Strappers Interfaced to the</b><br><b>Consolidated Revenue Facility Cash Settlement</b><br><b>System</b><br><b>Contract No. 600000000022410, Modification No. 7</b><br><b>Base Amount: \$761,988</b><br><b>Current Value: \$3,398,637</b><br><b>Proposed New Contract Value: \$7,346,791</b> | <b>\$3,948,154</b><br>(not-to-exceed)<br><br><u><i>Staff Summary Attached</i></u> |
|----|---|---|

Board approval is sought for a six- year extension to the current 12-year term of a sole-source miscellaneous service contract with Giesecke + Devrient Currency Technology America Inc. (G&D) for preventive and remedial maintenance, upgrade and refurbishment of four high speed counter/sorter/strappers in the not to exceed amount of \$3,948,154. The three primary units are located at the Ridgewood Consolidated Revenue Facility (CRF), and one backup unit is located at the Revenue Control Maspeth Disaster Recovery Site.

# Staff Summary

## Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts



Item Number: 1

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<b>Vendor Name (&amp; Location):</b> Brush Industries 301 Reagan St, Sunbury, PA
<b>Description:</b> Refurbishment of MetroCard Turnstiles Swipe Read/Write Head Assemblies
<b>Contract Term (including Options, if any):</b> October 1, 2012 – June 30, 2022
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type:</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type:</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:
<b>Funding Source:</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> EMD/Acting Chief Officer Robert Moakler

<b>Contract Number:</b> PO# 6030070657	<b>AWO/Modification #</b> 9
<b>Original Amount:</b>	\$ 3,514,958
<b>Prior Modifications:</b>	\$ 997,203
<b>Prior Budgetary Increases:</b>	\$
<b>Current Amount:</b>	\$ 4,512,161
<b>This Request:</b>	<b>\$ 2,984,824</b>
<b>% of This Request to Current Amount:</b>	84%
<b>% of Modifications (including This Request) to Original Amount:</b>	113%

### DISCUSSION

Board approval is sought to extend the term of a non-competitive miscellaneous service contract with Brush Industries, Inc. (Brush) for three years to continue repair and refurbishment of NYCTs existing 4,800 Metro-Card Turnstile Magnetic Swipe Read/Write (SRW) Head Assemblies. The total estimated expenditure for this modification is \$2,984,824. This modification will continue maintenance on SRWs until the new fare payment system (NFPS) replaces the MetroCard system.

The Department of Subways - Electronics Maintenance Division (EMD) requires a contract to refurbish NYC Transit's turnstile MetroCard swipe read/write head assemblies. The required services include disassembly, cleaning and inspection of roller block assemblies, replacement of read-write magnetic heads with new ceramic read – write heads, replacement of worn out grooved ceramic base plates with new ceramic coated base plates (when required), installing new connectors, clamps, heat shrink tubing and cable ties, reassembling head assemblies and performing functional swipe tests to ensure that read-write heads work properly. Refurbishment is required because the swiping of MetroCards wears away the read write head material over time. NYC Transit has approximately 7,200 Swipe Read/Write and Read Only heads in the subway system and another 900 in inventory.

In September 2012, the Board approved the award of a three-year non-competitive miscellaneous services contract to Brush to refurbish NYC Transit's Turnstile MetroCard Swipe Read/Write Head (SRW) assemblies in the estimated amount of \$3,514,958. Brush is the original manufacturer and sole provider of this service. Modifications to this contract have been issued to add new and/or updated replacement components and to extend the contract through June 2019.

While MetroCards utilizing magnetic head swipe assemblies remain in service, they are scheduled to be decommissioned starting in 2023 as new NFPS devices are installed. Brush's contract services must continue through decommissioning to minimize customer disruption by out-of-service SRWs and to facilitate the transition to the NFPS.

Brush submitted their original quote as \$631.20 per unit. After negotiations with Procurement and the NYCT Cost Price Unit, Brush agreed to lower their unit price from \$631.20 to \$616.63. For 4,800 units, this equates to a total change from \$3,054,760 to \$2,984,824; a savings of \$69,936. Brush is holding this price firm for the next three years. In addition, this negotiated unit price is 10% below the 2018 established contract price. Based on the information above, the pricing for the refurbishment and additional components is deemed fair and reasonable.

A responsibility review of Brush, conducted pursuant to the All-Agency Responsibility Guidelines, revealed no significant adverse information within the meaning of the All-Agency Responsibility Guidelines and has been found to be responsible.

# Staff Summary

## Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts



Item Number: **2**

Page 1 of 1

<b>Vendor Name (&amp; Location):</b> Giesecke + Devrient Currency Technology America, Inc.		<b>Contract Number:</b> 600000000022410	<b>AWO/Modification #</b> 7
<b>Description:</b> Upgrade of Four (4) BPS High Speed Counter/Sorter/Strappers Interfaced to the Consolidated Revenue Facility (CRF) Cash Settlement System		<b>PO Number(s):</b> 6030321036	
<b>Contract Term (including Options, if any):</b> October 1, 2007 – September 30, 2025		<b>Original Amount:</b>	\$761,988
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		<b>Prior Modifications: 1-6</b>	\$2,636,649
<b>Procurement Type:</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive		<b>Prior Budgetary Increases:</b>	\$0
<b>Solicitation Type:</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:		<b>Current Amount:</b>	\$3,398,637
<b>Funding Source:</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>This Request:</b>	<b>\$3,948,154</b>
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> OMNY New Fair Payment Program, Al Putre		<b>% of This Request to Current Amount:</b>	116%
		<b>% of Modifications (including This Request) to Original Amount:</b>	864%

### PURPOSE:

Board approval is sought for a six-year extension to the current 12-year term of a sole-source miscellaneous service contract with Giesecke + Devrient Currency Technology America Inc. (G&D) for preventive and remedial maintenance, upgrade and refurbishment of four high speed counter/sorter/strappers in the not to exceed amount of \$3,948,154. The three primary units are located at the Ridgewood Consolidated Revenue Facility (CRF), and one backup unit is located at the Revenue Control Maspeth Disaster Recovery Site.

### DISCUSSION:

The Board approved the award of this sole-source, six-year miscellaneous service contract to G&D in July 2007 for \$1,184,148. To date, six contract modifications were issued to extend contract duration, expand the scope to add equipment, and modify the working hours to include weekends.

The number of pieces of currency to be counted has remained relatively flat from 2017 to 2019 at approximately 10 million to 11 million pieces of mixed currency, or about \$53 million to \$54 million dollars per month. There is currently no expectation that there will be a decrease in the volume of currency processed and there are no plans to decommission any of these units.

These high-speed currency counters have numerous features such as automated bank note strapping, automated cash box recognition, continuous processing of mixed denominations, the ability to process new U.S. currency designs and differing series of notes and count currency from multiple cash boxes. The work under this contract includes as needed remedial repair and quarterly preventive maintenance to ensure that all three primary CRF currency counters and the Maspeth backup remain in optimal working order. G&D is the original manufacturer and sole provider of service for these currency counters.

G & D originally submitted a proposal of \$4,285,635 for the six-year extension. After negotiations with Procurement and NYC Transit's Cost Price Unit, G&D submitted a final proposal in the amount of \$3,948,154. The final price is \$337,481 less than the original proposal and \$251,846 less than the in-house estimate of \$4,200,000. Additionally, the MTA is currently paying \$79,336 per machine for maintenance; under the new agreement, the price will be \$74,999 per machine or a savings of \$17,348. Based on this information, the price was found to be fair and reasonable.

A responsibility review of G&D conducted pursuant to the All-Agency Responsibility Guidelines revealed no significant adverse information and G&D has been found to be responsible.



**SEPTEMBER 2019**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**F. Personal Service Contracts**

(Staff Summaries required for all items greater than \$1M: Sole Source; Other Non-Competitive; Competitive RFP.)

- |    |   |                      |                                      |
|----|---|----------------------|--------------------------------------|
| 3. | <b>ConnectiCare, Inc.</b><br><b>MetroNorth Railroad Health Benefits</b> (not-to-exceed)<br><b>Contract No. 15324</b><br><b>Competitively negotiated – 6 proposals – 36 months with 2 one-year options</b> | <b>\$159,177,000</b> | <b><u>Staff Summary Attached</u></b> |
|----|---|----------------------|--------------------------------------|

Board approval is sought to award a competitively negotiated, personal services contract to ConnectiCare, Inc., to provide health care benefits, inclusive of medical and prescription coverage for non-represented and represented employees. The period of performance is five years from January 1, 2020 through December 31, 2024, which includes two one-year options for a total not-to-exceed amount of \$159,177,000 with the options.

## SEPTEMBER 2019

### LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

#### Procurements Requiring Majority Vote:

#### **H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services**

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary threshold required for Board approval.)

- |             |  |                    |                                      |
|-------------|--|--------------------|--------------------------------------|
| <b>4-9.</b> | <b>Various</b><br><b>Executive Recruitment Services</b><br><b>Contract No. 16359, Modification No. 1</b><br><b>Base Amount: \$2,255,081</b><br><b>Current Value: \$2,255,081</b><br><b>Proposed New Contract Value: \$4,655,081</b>            | <b>\$2,400,000</b> | <u><b>Staff Summary Attached</b></u> |
|             | <b>a. The Burgess Group</b><br><b>b. David Gomez &amp; Associates International Co.</b><br><b>c. Gilbert Tweed International, Inc.</b><br><b>d. Harris Rand Lusk</b><br><b>e. Infosys International</b><br><b>f. Krauthamer and Associates</b> |                    |                                      |

Board approval is sought for a modification and increase to a competitively negotiated, personal services contract for executive recruitment services in the amount not-to-exceed \$2,400,000 to support the MTA approved transformation plan.

- |            |   |                        |                                      |
|------------|---|------------------------|--------------------------------------|
| <b>10.</b> | <b>Metropolitan Life Insurance Co.</b><br><b>MTA Dental Benefits</b><br><b>Contract No. 11089-0200, Modification No. 3</b><br><b>Base Amount: \$163,226,040</b><br><b>Current Value: \$260,326,040</b><br><b>Proposed New Contract Value: \$295,526,040</b> | <b>\$36,300,000</b>    | <u><b>Staff Summary Attached</b></u> |
|            |   | <b>(not-to-exceed)</b> |                                      |

Board approval is sought to extend a previously Board-approved, competitively negotiated, all-agency personal services contract with Metropolitan Life Insurance Company ("MetLife") that provides dental benefits for non-represented employees and certain represented and retired employees. This one-year extension runs from January 1, 2020 to December 31, 2020 for an additional cost of \$36.3 million. This one-year extension will enable the MTA to prepare and execute a full all-agency Request for Proposals (RFP).

## Staff Summary

### Schedule F: Personal Service Contracts

Item Number: 3					
Dept & Dept Head Name: Human Resources					
Division & Division Head Name: HR & Retirement Programs, Margaret Connor, Sr. Director					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	Finance	9/23/19	X		
2	Board	9/25/19	X		
Internal Approvals					
Order	Approval	Order	Approval		
1	Procurement	4	CFO		
2	Comptroller	5	Legal		
3	DDCR				

<b>SUMMARY INFORMATION</b>	
Vendor Name: ConnectiCare, Inc.	Contract Number: 15324
Description: Metro-North Railroad Health Benefits	
Total Amount: \$159,177,000 (not to exceed)	
Contract Term (including Options, if any): January 1, 2020 – December 31, 2024	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type: <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type: <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source: <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other	

#### Narrative

#### I. PURPOSE

Board approval is sought to award a competitively negotiated, personal services contract to ConnectiCare, Inc. to provide health care benefits, inclusive of medical and prescription coverage for Metro-North Railroad's (MNR) non-represented and represented employees/retirees and their dependents who reside or work in Connecticut who choose this coverage. The period of performance is five years from January 1, 2020 through December 31, 2024, which includes two one-year options for a total not-to-exceed amount of \$159,177,000 with the options.

#### II. DISCUSSION

MNR currently has two HMO programs, provided by ConnectiCare and Oxford, which cover about 3,100 employees, retirees and eligible family members. The proposed contract will cover through a single insurer, all required HMO services and prescription drug coverage.

A two-step Request for Proposal process was used, starting with a prequalification step to identify firms that met the minimum requirements, and the prequalified firms then received the detailed RFP package.

The prequalification requirements for the medical plans included: a) certifications and licenses required to underwrite or administer group medical plans in Connecticut, b) a current contract offering a medical plan in Connecticut with a minimum of three employer groups, each with 5,000 or more eligible employees and retirees, and c) at least five years of experience administering and/or insuring employer-sponsored medical plans in Connecticut. The prequalification requirements for the prescription benefits included: a) certifications and licenses required to underwrite or administer group prescription drug plans in Connecticut, b) a current prescription drug plan in Connecticut with a minimum of three employer groups, each with 5,000 or more eligible employees and retirees and c) at least five years of experience administering and/or insuring employer-sponsored prescription drug plans in Connecticut. Six firms submitted responses, all of which qualified and moved onto step 2. The companies were Aetna, Cigna, ConnectiCare, Empire BCBS, MagnaCare and United HealthCare (UHC).

The RFP allowed for both fully-insured and self-insured plan options and all but MagnaCare offered both. MagnaCare proposed only on the self-insured option.

# Staff Summary

The evaluation criteria were: i) responsiveness to the RFP and the proposer's demonstration of a clear understanding of the objectives and constraints of the undertaking as described by the RFP documents; ii) the proposer's relevant experience, staffing, proven account management, organizational stability and references; iii) administrative services capabilities, including billing policies and procedures, on-line capabilities, member service hours, foreign language accommodations, regulatory compliance (e.g., HIPAA), reporting capabilities, and strength of implementation plan; iv) network access and provider disruption minimization; and v) the cost to the MTA based on proposer's submission and discount analysis; vi) proposer's diversity practices.

MTA used Mercer Health & Benefits LLC, a benefits consulting firm, to assist with the preparation of solicitation documents, financial modeling and pricing analysis, as well as other support services. The selection committee consisted of the MTA HQ Deputy Director of Employee Benefits, MTA BSC Director of Benefits and the MNR Director of Human Resources.

Following the evaluation of the technical proposals, MagnaCare was eliminated due to high disruption rates (meaning many currently utilized providers were not in its network). Cigna was eliminated because it was unwilling to provide firm pricing/premiums for the duration of the contract without additional data that would not become available until mid-August 2019, impacting the RFP timeline. The remaining four firms were invited for oral presentations, further review of their technical proposals, and negotiations and were eventually invited to submit BAFO's. The committee ultimately selected ConnectiCare, based on its offering the lowest price from among what were viewed as otherwise generally comparable proposals.

ConnectiCare's original proposal of \$28,990,000 annually for a fully-insured plan was negotiated to \$28,480,000 for a total 5-year contract cost of \$159,177,000, about \$37 million less than the baseline status quo cost if the MTA were to continue with ConnectiCare and Oxford under the current fees and standard industry trend increases. ConnectiCare's best and final offer is estimated to be \$10.8 million less than the closest competitor's BAFO. The fully insured contract includes an option for MTA to convert to a self-insured plan.

Based on the above, pricing is deemed to be fair and reasonable.

A responsibility review of ConnectiCare, Inc., conducted pursuant to the All-Agency Responsibility Guidelines revealed no significant adverse information and ConnectiCare has been found to be responsible.

### III. D/M/WBE INFORMATION

The MTA Department of Diversity and Civil Rights (DDCR) has established 0% MWBE/SDVOB goals on this contract because the participant data and benefit contract provisions are considered highly sensitive and confidential in nature. Subcontracting would increase the risk of exposure of confidential information.

### IV. IMPACT ON FUNDING

The contract is funded from its operating budget.

### V. ALTERNATIVES

1. Perform all services in-house. This alternative is not feasible since performing these functions in house would require the hiring of additional full and part-time employees, including associated overhead costs, which would not be cost effective.
2. Do not approve award of the contract. This alternative is not recommended, because the MTA is obligated to provide this HMO option to certain represented employee.

# Staff Summary

## Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

Item Number: **4-9**

Page 1 of 1

<b>Vendor Name (&amp; Location):</b> Various		<b>Contract Number:</b> 16359 – 001 thru 007	<b>AWO/Modification #</b> 1
<b>Description:</b> Executive Recruitment Services			
<b>Contract Term (including Options, if any):</b> Five (5) Years		<b>Original Amount:</b>	\$2,255,081
		<b>Prior Modifications:</b>	\$0
		<b>Prior Budgetary Increases:</b>	\$0
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		<b>Current Amount:</b>	\$2,255,081
<b>Procurement Type:</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive			
<b>Solicitation Type:</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>This Request:</b>	\$2,400,000 (aggregate)
<b>Funding Source:</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>% of This Request to Current Amount:</b>	106.4%
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Labor Relations/Anita Miller & HR/Margaret M. Connor		<b>% of Modifications (including This Request) to Original Amount:</b>	106.4%

### PURPOSE:

Board approval is sought for a modification and increase to competitively negotiated, personal services contracts for executive recruitment services in the aggregate not-to-exceed amount of \$2,400,000 to support the MTA approved transformation plan.

### Participating firms:

1. The Burgess Group	4. Harris Rand Lusk
2. David Gomez Partners	5. Raj Technologies Inc. (Formerly Infosys International)
3. Gilbert Tweed International	6. Krauthamer and Associates

### DISCUSSION:

The Transformation Plan required by Public Authorities Law Section 1279-e contains key deadlines and milestones that require the recruitment of 18 critical new managers by November 1, 2019 and 30 additional critical new managers by December 1, 2019. The contracts that will be utilized for the recruitment of this personnel were already awarded for executive search services through an RFP process. Six of the seven firms holding such contracts responded to MTA's request to participate in the instant recruitment effort. These consultants will design customized strategies that will take agency specific job descriptions and requirements into account for each position. All six firms have agreed to amend their contracts for purposes of this specific recruitment effort. For the first 18 searches, the fee will be \$50,000 per candidate. For the additional 30 new hires, the fee will also not exceed \$50,000 per position, but one third of that amount is contingent on MTA's hiring of a candidate introduced by the firms. Due to the urgency of this project, the base contract's MBE and WBE utilizations goals have been waived. However, it is important to note that two of the six prime contractors are NYS Certified MWBEs and will account for 33% of the total modified contract amount.

A responsibility review of The Burgess Group, David Gomez Partners, Gilbert Tweed International, Harris Rand Lusk, Raj Technologies and Krauthamer and Associates conducted pursuant to the All-Agency Responsibility Guidelines revealed no significant adverse information and all six firms have been found to be responsible.

### IMPACT ON FUNDING:

Funding for these contracts will be provided from the MTAHQ operating budget through Human Resources and may be allocated as appropriate to the relevant MTA agency seeking recruitment services.

### ALTERNATIVES:

None; the MTA is under extreme pressure to meet an aggressive timeline which includes a nationwide recruitment search for talent relating to the Transformation Plan.

# Staff Summary

## Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts



Item Number: **10**

Page 1 of 1

<b>Vendor Name (&amp; Location):</b> Metropolitan Life Insurance Company	
<b>Description:</b> Dental Benefits	
<b>Contract Term (including Options, if any):</b> January 1, 2020 through December 31, 2020	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Procurement Type:</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type:</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other:C/O	
<b>Funding Source:</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Human Resources, Margaret M. Connor	

<b>Contract Number:</b> 11089-0200	<b>AWO/Modification #</b> 3
<b>Original Amount:</b>	\$163,226,040
<b>Prior Modifications:</b>	\$ 97,100,000
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$260,326,040
<b>This Request:</b>	<b>\$ 36,300,000</b>
<b>% of This Request to Current Amount:</b>	14%
<b>% of Modifications (including This Request) to Original Amount:</b>	82%

### PURPOSE:

Board approval is sought to extend a previously Board-approved, competitively negotiated, all-agency personal services contract with Metropolitan Life Insurance Company ("MetLife") that provides dental benefits for non-represented employees and certain represented and retired employees. This one-year extension runs from January 1, 2020 to December 31, 2020 for an additional cost of \$36.3 million. This one-year extension will enable the MTA to prepare and execute a full all-agency Request for Proposals (RFP).

### DISCUSSION:

Through the above referenced contract, the MTA offers a dental benefit plan to non-represented employees and retirees, and to certain represented employees and retirees. In all, about 30,000 employees and retirees participate with coverage extending to eligible dependents of active employees and retirees. The MTA subsidizes the full cost of the dental plan, but participants are responsible for applicable deductibles, co-payments, non-participating provider charges and other costs that are not covered by the insurance program.

The current agreement with MetLife would otherwise expire December 31, 2019. The MTA had planned to issue a new RFP for these services but, in order to have time to complete an RFP procurement process, dental coverage is needed and being extended for one year through 12/31/20. The delay of the RFP has been due to limited benefits and procurement resources dedicated to multiple large benefits contract solicitations.

MTA engaged AON to review, analyze and advise the MTA regarding the proposed MetLife rate action. Aon reviewed MetLife's proposed rate action factors, used in the renewal. (i.e. the increase over the previous premiums) against industry benchmarks and determined that MetLife's renewal applied reasonable trend assumptions for calculating the renewal increase. In fact, Aon's analysis concluded that a continuation of Plan Year 2019 rates in Plan Year 2020 would result in very competitive rates.

MetLife originally provided a renewal offer with a 3% increase to premium rates (exclusive of any additional Affordable Care Act fees). Based on Aon's advice, MTA negotiated with MetLife to keep 2020 rates at 2019 levels (exclusive of the Health Insurer Fee), saving \$1.1 million for Plan Year 2020.

The Health Insurer Fee (HIF) is a fee under the Affordable Care Act that was waived by the Federal Government in 2019, but the expectation is that it will not be waived for 2020. As a result, \$36.3 million requested here includes a 3% increase to the 2019 rates, which is consistent with the amount MetLife projects the HIF will amount to in 2020.

Aon and the MTA negotiated a retrospective premium review to ensure that the MetLife premium is a fair representation of the actual cost of the claims, inclusive of administrative expenses and a competitive profit. Under this arrangement, MetLife agreed to return a portion of the premium, if claim experience is more favorable than a predetermined formula Target Loss Ratio (TLR). The Target Loss Ratio is defined as losses paid in claims divided by the total earned premiums. The TLR was negotiated to 87% for Plan Year 2020. Based on the information above, MetLife rates are considered fair and reasonable.

In connection with a previous contract awarded to MetLife, it 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 Interim Executive Director in consultation with the MTA General Counsel in March 2017. No new SAI has been found relating to MetLife and MetLife has been found to be responsible.

**SEPTEMBER 2019**

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**K. Ratification of Completed Procurement Actions (Involving Schedule E-J)**

(Staff Summaries required for items requiring Board approval.)

- |     |   |  |                                      |
|-----|---|--|--------------------------------------|
| 11. | <b>Guidehouse, LLP<br/>MTA Transformation Plan<br/>Roadmap Support Services<br/>Contract No. 15507-0100<br/>Competitively negotiated – proposals – 8 months</b> | <b>\$1,911,737<br/>(not-to exceed)</b> | <b><u>Staff Summary Attached</u></b> |
|-----|---|--|--------------------------------------|

Board approval is requested to award a competitively negotiated personal service contract to Guidehouse LLP (“Guidehouse,” formerly known as “Pricewaterhouse Coopers Public Sector LLP”) to provide MTA transformation plan (“Transformation Plan”) roadmap support services, including an implementation plan that will result in a separate implementation RFP in response to the MTA Board’s recent approval of the Transformation Plan objectives. The Transformation Plan is required as per New York Public Authorities Law under Section 1279-e. This contract term is through March 31, 2020 for a total not-to-exceed \$1,911,737.

# Staff Summary

## Schedule K: Ratification of Completed Procurement Actions (Involving Schedules E-J)

Page 1 of 1

Item Number: 11

<b>Vendor Name (&amp; Location):</b> Guidehouse, LLP	<b>Contract Number:</b> 15507-0700	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Description:</b> MTA Transformation Plan Roadmap Support Services	<b>Total Amount:</b> \$1,911,737	
<b>Contract Term (including Options, if any):</b> August 12, 2019 – March 31, 2020	<b>Funding Source:</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Robert Foran, Chief Financial Officer	
<b>Procurement Type:</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	<b>Contract Manager:</b> Marina Elliot	
<b>Solicitation Type:</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Contract Ride		

### I. PURPOSE/RECOMMENDATION

Board approval is requested to award a competitively negotiated personal service contract to Guidehouse LLP (“Guidehouse,” formerly known as “Pricewaterhouse Coopers Public Sector LLP”) to provide MTA transformation plan (“Transformation Plan”) roadmap support services, including an implementation plan that will result in a separate implementation RFP in response to the MTA Board’s recent approval of the Transformation Plan objectives. The Transformation Plan is required as per New York Public Authorities Law under Section 1279-e. This contract term is through March 31, 2020 for a total not-to-exceed \$1,911,737.

### II. DISCUSSION

Guidehouse has been selected to deliver MTA Transformation Plan roadmap support services. This contract is being awarded through an existing contract that was awarded through a competitively conducted RFP by the New York State Division of Budget (“Division of Budget”). Guidehouse was the primary consultant, having received the highest total score using the scoring criteria of Project Approach, Staff Experience & Qualifications, Proposer Experience & Qualifications, Cost and MWBE Diversity Practices as determined by the Division of Budget selection committee. As the primary consultant on the Division of Budget contract, Guidehouse was given the first opportunity to accept the assignment.

This Transformation Plan roadmap support services will provide a “blueprint” for MTA organizational restructuring activities, business process improvements, and cost reductions in follow-up to the restructuring recommendations provided by AlixPartners, LLP on June 30, 2019. This “Reorganization Implementation Plan” will be completed by October 15, 2019. The Guidehouse team is providing additional support related to the roadmap (e.g., socializing the report with external parties) and will focus on finalizing an implementation RFP in partnership with the MTA.

Effective August 12, 2019, a Notice to Proceed was issued to Guidehouse to promptly commence services in order to meet the statutory timeframe. Guidehouse anticipates that it will expend approximately \$850,000 through September 30, 2019, for which time and material records will be verified by MTA project management.



The total fee of \$1,911,737 is inclusive of a \$1,321,383 fixed fee for the implementation plan and RFP deliverables, as well as as-needed support services in the amount of \$590,354. The fully-loaded hourly rates as negotiated in the Division of Budget contract used by Guidehouse to arrive at the MTA's fixed fee are inclusive of expenses and range from \$141 for Management Analyst to \$429 for Engagement Partner. In compliance with the MTA 10% Cost Reduction Initiative implemented earlier in 2019, a 10% rate reduction was negotiated off the Division of Budget rates. The reduced rates range from \$127 for Management Analyst to \$385 for Engagement Partner, resulting in a savings of \$191,174. As a result, Guidehouse's proposed total fee of \$1,911,737 is determined to be fair and reasonable.

A responsibility review of Guidehouse conducted pursuant to the All-Agency Responsibility Guidelines revealed no significant adverse information and Guidehouse has been found to be responsible.

### **III. D/M/WBE INFORMATION**

The MTA Department of Diversity and Civil Rights (DDCR) established 0% MWBE/SDVOB goals on this contract due to a lack of subcontracting opportunities available for this specialized work.

### **IV. IMPACT ON FUNDING**

The total not to exceed cost for this contract is \$1,911,737 and will be funded by MTAHQ's operating budget.

### **V. ALTERNATIVES**

1. Perform services in-house – This alternative is not practical, since the MTA does not have the specialized expertise or bandwidth in the existing workforce with the time for completion of this urgent project. Hiring full and part time employees, including associated overhead costs would not be cost effective or timely due to the aggressive deadlines and multiple workstreams involved. This project is provided and managed best by an independent outside firm with subject matter expertise capable of providing the deliverables, which are unbiased and supported by best practices.
2. Do not approve award – This would result in delays with deliverables that don't meet the objectives of the Transformation Plan requirements. This alternative is not advisable.

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# Staff Summary

Item Number B					
Dept. & Dept. Head Name: Procurement & Material Management, Anthony Gardner, Acting Sr. Director					
Division & Division Head Name: Executive Vice President, Susan Doering					
<b>Board Reviews</b>					
Order	To	Date	Approv	Info	Other
1	M-N Comm.Mtg.	9-23-19	x		
2	MTA Board Mtg.	9-25-19	x		
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
X	President	X	Executive Director Mgmt. & Budget		
X	Sr. V.P. Operations				
X	V.P. & General Counsel				
X	V.P. Capital Programs				

<b>SUMMARY INFORMATION</b>	
Vendor Name TBD	Contract Number 156171
Description Request to use the RFP Process - Three New Traction Power Substations	
Total Amount TBD	
Contract Term (including Options, if any)	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION:

MTA Metro-North Railroad requests that the Board adopt a resolution declaring that competitive, sealed bidding is impractical or inappropriate and that it is therefore, in the public interest to use the competitive Request for Proposal (RFP) process, pursuant to Public Authorities Law Section 1265-a, for the design build of three traction power substations at MNR's Golden Bridge, Croton Falls and Katonah stations.

### II. DISCUSSION:

In 2004, a MNR Traction Power Study – DC Territory conducted by SYSTRA Engineering Inc. included a power substation strategy which recommended significant MNR traction power capital improvements. The improvements recommended in the study are to be implemented in phases through the year 2029. The improvements include normal replacement of existing substations, installation of additional traction substations where necessary and installation of composite aluminum third rail in many sections to lower the electrical resistance between substation and train.

The MNR traction power system cannot reliably handle the current and future operations. Capital improvements, in the form of additional new substations, are needed. The current Harlem Line operation, with its pronounced ridership growth over the last two decades, shows much greater stress on the existing DC traction power system. This is highly undesirable for normal operations and has been addressed in formulating the traction power improvements strategy.

The three new substations will harden electrical infrastructure in districts of critical need and will be able to provide wider coverage in case of the failure of an adjacent substation. The locations for these three new substations were selected and procured by MTA Real Estate for ease of substation construction and transmission of DC traction power along MNR's upper Harlem Line.

III. **D/M/WBE INFORMATION:**

The MTA Department of Diversity and Civil Rights (DDCR) will be consulted to determine the appropriate MBE/WBE and SDVOB goals.

IV. **IMPACT ON FUNDING:**

This procurement will be funded by the 2015-2019 MNR Capital Program.

V. **ALTERNATIVES:**

The alternative is to use a sealed competitive bidding process; however, this alternative is not recommended, as it would require MNR to first obtain 100% designs of the work to be implemented, consequently losing the advantages of a design/build construction methodology. The use of a design build process shall allow the contractor to utilize their specific expertise to adapt the base design to the individual stations, optimizing design efficiencies.



## Staff Summary



Page 1 of 2

Item Number: 1					
Dept & Dept Head Name: Procurement & Logistics, Dennis Mahon					
Department Head Signature & Date					
Division & Division Head Name: Program Management, Paul Dietlin					
Division Head Signature & Date					
<b>Board Reviews</b>					
Order	To	Date	Approval	Info	Other
	LI Committee	9.23.19			
2	MTA Board	9.25.19			
<b>Internal Approvals</b>					
Order	Approval	Order	Approval		
5	President	2	Sr. VP/Operations		
4	VP/Gen'l Counsel & Sec'y	1	Sr. VP/Engineering		
3	VP/CFO				

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> TBD	<b>Contract Number</b> TBD
<b>Description</b> Design Build Replacement of Ocean Avenue Substation with Option for Bellmore Substation.	
<b>Total Amount</b> \$TBD	
<b>Contract Term (including Options, if any)</b> TBD	
<b>Options(s) included in Total Amount:</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other	

## Narrative

**I. PURPOSE/RECOMMENDATION:**

LIRR requests MTA Board approval to adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public's best interest to use the design-build Request for Proposals (RFP) procurement method pursuant to Section 1265-a of the Public Authorities Law to award a contract to replace the Ocean Avenue substation, with an option to replace the Bellmore substation, both of which are operating beyond their useful life.

**II. DISCUSSION:**

LIRR's 2015-2019 Capital Program includes replacement of up to two traction power substations that are past their useful life. With this procurement, the Ocean Avenue substation, with the option for the Bellmore substation replacement, will be the final substations replaced under the current capital program. The successful contractor will design, fabricate, deliver, install, integrate and test the modular substations including building enclosures, equipment, cabling and supervisory control systems. In addition, the successful contractor will be responsible for the design and construction of the foundation system and final site finishing. LIRR force will connect the substation to the LIRR power and communications infrastructure by installing conduit, cable, switches and terminations.

The utilization of the RFP procurement process will allow LIRR to (a) better assess which proposers are capable of performing the work within the schedule, (b) assess the qualifications of prospective contractors; and (c) negotiate the best price as against the terms and conditions to arrive at a best value determination for award. Additionally, the RFP process gives LIRR the ability to negotiate and evaluate terms other than price alone, such as a proposer's past performance and technical experience on similar traction power replacement projects, qualifications of key personnel and safety records. Since the successful contractor will be responsible for both civil/site work and design and supply of the substation, the RFP process afford LIRR greater opportunity will enable LIRR to conduct face to face meetings and probe critical areas of the work with proposers to ensure that the proposer that is ultimately selected for award of the contract has a strong understanding of LIRR's scope of work as well as a solid technical approach to completing the project on-time and within budget while ensuring a

## Staff Summary



Long Island Rail Road

Page 2 of 2

high-quality product. The MTA Board has previously authorized use of the RFP process in connection with power substation projects, the most recent being LIRR's Meadowbrook Substation.

### **III. D/M/WBE INFORMATION:**

Goals for this Contract are to be determined by the MTA Office of Civil Rights and Diversity.

### **IV. IMPACT ON FUNDING:**

Funding for this project is included in LIRR's 2015-2019 Capital budget.

### **V. ALTERNATIVES:**

The alternative is to use the Invitation for Bid (IFB) procurement method. The IFB procurement method does not allow the LIRR the opportunity to negotiate costs or select a contractor based upon past experience, technical capability and/or proposed work completion schedule. In addition, the IFB process does not allow for meaningful dialogue with the contractor until after award, thereby preventing the LIRR from negotiating improvements to the construction schedule and incorporating more efficient means and methods into the contract.

## Item Number: 5

<b>Vendor Name (Location)</b> Turtle & Hughes, Inc. (Linden, New Jersey)	<b>Contract Number</b> 6%24218	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Description</b> Sag Corrector Service Agreement	<b>Total Amount:</b> \$3,577,121	
<b>Contract Term (including Options, if any)</b> Five Years (with two additional five-year options)	<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	<b>Requesting Dept./Div., Dept./Div. Head Name:</b>  Department of Subways, Sally Librera	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive		
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		

**Discussion:**

It is requested that the Board ratify a contract award made pursuant to the declaration of an Immediate Operating Need ("ION") requested by the Department of Subways and approved by the Vice President Materiel, for a Sag Corrector Service Agreement in the total estimated amount of \$3,577,121 to Turtle & Hughes, Inc. ("T&H").

This procurement addresses the need to ensure a reliable and consistent supply of power to the signal system. Disruptions in power can result in shutdowns, and surges in power can destroy signal equipment. Specialty electrical equipment, designed to eliminate disruptions (sags) in the electric power provided to the signal system, were furnished and installed in approximately 384 locations throughout NYC Transit's subway system by Con Edison, pursuant to a 2017 directive from the New York State Public Service Commission. These "sag correctors" are manufactured by Rockwell Automation ("Rockwell"), and were supplied by T&H.

T&H is Rockwell's sole distributor and authorized service contractor in the New York and mid-Atlantic region. Since the firmware and software installed in the sag correctors is proprietary to Rockwell, and it does not have any other authorized distributors or technical support providers in the area, the contract was negotiated as a sole-source procurement with T&H. Under the terms of the contract, T&H will provide (1) onsite scheduled and emergency technical support; (2) remote technical support; (3) inventory management to ensure delivery of needed parts within 24 hours; (4) warranty and repair services; (5) obsolescence management; and (6) training of in-house forces on basic maintenance and troubleshooting. The contract also contains two options, exercisable at the discretion of NYC Transit, for two additional five-year terms, thereby providing available support for a period of 15 years, commensurate with the sag correctors' current estimated total lifespan. Board approval will be sought prior to exercising either of these five-year options.

Following extensive negotiations, T&H submitted its final proposal in the amount of \$3,577,121. The in-house estimate was \$3,599,981. Procurement, together with the Cost/Price Analysis group, concluded that the pricing was fair and reasonable.

In connection with a previous contract awarded to T&H, T&H 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 March 2019. No new SAI has been found relating to T&H and T&H has been found to be responsible.

**Item Number:** 4

<b>Vendor Name (Location)</b> New Flyer of America, Inc. (St. Cloud, Minnesota)
<b>Description</b> Furnish and Deliver 110 Low-Floor 60-foot Articulated Compressed Natural Gas (CNG) buses
<b>Contract Term (including Options, if any)</b> May 31, 2017–December 31, 2023
<b>Option(s) included in Total Amt?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Department of Buses, Craig Cipriano

<b>Contract Number</b> B-40671	<b>AWO/Mod. #</b> 1
<b>Original Amount:</b>	\$ 95,039,286
<b>Prior Modifications:</b>	\$ 0
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 95,039,286
<b>This Request:</b>	\$ 3,374,124
<b>% of This Request to Current Amt.:</b>	3.6%
<b>% of Modifications (including This Request) to Original Amount:</b>	3.6%

**Discussion:**

This retroactive modification is to incorporate a series of technical changes on 110 low-floor 60-foot articulated Compressed Natural Gas (“CNG”) buses from New Flyer of America, Inc. (“New Flyer”).

The base contract is a sole-source negotiated contract which was approved by the Board in January 2017 and awarded to New Flyer in April 2017 for the estimated total of \$95,039,286; New Flyer is the only manufacturer of articulated CNG buses in North America. Delivery of these buses began in June 2018 and was completed in February 2019.





This modification will memorialize these technical changes requested by NYC Transit’s Department of Buses (“DOB”) that enhanced the bus’s emissions profile and customer amenities, as well as optimize performance and improve the reliability and maintainability of various mechanical and electrical systems. It should be noted that the majority of these changes were incorporated on the production line. However, a few of the changes were incorporated after the manufacture of the five pilot buses resulting in the need to retrofit these buses at the production facility. The three most significant changes which accounted for over 80 percent of total modification price include the upgrade of the bus engine, the installation of Digital Information Screens (“DIS”) to enhance the customer communication experience by providing audio/visual route and stop information as well as service advisories and the enhancement of the Bus Camera Security System (“BCSS”).

The upgrade of the bus engines to the 2018 EPA-compliant Cummins L9N ISL-G NZ was required because the engine manufacturer did not receive final approval of its 2018 EPA-compliant CNG engine until December 2017 which was subsequent to award of this contract. As a result, a number of enhancements and modifications were made to the engines. The installation of the Vianova DIS system was not included at time of award because DOB was in the process of conducting a test and evaluation of the DIS systems, which began in 2016 and concluded in late 2017. Upon completion of the test and evaluation, Vianova and two other vendors were qualified. The Vianova DIS was subsequently incorporated into these buses. The BCSS was enhanced with five additional cameras (four exterior and one interior driver facing camera) as part of an ongoing effort to improve the security for passengers and employees.

Through negotiations that focused on technical changes as well as pricing mark-ups and overhead rates for each of these changes, Procurement obtained a final price of \$3,374,124. The final pricing for this modification has been found to be fair and reasonable.



# Staff Summary

<b>Item Number</b> 1-2			
<b>Department, Department Head Name</b> SVP Procurement & Supply Chain, Stephen M. Plochochi			
			
<b>Internal Approvals</b>			
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	Materiel  9/11/19	6 	OPS 2/1/19
2 X	Law	7 	President 9/13/19
3 X	CFO		
4 X	CPM		
5 X	Subways		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> RFP Authorizing Resolution	<b>Contract Nos.</b> C-31389 (State) C-31391 (Federal)
<b>Descriptions</b>  Contractor Services for Miscellaneous Structural Repairs and Debris Protection Installation on an As-Needed Basis	
<b>Total Amount</b> Not to Exceed \$500 Million	
<b>Contract Term (including Options, if any)</b> Three years with two 1-year Options	
<b>Option(s) included in Total Amt?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Purpose

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate, and that pursuant to subdivision 9(f) of Section 1209 of the Public Authorities Law, it is in the public interest to utilize a competitive Request for Proposal ("RFP") process to select multiple contractors to become signatories to Call Agreement contracts for Miscellaneous Structural Repairs and Debris Protection Installation on an as-needed basis at various locations throughout the New York City Transit System, for a period of three years, with two 1-year options.

## Discussion

Work to be performed under these contracts will occur on subway, elevated, and viaduct structures at various NYC Transit and Staten Island Railway locations within the five boroughs and will consist of structural repairs of steel, concrete, masonry, and wood elements, including work along the right-of-way. Repairs to be performed under these contracts include (1) steel repair of beams, columns, girders, trusses, bridge girder bearings, struts, and bracings; (2) concrete repairs for spalls and cracks; replacement of deteriorated concrete areas and surfaces, encasements; and modifications to restore structural integrity of concrete elements; (3) repair of wood elements including canopy timber boards and rafters and mezzanine floorboards; and (4) repairs of cement block and solid masonry walls. These contracts will also address installation of debris protection, including netting systems under elevated structures.

Considering the scope of these as-needed construction projects cannot be readily determined at this time, the Call Agreement approach is best suited to address time-sensitive and safety-sensitive projects while maintaining competition.

During the contract term, selected contractors will be invited to participate on multiple specific construction work orders including the work described above, up to the aggregate amount of \$500 million. Separate funding will be obtained for each work order and awards will be made on a competitive basis. The duration for these contracts will be three years with two 1-year options.

NYC Transit seeks to utilize the RFP process for the qualification of signatory firms. Respondents to the Request for Qualifications will be assessed in accordance with evaluation criteria for relevant experience and general responsibility, including record of integrity and business ethics, requisite financial resources and safety record.

This competitive RFP method of selection and resulting Call Agreement contracts is in the public's interest and provides the Authority with the following benefits: (1) Immediate response and resolution to potential emergencies and other unforeseen situations utilizing pre-qualified contractors; (2) Price competition between selected contractors for each work order; and (3) Provides an alternative to issuing contract modifications to existing contracts.

### **Alternative**

Use a standard competitive bidding process to award each as-needed construction project. This is not recommended as the proposed approach will facilitate a streamlined procurement process enabling the Authority to more quickly and efficiently react to program needs as they arise.

### **Impact on Funding**

The aggregate budget for these contracts is \$500 million. Funding will be determined upon development of each work order.

### **Recommendation**

It is recommended that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate, and that, pursuant to subdivision 9(f) of Section 1209 of the Public Authorities Law, it is in the public interest to utilize a competitive RFP process to select multiple contractors to become signatories to Call Agreement contracts for Miscellaneous Structural Repairs and Debris Protection Installation on an as-needed basis at various locations throughout the New York City Transit System, for a period of three years with two 1-year options.

# Schedule K: Ratification of Completed Procurement Actions



Item Number: 3

<b>Vendor Name (Location)</b> L.K. Comstock & Company (East Farmingdale, New York)
<b>Description</b> Signal System Modernization of Kings Highway Interlocking, Culver Line / IND 6th Avenue Line, Brooklyn
<b>Contract Term (including Options, if any)</b> October 17, 2016–May 16, 2021
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Capital Program Management, Alok Saha

Contract Number	AWO/Mod. #
S-32176	19
<b>Original Amount:</b>	\$ 98,443,000
<b>Prior Modifications:</b>	\$ 290,783
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 98,733,783
<b>This Request:</b>	\$ 18,650,000
<b>% of This Request to Current Amount:</b>	18.9%
<b>% of Modifications (including This Request) to Total Amount:</b>	19.2%

## Discussion:

This retroactive modification is for the replacement of two double crossovers and two single crossovers within the Kings Highway Interlocking along the Culver line in Brooklyn, including replacement of existing wood ties with fiber-reinforced foam urethane ties, new rails and associated track work.

The base contract provides for the signal system modernization of the Kings Highway Interlocking on the 6th Avenue line (IND) in Brooklyn, and the upgrade of the train tracking system for Staten Island Railway (“SIR”). Work consists of (1) the removal of existing equipment; (2) furnishing and installing new signal equipment, signal heads, automatic stop machines, switch machines, indication and interlocking control panels, track circuits, code systems, Computer-Based Train Control (“CBTC”)–ready solid-state interlocking, new switch configuration, fiber-optic communication; (3) track and DC work; and for SIR (4) furnishing of a new train-tracking software system.

Subsequent to contract award, Maintenance of Way Track Engineering reassessed the condition of the four crossovers within the Kings Highway Interlocking in part to determine whether contractually required spot repairs of the track would be sufficient to enable the installation of 12 new switch machines required by contract, and whether additional repairs within the crossovers would be necessary. The inspection found numerous track ties throughout the crossovers to be in poor condition (heavily weathered, split and/or hollowed) and not suitable for the installation/mounting of new equipment required by the contract. This modification is for the full replacement of these four crossovers including replacement of existing wood ties with fiber-reinforced foam urethane ties, new rails and associated track work.

The NYC Transit President notified the MTA Board of this modification by email in November 2018, explaining that this additional work was initially planned to be performed after the interlocking modernization and after CBTC installation. This approach was based on previous condition assessments indicating that replacement of the crossovers was not immediately necessary. However, as indicated above, the current conditions necessitated more near-term replacement. By upgrading the crossovers in conjunction with the ongoing Kings Highway project, NYC Transit will achieve efficiencies by utilizing the existing contractor, taking advantage of existing service outages, and mitigating customer impact. In contrast, issuing a new contract to address this additional work would not be practical, as (1) award would not be made in time to take advantage of currently planned service outages, and (2) performing the crossover work after the CBTC installation would require the removal and reinstallation of newly installed signal equipment, which would add complexity, be less cost effective, and impact customers twice.

In order to mitigate the 12-month lead time associated with the fabrication of track materials required for the new crossovers, it was necessary to direct the contractor to proceed with material procurement. Approval to direct the contractor and process this modification on a retroactive basis was obtained from the SVP, Capital Program Management. Installation is currently scheduled for March 2020.

L.K. Comstock & Company (“Comstock”) submitted its proposal in the amount of \$22,093,980. The in-house estimate was \$17,361,000. Negotiations resulted in the agreed-upon lump-sum price of \$18,650,000 and no impact to the project schedule. Savings of \$3,443,980 were achieved. Capital Program Management and Procurement found this price to be fair and reasonable.

In connection with a previous contract awarded to Comstock, Comstock 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 and Chief Executive Officer in consultation with the MTA General Counsel in February 2016. No new SAI has been found relating to Comstock and Comstock has been found to be responsible.

# Staff Summary

Page 1 of 3

<b>Item Number</b>						<b>SUMMARY INFORMATION</b>																									
<b>Dept &amp; Dept Head Name:</b> Engineering and Construction, Joseph Keane, P.E. <i>Joe Keane</i>						<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%; padding: 5px;"> <b>Vendor Name</b>            Various         </td> <td style="width: 30%; padding: 5px;"> <b>Contract Number</b>            GFM-527         </td> </tr> </table>		<b>Vendor Name</b> Various	<b>Contract Number</b> GFM-527																						
<b>Vendor Name</b> Various	<b>Contract Number</b> GFM-527																														
<b>Division &amp; Division Head Name:</b> Engineering and Construction, Aris Stathopoulos, P.E. <i>Aris Stathopoulos</i>						<b>Description</b>  Miscellaneous Construction on an As-Needed Basis																									
<div style="text-align: center; border: 1px solid black; padding: 5px; margin: 5px 0;">Board Reviews</div> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 8%;">Order</th> <th style="width: 12%;">To</th> <th style="width: 12%;">Date</th> <th style="width: 12%;">Approval</th> <th style="width: 8%;">Info</th> <th style="width: 8%;">Other</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td>President</td> <td style="text-align: center;">9/9/19</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">2</td> <td>MTA B&amp;T Committee</td> <td style="text-align: center;">9/23/19</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">3</td> <td>MTA Board</td> <td style="text-align: center;">9/25/19</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						Order	To	Date	Approval	Info	Other	1	President	9/9/19				2	MTA B&T Committee	9/23/19				3	MTA Board	9/25/19				<b>Total Amount</b> Aggregate Total: GFM-527 \$120,000,000	
Order	To	Date	Approval	Info	Other																										
1	President	9/9/19																													
2	MTA B&T Committee	9/23/19																													
3	MTA Board	9/25/19																													
<div style="text-align: center; border: 1px solid black; padding: 5px; margin: 5px 0;">Internal Approvals</div> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 8%;">Order</th> <th style="width: 22%;">Approval</th> <th style="width: 8%;">Order</th> <th style="width: 22%;">Approval</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">1</td> <td>Vice President &amp; Chief Financial Officer <i>[Signature]</i></td> <td style="text-align: center;">4</td> <td>Vice President &amp; Chief of Staff <i>[Signature]</i></td> </tr> <tr> <td style="text-align: center;">2</td> <td>Sr. Vice President &amp; General Counsel <i>[Signature]</i></td> <td style="text-align: center;">5</td> <td>President <i>[Signature]</i></td> </tr> <tr> <td style="text-align: center;">3</td> <td>Vice President &amp; Chief Procurement Officer <i>[Signature]</i></td> <td></td> <td></td> </tr> </tbody> </table>						Order	Approval	Order	Approval	1	Vice President & Chief Financial Officer <i>[Signature]</i>	4	Vice President & Chief of Staff <i>[Signature]</i>	2	Sr. Vice President & General Counsel <i>[Signature]</i>	5	President <i>[Signature]</i>	3	Vice President & Chief Procurement Officer <i>[Signature]</i>			<b>Contract Term (including Options, if any)</b>  Four (4) years									
Order	Approval	Order	Approval																												
1	Vice President & Chief Financial Officer <i>[Signature]</i>	4	Vice President & Chief of Staff <i>[Signature]</i>																												
2	Sr. Vice President & General Counsel <i>[Signature]</i>	5	President <i>[Signature]</i>																												
3	Vice President & Chief Procurement Officer <i>[Signature]</i>																														
						<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																									
						<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																									
						<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive																									
						<b>Solicitation Type</b>  <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:																									
						<b>Funding Source</b>  <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Funding Source to be allocated by Work Order.																									

## Narrative

### I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All-Agency Procurement Guidelines to award public work contracts via the competitive RFP process for Miscellaneous Construction on an As-Needed Basis to the fourteen firms listed below for the aggregate amount of \$120,000,000 for a duration of four years.

#### Contract GFM-527 - Fourteen (14) firms selected:

- Ahern Painting Contractors, Inc.
- D'Onofrio General Contractors Corp.
- E.E. Cruz & Company, Inc.
- Ecco III Enterprises, Inc.
- El Sol Contracting & Construction Corp.
- Judlau Contracting, Inc.

# Staff Summary

Page 2 of 3

- Masterpiece US Inc.
- Navillus Tile, Inc. dba Navillus Contracting
- Paul J. Scariano, Inc.
- Posillico Civil, Inc.
- Railroad Construction Company, Inc.
- Restani Construction Corp.
- Skanska Koch Inc.
- Unicorn Construction Enterprises, Inc.

## **II. DISCUSSION**

In June 2018, the Board authorized the use of the competitive Request for Proposal (RFP) process in order to procure miscellaneous construction services on an as-needed basis. The requirements were publicly advertised. A RFP was issued and the committee selection process was conducted.

During the contract term, as a Scope of Work for each miscellaneous work order is identified, the contracted firms will be provided with the scope, a site tour will be conducted and bids shall be submitted. The contractor submitting the lowest bid shall be awarded that specific work order. Since most of the construction projects are small-scale and/or involve urgently needed repairs, it would be inefficient, time-consuming and not meet the agency's expedited needs to conduct separate competitively bid solicitations for each project.

The selection of contractors to be awarded these as-needed contracts was accomplished by a one-step RFP process. The firms were evaluated against established criteria including proposer's record of performance, qualifications of firm's specific personnel proposed, safety record and quality assurance program. Fifteen proposals were received on January 10, 2019.

Based on the established criteria, B&T's Selection Committee chose fourteen firms (Ahern, D'Onofrio, E.E. Cruz, Ecco III, El Sol, Judlau, Masterpiece, Navillus, Scariano, Posillico, Railroad Construction, Restani, Skanska Koch and Unicorn).

Ahern was found to be responsible notwithstanding significant adverse information (SAI) pursuant to All Agency Guidelines and such responsibility finding was approved by the MTA Managing Director in consultation with the MTA General Counsel in April 2018. E.E. Cruz was found to be responsible notwithstanding significant adverse information (SAI) pursuant to All Agency Guidelines and such responsibility finding was approved by the MTA Managing Director in consultation with the MTA General Counsel in December 2018. Paul J. Scariano was found to be responsible notwithstanding significant adverse information (SAI) pursuant to All Agency Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in February 2016. Skanska Koch's affiliated company (Skanska USA Civil Northeast, Inc.) was found to be responsible notwithstanding SAI pursuant to All Agency Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in July 2011. Judlau was found to be responsible notwithstanding SAI pursuant to All Agency Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in December 2013. All of the selected firms were determined to be responsive and responsible contractors with extensive backgrounds of prior and current public agency work.

It is recommended that the Board authorize B&T to enter into contracts with the above selected firms.

## **III. D/M/WBE INFORMATION**

The MTA DDCR established the following goals of 15% MBE, 15% WBE and 6% SDVOB for this as-needed procurement. Individual contracts will not be awarded until each firm's MWBE/SDVOB utilization plan has been approved by DDCR.

(rev. 1/22/14)

## Staff Summary

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Ahern, EE Cruz, Ecco III, El Sol, Judlau, Masterpiece, Navillus Tile, Paul J. Scariano, Railroad Construction, Restani Construction and Unicorn Construction have achieved their MWDBE/SDVOB goals on previously completed MTA contracts. D'Onofrio, Posillico Civil, and Skanska Koch have not completed any MTA contracts with MWDBE/SDVOB goals, therefore; no assessment of their MWDBE/SDVOB performance can be determined at this time.

#### **IV. IMPACT ON FUNDING**

Funding under B&T contract GFM-527 will be provided in the Capital and Operating budgets in the amount of \$120,000,000.00 and will be established for each individual work order prior to its issuance.

#### **V. ALTERNATIVES**

There are no recommended alternatives. The Authority does not have the resources to perform this work with in-house forces.



# Staff Summary

Page 1 of 2

<b>Item Number</b>					
<b>Dept &amp; Dept Head Name:</b> Engineering and Construction, Joe Keane, P.E. <i>Joe Keane</i>					
<b>Division &amp; Division Head Name:</b> Engineering and Construction, William Neubauer, P.E. <i>William Neubauer 9/4/19</i>					
<b>Board Reviews</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	President	09/09/19			
2	MTA B&T Committee	09/23/19			
3	MTA Board	09/25/19			
<b>Internal Approvals</b>					
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>		
1	Vice President & Chief Financial Officer <i>[Signature]</i>	4	Vice President & Chief of Staff		
2	Sr. Vice President & General Counsel <i>[Signature]</i>	5	President <i>[Signature]</i>		
3	Vice President & Chief Procurement Officer <i>[Signature]</i>				

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> Judlau Contracting, Inc.	<b>Contract Number</b> RK-23C
<b>Description:</b> Design-Build Services for New Harlem River Drive Connector Ramp	
<b>Total Amount</b> \$47,825,000.00	
<b>Contract Term (including Options, if any)</b> 15 months	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## Narrative

### I. PURPOSE/RECOMMENDATION

B&T is seeking Board approval under the All Agency General Contract Procurement Guidelines to award a competitively solicited public work contract for Design-Build Services for New Harlem River Drive Connector Ramp to Judlau Contracting, Inc. (Judlau) for a period of 15 months in the negotiated amount of \$47,825,000.00. In accordance with the MTA Design-Build Best Practice Guidance and in order to enhance competition and defray proposal costs, this solicitation included stipends in the amount of \$75,000 to be paid to each unsuccessful proposer whose proposal met defined proposal standards. Accordingly, approval is also requested to pay stipends totaling \$150,000 to the two unsuccessful proposers.

### II. DISCUSSION

In July 2016, the Board authorized B&T to enter into a competitive Request for Proposal (RFP) process for design-build (D-B) services for a New Harlem River Drive Connector Ramp. The work requires the design and construction of a new direct connector ramp from the Robert F. Kennedy Bridge Manhattan approach to the northbound Harlem River Drive including associated drainage, roadway lighting, signage, dry fire standpipe, pavement markings, traffic barriers, etc.

The service requirements were publicly advertised; eleven firms submitted qualification information and based on a review of their qualifications, four firms were deemed qualified to receive the RFP. Three firms submitted proposals: DeFoe Corp. (DeFoe) - \$57,830,000, Judlau Contracting, Inc. (Judlau) - \$45,500,000, and Skanska USA Civil Northeast, Inc.

(rev. 4/07/10)



## Staff Summary

Page 2 of 2

(Skanska) - \$51,600,000. The proposals were evaluated against established criteria set forth in the RFP, including proposed price, D-B technical approach, schedule, D-B experience, key personnel, and management approach.

In accordance with the MTA Design-Build Best Practice Guidance, Technical Proposals were evaluated by the Selection Committee (SC) prior to evaluation of the cost proposals. The SC unanimously recommends Judlau as the highest rated firm based on several factors: (i) technical innovations resulting in overall cost savings, (ii) an aggressive schedule, (iii) a successful historical working relationship between Judlau and its proposed design engineering firm, Parsons Transportation Group (PTG), (iv) the most advantageous price; and (v) a commitment to achieving the M/WBE and SDVOB goals. The other shortlisted firms provided responsive proposals, which were viewed as technically acceptable, however, Judlau's proposed schedule, technical approach and price best optimized efficiencies available via the design-build process.

Judlau submitted a proposal in the amount of \$45,500,000 and an aggressive schedule of 15 months which shall become the Contract substantial completion duration (3 months shorter than the RFP requirement to complete within 18 months). The requirements include allowances totaling \$3,450,000 for various contingencies and potential project risks including utility interferences and unknown site conditions. The Engineer recommends inclusion of early completion incentives of up to \$2,500,000 in order to minimize public and community impacts and to maximize project benefits. Negotiations were conducted with Judlau, which included discussion of technical requirements, design assumptions, and construction approach. Through negotiations B&T and Judlau agreed to the contract amount totaling \$47,825,000.00, which is 8.9% below the estimate of \$52,085,429.00, inclusive of revised allowances. The negotiated Judlau proposal is deemed the best value and in B&T's best interest.

Judlau was found to be responsible notwithstanding significant (SAI) pursuant to All-Agency Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in December 2013.

### **III. D/M/WBE INFORMATION**

The Department of Diversity and Civil Rights (DDCR) has established goals of 15% MBE, 15% WBE and 6% SDVOB for this contract. Judlau Contracting, Inc. has submitted MWBE/SDVOB utilization plans that are currently under review with the MTA Department of Diversity & Civil Rights. This contract will not be awarded without approval from DDCR. Judlau Contracting, Inc. has achieved its MWDBE/SDVOB goals on previously completed MTA contracts.

### **IV. IMPACT ON FUNDING**

Funding is available in the 2015-2019 Capital Program, Project D702RK-23C, task D03636. The two Design-Build Stipends totaling \$150,000 are funded under the 2015-2019 Capital Program under Project RK-23C.

### **V. ALTERNATIVES**

There are no recommended alternatives. The Authority does not possess the resources required to perform these services.

## Schedule H: Modifications to Personal Service Contracts and Miscellaneous Service Contracts

Item Number:

<b>Vendor Name (&amp; Location)</b> Thornton Tomasetti, Inc.		<b>Contract Number</b> PSC-15-2977	<b>AWO/Modification#</b>
<b>Description</b> Design and Construction Support Services for Project TN-53, Rehabilitation and Seismic Retrofit of the Approach Viaducts and Rehabilitation of the Lower Garage at the Throgs Neck Bridge			
<b>Contract Term (including Options, if any)</b> July 29, 2016 –December 31, 2019		<b>Original Amount:</b>	\$5,386,148.56
<b>Option(s) included in Total Amount</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>Prior Modifications:</b>	\$0.00
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Prior Budgetary Increases:</b>	\$0.00
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:		<b>Current Amount:</b>	\$5,386,148.56
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>This Request:</b>	\$4,272,683.18
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Engineering & Construction, Joe Keane, P.E.		<b>% of This Request to Current Amount:</b>	79.3%
		<b>% of Modifications (including This Request) to Original Amount:</b>	79.3%

### Discussion:

B&T is seeking Board approval under the All Agency Service Contract Procurement Guidelines ("All Agency Guidelines") to amend this contract with Thornton Tomasetti, Inc. (TTI) for funding to provide construction support services (CSS) for Contract PSC-15-2977, Design and Construction Support Services for Project TN-53, Rehabilitation and Seismic Retrofit of the Approach Viaducts and Rehabilitation of the Lower Garage at the Throgs Neck Bridge, in the negotiated amount of \$4,272,683.18. Consistent with the All Agency Guidelines, this amendment constitutes a substantial change.

In July 2016, subsequent to Board approval, the Contract was awarded to TTI for the phased design services, which included: (i) repair of steel superstructure elements of the Bronx and Queens Approach Viaducts, (ii) investigation and repair of concrete substructure elements of the approach viaducts, (iii) seismic assessment and retrofit designs to upgrade the approach viaduct structures and the Lower Garage to current seismic criteria and structural rehabilitation of the Lower Garage. The scope also included CSS, which was not funded since the required level of effort could not be reasonably determined until the design was completed. At that time, B&T informed the Board that a request for CSS funding would be submitted for approval at a future date. The Project TN-53 design is complete and the award of the construction contract is anticipated for the fourth quarter 2019. Also, an extension of time (4 years) through December 31, 2023 is required for TTI's ongoing services through the anticipated construction completion and closeout of Project TN-53.

The construction scope for Project TN-53 includes structural and electrical rehabilitation of the 4,700 foot Bronx Approach Viaduct, the 1,776 foot Queen Approach Viaduct and Bronx Approach bridge pier rehabilitation within the grounds of the SUNY Maritime College.

TTI submitted a proposal in the amount of \$4,444,999.43. The Engineer's estimate is \$4,171,799.00. Negotiations resulted in B&T and TTI agreeing to the negotiated amount totaling \$4,272,683.18, which is 2.4% above the Engineer's estimate and is fair and reasonable. The total amount of \$4,272,683.18 includes allowances for additional services in the amount totaling \$320,000.00. Funding is available in the 2015-2019 Capital Program under Project TN-53, Task D03689/CSS.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
**August 2019 Monthly**  
(\$ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent
<b>Revenue</b>												
Farebox Revenue	\$535.2	\$544.1	\$8.9	1.7	\$0.0	\$0.0	\$0.0	N/A	\$535.2	\$544.1	\$8.9	1.7
Toll Revenue	190.7	194.1	3.4	1.8	0.0	0.0	0.0	N/A	190.7	194.1	3.4	1.8
Other Revenue	55.1	61.0	5.9	10.8	0.0	0.0	0.0	N/A	55.1	61.0	5.9	10.8
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	231.8	195.4	(36.4)	(15.7)	231.8	195.4	(36.4)	(15.7)
<b>Total Revenues</b>	<b>\$781.0</b>	<b>\$799.3</b>	<b>\$18.3</b>	<b>2.3</b>	<b>\$231.8</b>	<b>\$195.4</b>	<b>(\$36.4)</b>	<b>(15.7)</b>	<b>\$1,012.8</b>	<b>\$994.6</b>	<b>(\$18.2)</b>	<b>(1.8)</b>
<b>Expenses</b>												
<b><u>Labor:</u></b>												
Payroll	\$435.8	\$447.6	(\$11.8)	(2.7)	\$76.6	\$59.7	\$16.9	22.0	\$512.4	\$507.3	\$5.0	1.0
Overtime	66.7	80.5	(13.8)	(20.7)	24.0	23.2	0.8	3.3	90.7	103.7	(13.0)	(14.4)
Health and Welfare	112.4	94.2	18.2	16.2	7.1	6.6	0.5	7.2	119.5	100.8	18.7	15.7
OPEB Current Payments	54.7	60.4	(5.7)	(10.4)	0.9	1.1	(0.2)	(21.6)	55.6	61.5	(5.9)	(10.6)
Pension	118.1	116.7	1.4	1.2	9.1	9.2	(0.1)	(1.5)	127.2	126.0	1.3	1.0
Other Fringe Benefits	67.7	71.5	(3.8)	(5.7)	27.9	22.3	5.6	20.2	95.6	93.8	1.8	1.9
Reimbursable Overhead	(49.0)	(40.8)	(8.2)	(16.7)	48.7	40.2	8.5	17.4	(0.3)	(0.6)	0.3	97.7
<b>Total Labor Expenses</b>	<b>\$806.4</b>	<b>\$830.2</b>	<b>(\$23.7)</b>	<b>(2.9)</b>	<b>\$194.3</b>	<b>\$162.4</b>	<b>\$32.0</b>	<b>16.4</b>	<b>\$1,000.7</b>	<b>\$992.5</b>	<b>\$8.2</b>	<b>0.8</b>
<b><u>Non-Labor:</u></b>												
Electric Power	\$37.6	\$41.5	(\$3.9)	(10.4)	\$0.0	\$0.1	(\$0.1)	<(100.0)	\$37.7	\$41.6	(\$4.0)	(10.6)
Fuel	15.3	13.6	1.6	10.7	0.0	0.0	0.0	99.5	15.3	13.6	1.7	10.8
Insurance	0.4	0.8	(0.4)	(80.3)	1.2	1.0	0.1	9.9	1.6	1.8	(0.2)	(15.3)
Claims	31.3	26.2	5.1	16.4	0.0	0.0	0.0	N/A	31.3	26.2	5.1	16.4
Paratransit Service Contracts	41.7	37.6	4.1	9.8	0.0	0.0	0.0	N/A	41.7	37.6	4.1	9.8
Maintenance and Other Operating Contracts	69.5	57.2	12.3	17.8	11.5	10.6	0.9	7.8	81.1	67.8	13.2	16.3
Professional Services Contracts	56.1	35.5	20.6	36.7	10.7	7.3	3.3	31.1	66.7	42.8	23.9	35.8
Materials and Supplies	58.3	60.3	(1.9)	(3.3)	13.7	14.9	(1.2)	(8.4)	72.1	75.2	(3.1)	(4.3)
Other Business Expenses	17.9	19.9	(2.0)	(11.3)	0.3	(1.0)	1.3	> 100.0	18.2	18.9	(0.7)	(3.8)
<b>Total Non-Labor Expenses</b>	<b>\$328.2</b>	<b>\$292.6</b>	<b>\$35.6</b>	<b>10.8</b>	<b>\$37.5</b>	<b>\$33.0</b>	<b>\$4.5</b>	<b>11.9</b>	<b>\$365.6</b>	<b>\$325.6</b>	<b>\$40.1</b>	<b>11.0</b>
<b><u>Other Expense Adjustments</u></b>												
Other	\$13.2	\$11.1	\$2.1	15.8	\$0.0	\$0.0	\$0.0	N/A	\$13.2	\$11.1	\$2.1	15.8
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
<b>Total Other Expense Adjustments</b>	<b>\$13.2</b>	<b>\$11.1</b>	<b>\$2.1</b>	<b>15.8</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>\$13.2</b>	<b>\$11.1</b>	<b>\$2.1</b>	<b>15.8</b>
<b>Total Expenses Before Non-Cash Liability Adjs.</b>	<b>\$1,147.8</b>	<b>\$1,133.9</b>	<b>\$13.9</b>	<b>1.2</b>	<b>\$231.8</b>	<b>\$195.4</b>	<b>\$36.4</b>	<b>15.7</b>	<b>\$1,379.6</b>	<b>\$1,329.2</b>	<b>\$50.4</b>	<b>3.6</b>
Depreciation	\$231.7	\$235.6	(\$3.9)	(1.7)	\$0.0	\$0.0	\$0.0	N/A	\$231.7	\$235.6	(\$3.9)	(1.7)
OPEB Liability Adjustment	0.0	0.0	0.0	100.0	0.0	0.0	0.0	N/A	0.0	0.0	0.0	100.0
GASB 75 OPEB Expense Adjustment	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
GASB 68 Pension Expense Adjustment	0.0	0.0	0.0	100.0	0.0	0.0	0.0	N/A	0.0	0.0	0.0	100.0
Environmental Remediation	0.5	0.9	(0.4)	(73.3)	0.0	0.0	0.0	N/A	0.5	0.9	(0.4)	(73.3)
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$1,380.0</b>	<b>\$1,370.3</b>	<b>\$9.7</b>	<b>0.7</b>	<b>\$231.8</b>	<b>\$195.4</b>	<b>\$36.4</b>	<b>15.7</b>	<b>\$1,611.8</b>	<b>\$1,565.7</b>	<b>\$46.1</b>	<b>2.9</b>
Less: B&T Depreciation & GASB Adjustments	\$11.9	\$13.9	(\$1.9)	(16.3)	\$0.0	\$0.0	\$0.0	0.0	\$11.9	\$13.9	(\$1.9)	(16.3)
<b>Adjusted Total Expenses</b>	<b>\$1,368.1</b>	<b>\$1,356.5</b>	<b>\$11.7</b>	<b>0.9</b>	<b>\$231.8</b>	<b>\$195.4</b>	<b>\$36.4</b>	<b>15.7</b>	<b>\$1,599.9</b>	<b>\$1,551.8</b>	<b>\$48.1</b>	<b>3.0</b>
<b>Net Surplus/(Deficit) excl. Subsidies and Debt Service</b>	<b>(\$587.1)</b>	<b>(\$557.2)</b>	<b>\$29.9</b>	<b>5.1</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>(\$587.1)</b>	<b>(\$557.2)</b>	<b>\$29.9</b>	<b>5.1</b>
<b>Total Subsidies</b>	<b>\$380.6</b>	<b>\$374.2</b>	<b>(\$6.4)</b>	<b>(1.7)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>\$380.6</b>	<b>\$374.2</b>	<b>(\$6.4)</b>	<b>(1.7)</b>
<b>Debt Service</b>	<b>239.9</b>	<b>258.2</b>	<b>(18.4)</b>	<b>(7.7)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>N/A</b>	<b>239.9</b>	<b>258.2</b>	<b>(18.4)</b>	<b>(7.7)</b>

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.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
**August 2019 Year-to-Date**  
(\$ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent
<b>Revenue</b>												
Farebox Revenue	\$4,161.4	\$4,187.9	\$26.5	0.6	\$0.0	\$0.0	\$0.0	N/A	\$4,161.4	\$4,187.9	\$26.5	0.6
Toll Revenue	1,371.4	1,372.1	0.7	0.0	0.0	0.0	0.0	N/A	1,371.4	1,372.1	0.7	0.0
Other Revenue	471.3	489.3	18.0	3.8	0.0	0.0	0.0	N/A	471.3	489.3	18.0	3.8
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	1,588.5	1,513.4	(75.1)	(4.7)	1,588.5	1,513.4	(75.1)	(4.7)
<b>Total Revenues</b>	<b>\$6,004.1</b>	<b>\$6,049.3</b>	<b>\$45.2</b>	<b>0.8</b>	<b>\$1,588.5</b>	<b>\$1,513.4</b>	<b>(\$75.1)</b>	<b>(4.7)</b>	<b>\$7,592.6</b>	<b>\$7,562.7</b>	<b>(\$29.9)</b>	<b>(0.4)</b>
<b>Expenses</b>												
<b><u>Labor:</u></b>												
Payroll	\$3,527.9	\$3,546.1	(\$18.2)	(0.5)	\$530.7	\$451.6	\$79.1	14.9	\$4,058.6	\$3,997.7	\$60.9	1.5
Overtime	611.9	651.0	(39.2)	(6.4)	153.3	192.1	(38.9)	(25.4)	765.1	843.2	(78.0)	(10.2)
Health and Welfare	883.0	882.1	0.9	0.1	55.7	54.2	1.4	2.5	938.6	936.3	2.3	0.2
OPEB Current Payments	430.9	443.4	(12.5)	(2.9)	7.0	6.9	0.1	1.6	437.9	450.3	(12.4)	(2.8)
Pension	993.8	992.7	1.1	0.1	73.0	71.9	1.1	1.5	1,066.8	1,064.6	2.3	0.2
Other Fringe Benefits	586.2	598.9	(12.6)	(2.2)	187.6	170.6	17.0	9.0	773.8	769.5	4.3	0.6
Reimbursable Overhead	(321.8)	(317.5)	(4.3)	(1.3)	319.0	314.5	4.4	1.4	(2.8)	(3.0)	0.2	6.0
<b>Total Labor Expenses</b>	<b>\$6,711.9</b>	<b>\$6,796.7</b>	<b>(\$84.8)</b>	<b>(1.3)</b>	<b>\$1,326.2</b>	<b>\$1,262.0</b>	<b>\$64.3</b>	<b>4.8</b>	<b>\$8,038.1</b>	<b>\$8,058.6</b>	<b>(\$20.5)</b>	<b>(0.3)</b>
<b><u>Non-Labor:</u></b>												
Electric Power	\$305.0	\$302.2	\$2.7	0.9	\$0.5	\$0.9	(\$0.4)	(75.9)	\$305.5	\$303.1	\$2.3	0.8
Fuel	124.8	121.2	3.6	2.9	0.1	0.0	0.1	98.9	124.9	121.2	3.6	2.9
Insurance	2.6	5.0	(2.4)	(92.4)	8.6	7.2	1.3	15.6	11.2	12.2	(1.1)	(9.6)
Claims	260.8	269.0	(8.2)	(3.1)	0.0	0.0	0.0	N/A	260.8	269.0	(8.2)	(3.1)
Paratransit Service Contracts	322.8	324.1	(1.3)	(0.4)	0.0	0.0	0.0	N/A	322.8	324.1	(1.3)	(0.4)
Maintenance and Other Operating Contracts	516.6	472.0	44.6	8.6	76.3	68.3	8.0	10.5	592.9	540.3	52.6	8.9
Professional Services Contracts	368.3	313.6	54.7	14.9	63.7	67.3	(3.5)	(5.5)	432.0	380.8	51.2	11.8
Materials and Supplies	446.1	441.2	4.9	1.1	113.1	104.3	8.8	7.7	559.1	545.5	13.6	2.4
Other Business Expenses	145.6	145.0	0.6	0.4	0.0	3.4	(3.4)	<(100.0)	145.6	148.4	(2.8)	(1.9)
<b>Total Non-Labor Expenses</b>	<b>\$2,492.6</b>	<b>\$2,393.4</b>	<b>\$99.2</b>	<b>4.0</b>	<b>\$262.3</b>	<b>\$251.5</b>	<b>\$10.8</b>	<b>4.1</b>	<b>\$2,754.9</b>	<b>\$2,644.9</b>	<b>\$110.0</b>	<b>4.0</b>
<b><u>Other Expense Adjustments</u></b>												
Other	\$99.2	\$95.5	\$3.7	3.8	\$0.0	\$0.0	\$0.0	N/A	\$99.2	\$95.5	\$3.7	3.8
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
<b>Total Other Expense Adjustments</b>	<b>\$99.2</b>	<b>\$95.5</b>	<b>\$3.7</b>	<b>3.8</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>\$99.2</b>	<b>\$95.5</b>	<b>\$3.7</b>	<b>3.8</b>
<b>Total Expenses Before Non-Cash Liability Adjs.</b>	<b>\$9,303.7</b>	<b>\$9,285.6</b>	<b>\$18.2</b>	<b>0.2</b>	<b>\$1,588.5</b>	<b>\$1,513.4</b>	<b>\$75.1</b>	<b>4.7</b>	<b>\$10,892.2</b>	<b>\$10,799.0</b>	<b>\$93.2</b>	<b>0.9</b>
Depreciation	\$1,857.8	\$1,890.7	(\$33.0)	(1.8)	\$0.0	\$0.0	\$0.0	N/A	\$1,857.8	\$1,890.7	(\$33.0)	(1.8)
OPEB Liability Adjustment	0.0	0.0	0.0	100.0	0.0	0.0	0.0	N/A	0.0	0.0	0.0	100.0
GASB 75 OPEB Expense Adjustment	4.7	(7.1)	11.8	> 100.0	0.0	0.0	0.0	N/A	4.7	(7.1)	11.8	>100.0
GASB 68 Pension Expense Adjustment	0.3	(84.6)	84.9	> 100.0	0.0	0.0	0.0	N/A	0.3	(84.6)	84.9	>100.0
Environmental Remediation	4.8	5.8	(1.0)	(20.8)	0.0	0.0	0.0	N/A	4.8	5.8	(1.0)	(20.8)
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$11,171.3</b>	<b>\$11,090.4</b>	<b>\$80.9</b>	<b>0.7</b>	<b>\$1,588.5</b>	<b>\$1,513.4</b>	<b>\$75.1</b>	<b>4.7</b>	<b>\$12,759.8</b>	<b>\$12,603.8</b>	<b>\$156.0</b>	<b>1.2</b>
Less: B&T Depreciation & GASB Adjustments	\$104.1	\$109.7	(\$5.6)	(5.4)	\$0.0	\$0.0	\$0.0	0.0	\$104.1	\$109.7	(\$5.6)	(5.4)
<b>Adjusted Total Expenses</b>	<b>\$11,067.2</b>	<b>\$10,980.7</b>	<b>\$86.5</b>	<b>0.8</b>	<b>\$1,588.5</b>	<b>\$1,513.4</b>	<b>\$75.1</b>	<b>4.7</b>	<b>\$12,655.7</b>	<b>\$12,494.1</b>	<b>\$161.6</b>	<b>1.3</b>
<b>Net Surplus/(Deficit) excl. Subsidies and Debt Service</b>	<b>(\$5,063.1)</b>	<b>(\$4,931.5)</b>	<b>\$131.6</b>	<b>2.6</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>(\$5,063.1)</b>	<b>(\$4,931.5)</b>	<b>\$131.6</b>	<b>2.6</b>
<b>Total Subsidies</b>	<b>\$5,289.5</b>	<b>\$5,360.2</b>	<b>\$70.7</b>	<b>1.3</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>\$5,289.5</b>	<b>\$5,360.2</b>	<b>\$70.7</b>	<b>1.3</b>
<b>Debt Service</b>	<b>1,827.9</b>	<b>1,808.7</b>	<b>19.3</b>	<b>1.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>N/A</b>	<b>1,827.9</b>	<b>1,808.7</b>	<b>19.3</b>	<b>1.1</b>

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.

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**AUGUST 2019**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	AUGUST		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Farebox Revenue	NR	8.9	1.7	Passenger revenue was higher at NYCT and the LIRR by \$10.7M and \$0.8M, respectively, due to higher ridership. These results were partially offset by unfavorable variances of (\$1.3M) at MTA Bus due to lower average fare, and (\$1.2M) at MNR due to lower ridership.	26.5	0.6	Passenger revenue was higher at NYCT by \$28.7M due to higher subway and bus ridership. This result was partially offset by an unfavorable variance of (\$2.5M) at MNR due to lower ridership.
Vehicle Toll Revenue	NR	3.4	1.8	Toll revenues were favorable primarily due to higher average toll yield.	0.7	0.0	Toll revenues were slightly higher than forecast.
Other Operating Revenue	NR	5.9	10.8	The favorable outcome mostly reflects a positive shift in the market value of the invested asset portfolio, \$12.6M at FMTAC, and timing, \$0.6M at B&T. This was partially offset by unfavorable results stemming from lower reimbursements of (\$6.2M) at NYCT and (\$1.2M) at MTA Bus (from student fares and Workers' Compensation), partially offset the favorable results.	18.0	3.8	The favorable outcome mostly reflects the continuance of the driver noted for the month at FMTAC (including higher realized income from the sale of investments), as well as higher revenue at B&T from the timing of cellular equipment rentals and unanticipated proceeds from insurance settlements, \$30.0M and \$1.8M, respectively. Partially offsetting these results were shortfalls at NYCT (\$7.7M) and MTA Bus (\$2.5M) for the same reasons noted for the month, coupled with lower advertising revenue at MNR (\$2.0M), and lower income from Transit Museum MetroCard sales at MTAHQ (\$1.2M).
Payroll	NR	(11.8)	(2.7)	Timing mostly contributed to the unfavorable variance of (\$10.6M) at NYCT, reflecting a change in the methodology for recording payroll expense (recognizing the expense once a paycheck is issued basis). Other contributing factors included a Retroactive Wage Adjustment (RWA) payments, higher retiree payouts, and the implications of lower capital project activity which results in the reassignment of reimbursable workforce to operations (non-reimbursable), (\$3.8M) at MNR. Higher interagency billings, retroactive payments, and lower attrition rates than expected all contributed to costs that exceeded the forecast by (\$3.2M) at MTA Bus. These results were partially offset by vacancy savings and timing of \$2.9M at MTAHQ and \$2.3M at the LIRR, which includes higher sick pay law claim credits.	(18.2)	(0.5)	The factors highlighted for the month continue at NYCT, MNR (excepting RWA payments), and MTA Bus (including higher payouts of banked holiday and sick/personal time)—with unfavorable results of (\$15.3M), (\$11.5M), (\$5.5M), respectively. These results were partially offset by favorable outcomes of \$7.4M at the LIRR due to vacant positions, Atlantic-Tunnel and Jamaica (AAJ) wireless project reimbursement reclassifications and higher sick pay law claim credits; \$6.3M at MTAHQ due to the reversal of MTA PD vacation accruals, vacancy savings resulting from hiring restrictions, and interagency billings; and \$0.6M at SIR due to vacancies.
Overtime	NR	(13.8)	(20.7)	The unfavorable variance was mainly due to coverage necessitated by higher unscheduled service, programmatic/routine maintenance, and the timing of reimbursable expenses at NYCT (\$10.5M); and higher programmatic/routine maintenance and scheduled service (running time/traffic) at MTA Bus (\$2.3M). Other contributing factors were the result of RWA payments and timing at MNR (\$1.5M); and MTA PD coverage requirements in support of the Fare Evasion and Homeless Outreach efforts at MTAHQ (\$1.5M). These results were partially offset by lower programmatic/routine maintenance, vacancy/absentee coverage, and unscheduled service requirements at the LIRR \$1.8M. (See Overtime Decomposition Report for more details)	(39.2)	(6.4)	Higher coverage requirements reflect a continuation of the factors noted for the month but with overspending of (\$36.0M) at NYCT, (\$5.8M) at MTA Bus, (\$2.1M) at MTAHQ and (\$0.6M) at MNR (including higher programmatic/routine maintenance). Partly offsetting these results were favorable outcomes of \$4.4M at the LIRR mostly due to lower programmatic/routine maintenance (delays in fleet maintenance) and unscheduled service; and \$1.0M at B&T due to lower vacancy/absentee coverage and scheduled service requirements. (See Overtime Decomposition Report for more details)
Health and Welfare	NR	18.2	16.2	NYCT was favorable by \$18.6M mainly due to timing. The LIRR was favorable by \$1.2M due to vacancies. MTAHQ was favorable by \$0.5M due to lower expenses. These results were offset by unfavorable variances of (\$1.6M) at MTA Bus due to higher expenses, and (\$0.9M) at MNR due to higher labor expenses.	0.9	0.1	NYCT and the LIRR were favorable by \$4.3M and \$3.4M, respectively, due to the same drivers noted for the month's variance. B&T was favorably by \$1.2M due to vacancies. These results were partially offset by unfavorable variances of (\$4.4M) at MTA Bus due to higher expenses; (\$2.5M) at MNR due to higher labor expenses and higher rates; and (\$1.5M) at MTAHQ due to an adjustment for medical expenses.

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**AUGUST 2019**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	AUGUST		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
OPEB - Current Payment	NR	(5.7)	(10.4)	NYCT was unfavorable by (\$7.1M) mainly due to timing. The LIRR was \$0.8M favorable due to fewer retirees.	(12.5)	(2.9)	NYCT and MTAHQ were unfavorable by (\$14.7M) and (\$2.7M), respectively, due to timing. These results were partially offset by favorable variances of \$3.3M at the LIRR due to fewer retirees; and \$0.8M at MTA Bus.
Pensions	NR	1.4	1.2	Timing was mainly responsible for the favorable variance of \$1.1M at MTAHQ. Other agency variances were minor.	1.1	0.1	Timing was mainly responsible for favorable variances of \$4.1M at MTAHQ and \$0.6M at MNR, and for the unfavorable variance of (\$3.6M) at NYCT. Other agency variances were minor.
Other Fringe Benefits	NR	(3.8)	(5.7)	NYCT was unfavorable by (\$6.0M) due to a change in recording payroll expenses and timing of reimbursable credits. MNR was unfavorable by (\$0.6M) due to higher labor expenses. These results were partially offset by favorable variances of \$1.2M at the LIRR due to lower FELA indemnity reserves and lower Railroad Retirement taxes, and \$0.8M at MTAHQ mainly due to vacancies and timing of interagency billings.	(12.6)	(2.2)	NYCT was unfavorable by (\$20.8M) due to the same drivers noted for the month. MNR was unfavorable by (\$1.0M) due to higher labor expenses. These results were partially offset by favorable variances of \$3.5M at the LIRR mainly due to lower Railroad Retirement taxes; \$2.7M at MTA Bus due to lower Workers Compensation claim costs and timing of interagency billings; and \$2.4M at MTAHQ, the causes of which remain unchanged from the month.
Reimbursable Overhead	NR	(8.2)	(16.7)	Timing contributed to the unfavorable variances of (\$12.1M) at NYCT (mainly resulting from changes in the booking of payroll costs) and (\$0.6M) at B&T. These were partially offset by favorable variances of \$1.8M at MNR and \$0.5M at MTAHQ due to higher project activity, and \$1.6M at the LIRR due to timing. Other Agency variances were minor.	(4.3)	(1.3)	Mainly reflects the month's noted change in booking payroll costs at NYCT (\$8.5M), as well as lower project activity at MNR (\$2.8M) and MTAHQ (\$0.9M), coupled with timing at B&T (\$1.4M). These results were partially offset by a favorable mix of timing and higher project activity of \$8.0M at the LIRR, \$0.7M at SIR, and \$0.6M at MTA Bus.
Electric Power	NR	(3.9)	(10.4)	The unfavorable variance at NYCT (\$3.1M) is under further review, and MNR exceeded the forecast by (\$1.0M) due to timing. Other Agency variances were minor.	2.7	0.9	Reflects lower consumption, \$2.2M, at the LIRR, coupled with favorable timing and lower rates of \$1.1M at MTAHQ and \$0.5M at SIR, partially offset by (\$1.5M) at NYCT (under review).
Fuel	NR	1.6	10.7	Of this favorable variance, NYCT comprised \$0.9M which is under further review. Other agency variances were minor.	3.6	2.9	Lower rates were mainly responsible for the favorable variances of \$1.1M at MNR, \$0.7M at the LIRR and \$0.5M at MTA Bus. Additionally, NYCT had a favorable variance of \$1.2M, which is under review. Other agency variances were minor.
Insurance	NR	(0.4)	(80.3)	Reflects an unfavorable variance of (\$0.8M) at FMTAC due to timing.	(2.4)	(92.4)	Timing was responsible for an unfavorable variance of (\$3.5M) at FMTAC, and a favorable variance of \$0.7M at MTA Bus.
Claims	NR	5.1	16.4	Timing was largely responsible for favorable variances of \$3.2M at the LIRR and \$1.7M at FMTAC. Other agency variances were minor.	(8.2)	(3.1)	Timing was largely responsible for the unfavorable variance of (\$14.6M) at FMTAC, and favorable variances of \$5.2M at the LIRR and \$1.1M at MTA Bus.
Paratransit Service Contracts	NR	4.1	9.8	Agency variance is under review.	(1.3)	(0.4)	Includes the impact of increased utilization of e-hail trips.

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(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	AUGUST		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Maintenance and Other Operating Contracts	NR	12.3	17.8	The overall favorable result was mainly attributable to timing and curtailed spending, resulting in lower costs of \$4.1M at NYCT for building-related expenses, auto purchases, electrical maintenance and hazardous waste disposal; \$2.9M at MTA Bus due to delays in shop programs and installation of new bus technology; \$2.6M at MTAHQ reflects lower spending for MTA IT telephone service, and maintenance and repairs; \$1.9M at MNR for locomotive overhauls and miscellaneous maintenance and operating contracts; and \$0.9M at the LIRR due to the timing of security system maintenance, biometric clock expenses and other maintenance expenses.	44.6	8.6	The drivers of the YTD variances for NYCT, MNR, MTA Bus, the LIRR and MTAHQ are largely the same as those noted for the month, however, YTD favorable variances are \$11.5M, \$9.8M, \$8.4M, \$8.1M and \$2.4M, respectively. Additional favorable results were attributable to timing and resulted in lower maintenance costs of \$2.7M at SIR. Other contributing favorable variances stemmed from lower costs for major maintenance, painting, security equipment, routine maintenance and E-ZPass tags of \$1.8M at B&T.
Professional Service Contracts	NR	20.6	36.7	The overall favorable outcome was mainly attributable to timing and curtailed spending, reflecting lower costs at MTAHQ of \$17.8M which was mainly due to the amortization of prepayments made for IT maintenance and repair services, IT hardware/software related to the Kronos project, engineering services related to the Railroads Grade Crossing project, IT consulting, professional services, and legal expenses; \$3.8M at MTA Bus due to interagency charges, New Fare Payment System/OMNY costs, and new bus technology; \$2.6M at B&T for bond issuance costs, miscellaneous outside services, engineering and planning studies; \$1.4M at NYCT which is still under review; and \$0.9M at the LIRR due to the timing of Grand Central Terminal/East Side Access signage installations and consulting services, interagency charges, rolling stock decommissioning, and outside services. These results were partially offset by an unfavorable variance of (\$5.9M) at MNR due to revised New Haven Line MTA IT allocations for 2018 and 2019.	54.7	14.9	The drivers of the YTD variances for MTAHQ, MTA Bus, B&T and the LIRR are mainly the same as those noted for the month, however, YTD favorable variances are \$36.9M, \$10.1M, \$5.0M and \$2.0M, respectively. Additionally, NYCT was \$3.7M favorable due to the timing of bond service expenses and IT-related requirements. These results were partially offset by an unfavorable variance of (\$3.3M) at MNR due to the same reasons noted for the month.
Materials & Supplies	NR	(1.9)	(3.3)	The timing of various material requirements contributed to the unfavorable outcome of (\$5.5M) at NYCT. This was partially offset by favorable timing outcomes of \$1.3M at MTA Bus associated with Select Bus Service (SBS) rollouts, radio equipment, and lower general maintenance; and \$0.8M at the LIRR due to delays in and timing of fleet modifications and lower Reliability Centered Maintenance (RCM) activity. Also included in the variance are \$0.8M in Plan adjustments which have not yet been booked at NYCT.	4.9	1.1	The unfavorable outcome was the result of (\$5.0M) at MNR, mainly due to greater material usage for Reliability Centered Maintenance (RCM) Programs and rolling stock/infrastructure repairs; and (\$4.4M) at NYCT, primarily due to obsolete material write-offs. Partially offsetting these outcomes were favorable results reflecting the prevailing influences highlighted for the month with \$4.5M at MTA Bus (including the timing of the New Fare Payment System and One Metro NY (OMNY) and \$1.9M at the LIRR, coupled with favorable timing; and \$0.6M at both B&T and SIR. Also included in the variance are \$6.7M in forecast adjustments which have not yet been booked at NYCT.
Other Business Expenses	NR	(2.0)	(11.3)	NYCT was unfavorable by (\$2.1M) due to reimbursable job closing adjustments, and unrealized miscellaneous credits, which was partially offset by an favorable variance of \$0.6M at MTAHQ due spending restrictions and timing.	0.6	0.4	MTAHQ was favorable by \$1.8M mainly due to spending restrictions, timing, and accrual reversals. MNR was favorable by \$1.2M mainly due to higher Amtrak recoveries and lower costs for office-related supplies and other miscellaneous expenses subject to restricted spending. The LIRR was \$1.1M favorable mainly due to lower bad debts and restricted spending on office supplies, print and stationary supplies and other miscellaneous expenses. SIR was favorable by \$0.8M due to timing. MTA Bus was favorable by \$0.6M mainly due to timing of Automatic Fare Collection (AFC) fees. These results were partially offset by unfavorable variances of (\$3.5M) at NYCT due to higher general purchases and office supplies and miscellaneous credits, and (\$1.9M) at FMTAC due to lower general & administrative, commissions, and safety loss control costs.

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**AUGUST 2019**  
(\$ in millions)

				AUGUST			YEAR-TO-DATE		
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reason for Variance	Favorable (Unfavorable)		Reason for Variance		
		\$	%		\$	%			
Other Expense Adjustments	NR	2.1	15.8	Variance due to timing differences in project completions.	3.7	3.8	Variance due to timing differences in project completions.		
Depreciation	NR	(3.9)	(1.7)	Timing differences in project completions and assets reaching beneficial use resulted in unfavorable variances of (\$8.1M) at NYCT and (\$1.9M) at B&T, and favorable variances of \$2.3M at MTAHQ, \$1.9M, and \$1.8M at MNR.	(33.0)	(1.8)	The same drivers of the monthly variance were responsible for unfavorable results of (\$46.4M) at NYCT and (\$5.6M) at B&T, (\$0.5M) at the LIRR and favorable variances of \$9.7M at MNR, \$4.9M at MTA Bus, and \$4.8M at MTAHQ.		
OPEB Liability Adjustment	NR	0.0	*	The GASB adjustment reflects the value associated with the unfunded accrued liability for post-employment health benefits.	0.0	*	The GASB adjustment reflects the value associated with the unfunded accrued liability for post-employment health benefits.		
GASB 75 Pension Adjustment	NR	0.0	*	Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change in OPEB liability (GASB 75).	11.8	*	Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change in OPEB liability (GASB 75). The favorable variances were \$8.7M at NYCT, \$2.2M at SIR, and \$0.9M at MNR.		
GASB 68 Pension Adjustment	NR	0.0	*	Reflects Agencies' adjustments to account for net pension liability.	84.9	*	Reflects Agencies' adjustments to account for net pension liability. NYCT was favorable by \$84.1M and \$0.5M at MNR.		
Environmental Remediation	NR	(0.4)	(73.3)	Agency variances were minor.	(1.0)	(20.8)	MTA Bus was (\$0.9M) unfavorable. Other agency variances were minor.		
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.									
Capital & Other Reimbursements	R	(36.4)	(15.7)	Unfavorable variances: (\$40.0M) at NYCT, (\$3.5M) at MNR, (\$1.6M) at MTAHQ, and (\$1.2M) at both B&T and MTACC. Favorable variances: \$10.3M at the LIRR and \$0.6M at MTA Bus.	(75.1)	(4.7)	Unfavorable variances: (\$66.6M) at MNR, (\$61.7M) at NYCT, (\$3.1M) at B&T, and (\$2.5M) at MTACC. Favorable variances: \$49.5M at the LIRR, \$8.6M at MTAHQ, and \$0.6M at MTA Bus.		
Payroll	R	16.9	22.0	Favorable variances: \$16.6M at NYCT and \$0.6M at the LIRR. Unfavorable variance: (\$1.0M) at MNR. Other Agency variances are minor.	79.1	14.9	Favorable variances: \$67.3M at NYCT, \$5.8M at the LIRR, \$3.0M at MNR, \$1.1M at both B&T and MTACC, \$0.8M at MTAHQ, and \$0.6M at SIR. Unfavorable variance: (\$0.7M) at MTA Bus.		
Overtime	R	0.8	3.3	Favorable variance: \$3.7M at NYCT. Unfavorable variance: (\$2.3M) at the LIRR. Other Agency variances were minor. (See Overtime Decomposition Report for more details)	(38.9)	(25.4)	Unfavorable variances: (\$29.9M) at NYCT, (\$8.6M) at the LIRR, and (\$1.1M) at MTAHQ. Favorable variance: \$0.8M at MNR. (See Overtime Decomposition Report for more details)		
Health and Welfare	R	0.5	7.2	Favorable variance: \$0.9M at NYCT. Unfavorable variance: (\$0.6M) at the LIRR.	1.4	2.5	Favorable variances: \$1.2M at MNR; \$0.8M at NYCT; and \$0.5M at MTA Bus. Unfavorable variance: (\$1.8M) at the LIRR.		
OPEB Current Payment	R	(0.2)	(21.6)	Agency variances were minor.	0.1	1.6	Agency variances were minor.		
Pensions	R	(0.1)	(1.5)	Agency variances were minor	1.1	1.5	Favorable variance: \$0.6M at MNR. Unfavorable variance: (\$0.6M) at NYCT. Other Agency variances were minor.		
Other Fringe Benefits	R	5.6	20.2	Favorable variance: \$6.3M at NYCT. Unfavorable variance: (\$0.6M) at the LIRR.	17.0	9.0	Favorable variances: \$17.5M at NYCT; and \$0.7M at MNR. Unfavorable variance: (\$2.0M) at the LIRR.		
Reimbursable Overhead	R	8.5	17.4	Unfavorable variances: (\$29.9M) at NYCT, (\$8.6M) at the LIRR, and (\$1.1M) at MTAHQ. Favorable variance: \$0.8M at MNR. (See Overtime Decomposition Report for more details)	4.4	1.4	Favorable variances: \$8.5M at NYCT, \$3.1M at MNR, \$1.4M at B&T, and \$0.9M at MTAHQ. Unfavorable variances: (\$8.0M) at the LIRR, (\$0.8M) at MTA Bus, and (\$0.7M) at SIR.		



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
**AUGUST 2019**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	AUGUST		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Electric Power	R	(0.1)	*	Agency variances were minor.	(0.4)	(75.9)	Agency variances were minor.
Fuel	R	0.0	99.5	No variance.	0.1	98.9	Agency variances were minor.
Insurance	R	0.1	9.9	Agency variances were minor.	1.3	15.6	Favorable variances: \$0.9M at the LIRR. Other agency variances were minor.
Maintenance and Other Operating Contracts	R	0.9	7.8	Favorable variance: \$2.6M at MNR. Unfavorable variance: (\$1.5M) at NYCT. Other Agency variances were minor.	8.0	10.5	Favorable variance: \$15.3M at MNR. Unfavorable variances: (\$4.7M) at the LIRR and (\$2.7M) at NYCT.
Professional Service Contracts	R	3.3	31.1	Favorable variances: \$2.0M at MNR and \$1.9M at MTAHQ. Unfavorable variance: (\$0.9M) at NYCT. Other Agency variances were minor.	(3.5)	(5.5)	Unfavorable variances: (\$9.6M) at MTAHQ, (\$7.2M) at NYCT and (\$0.8M) at the LIRR. Favorable variances: \$13.6M at MNR and \$0.6 at MTA CC. Other Agency variances were minor.
Materials & Supplies	R	(1.2)	(8.4)	Unfavorable variance: (\$5.1M) at the LIRR. Favorable variances: \$1.6M at NYCT and \$2.3M at MNR.	8.8	7.7	Favorable variances: \$27.8M at MNR and \$11.2M at NYCT. Unfavorable variances: (\$30.M) at the LIRR and (\$0.6M) at SIR.
Other Business Expenses	R	1.3	*	Favorable variance: \$1.4M at NYCT. Other agency variances were minor.	(3.4)	*	Unfavorable variance: (\$3.4M) at NYCT. Other agency variances were minor.
Subsidies	NR	(6.4)	(1.7)	The variance of (\$6.4M) was mainly due to unfavorable accrual for Urban Tax of (\$13.9M), reflecting weaker-than-expected real estate activity in New York City, and lower PMT of (\$6.2M) primarily due to timing. This was offset by favorable accruals for PBT of \$10.6M due mostly to timing, and higher MRT of \$6.5M due to strong mortgage activity.	70.7	1.3	The YTD variance of \$70.7M reflected favorable accruals for MTA Aid of \$68.5M and PMT of \$16.2M, both primarily due to timing. Also contributing to the favorable variance were higher MRT transactions of \$21.5M due to strong mortgage activity. This was offset by unfavorable Urban Tax Transactions of (\$15.4M) due to weaker-than-expected real estate activity in New York City. Unfavorable CDOT subsidy of (\$9.3M) and City Subsidy for MTA Bus of (\$6.2M) were mostly due to timing.
Debt Service	NR	(18.4)	(7.7)	Unfavorable by (\$18.4M) primarily due to timing and lower variable rates.	19.3	1.1	Favorable by \$19.3M due primarily to timing and lower variable rates.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Overtime Decomposition Report**  
**Mid-Year Forecast vs. Actuals**  
**August 2019**

The accompanying table presents the consolidated results of overtime followed by an overtime legend, and below is a summary of the major variances. For detailed overtime results, please refer to the Agency reports located in the financial reporting sections of Agency operating committee agendas.

**August 2019 Overtime Reporting - Preliminary Results**

**Month – Non-Reimbursable**

Total overtime was unfavorable to the Mid-Year Forecast by (\$13.8M), or (20.7%) with overspending occurring mainly at NYCT and MTA Bus.

*Programmatic/Routine Maintenance* was (\$9.7M) unfavorable, and on-going SAP-related work and additional Scheduled Maintenance Service work drove most of this overspending at NYCT (\$9.1M). Also, coverage required to support new bus security and safety maintenance campaigns, as well as additional shop work for fleet remaining in service beyond their expected 10-year useful life contributed to higher costs at MTA Bus (\$1.3M), starting in the 4<sup>th</sup> quarter of 2019, new buses are expected to be delivered and placed into revenue service. These results were partially offset by a favorable variance of \$0.8M at the LIRR due in part to delays in project modifications and M3 Reliability Centered Maintenance work, as well as lower requirements for engineering and rolling stock maintenance.

*Unscheduled Service* was (\$8.7M) unfavorable and caused mainly by higher running time and service support-related activities at NYCT (\$9.2M). This was partially offset by a favorable variance of \$0.5M at the LIRR.

*Other* was (\$7.5M) unfavorable mostly due to timing at NYCT (\$5.8M); and the timing of Retroactive Wage Adjustment (RWA) payments and differences between payroll and calendar cutoff dates at MNR (\$1.8M).

*Safety/Security/Law Enforcement* was (\$1.2M) unfavorable, reflecting efforts underway to address theft of service on NYCT's subways and buses through a Fare Evasion Initiative which, among other things, entails greater utilization of the MTA Police Department (MTAPD) at MTAHQ (\$1.3M).

*Vacancy/Absentee Coverage* was \$13.4M favorable and mostly due to an accounting correction at NYCT, \$13.7M, and higher availability within the Transportation Department at the LIRR, \$0.6M.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Overtime Decomposition Report**  
**Mid-Year Forecast vs. Actuals**  
**August 2019**

**Month - Reimbursable**

*Reimbursable Overtime* was less than the Mid-Year Forecast by \$0.8M due mainly to a corrected calculation at NYCT, \$3.7M. This result was partially offset by an unfavorable variance of (\$2.3M) at the LIRR, mainly reflecting higher requirements for the Annual Track Program, Mainline Third Track, and Jamaica Capacity Improvements.

**YTD – Non-Reimbursable**

Total overtime was (\$39.2M) or (6.4%) unfavorable to the Mid-Year Forecast, with overspending occurring mainly at NYCT.

*Programmatic/Routine Maintenance* was (\$29.6M) unfavorable, reflecting the continuance of factors noted for the month at NYCT (\$28.1M) and MTA Bus (\$3.2M), including weather-related backfill, and increased levels of infrastructure repairs and Reliability Centered Maintenance at MNR (\$2.3M). These results were partially offset by a favorable variance of \$4.2M at the LIRR - the causes of which remain unchanged from those noted for the month.

*Unscheduled Service* was (\$13.2M) unfavorable, reflecting mainly the same drivers noted for the month at NYCT (\$14.3M), which were partially offset by a favorable variance of \$1.0M at the LIRR.

*Other* was (\$5.9M) unfavorable, reflecting the continuance of factors noted for the month at NYCT (\$3.9M) and MNR (\$1.4M); and overall higher wages at the LIRR (\$0.5M).

*Safety/Security/Law Enforcement* was (\$1.8M) unfavorable mainly due to the continuance of factors noted for the month, as well as additional support for quality of life and littering initiatives provided by the MTA Police Department at MTAHQ (\$2.0M).

*Vacancy/Absentee Coverage* was \$5.9M favorable and mainly reflects the continuance of factors noted for the month at NYCT \$7.1M. This result was partially offset by higher coverage requirements at MTA Bus (\$0.8M) and MNR (\$0.5M).

*Scheduled Service* was \$3.4M favorable, reflecting lower coverage requirements at NYCT, \$2.5M, and lower relief day coverage at MNR, \$2.4M, partially offset by increased running-time caused by traffic congestion at MTA Bus (\$1.8M).

*Weather Emergencies* were favorable by \$2.2M mostly due to fewer than forecasted weather-related events at MNR, \$1.1M and NYCT, \$0.6M.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Overtime Decomposition Report**  
**Mid-Year Forecast vs. Actuals**  
**August 2019**

**YTD – Reimbursable**

*Reimbursable Overtime* exceeded the Mid-Year Forecast by (\$38.9M), reflecting vacancy and absenteeism coverage required to support the SAP and other capital support requirements at NYCT (\$29.9M); higher requirements for East Side Access (ESA), Annual Track Program, East Rail Yard, Positive Train Control, Mainline Double-Track work and Station Enhancement Initiatives at the LIRR (\$8.6M); and increased MTA Police coverage at MTAHQ (\$1.1M). These results were partially offset by a favorable variance of \$0.8M at MNR related to the Connecticut Track Program.

**Metropolitan Transportation Authority**  
**2019 July Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	August			August Year-to-date		
	Mid-Year Forecast	Actuals	Var. - Fav./(Unfav)	Mid-Year Forecast	Actuals	Var. - Fav./(Unfav)
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	\$19.3	\$19.2	\$0.1 0.8%	\$164.5	\$161.1	\$3.4 2.1%
<u>Unscheduled Service</u>	\$14.0	\$22.6	(\$8.7) (62.1%)	\$104.3	\$117.5	(\$13.2) (12.7%)
<u>Programmatic/Routine Maintenance</u>	\$22.4	\$32.1	(\$9.7) (43.2%)	\$205.5	\$235.2	(\$29.6) (14.4%)
<u>Unscheduled Maintenance</u>	\$0.1	\$0.2	(\$0.0) (34.4%)	\$1.8	\$1.8	(\$0.0) (0.9%)
<u>Vacancy/Absentee Coverage</u>	\$13.6	\$0.2	\$13.4 98.7%	\$89.9	\$84.1	\$5.9 6.5%
<u>Weather Emergencies</u>	\$0.8	\$1.0	(\$0.2) (20.0%)	\$30.5	\$28.3	\$2.2 7.2%
<u>Safety/Security/Law Enforcement</u>	\$0.8	\$2.0	(\$1.2) *	\$7.8	\$9.6	(\$1.8) (23.6%)
<u>Other</u>	(\$4.4)	\$3.2	(\$7.6) *	\$7.5	\$13.4	(\$5.9) (78.6%)
Subtotal	\$66.7	\$80.5	(\$13.8) (20.7%)	\$611.9	\$651.0	(\$39.2) (6.4%)
<b>REIMBURSABLE OVERTIME</b>	\$24.0	\$23.2	\$0.8 3.3%	\$153.2	\$192.1	(\$38.9) (25.4%)
<b>TOTAL OVERTIME</b>	<b>\$90.7</b>	<b>\$103.7</b>	<b>(\$13.0)</b> <b>(14.4%)</b>	<b>\$765.1</b>	<b>\$843.1</b>	<b>(\$78.0)</b> <b>(10.2%)</b>

\* Exceeds 100%

NOTES: Totals may not add due to rounding.  
Percentages are based on each type of Overtime and not on Total Overtime.  
SIR Overtime data is included in "Other"

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2019 Overtime Reporting**  
**Overtime Legend**

**Type**

**Definition**

<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not</u> resulting from extraordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime, and miscellaneous overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Subsidies - Accrual Basis**  
**August 2019**  
(\$ in millions)

	Current Month				Year-to-Date		
	Mid-Year Forecast	Actual	Variance		Mid-Year Forecast	Actual	Variance
<b>MMTOA, PBT, Real Estate Taxes and Other</b>							
Metropolitan Mass Transportation Operating Assistance (MMTOA)	-	-	-		1,823.7	1,823.7	0.0
Petroleum Business Tax (PBT)	49.2	59.8	10.6		374.4	375.3	0.9
MRT(b)-1 (Gross)	25.7	29.2	3.4		198.2	213.5	15.4
MRT(b)-2 (Gross)	10.7	13.8	3.1		80.4	86.5	6.1
Other MRT(b) Adjustments	-	-	-		-	-	-
Urban Tax	48.2	34.3	(13.9)		443.2	427.8	(15.4)
Investment Income	-	-	-		1.4	1.4	-
	<b>\$133.8</b>	<b>\$137.1</b>	<b>\$3.3</b>		<b>\$2,921.3</b>	<b>\$2,928.3</b>	<b>\$6.9</b>
<b>PMT and MTA Aid</b>							
Payroll Mobility Tax (PMT)	132.7	126.5	(6.2)		1,020.1	1,036.4	16.2
Payroll Mobility Tax Replacement Funds	-	-	-		97.7	97.7	-
MTA Aid	-	-	-		73.6	142.1	68.5
	<b>\$132.7</b>	<b>\$126.5</b>	<b>(\$6.2)</b>		<b>\$1,191.5</b>	<b>\$1,276.2</b>	<b>\$84.7</b>
<b>New Funding Sources</b>							
<b>SAP Support and For-Hire Vehicle Surcharge:</b>							
For-Hire Vehicle (FHV) Surcharge	36.6	36.6	(0.0)		215.7	215.7	(0.0)
Subway Action Plan Account	36.6	36.6	(0.0)		215.7	215.7	(0.0)
Outerborough Transportation Account	-	-	-		-	-	-
Less: Assumed Capital or Member Project	-	-	-		-	-	-
General Transportation Account	-	-	-		-	-	-
Less: Transfer to Committed to Capital	-	-	-		-	-	-
<b>Capital Program Funding Sources:</b>							
Central Business District Tolling Program (CBDTP)	-	-	-		-	-	-
Real Property Transfer Tax Surcharge (Mansion)	22.8	-	(22.8)		45.6	-	(45.6)
Internet Marketplace Tax	11.8	-	(11.8)		23.6	-	(23.6)
Less: Transfer to CBDTP Capital Lockbox	(34.6)	-	34.6		(69.2)	-	69.2
	<b>\$36.6</b>	<b>\$36.6</b>	<b>(\$0.0)</b>		<b>\$215.7</b>	<b>\$215.7</b>	<b>(\$0.0)</b>
<b>State and Local Subsidies</b>							
State Operating Assistance	-	-	-		187.9	187.9	-
NYC and Local 18b:							
New York City	-	-	-		125.5	125.5	0.0
Nassau County	-	-	-		11.6	11.6	-
Suffolk County	-	-	-		7.5	7.5	-
Westchester County	-	-	-		7.3	7.3	-
Putnam County	-	-	-		0.4	0.4	-
Dutchess County	-	-	-		0.4	0.4	-
Orange County	-	-	-		0.1	0.1	-
Rockland County	-	-	-		0.0	0.0	-
Station Maintenance	15.3	14.3	(0.9)		115.6	113.7	(1.9)
	<b>\$15.3</b>	<b>\$14.3</b>	<b>(\$0.9)</b>		<b>\$456.4</b>	<b>\$454.5</b>	<b>(\$1.9)</b>
<b>Subtotal: Taxes &amp; State and Local Subsidies</b>	<b>\$318.3</b>	<b>\$314.4</b>	<b>(\$3.9)</b>		<b>\$4,784.9</b>	<b>\$4,874.7</b>	<b>\$89.8</b>
<b>Other Funding Agreements</b>							
City Subsidy for MTA Bus Company	47.9	46.6	(1.3)		382.6	376.5	(6.2)
City Subsidy for Staten Island Railway	5.0	3.6	(1.3)		33.0	29.3	(3.7)
CDOT Subsidy for Metro-North Railroad	9.4	9.4	0.1		89.0	79.7	(9.3)
	<b>\$62.3</b>	<b>\$59.7</b>	<b>(\$2.5)</b>		<b>\$504.7</b>	<b>\$485.5</b>	<b>(\$19.1)</b>
<b>Subtotal, including Other Funding Agreements</b>	<b>\$380.6</b>	<b>\$374.2</b>	<b>(\$6.4)</b>		<b>\$5,289.5</b>	<b>\$5,360.2</b>	<b>\$70.7</b>
<b>Inter-agency Subsidy Transactions</b>							
B&T Operating Surplus Transfer	79.1	89.7	10.6		505.2	530.1	24.9
	<b>\$79.1</b>	<b>\$89.7</b>	<b>\$10.6</b>		<b>\$505.2</b>	<b>\$530.1</b>	<b>\$24.9</b>
<b>GROSS SUBSIDIES</b>	<b>\$459.7</b>	<b>\$463.8</b>	<b>\$4.1</b>		<b>\$5,794.7</b>	<b>\$5,890.3</b>	<b>\$95.6</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Subsidies - Accrual Basis**  
**Variance Explanations**

(\$ in millions)

**Month of August 2019**

Accrued Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax (PBT)	10.6	21.6%	The favorable accrual variance for the month was primarily due to the timing of booking accruals by MTA Accounting. The year-to-date result was on target.
MRT(b)-1 (Gross)	3.4	13.3%	MRT-1 transactions were above the forecast for the month and year-to-date due to favorable mortgage activity.
MRT(b)-2 (Gross)	3.1	29.3%	MRT-2 transactions were above forecast for the month and year-to-date due to higher-than-expected mortgage activity.
Urban Tax	(13.9)	-28.8%	The unfavorable variance for the month was due to weaker-than-expected real estate activity in New York City. The year-to-date transactions were close to the forecast.
Payroll Mobility Tax (PMT)	(6.2)	-4.7%	The unfavorable accrual variance for the month was due primarily to the timing of accruals by MTA Accounting. Year-to-date transactions were slightly favorable to the forecast.
Station Maintenance	(0.9)	-6.1%	The unfavorable variances for the month was due primarily to timing. The year-to-date result was close to the forecast.
City Subsidy for Staten Island Railway	(1.3)	-26.4%	Variance was mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus.
B&T Operating Surplus Transfer	10.6	13.3%	The favorable variances for the month and year-to-date were due primarily to timing of accruals.

**Year-to-Date August 2019**

Accrued Subsidies	Variance \$	Variance %	Explanations
Petroleum Business Tax (PBT)	0.9	0.2%	See explanation for the month.
MRT(b)-1 (Gross)	15.4	7.8%	See explanation for the month.
MRT(b)-2 (Gross)	6.1	7.6%	See explanation for the month.
Urban Tax	(15.4)	-3.5%	See explanation for the month.
Payroll Mobility Tax (PMT)	16.2	1.6%	See explanation for the month.
MTA Aid	68.5	93.1%	The favorable year-to-date accrual variance was due to the timing of accruals by MTA Accounting.
Station Maintenance	(1.9)	-1.6%	See explanation for the month.
City Subsidy for Staten Island Railway	(3.7)	-11.2%	See explanation for the month.
CDOT Subsidy for Metro-North Railroad	(9.3)	-10.4%	The YTD unfavorable variance was due primarily to timing.
B&T Operating Surplus Transfer	24.9	4.9%	See explanation for the month.



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Subsidiaries - Cash Basis**  
**August 2019 Monthly**  
(\$ in millions)

	New York City Transit			Commuter Railroads			Staten Island Railway			MTA Bus Company			MTA Headquarters			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
<b>MMTOA, PBT, Real Estate Taxes and Other</b>																		
Metropolitan Mass Transportation Operating Assistance (MMTOA)	114.8	114.4	(0.4)	54.9	55.2	0.3	0.6	0.4	(0.1)	-	-	-	-	-	-	170.3	170.1	(0.1)
Petroleum Business Tax (PBT)	41.8	50.8	9.0	7.4	9.0	1.6	-	-	-	-	-	-	-	-	-	49.2	59.8	10.6
MRT(b)-1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	25.8	28.8	3.0	25.8	28.8	3.0
MRT(b)-2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	10.7	13.3	2.7	10.7	13.3	2.7
Other MRT(b) Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	51.0	46.7	(4.3)	-	-	-	-	-	-	-	-	-	-	-	-	51.0	46.7	(4.3)
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$207.6</b>	<b>\$212.0</b>	<b>\$4.4</b>	<b>\$62.3</b>	<b>\$64.2</b>	<b>\$1.9</b>	<b>\$0.6</b>	<b>\$0.4</b>	<b>(\$0.1)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$36.5</b>	<b>\$42.1</b>	<b>\$5.6</b>	<b>\$306.9</b>	<b>\$318.7</b>	<b>\$11.9</b>
<b>PMT and MTA Aid</b>																		
Payroll Mobility Tax (PMT)	92.0	88.5	(3.5)	39.4	37.9	(1.5)	-	-	-	-	-	-	-	-	-	131.4	126.5	(5.0)
Payroll Mobility Tax Replacement Uunds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MTA Aid	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$92.0</b>	<b>\$88.5</b>	<b>(\$3.5)</b>	<b>\$39.4</b>	<b>\$37.9</b>	<b>(\$1.5)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$131.4</b>	<b>\$126.5</b>	<b>(\$5.0)</b>
<b>New Funding Sources</b>																		
<b>SAP Support and For-Hire Vehicle Surcharge:</b>																		
For-Hire Vehicle (FHV) Surcharge	37.7	36.9	(0.9)	-	-	-	-	-	-	-	-	-	-	-	-	37.7	36.9	(0.9)
Subway Action Plan Account	37.7	36.9	(0.9)	-	-	-	-	-	-	-	-	-	-	-	-	37.7	36.9	(0.9)
Outerborough Transportation Account	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less: Assumed Capital or Member Project	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
General Transportation Account	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less: Transfer to Committed to Capital	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Capital Program Uunding Sources:</b>																		
Central Business District Tolling Program (CBDTP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Real Property Transfer Tax Surcharge (Mansion)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Internet Marketplace Tax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less: Transfer to CBDTP Capital Lockbox	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$37.7</b>	<b>\$36.9</b>	<b>(\$0.9)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$37.7</b>	<b>\$36.9</b>	<b>(\$0.9)</b>
<b>State and Local Subsidies</b>																		
State Operating Assistance	39.5	39.5	0.0	7.3	7.3	-	0.2	0.2	(0.0)	-	-	-	-	-	-	47.0	47.0	-
NYC and Local 18b:																		
New York City	-	123.7	123.7	-	0.9	0.9	-	0.5	0.5	-	-	-	-	-	-	-	125.1	125.1
Nassau County	-	-	-	-	2.9	2.9	-	-	-	-	-	-	-	-	-	-	2.9	2.9
Suffolk County	-	-	-	-	1.9	1.9	-	-	-	-	-	-	-	-	-	-	1.9	1.9
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dutchess County	-	-	-	-	0.1	0.1	-	-	-	-	-	-	-	-	-	-	0.1	0.1
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Station Maintenance	-	-	-	172.9	22.8	(150.1)	-	-	-	-	-	-	-	-	-	172.9	22.8	(150.1)
	<b>\$39.5</b>	<b>\$163.2</b>	<b>\$123.7</b>	<b>\$180.2</b>	<b>\$36.0</b>	<b>(\$144.3)</b>	<b>\$0.2</b>	<b>\$0.6</b>	<b>\$0.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$219.9</b>	<b>\$199.8</b>	<b>(\$20.1)</b>
<b>Subsidy Adjustments</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal: Taxes &amp; State and Local Subsidies</b>	<b>\$376.8</b>	<b>\$500.5</b>	<b>\$123.8</b>	<b>\$282.0</b>	<b>\$138.1</b>	<b>(\$143.9)</b>	<b>\$0.7</b>	<b>\$1.1</b>	<b>\$0.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$36.5</b>	<b>\$42.1</b>	<b>\$5.6</b>	<b>\$695.9</b>	<b>\$681.8</b>	<b>(\$14.1)</b>
<b>Other Funding Agreements</b>																		
City Subsidy for MTA Bus Company	-	-	-	-	-	-	-	-	-	48.6	38.2	(10.4)	-	-	-	48.6	38.2	(10.4)
City Subsidy for Staten Island Railway	-	-	-	-	-	-	-	47.2	47.2	-	-	-	-	-	-	-	47.2	47.2
CDOT Subsidy for Metro-North Railroad	-	-	-	9.4	8.4	(0.9)	-	-	-	-	-	-	-	-	-	9.4	8.4	(0.9)
	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$9.4</b>	<b>\$8.4</b>	<b>(\$0.9)</b>	<b>-</b>	<b>\$47.2</b>	<b>\$47.2</b>	<b>\$48.6</b>	<b>\$38.2</b>	<b>(\$10.4)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$58.0</b>	<b>\$93.9</b>	<b>\$35.9</b>
<b>Subtotal, including Other Funding Agreements</b>	<b>\$376.8</b>	<b>\$500.5</b>	<b>\$123.8</b>	<b>\$291.4</b>	<b>\$146.5</b>	<b>(\$144.8)</b>	<b>\$0.7</b>	<b>\$48.3</b>	<b>\$47.5</b>	<b>\$48.6</b>	<b>\$38.2</b>	<b>(\$10.4)</b>	<b>\$36.5</b>	<b>\$42.1</b>	<b>\$5.6</b>	<b>\$753.9</b>	<b>\$775.7</b>	<b>\$21.8</b>
<b>Inter-agency Subsidy Transactions</b>																		
B&T Operating Surplus TransUer	28.9	32.7	3.7	37.8	41.1	3.3	-	-	-	-	-	-	-	-	-	66.7	73.7	7.0
	<b>\$28.9</b>	<b>\$32.7</b>	<b>\$3.7</b>	<b>\$37.8</b>	<b>\$41.1</b>	<b>\$3.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$66.7</b>	<b>\$73.7</b>	<b>\$7.0</b>
<b>GROSS SUBSIDIES</b>	<b>\$405.7</b>	<b>\$533.2</b>	<b>\$127.5</b>	<b>\$329.1</b>	<b>\$187.6</b>	<b>(\$141.5)</b>	<b>\$0.7</b>	<b>\$48.3</b>	<b>\$47.5</b>	<b>\$48.6</b>	<b>\$38.2</b>	<b>(\$10.4)</b>	<b>\$36.5</b>	<b>\$42.1</b>	<b>\$5.6</b>	<b>\$820.6</b>	<b>\$849.4</b>	<b>\$28.8</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Subsidies - Cash Basis**  
**August 2019 Year-to-Date**  
(\$ in millions)

	New York City Transit			Commuter Railroads			Staten Island Railway			MTA Bus Company			MTA Headquarters			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
<b>MMTOA, PBT, Real Estate Taxes and Other</b>																		
Metropolitan Mass Transportation Operating Assistance (MMTOA)	463.4	465.5	2.1	221.7	219.5	(2.2)	2.2	1.8	(0.4)	-	-	-	-	-	-	687.3	686.8	(0.5)
Petroleum Business Tax (PBT)	370.3	371.0	0.7	65.3	65.5	0.1	-	-	-	-	-	-	-	-	-	435.6	436.5	0.9
MRT(b)-1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	205.3	217.2	11.9	205.3	217.2	11.9
MRT(b)-2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	80.3	83.3	3.0	80.3	83.3	3.0
Other MRT(b) Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	(12.3)	-	12.3	(12.3)	-	12.3
Urban Tax	467.5	481.1	13.7	-	-	-	-	-	-	-	-	-	-	-	-	467.5	481.1	13.7
Investment Income	1.0	1.0	-	0.5	0.5	-	-	-	-	-	-	-	-	-	-	1.4	1.4	-
	<b>\$1,302.2</b>	<b>\$1,318.6</b>	<b>\$16.5</b>	<b>\$287.5</b>	<b>\$285.4</b>	<b>(\$2.0)</b>	<b>\$2.2</b>	<b>\$1.8</b>	<b>(\$0.4)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$273.3</b>	<b>\$300.4</b>	<b>\$27.1</b>	<b>\$1,865.1</b>	<b>\$1,906.3</b>	<b>\$41.1</b>
<b>PMT and MTA Aid</b>																		
Payroll Mobility Tax (PMT)	720.2	712.6	(7.6)	308.7	305.4	(3.3)	-	-	-	-	-	-	-	-	-	1,028.8	1,018.0	(10.9)
Payroll Mobility Tax Replacement Uunds	68.4	68.4	-	29.3	29.3	-	-	-	-	-	-	-	-	-	-	97.7	97.7	-
MTA Aid	118.8	118.8	-	50.9	50.9	-	-	-	-	-	-	-	-	-	-	169.7	169.7	-
	<b>\$907.4</b>	<b>\$899.8</b>	<b>(\$7.6)</b>	<b>\$388.9</b>	<b>\$385.6</b>	<b>(\$3.3)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$1,296.2</b>	<b>\$1,285.4</b>	<b>(\$10.9)</b>
<b>New Funding Sources</b>																		
<b>SAP Support and For-Hire Vehicle Surcharge:</b>																		
For-Hire Vehicle (FHV) SFrcharge	191.2	190.3	(0.9)	-	-	-	-	-	-	-	-	-	-	-	-	191.2	190.3	(0.9)
Subway Action Plan Account	191.2	190.3	(0.9)	-	-	-	-	-	-	-	-	-	-	-	-	191.2	190.3	(0.9)
Outerborough Transportation Account	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less: Assumed Capital or Member Project	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
General Transportation Account	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less: Transfer to Committed to Capital	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Capital Program Uunding Sources:</b>																		
Central Business District Tolling Program (CBDTP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Real Property Transfer Tax Surcharge (Mansion)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Internet Marketplace Tax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less: Transfer to CBDTP Capital Lockbox	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$191.2</b>	<b>\$190.3</b>	<b>(\$0.9)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$191.2</b>	<b>\$190.3</b>	<b>(\$0.9)</b>
<b>State and Local Subsidies</b>																		
State Operating Assistance	79.1	79.0	(0.1)	15.6	14.6	(0.9)	0.2	0.3	0.1	-	-	-	-	-	-	94.9	94.0	(0.9)
NYC and Local 18b:																		
New York City	123.1	123.7	0.6	-	0.9	0.9	0.4	0.5	0.0	-	-	-	-	-	-	123.5	125.1	1.5
Nassau County	-	-	-	2.9	5.8	2.9	-	-	-	-	-	-	-	-	-	2.9	5.8	2.9
Suffolk County	-	-	-	3.8	5.6	1.9	-	-	-	-	-	-	-	-	-	3.8	5.6	1.9
Westchester County	-	-	-	3.7	5.5	1.8	-	-	-	-	-	-	-	-	-	3.7	5.5	1.8
Putnam County	-	-	-	0.2	0.2	-	-	-	-	-	-	-	-	-	-	0.2	0.2	-
Dutchess County	-	-	-	0.2	0.4	0.2	-	-	-	-	-	-	-	-	-	0.2	0.4	0.2
Orange County	-	-	-	0.1	0.1	0.0	-	-	-	-	-	-	-	-	-	0.1	0.1	0.0
Rockland County	-	-	-	0.0	0.0	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-
Station Maintenance	-	-	-	173.0	53.3	(119.6)	-	-	-	-	-	-	-	-	-	173.0	53.3	(119.6)
	<b>\$202.3</b>	<b>\$202.7</b>	<b>\$0.5</b>	<b>\$199.3</b>	<b>\$86.5</b>	<b>(\$112.8)</b>	<b>\$0.6</b>	<b>\$0.8</b>	<b>\$0.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$402.2</b>	<b>\$290.0</b>	<b>(\$112.2)</b>
<b>Subsidy Adjustments</b>	<b>\$26.4</b>	<b>\$26.4</b>	<b>-</b>	<b>\$14.4</b>	<b>\$14.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$40.8</b>	<b>\$40.8</b>	<b>-</b>
<b>Subtotal: Taxes &amp; State and Local Subsidies</b>	<b>\$2,629.3</b>	<b>\$2,637.8</b>	<b>\$8.5</b>	<b>\$890.1</b>	<b>\$772.0</b>	<b>(\$118.1)</b>	<b>\$2.8</b>	<b>\$2.5</b>	<b>(\$0.3)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$273.3</b>	<b>\$300.4</b>	<b>\$27.1</b>	<b>\$3,795.5</b>	<b>\$3,712.8</b>	<b>(\$82.8)</b>
<b>Other Funding Agreements</b>																		
City Subsidy for MTA Bus Company	-	-	-	-	-	-	-	-	-	388.5	378.1	(10.4)	-	-	-	388.5	378.1	(10.4)
City Subsidy for Staten Island Railway	-	-	-	-	-	-	-	47.2	47.2	-	-	-	-	-	-	-	47.2	47.2
CDOT Subsidy for Metro-North Railroad	-	-	-	85.7	86.7	1.0	-	-	-	-	-	-	-	-	-	85.7	86.7	1.0
	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$85.7</b>	<b>\$86.7</b>	<b>\$1.0</b>	<b>-</b>	<b>\$47.2</b>	<b>\$47.2</b>	<b>\$388.5</b>	<b>\$378.1</b>	<b>(\$10.4)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$474.1</b>	<b>\$512.0</b>	<b>\$37.8</b>
<b>Subtotal, including Other Funding Agreements</b>	<b>\$2,629.3</b>	<b>\$2,637.8</b>	<b>\$8.5</b>	<b>\$975.8</b>	<b>\$858.6</b>	<b>(\$117.1)</b>	<b>\$2.8</b>	<b>\$49.8</b>	<b>\$47.0</b>	<b>\$388.5</b>	<b>\$378.1</b>	<b>(\$10.4)</b>	<b>\$273.3</b>	<b>\$300.4</b>	<b>\$27.1</b>	<b>\$4,269.7</b>	<b>\$4,224.7</b>	<b>(\$44.9)</b>
<b>Inter-agency Subsidy Transactions</b>																		
B&T Operating Surplus TransUser	206.2	211.8	5.5	293.9	298.1	4.3	-	-	-	-	-	-	-	-	-	500.1	509.9	9.8
	<b>\$206.2</b>	<b>\$211.8</b>	<b>\$5.5</b>	<b>\$293.9</b>	<b>\$298.1</b>	<b>\$4.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$500.1</b>	<b>\$509.9</b>	<b>\$9.8</b>
<b>GROSS SUBSIDIES</b>	<b>\$2,835.6</b>	<b>\$2,849.5</b>	<b>\$14.0</b>	<b>\$1,269.6</b>	<b>\$1,156.8</b>	<b>(\$112.8)</b>	<b>\$2.8</b>	<b>\$49.8</b>	<b>\$47.0</b>	<b>\$388.5</b>	<b>\$378.1</b>	<b>(\$10.4)</b>	<b>\$273.3</b>	<b>\$300.4</b>	<b>\$27.1</b>	<b>\$4,769.8</b>	<b>\$4,734.6</b>	<b>(\$35.1)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Subsidies - Cash Basis**  
**Variance Explanations**

(\$ in millions)

**Month of August 2019**

<b>Cash Subsidies</b>	<b>Variance \$</b>	<b>Variance %</b>	<b>Explanations</b>
Petroleum Business Tax (PBT)	10.6	21.6%	PBT cash receipts were favorable for the month due mostly to timing. Year-to-date receipts were on target.
MRT(b)-1 (Gross)	3.0	11.6%	MRT-1 transactions were above the forecasts for the month and year-to-date due to higher-than-expected MRT-1 cash receipts.
MRT(b)-2 (Gross)	2.7	24.9%	MRT-2 transactions were above the forecasts for the month and year-to-date due to higher-than-expected MRT-2 cash receipts.
Urban Tax	(4.3)	-8.4%	The unfavorable variances for the month was primarily due to weak real estate activity in New York City. The year-to-date result was favorable to the forecast.
Payroll Mobility Tax (PMT)	(5.0)	-3.8%	Payroll Mobility Tax cash receipts for the month were below forecast primarily due to timing; Year-to-date receipts were on target.
Station Maintenance	(150.1)	-86.8%	The unfavorable variances for the month and year-to-date were due primarily to timing.
City Subsidy for MTA Bus Company	(10.4)	-21.3%	Variance was mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus.
CDOT Subsidy for Metro-North Railroad	(0.9)	-10.1%	The unfavorable variances for the month was due primarily to timing. Year-to-date result was on target.
B&T Operating Surplus TransUer	7.0	10.5%	The favorable variances for the month and year-to-date were due to the timing.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Subsidies - Cash Basis**  
**Variance Explanations**

(\$ in millions)

**Year-to-Date August 2019**

<b>Cash Subsidies</b>	<b>Variance \$</b>	<b>Variance %</b>	<b>Explanations</b>
Petroleum Business Tax (PBT)	0.9	0.2%	See explanation for the month.
MRT(b)-1 (Gross)	11.9	5.8%	See explanation for the month.
MRT(b)-2 (Gross)	3.0	3.7%	See explanation for the month.
Urban Tax	13.7	2.9%	See explanation for the month.
Payroll Mobility Tax (PMT)	(10.9)	-1.1%	See explanation for the month.
Nassau County	2.9	100.0%	The YTD favorable variance was primarily timing-related.
Suffolk County	1.9	50.0%	The YTD favorable variance was primarily timing-related.
Westchester County	1.8	50.0%	The YTD favorable variance was primarily timing-related.
Dutchess County	0.2	100.0%	The YTD favorable variance was primarily timing-related.
Orange County	0.0	50.0%	The YTD favorable variance was primarily timing-related.
Station Maintenance	(119.6)	-69.2%	See explanation for the month.
City Subsidy for MTA Bus Company	(10.4)	-2.7%	See explanation for the month.
CDOT Subsidy for Metro-North Railroad	1.0	1.2%	See explanation for the month.
B&T Operating Surplus TransUer	9.8	2.0%	See explanation for the month.

(millions)

	<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>
	<u>(General Fd)</u>	<u>(TA Stab)</u>		<u>(General Fd)</u>	<u>(TA Stab)</u>	
From Date:	08/01/19	08/01/19	08/01/19	01/01/19	01/01/19	01/01/19
To Date:	08/31/19	08/31/19	08/31/19	08/31/19	08/31/19	08/31/19
<b><u>Opening Balance</u></b>	-\$341.935	\$153.401	-\$188.534	-\$42.059	\$137.851	\$95.792
<b><u>RECEIPTS</u></b>						
Interest Earnings	-0.643	0.461	-0.182	-2.961	4.337	1.377
NYCT Employee Health Contribution GASB Account - Fd #	0.000	0.000	0.000	0.000	0.000	0.000
NYCT NYCERS Savings GASB Account - Fund #1116	0.000	0.000	0.000	0.000	0.000	0.000
MTA BC GASB Employee Health Contribution Account - F	0.000	0.000	0.000	0.000	0.000	0.000
Fuel Hedge Reserve	0.000	0.000	0.000	14.000	26.000	40.000
Real Estate Advertising Revenue	0.000	9.556	9.556	0.000	98.263	98.263
<b><u>New York State</u></b>						
State and regional mass transit taxes - MMTOA	141.978	28.146	170.125	219.475	467.294	686.768
MTTF New York State	8.970	50.830	59.800	65.495	371.005	436.500
Total Dedicated Taxes Received	150.948	78.976	229.925	284.970	838.299	1,123.268
Less DTF Debt Service	5.996	28.948	34.944	49.659	239.325	288.984
Net Dedicated Taxes for Operations	144.952	50.029	194.980	235.311	598.973	834.284
Payroll Mobility Tax	0.000	0.000	0.000	225.000	525.000	750.000
MTA Aid Trust Taxes	0.000	0.000	0.000	0.000	0.000	0.000
New York City Operating Assistance	0.000	123.672	123.672	0.000	123.672	123.672
Operating Assistance - 18b	7.313	39.668	46.981	14.626	79.336	93.962
NYC School Fares	0.000	0.000	0.000	0.000	0.000	0.000
NYC Subway Action Plan	0.000	0.000	0.000	0.000	0.000	0.000
NYS Subway Action Plan	0.000	0.000	0.000	0.000	59.812	59.812
NYS School Fares	0.000	6.313	6.313	0.000	12.626	12.626
Additional Mass Transp Operating Assistance	0.000	n/a	0.000	0.000	n/a	0.000
Total - New York State	\$152.265	\$219.681	\$371.946	\$474.937	\$1,399.419	\$1,874.356
<b><u>Local</u></b>						
Dutchess County						
Operating Assistance - 18b	\$0.095	n/a	\$0.095	\$0.380	n/a	\$0.380
Station Maintenance	2.509	n/a	2.509	2.509	n/a	2.509
Nassau County						
Operating Assistance - 18b	2.896	n/a	2.896	5.792	n/a	5.792
Station Maintenance	0.000	n/a	0.000	30.480	n/a	30.480
New York City						
Operating Assistance - 18b	0.000	0.000	0.000	0.936	0.000	0.936
Urban - Real Property & Mortgage Recording Tax	n/a	46.702	46.702	n/a	481.147	481.147
Additional Assistance New York City	n/a	0.000	0.000	n/a	0.000	0.000
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Orange County						
Operating Assistance - 18b	0.000	n/a	0.000	0.110	n/a	0.110
Station Maintenance	0.519	n/a	0.519	0.519	n/a	0.519
Putnam County						
Operating Assistance - 18b	0.000	n/a	0.000	0.190	n/a	0.190
Station Maintenance	0.981	n/a	0.981	0.981	n/a	0.981
Rockland County						
Operating Assistance - 18b	0.000	n/a	0.000	0.029	n/a	0.029
Station Maintenance	0.055	n/a	0.055	0.055	n/a	0.055
Suffolk County						
Operating Assistance - 18b	1.879	n/a	1.879	5.638	n/a	5.638

		<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
		<u>Commuter</u>	<u>Transit</u>	<u>Total</u>	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>
		<u>(General Fd)</u>	<u>(TA Stab)</u>		<u>(General Fd)</u>	<u>(TA Stab)</u>	
From Date:		08/01/19	08/01/19	08/01/19	01/01/19	01/01/19	01/01/19
To Date:		08/31/19	08/31/19	08/31/19	08/31/19	08/31/19	08/31/19
Westchester County	Station Maintenance	18.774	n/a	18.774	18.774	n/a	18.774
	Operating Assistance - 18b	0.000	n/a	0.000	5.507	n/a	5.507
	Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Total - Local		\$27.709	\$46.702	\$74.411	\$71.901	\$481.147	\$553.049

(millions)

	<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>
	<u>(General Fd)</u>	<u>(TA Stab)</u>		<u>(General Fd)</u>	<u>(TA Stab)</u>	
From Date:	08/01/19	08/01/19	08/01/19	01/01/19	01/01/19	01/01/19
To Date:	08/31/19	08/31/19	08/31/19	08/31/19	08/31/19	08/31/19
<b><u>MTA Bridges and Tunnels- Surplus Transfers</u></b>	41.075	32.664	73.739	298.131	211.753	509.883
Total Subsidy and Other Receipts	\$221.049	\$299.047	\$520.096	\$844.969	\$2,092.319	\$2,937.288
<b><u>MTA Sources for Interagency Loans</u></b>						
Retro Payment Reserve - Fund#1302	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Inter Agency Loan	0.000	0.000	0.000	0.000	800.000	800.000
MTA Capital Program - Non-Resolution Funds	0.000	0.000	0.000	0.000	0.000	0.000
MRT-2 Corporate Account	0.000	0.000	0.000	0.000	0.000	0.000
Transfer from fund 1030 (NYCTA Op Fund)	0.000	0.000	0.000	0.000	0.000	0.000
Total Loans	\$0.000	\$0.000	\$0.000	\$0.000	\$800.000	\$800.000
<b>Total Receipts and Loans Received</b>	<b>\$220.406</b>	<b>\$309.064</b>	<b>\$529.470</b>	<b>\$856.008</b>	<b>\$3,020.919</b>	<b>\$3,876.927</b>

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(millions)

	<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>
	<u>(General Fd)</u>	<u>(TA Stab)</u>		<u>(General Fd)</u>	<u>(TA Stab)</u>	
From Date:	08/01/19	08/01/19	08/01/19	01/01/19	01/01/19	01/01/19
To Date:	08/31/19	08/31/19	08/31/19	08/31/19	08/31/19	08/31/19
<b><u>Brought forward from prior page</u></b>						
Opening Balance	-\$341.935	\$153.401	-\$188.534	-\$42.059	\$137.851	\$95.792
Total Receipts and Loans Received	220.406	309.064	529.470	856.008	3,020.919	3,876.927
Total Cash and Receipts Available	-\$121.529	\$462.465	\$340.936	\$813.949	\$3,158.770	\$3,972.719
<b><u>DISBURSEMENTS</u></b>						
Revenue Supported Debt Service	67.397	100.390	167.787	424.066	643.568	1,067.634
<b><u>Agency Operations</u></b>						
MTA Long Island Railroad	74.266	0.000	74.266	443.004	0.000	443.004
MTA Metro-North Rail Road	42.504	0.000	42.504	251.069	0.000	251.069
MTA New York City Transit	0.000	209.556	209.556	0.000	2,348.263	2,348.263
MTA NYCT for SIRTOA	0.000	0.000	0.000	0.000	0.000	0.000
MTA Bond Admin Cost	0.853	1.651	2.504	2.359	4.564	6.923
MNR Repayment of 525 North Broadway loan	0.000	0.000	0.000	0.000	0.000	0.000
MTA NYS Subway Action Plan	0.000	0.000	0.000	0.000	0.000	0.000
Retro Payment Reserve - Fund#1300	0.000	0.000	0.000	0.000	0.000	0.000
Committed to Capital - PAYGO	0.000	0.000	0.000	0.000	0.000	0.000
Total Debt Service and Operations	\$185.020	\$311.596	\$496.616	\$1,120.498	\$2,996.395	\$4,116.893
<b><u>Repayment of Interagency Loans</u></b>						
Payback - Trans Non-bond - Fd#1028	0.000	0.000	0.000	0.000	0.000	0.000
Transfer to Fund 1030 (NYCTA Op Fund)	0.000	0.000	0.000	0.000	0.000	0.000
Transfer to Fund 1052 (MTA Bus Co Stab Fund)	0.000	0.000	0.000	0.000	11.506	11.506
NYCT Employee Health Contribution GASB Account - Fd #	0.000	0.000	0.000	0.000	0.000	0.000
MTA BC GASB Employee Health Contribution Account - F	0.000	0.000	0.000	0.000	0.000	0.000
MRT-2 Corporate Account	0.000	0.000	0.000	0.000	0.000	0.000
2012 OPEB Loan	0.000	0.000	0.000	0.000	0.000	0.000
Total Loans Payback	\$0.000	\$0.000	\$0.000	\$0.000	\$11.506	\$11.506
Total Disbursements	\$185.020	\$311.596	\$496.616	\$1,120.498	\$3,007.901	\$4,128.400
<b><u>STABILIZATION FUND BALANCE</u></b>	<b><u>-\$306.549</u></b>	<b><u>\$150.869</u></b>	<b><u>-\$155.680</u></b>	<b><u>-\$306.549</u></b>	<b><u>\$150.869</u></b>	<b><u>-\$155.680</u></b>
<b><u>Ending Loan Balances</u></b>						
B&T Necessary Reconstruction Reserve	0.000	0.000	0.000	0.000	0.000	0.000
MTA Capital Program - Non-Resolution Funds	0.000	0.000	0.000	0.000	0.000	0.000
MRT-2 Corporate Account	0.000	0.000	0.000	0.000	0.000	0.000
2012 OPEB Loan	0.000	0.000	0.000	0.000	0.000	0.000
	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>
<b><u>End of Month NYCT Operating Fund borrowing from</u></b>						
<b><u>MTA Invest Pool not included in Ending Loan Balances</u></b>						
<b><u>above</u></b>	n/a	\$50.187	\$50.187	n/a	\$50.187	\$50.187
<b><u>Total Loan Balances (including negative Operating and negative Stabilization Fund Balances)</u></b>				\$306.549	-\$100.682	\$205.867



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

**Debt Service**

**August 2019**

(\$ in millions)

	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance</b>	<b>% Var</b>	<b>Explanation</b>
<i>Dedicated Tax Fund:</i>					
NYC Transit	\$34.0	\$28.9	\$5.1		
Commuter Railroads	7.2	6.0	1.2		
<b><i>Dedicated Tax Fund Subtotal</i></b>	<b>\$41.3</b>	<b>\$34.9</b>	<b>\$6.3</b>	<b>15.3%</b>	Timing of debt service deposits.
<i>MTA Transportation Revenue:</i>					
NYC Transit	\$82.6	\$100.1	(\$17.6)		
Commuter Railroads	55.5	67.3	(11.8)		
MTA Bus	2.0	0.2	1.8		
SIRTOA	0.3	0.1	0.3		
<b><i>MTA Transportation Revenue Subtotal</i></b>	<b>\$140.4</b>	<b>\$167.7</b>	<b>(\$27.3)</b>	<b>-19.4%</b>	Timing of debt service deposits.
<i>2 Broadway COPs:</i>					
NYC Transit	\$0.5	\$0.3	\$0.2		
Bridges & Tunnels	0.1	0.0	0.0		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.1	0.1	0.1		
<b><i>2 Broadway COPs Subtotal</i></b>	<b>\$0.7</b>	<b>\$0.4</b>	<b>\$0.3</b>	<b>47.3%</b>	Lower than budgeted variable rate.
<i>TBTA General Resolution (2):</i>					
NYC Transit	\$16.8	\$16.0	\$0.8		
Commuter Railroads	7.5	7.2	0.3		
Bridges & Tunnels	24.6	23.5	1.1		
<b><i>TBTA General Resolution Subtotal</i></b>	<b>\$48.9</b>	<b>\$46.6</b>	<b>\$2.3</b>	<b>4.6%</b>	Lower than budgeted variable rate.
<i>TBTA Subordinate (2):</i>					
NYC Transit	\$4.7	\$4.7	\$0.0		
Commuter Railroads	2.2	2.1	0.0		
Bridges & Tunnels	1.7	1.7	0.0		
<b><i>TBTA Subordinate Subtotal</i></b>	<b>\$8.6</b>	<b>\$8.5</b>	<b>\$0.0</b>	<b>0.2%</b>	
<b>Total Debt Service</b>	<b>\$239.9</b>	<b>\$258.2</b>	<b>(\$18.4)</b>	<b>-7.7%</b>	
<i>Debt Service by Agency:</i>					
NYC Transit	\$138.6	\$150.0	(\$11.5)		
Commuter Railroads	72.6	82.7	(10.1)		
MTA Bus	2.0	0.2	1.8		
SIRTOA	0.3	0.1	0.3		
Bridges & Tunnels	26.4	25.2	1.2		
MTAHQ	0.0	0.0	0.0		
<b>Total Debt Service</b>	<b>\$239.9</b>	<b>\$258.2</b>	<b>(\$18.4)</b>	<b>-7.7%</b>	

**Notes:**

(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.

(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.*

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**JULY FINANCIAL PLAN - Mid-Year Forecast**  
**Debt Service**  
**August 2019 Year-to-Date**  
(\$ in millions)

	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance</b>	<b>% Var</b>	<b>Explanation</b>
<i>Dedicated Tax Fund:</i>					
NYC Transit	\$241.8	\$239.0	\$2.8		
Commuter Railroads	50.2	50.3	(0.1)		
<b>Dedicated Tax Fund Subtotal</b>	<b>\$292.0</b>	<b>\$289.3</b>	<b>\$2.7</b>	<b>0.9%</b>	
<i>MTA Transportation Revenue:</i>					
NYC Transit	\$638.8	\$644.3	(\$5.5)		
Commuter Railroads	428.6	425.3	3.4		
MTA Bus	12.6	4.9	7.7		
SIRTOA	1.7	0.6	1.1		
<b>MTA Transportation Revenue Subtotal</b>	<b>\$1,081.7</b>	<b>\$1,075.1</b>	<b>\$6.6</b>	<b>0.6%</b>	
<i>2 Broadway COPs:</i>					
NYC Transit	\$3.2	\$2.1	\$1.2		
Bridges & Tunnels	0.5	0.3	0.2		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	1.0	0.6	0.4		
<b>2 Broadway COPs Subtotal</b>	<b>\$4.7</b>	<b>\$3.0</b>	<b>\$1.7</b>	<b>35.9%</b>	Lower than budgeted variable rate.
<i>TBTA General Resolution (2):</i>					
NYC Transit	\$135.1	\$130.9	\$4.3		
Commuter Railroads	60.7	58.8	1.9		
Bridges & Tunnels	185.4	183.4	2.0		Timing of debt service deposits and lower than budgeted variable rates.
<b>TBTA General Resolution Subtotal</b>	<b>\$381.2</b>	<b>\$373.1</b>	<b>\$8.1</b>	<b>2.1%</b>	
<i>TBTA Subordinate (2):</i>					
NYC Transit	\$37.9	\$37.8	\$0.1		
Commuter Railroads	18.3	18.2	0.1		
Bridges & Tunnels	12.2	12.1	0.0		
<b>TBTA Subordinate Subtotal</b>	<b>\$68.3</b>	<b>\$68.1</b>	<b>\$0.2</b>	<b>0.3%</b>	
<b>Total Debt Service</b>	<b>\$1,827.9</b>	<b>\$1,808.6</b>	<b>\$19.3</b>	<b>1.1%</b>	
<i>Debt Service by Agency:</i>					
NYC Transit	\$1,056.8	\$1,054.0	\$2.8		
Commuter Railroads	558.7	553.2	5.5		
MTA Bus	12.6	4.9	7.7		
SIRTOA	1.7	0.6	1.1		
Bridges & Tunnels	198.1	195.9	2.2		
MTAHQ	0.0	0.0	0.0		
<b>Total Debt Service</b>	<b>\$1,827.9</b>	<b>\$1,808.6</b>	<b>\$19.3</b>	<b>1.1%</b>	

**Notes:**

(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.

(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.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Total Positions by Function and Agency**  
**August 2019**

<b>Function/Agency</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance Favorable/ (Unfavorable)</b>
<b>Administration</b>	<b>4,856</b>	<b>4,201</b>	<b>655</b>
NYC Transit	1,394	1,223	171
Long Island Rail Road	524	461	63
Metro-North Railroad	497	467	30
Bridges & Tunnels	96	69	27
Headquarters	2,155	1,824	331
Staten Island Railway	28	24	4
Capital Construction Company	18	15	3
Bus Company	144	118	26
<b>Operations</b>	<b>31,853</b>	<b>31,500</b>	<b>353</b>
NYC Transit	24,232	23,946	286
Long Island Rail Road	2,658	2,633	25
Metro-North Railroad	2,134	2,107	27
Bridges & Tunnels	99	84	15
Headquarters	-	-	-
Staten Island Railway	119	125	(6)
Capital Construction Company	-	-	-
Bus Company	2,610	2,603	7
<b>Maintenance</b>	<b>32,362</b>	<b>31,947</b>	<b>415</b>
NYC Transit	22,452	22,148	304
Long Island Rail Road	4,282	4,242	40
Metro-North Railroad	3,888	3,845	43
Bridges & Tunnels	396	391	5
Headquarters	-	-	-
Staten Island Railway	193	184	9
Capital Construction Company	-	-	-
Bus Company	1,151	1,137	14
<b>Engineering/Capital</b>	<b>2,234</b>	<b>1,920</b>	<b>314</b>
NYC Transit	1,471	1,281	190
Long Island Rail Road	227	188	39
Metro-North Railroad	114	122	(8)
Bridges & Tunnels	255	191	64
Headquarters	-	-	-
Staten Island Railway	16	9	7
Capital Construction Company	114	103	11
Bus Company	37	26	11
<b>Public Safety</b>	<b>2,213</b>	<b>2,075</b>	<b>138</b>
NYC Transit	664	639	25
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	657	588	69
Headquarters	877	835	42
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	15	13	2
<b>Total Positions</b>	<b>73,518</b>	<b>71,642</b>	<b>1,876</b>

Note: Totals may differ due to rounding

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Total Positions by Function and Agency**  
**August 2019**

<b>Category</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance Favorable/ (Unfavorable)</b>
<b>Total Positions</b>	<b>73,518</b>	<b>71,642</b>	<b>1,876</b>
NYC Transit	50,213	49,237	976
Long Island Rail Road	7,692	7,524	168
Metro-North Railroad	6,633	6,542	91
Bridges & Tunnels	1,503	1,323	180
Headquarters	3,032	2,659	373
Staten Island Railway	356	342	14
Capital Construction Company	132	118	14
Bus Company	3,957	3,897	60
<b>Non-reimbursable</b>	<b>65,013</b>	<b>64,587</b>	<b>426</b>
NYC Transit	44,255	44,343	(88)
Long Island Rail Road	6,363	6,330	33
Metro-North Railroad	5,828	5,946	(118)
Bridges & Tunnels	1,416	1,236	180
Headquarters	2,906	2,558	348
Staten Island Railway	328	314	14
Capital Construction Company	-	-	-
Bus Company	3,917	3,860	57
<b>Reimbursable</b>	<b>8,505</b>	<b>7,055</b>	<b>1,450</b>
NYC Transit	5,958	4,894	1,064
Long Island Rail Road	1,329	1,194	135
Metro-North Railroad	805	596	209
Bridges & Tunnels	87	87	-
Headquarters	126	101	25
Staten Island Railway	28	28	-
Capital Construction Company	132	118	14
Bus Company	40	37	3
<b>Total Full Time</b>	<b>73,244</b>	<b>71,470</b>	<b>1,774</b>
NYC Transit	49,958	49,077	881
Long Island Rail Road	7,692	7,524	168
Metro-North Railroad	6,632	6,541	91
Bridges & Tunnels	1,503	1,323	180
Headquarters	3,032	2,659	373
Staten Island Railway	356	342	14
Capital Construction Company	132	118	14
Bus Company	3,939	3,886	53
<b>Total Full-Time Equivalents</b>	<b>274</b>	<b>172</b>	<b>102</b>
NYC Transit	255	160	95
Long Island Rail Road	-	-	-
Metro-North Railroad	1	1	-
Bridges & Tunnels	-	-	-
Headquarters	-	-	-
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	18	11	7

Note: Totals may differ due to rounding

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Total Positions by Function and Occupational Group**  
**August 2019**

<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance Favorable/ (Unfavorable)</b>
<b>Administration</b>	<b>4,856</b>	<b>4,201</b>	<b>655</b>
Managers/Supervisors	1,647	1,353	294
Professional, Technical, Clerical	3,067	2,716	351
Operational Hourlies	142	132	10
<b>Operations</b>	<b>31,853</b>	<b>31,500</b>	<b>353</b>
Managers/Supervisors	3,845	3,671	174
Professional, Technical, Clerical	984	911	73
Operational Hourlies	27,024	26,918	105
<b>Maintenance</b>	<b>32,362</b>	<b>31,947</b>	<b>415</b>
Managers/Supervisors	5,783	5,660	123
Professional, Technical, Clerical	1,956	1,698	258
Operational Hourlies	24,623	24,589	34
<b>Engineering/Capital</b>	<b>2,234</b>	<b>1,920</b>	<b>314</b>
Managers/Supervisors	664	544	120
Professional, Technical, Clerical	1,559	1,368	191
Operational Hourlies	11	8	3
<b>Public Safety</b>	<b>2,213</b>	<b>2,075</b>	<b>138</b>
Managers/Supervisors	643	582	61
Professional, Technical, Clerical	159	125	34
Operational Hourlies	1,411	1,368	43
<b>Total Positions</b>	<b>73,518</b>	<b>71,642</b>	<b>1,876</b>
Managers/Supervisors	12,582	11,809	773
Professional, Technical, Clerical	7,725	6,818	907
Operational Hourlies	53,211	53,015	195

**Note:** Totals may differ due to rounding

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Farebox Recovery and Operating Ratios**  
**2019 Mid-Year Forecast and Actuals**

**FAREBOX RECOVERY RATIOS**

	<b>2019 Mid-Year Forecast Full Year</b>	<b>2019 Actual Aug YTD</b>
New York City Transit	36.1%	37.7%
Staten Island Railway	7.1%	10.6%
Long Island Rail Road	30.8%	32.1%
Metro-North Railroad	40.4%	41.1%
MTA Bus Company	19.5%	26.3%
<b>MTA Total Agency Average</b>	<b>34.6%</b>	<b>36.6%</b>

**FAREBOX OPERATING RATIOS**

	<b>2019 Mid-Year Forecast Full Year</b>	<b>2019 Actual Aug YTD</b>
New York City Transit	52.3%	51.9%
Staten Island Railway	10.7%	15.1%
Long Island Rail Road	46.9%	50.3%
Metro-North Railroad	55.9%	56.2%
MTA Bus Company	26.7%	28.7%
<b>MTA Total Agency Average</b>	<b>50.1%</b>	<b>50.5%</b>

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

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

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

# Fuel Hedge Program

# Current ULSD Hedges

Date	Gallons Hedged	Percent of Expected Gallons Purchased	Weighted Average Hedge Price for Each Month	2018 Adopted Budget (February Plan) Forecasted Commodity Price	2019 Adopted Budget (February Plan) Forecasted Commodity Price
September-19	2,859,736	49	2.04	1.63	2.20
October-19	2,898,737	48	2.08	1.63	2.20
November-19	2,665,002	49	2.08	1.63	2.20
December-19	2,741,711	52	2.07	1.63	2.20
January-20	2,913,129	55	2.07	2.01	2.19
February-20	2,545,029	47	2.08	2.01	2.19
March-20	2,836,185	50	2.08	2.01	2.19
April-20	2,654,235	50	2.09	2.01	2.19
May-20	3,011,844	50	2.07	2.01	2.19
June-20	2,942,280	50	2.05	2.01	2.19
July-20	2,986,096	50	2.02	2.01	2.19
August-20	3,090,973	50	1.99	2.01	2.19
September-20	2,648,873	46	1.96	2.01	2.19
October-20	2,505,486	42	1.93	2.01	2.19
November-20	2,038,850	37	1.93	2.01	2.19
December-20	1,746,991	33	1.95	2.01	2.19
January-21	1,552,859	29	1.96	2.14	2.12
February-21	1,350,214	25	1.93	2.14	2.12
March-21	1,178,981	21	1.92	2.14	2.12
April-21	884,603	17	1.89	2.14	2.12
May-21	752,780	12	1.86	2.14	2.12
June-21	490,183	8	1.83	2.14	2.12
July-21	248,622	4	1.78	2.14	2.12



# Annual Impact as of September 4, 2019

	(\$ in millions)		
	<u>2019</u>	<u>2020</u>	<u>2021</u>
<b><u>Ultra Low Sulfur Diesel</u></b>			
Current Prices vs. 2019 Adopted Budget	\$21.285	\$25.243	\$22.496
Impact of Hedge	<u>(1.471)</u>	<u>(6.837)</u>	<u>(0.652)</u>
<b>Net Impact: Fav/(Unfav)</b>	\$19.814	\$18.407	\$21.844
 <b><u>Compressed Natural Gas</u></b>			
Current Prices vs. 2019 Adopted Budget	\$8.920	\$6.797	\$8.132
Impact of Hedge	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
<b>Net Impact: Fav/(Unfav)</b>	\$8.920	\$6.797	\$8.132
 <b><u>Summary</u></b>			
Current Prices vs. 2019 Adopted Budget	\$30.205	\$32.040	\$30.628
Impact of Hedge	<u>(1.471)</u>	<u>(6.837)</u>	<u>(0.652)</u>
<b>Net Impact: Fav/(Unfav)</b>	\$28.734	\$25.204	\$29.976

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
**July 2019 Monthly**  
(\$ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent
<b>Revenue</b>												
Farebox Revenue	\$546.6	\$552.1	\$5.6	1.0	\$0.0	\$0.0	\$0.0	N/A	\$546.6	\$552.1	\$5.6	1.0
Toll Revenue	184.9	182.1	(2.8)	(1.5)	0.0	0.0	0.0	N/A	184.9	182.1	(2.8)	(1.5)
Other Revenue	54.3	52.7	(1.6)	(2.9)	0.0	0.0	0.0	N/A	54.3	52.7	(1.6)	(2.9)
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	204.6	174.1	(30.5)	(14.9)	204.6	174.1	(30.5)	(14.9)
<b>Total Revenues</b>	<b>\$785.7</b>	<b>\$786.9</b>	<b>\$1.2</b>	<b>0.2</b>	<b>\$204.6</b>	<b>\$174.1</b>	<b>(\$30.5)</b>	<b>(14.9)</b>	<b>\$990.3</b>	<b>\$961.1</b>	<b>(\$29.3)</b>	<b>(3.0)</b>
<b>Expenses</b>												
<u><b>Labor:</b></u>												
Payroll	\$450.3	\$462.3	(\$11.9)	(2.7)	\$69.1	\$52.1	\$16.9	24.5	\$519.4	\$514.4	\$5.0	1.0
Overtime	73.7	78.8	(5.0)	(6.8)	17.1	21.7	(4.5)	(26.4)	90.9	100.4	(9.6)	(10.5)
Health and Welfare	111.5	131.6	(20.1)	(18.1)	7.9	7.6	0.3	3.7	119.4	139.2	(19.8)	(16.6)
OPEB Current Payments	54.8	53.2	1.6	2.9	0.9	0.8	0.1	5.8	55.7	54.0	1.7	3.0
Pension	118.2	116.3	1.9	1.6	11.5	9.0	2.5	21.5	129.7	125.3	4.3	3.3
Other Fringe Benefits	76.7	76.6	0.1	0.2	22.9	18.2	4.7	20.6	99.6	94.8	4.8	4.8
Reimbursable Overhead	(38.0)	(34.9)	(3.2)	(8.4)	37.6	34.5	3.2	8.4	(0.4)	(0.4)	0.0	(8.5)
<b>Total Labor Expenses</b>	<b>\$847.2</b>	<b>\$883.9</b>	<b>(\$36.7)</b>	<b>(4.3)</b>	<b>\$167.0</b>	<b>\$143.9</b>	<b>\$23.1</b>	<b>13.8</b>	<b>\$1,014.2</b>	<b>\$1,027.8</b>	<b>(\$13.6)</b>	<b>(1.3)</b>
<u><b>Non-Labor:</b></u>												
Electric Power	\$38.3	\$37.5	\$0.8	2.0	\$0.0	\$0.1	(\$0.1)	<(100.0)	\$38.4	\$37.6	\$0.7	1.9
Fuel	15.1	14.7	0.4	2.6	0.0	0.0	0.0	(83.9)	15.1	14.7	0.4	2.6
Insurance	0.5	1.0	(0.5)	<(100.0)	1.4	1.1	0.3	24.3	1.9	2.0	(0.2)	(8.1)
Claims	31.4	28.0	3.4	10.8	0.0	0.0	0.0	N/A	31.4	28.0	3.4	10.8
Paratransit Service Contracts	41.0	40.7	0.2	0.5	0.0	0.0	0.0	N/A	41.0	40.7	0.2	0.5
Maintenance and Other Operating Contracts	67.5	63.0	4.5	6.6	11.2	11.2	0.0	0.3	78.7	74.2	4.5	5.7
Professional Services Contracts	68.6	51.1	17.5	25.5	10.2	0.8	9.3	92.0	78.8	51.9	26.9	34.1
Materials and Supplies	59.1	59.2	(0.1)	(0.1)	14.5	16.2	(1.7)	(11.7)	73.6	75.4	(1.8)	(2.4)
Other Business Expenses	24.3	18.3	6.0	24.7	0.3	0.8	(0.5)	<(100.0)	24.6	19.1	5.5	22.2
<b>Total Non-Labor Expenses</b>	<b>\$345.7</b>	<b>\$313.5</b>	<b>\$32.2</b>	<b>9.3</b>	<b>\$37.6</b>	<b>\$30.2</b>	<b>\$7.4</b>	<b>19.7</b>	<b>\$383.4</b>	<b>\$343.7</b>	<b>\$39.6</b>	<b>10.3</b>
<u><b>Other Expense Adjustments</b></u>												
Other	\$13.2	\$12.0	\$1.2	9.0	\$0.0	\$0.0	\$0.0	N/A	\$13.2	\$12.0	\$1.2	9.0
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
<b>Total Other Expense Adjustments</b>	<b>\$13.2</b>	<b>\$12.0</b>	<b>\$1.2</b>	<b>9.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>\$13.2</b>	<b>\$12.0</b>	<b>\$1.2</b>	<b>9.0</b>
<b>Total Expenses Before Non-Cash Liability Adjs.</b>	<b>\$1,206.2</b>	<b>\$1,209.4</b>	<b>(\$3.3)</b>	<b>(0.3)</b>	<b>\$204.6</b>	<b>\$174.1</b>	<b>\$30.5</b>	<b>14.9</b>	<b>\$1,410.8</b>	<b>\$1,383.6</b>	<b>\$27.2</b>	<b>1.9</b>
Depreciation	\$231.8	\$234.8	(\$2.9)	(1.3)	\$0.0	\$0.0	\$0.0	N/A	\$231.8	\$234.8	(\$2.9)	(1.3)
OPEB Liability Adjustment	0.0	0.0	0.0	100.0	0.0	0.0	0.0	N/A	0.0	0.0	0.0	100.0
GASB 75 OPEB Expense Adjustment	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
GASB 68 Pension Expense Adjustment	0.0	0.0	0.0	100.0	0.0	0.0	0.0	N/A	0.0	0.0	0.0	100.0
Environmental Remediation	0.5	0.2	0.3	66.3	0.0	0.0	0.0	N/A	0.5	0.2	0.3	66.3
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$1,438.5</b>	<b>\$1,444.4</b>	<b>(\$5.9)</b>	<b>(0.4)</b>	<b>\$204.6</b>	<b>\$174.1</b>	<b>\$30.5</b>	<b>14.9</b>	<b>\$1,643.1</b>	<b>\$1,618.5</b>	<b>\$24.6</b>	<b>1.5</b>
Less: B&T Depreciation & GASB Adjustments	\$11.9	\$13.8	(\$1.9)	(15.7)	\$0.0	\$0.0	\$0.0	0.0	\$11.9	\$13.8	(\$1.9)	(15.7)
<b>Adjusted Total Expenses</b>	<b>\$1,426.6</b>	<b>\$1,430.6</b>	<b>(\$4.0)</b>	<b>(0.3)</b>	<b>\$204.6</b>	<b>\$174.1</b>	<b>\$30.5</b>	<b>14.9</b>	<b>\$1,631.2</b>	<b>\$1,604.7</b>	<b>\$26.5</b>	<b>1.6</b>
<b>Net Surplus/(Deficit) excl. Subsidies and Debt Service</b>	<b>(\$640.8)</b>	<b>(\$643.7)</b>	<b>(\$2.8)</b>	<b>(0.4)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>(\$640.8)</b>	<b>(\$643.7)</b>	<b>(\$2.8)</b>	<b>(0.4)</b>
<b>Total Subsidies</b>	<b>\$459.7</b>	<b>\$326.7</b>	<b>(\$133.0)</b>	<b>(28.9)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>\$459.7</b>	<b>\$326.7</b>	<b>(\$133.0)</b>	<b>(28.9)</b>
<b>Debt Service</b>	<b>239.3</b>	<b>236.5</b>	<b>2.8</b>	<b>1.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>N/A</b>	<b>239.3</b>	<b>236.5</b>	<b>2.8</b>	<b>1.2</b>

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.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
**July 2019 Year-to-Date**  
(\$ in millions)

	Non-Reimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent	Mid-Year Forecast	Actual	-Variance: Fav/(Unfav)- Dollars	Percent
<b>Revenue</b>												
Farebox Revenue	\$3,626.2	\$3,643.8	\$17.6	0.5	\$0.0	\$0.0	\$0.0	N/A	\$3,626.2	\$3,643.8	\$17.6	0.5
Toll Revenue	1,180.7	1,178.0	(2.7)	(0.2)	0.0	0.0	0.0	N/A	1,180.7	1,178.0	(2.7)	(0.2)
Other Revenue	416.2	428.3	12.0	2.9	0.0	0.0	0.0	N/A	416.2	428.3	12.0	2.9
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	1,356.7	1,318.1	(38.7)	(2.8)	1,356.7	1,318.1	(38.7)	(2.8)
<b>Total Revenues</b>	<b>\$5,223.1</b>	<b>\$5,250.0</b>	<b>\$26.9</b>	<b>0.5</b>	<b>\$1,356.7</b>	<b>\$1,318.1</b>	<b>(\$38.7)</b>	<b>(2.8)</b>	<b>\$6,579.8</b>	<b>\$6,568.1</b>	<b>(\$11.8)</b>	<b>(0.2)</b>
<b>Expenses</b>												
<b><u>Labor:</u></b>												
Payroll	\$3,092.1	\$3,098.5	(\$6.4)	(0.2)	\$454.1	\$391.9	\$62.2	13.7	\$3,546.2	\$3,490.4	\$55.8	1.6
Overtime	545.2	570.5	(25.4)	(4.7)	129.3	168.9	(39.7)	(30.7)	674.4	739.4	(65.0)	(9.6)
Health and Welfare	770.6	787.9	(17.3)	(2.3)	48.5	47.6	0.9	1.9	819.1	835.6	(16.4)	(2.0)
OPEB Current Payments	376.2	382.9	(6.8)	(1.8)	6.1	5.8	0.3	5.0	382.3	388.8	(6.5)	(1.7)
Pension	875.7	875.9	(0.3)	(0.0)	64.0	62.7	1.3	2.0	939.6	938.6	1.0	0.1
Other Fringe Benefits	518.6	527.4	(8.8)	(1.7)	159.6	148.3	11.3	7.1	678.2	675.7	2.5	0.4
Reimbursable Overhead	(272.7)	(276.7)	3.9	1.4	270.3	274.3	(4.1)	(1.5)	(2.5)	(2.3)	(0.1)	(5.3)
<b>Total Labor Expenses</b>	<b>\$5,905.4</b>	<b>\$5,966.5</b>	<b>(\$61.1)</b>	<b>(1.0)</b>	<b>\$1,131.9</b>	<b>\$1,099.6</b>	<b>\$32.3</b>	<b>2.9</b>	<b>\$7,037.4</b>	<b>\$7,066.1</b>	<b>(\$28.7)</b>	<b>(0.4)</b>
<b><u>Non-Labor:</u></b>												
Electric Power	\$267.4	\$260.7	\$6.6	2.5	\$0.5	\$0.8	(\$0.3)	(68.5)	\$267.8	\$261.5	\$6.3	2.4
Fuel	109.6	107.6	2.0	1.8	0.0	0.0	0.0	98.5	109.6	107.6	2.0	1.8
Insurance	2.2	4.2	(2.0)	(94.9)	7.4	6.2	1.2	16.5	9.6	10.4	(0.8)	(8.6)
Claims	229.5	242.9	(13.3)	(5.8)	0.0	0.0	0.0	N/A	229.5	242.9	(13.3)	(5.8)
Paratransit Service Contracts	281.1	286.4	(5.4)	(1.9)	0.0	0.0	0.0	N/A	281.1	286.4	(5.4)	(1.9)
Maintenance and Other Operating Contracts	447.1	414.8	32.2	7.2	64.8	57.7	7.1	11.0	511.9	472.5	39.4	7.7
Professional Services Contracts	312.2	278.1	34.1	10.9	53.1	59.9	(6.8)	(12.9)	365.3	338.0	27.3	7.5
Materials and Supplies	387.7	380.9	6.8	1.8	99.3	89.4	9.9	10.0	487.1	470.4	16.7	3.4
Other Business Expenses	127.8	125.1	2.6	2.1	(0.3)	4.4	(4.8)	<(100.0)	127.4	129.6	(2.1)	(1.7)
<b>Total Non-Labor Expenses</b>	<b>\$2,164.5</b>	<b>\$2,100.8</b>	<b>\$63.6</b>	<b>2.9</b>	<b>\$224.8</b>	<b>\$218.5</b>	<b>\$6.4</b>	<b>2.8</b>	<b>\$2,389.3</b>	<b>\$2,319.3</b>	<b>\$70.0</b>	<b>2.9</b>
<b><u>Other Expense Adjustments</u></b>												
Other	\$86.0	\$84.4	\$1.6	1.9	\$0.0	\$0.0	\$0.0	N/A	\$86.0	\$84.4	\$1.6	1.9
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
<b>Total Other Expense Adjustments</b>	<b>\$86.0</b>	<b>\$84.4</b>	<b>\$1.6</b>	<b>1.9</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>\$86.0</b>	<b>\$84.4</b>	<b>\$1.6</b>	<b>1.9</b>
<b>Total Expenses Before Non-Cash Liability Adjs.</b>	<b>\$8,155.9</b>	<b>\$8,151.7</b>	<b>\$4.2</b>	<b>0.1</b>	<b>\$1,356.7</b>	<b>\$1,318.1</b>	<b>\$38.7</b>	<b>2.9</b>	<b>\$9,512.7</b>	<b>\$9,469.8</b>	<b>\$42.9</b>	<b>0.5</b>
Depreciation	\$1,626.0	\$1,655.1	(\$29.1)	(1.8)	\$0.0	\$0.0	\$0.0	N/A	\$1,626.0	\$1,655.1	(\$29.1)	(1.8)
OPEB Liability Adjustment	0.0	0.0	0.0	100.0	0.0	0.0	0.0	N/A	0.0	0.0	0.0	100.0
GASB 75 OPEB Expense Adjustment	4.7	(7.1)	11.8	> 100.0	0.0	0.0	0.0	N/A	4.7	(7.1)	11.8	>100.0
GASB 68 Pension Expense Adjustment	0.3	(84.6)	84.9	> 100.0	0.0	0.0	0.0	N/A	0.3	(84.6)	84.9	>100.0
Environmental Remediation	4.3	4.9	(0.6)	(14.7)	0.0	0.0	0.0	N/A	4.3	4.9	(0.6)	(14.7)
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$9,791.2</b>	<b>\$9,720.1</b>	<b>\$71.2</b>	<b>0.7</b>	<b>\$1,356.7</b>	<b>\$1,318.1</b>	<b>\$38.7</b>	<b>2.9</b>	<b>\$11,148.0</b>	<b>\$11,038.2</b>	<b>\$109.8</b>	<b>1.0</b>
Less: B&T Depreciation & GASB Adjustments	\$92.2	\$95.8	(\$3.7)	(4.0)	\$0.0	\$0.0	\$0.0	0.0	\$92.2	\$95.8	(\$3.7)	(4.0)
<b>Adjusted Total Expenses</b>	<b>\$9,699.1</b>	<b>\$9,624.2</b>	<b>\$74.8</b>	<b>0.8</b>	<b>\$1,356.7</b>	<b>\$1,318.1</b>	<b>\$38.7</b>	<b>2.9</b>	<b>\$11,055.8</b>	<b>\$10,942.3</b>	<b>\$113.5</b>	<b>1.0</b>
<b>Net Surplus/(Deficit) excl. Subsidies and Debt Service</b>	<b>(\$4,476.0)</b>	<b>(\$4,374.2)</b>	<b>\$101.7</b>	<b>2.3</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>(\$4,476.0)</b>	<b>(\$4,374.2)</b>	<b>\$101.7</b>	<b>2.3</b>
<b>Total Subsidies</b>	<b>\$4,909.0</b>	<b>\$4,986.1</b>	<b>\$77.1</b>	<b>1.6</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>\$4,909.0</b>	<b>\$4,986.1</b>	<b>\$77.1</b>	<b>1.6</b>
<b>Debt Service</b>	<b>1,588.1</b>	<b>1,550.4</b>	<b>37.6</b>	<b>2.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>N/A</b>	<b>1,588.1</b>	<b>1,550.4</b>	<b>37.6</b>	<b>2.4</b>

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.

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Generic Revenue or Expense Category	Nonreimb or Reimb	JULY		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Farebox Revenue	NR	5.6	1.0	Passenger revenue was \$6.5M higher at NYCT mostly due to higher subway and bus ridership. These results were partially offset by an unfavorable variance of (\$0.7M) at MNR due to lower ridership.	17.6	0.5	Revenues were \$18.0M higher at NYCT due to higher subway and bus ridership, and \$1.5M at MTA Bus due to higher average fare. These results were partially offset by unfavorable variances of (\$1.3M) at MNR due to lower ridership, and (\$0.7M) at the LIRR due to lower yield.
Vehicle Toll Revenue	NR	(2.8)	(1.5)	Toll revenues were unfavorable primarily due to lower average toll yield.	(2.7)	(0.2)	Toll revenues were slightly unfavorable by (0.2%), primarily reflecting a lower average toll yield.
Other Operating Revenue	NR	(1.6)	(2.9)	The unfavorable outcome mostly reflects the timing of reimbursements, (\$2.5M) at NYCT; lower reimbursements for student fares and Workers' Compensation at MTA Bus (\$1.0M); and the timing of net GCT retail income and lower advertising revenue at MNR (\$0.5M). Favorable outcomes at FMTAC of \$1.3M were due to higher realized investment income (realized losses on the sale of investments), and \$0.6M at MTAHQ were due to higher Transit Museum MetroCard sales, partially offset the shortfalls. Other Agency variances were minor.	13.5	3.3	The favorable outcome mostly reflects the continuance of the driver noted for the month at FMTAC (including a positive shift in the market value of the invested asset portfolio), and also includes higher revenue at B&T from the timing of cellular equipment rentals and unanticipated proceeds from insurance settlements—with variances of \$17.3M and \$1.2M, respectively. Partially offsetting these results were shortfalls attributable to the same factors highlighted for the month at MNR (\$1.6M), NYCT (\$1.6M), and MTA Bus (\$1.3M), coupled with lower income from the timing of advertising revenue at the LIRR (\$0.6M).
Payroll	NR	(11.9)	(2.7)	The unfavorable variance was mostly caused by a delay in the reversal of reimbursable labor charges (\$6.0M) at NYCT; and higher employee leave balance payouts and rates (\$2.2M) at MTA Bus. Additional shortfalls were the result of reallocating reimbursable workforces to operations (non-reimbursable) and the timing of retiree payouts, (\$2.1M) at MNR; and reclassifying wireless project installation reimbursements from Atlantic Terminal, Atlantic Tunnel, and Jamaica (AAJ) as well as higher retiree sick/vacation buyouts (\$1.3M) at the LIRR. Other Agency variances were minor.	(6.4)	(0.2)	The factors highlighted for the month continue at MNR and NYCT, but with unfavorable variances of (\$7.7M) and (\$4.7M), respectively. Other contributors to the unfavorable outcome include: (\$2.3M) at MTA Bus due to the timing of interagency billings, higher payout of banked holiday, sick and personal time, as well as the cost of carrying excess headcount due to a much lower attrition rate in operating positions; and (\$0.5M) at B&T due to timing. These results were partially offset by favorable outcomes of \$5.2M at the LIRR due in part to vacant positions, the reclassification of AAJ wireless project reimbursements, and higher sick pay claim credits; and \$3.4M at MTAHQ due to the reversal of MTA PD vacation accruals and vacancy savings resulting from hiring restrictions.
Overtime	NR	(5.0)	(6.8)	The unfavorable variance was mainly due to coverage necessitated by higher unscheduled service, vacancy/absentee requirements, and programmatic/routine maintenance at NYCT (\$3.5M); higher programmatic/routine maintenance and scheduled service (running time/traffic) at MTA Bus (\$2.2M); and MTA PD coverage requirements at MTAHQ (\$0.6M). Partially offsetting these results were favorable outcomes due to lower programmatic/routine maintenance requirements at the LIRR and timing at B&T which resulted in variances of \$0.7M at each agency. (See Overtime Decomposition Report for more details)	(25.4)	(4.7)	Higher coverage requirements reflect a continuation of the factors noted for the month with overages of (\$25.5M) at NYCT, most of which is attributable to the Subway Action Plan, (\$3.5M) at MTA Bus, and (\$0.6M) at MTAHQ. Partly offsetting these results were favorable outcomes of \$2.6M at the LIRR mostly due to lower programmatic/routine maintenance (fleet maintenance); \$0.9M at MNR due to lower scheduled service and weather-related coverage; and \$0.9M at B&T due to lower vacancy/absentee coverage requirements. (See Overtime Decomposition Report for more details)
Health and Welfare	NR	(20.1)	(18.1)	NYCT was unfavorable by (\$19.6M) mainly due to timing. Also, MTA Bus overspent by (\$1.6M). These results were offset by favorable variances of \$0.7M at MTAHQ mostly due to lower medical expenses; and \$0.6M at B&T due to timing.	(17.7)	(2.3)	NYCT was unfavorable by (\$14.3M) mainly due to timing, while MTA Bus was unfavorable by (\$3.0M) mostly due to higher labor expenses. MTAHQ was unfavorable by (\$2.2M) due to a medical expense adjustment. Also, MNR was unfavorable by (\$1.7M) mainly due to higher labor expenses and rates. These results were offset by favorable variances of \$2.2M at the LIRR due to vacancies; and \$1.0M at B&T mainly due to timing.

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Generic Revenue or Expense Category	Nonreimb or Reimb	JULY		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
OPEB - Current Payment	NR	1.6	2.9	The LIRR and MTA Bus were favorable by \$0.8M and \$0.5M, respectively.	(2.2)	(0.6)	NYCT was unfavorable by (\$7.6M) due to timing. These results were partially offset by favorable variances of \$2.5M at the LIRR due to fewer retirees; and \$1.7M at MTAHQ due to lower payments and other adjustments. MTA Bus was \$0.7M under budget.
Pensions	NR	1.9	1.6	Timing was mainly responsible for favorable variances of \$1.1M at NYCT and \$0.8M at MTAHQ, and for the unfavorable variance of (\$0.5M) at the LIRR. Other agency variances were minor.	(0.3)	(0.0)	Timing was mainly responsible for unfavorable variances of (\$3.9M) and (\$0.5M) at the LIRR, and for the favorable variance of \$3.1M at MTAHQ. Additionally, MNR was \$1.0M favorable due to lower rates. Other agency variances were minor.
Other Fringe Benefits	NR	0.1	0.2	The LIRR was \$1.3M favorable due to lower Railroad Retirement Taxes. MTA Bus was favorable by \$1.2M due to timing. MTAHQ was favorable by \$0.9M mainly due to the impact of hiring restrictions. MNR was \$0.5M favorable mainly due to a lower employee claim provision. These results were partially offset by an unfavorable variance of (\$4.0M) at NYCT due to lower reimbursable labor requirements.	(8.7)	(1.7)	The drivers of the YTD variances remain unchanged from those noted for the month for NYCT (\$14.8M), the LIRR \$2.3M, MTA Bus \$2.2M, and MTAHQ \$1.7M.
Reimbursable Overhead	NR	(3.2)	(8.4)	The unfavorable variance was due to lower project activity at NYCT (\$2.2M), MNR (\$1.7M), and MTAHQ (\$0.7M), partially offset by favorable timing at the LIRR \$1.6M. Other Agency variances were minor.	5.0	1.8	Reflects favorable timing impacts at the LIRR \$6.5M and higher project activity at NYCT \$3.6M and SIR \$0.5M. These results were partially offset by the impact of lower project activity at MNR (\$4.6M) and B&T (\$0.8M). Other Agency variances were minor.
Electric Power	NR	0.8	2.0	Timing and lower energy consumption drove favorable variances of \$1.7M at MNR and \$0.5M at the LIRR, partially offset by costs that exceeded the forecast by (\$1.9M) at NYCT due to accrual adjustments. Other Agency variances were minor.	6.7	2.5	Reflects lower consumption and rates, \$2.3M, at the LIRR; and favorable timing impacts of \$1.7M at NYCT, \$1.1M at MNR, and \$0.9M at MTAHQ. Other Agency variances were minor.
Fuel	NR	0.4	2.6	Agency variances were minor.	2.0	1.8	Lower rates were mainly responsible for the favorable variance of \$0.8M at MNR. Other agency variances were minor.
Insurance	NR	(0.5)	*	Reflects mainly the unfavorable timing variance of (\$0.8M) at FMTAC.	(2.0)	(94.9)	Reflects an unfavorable variance of (\$2.7M) at FMTAC due to timing.
Claims	NR	3.4	10.8	Timing was largely responsible for the favorable variances of \$3.5M at FMTAC and \$0.6M at MTA Bus. Partially offsetting these results was an unfavorable variance of (\$0.6M) at the LIRR due to higher reserve requirements.	(13.3)	(5.8)	Timing was largely responsible for the unfavorable variance of (\$16.3M) at FMTAC, and favorable variances of \$2.0M at the LIRR and \$0.6M at MTA Bus.
Paratransit Service Contracts	NR	0.2	0.5	Agency variances were minor.	(5.4)	(1.9)	Reflects the increasing utilization of e-hail trips.

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Generic Revenue or Expense Category	Nonreimb or Reimb	JULY		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Maintenance and Other Operating Contracts	NR	4.5	6.6	The overall favorable result was mainly attributable to timing and curtailed spending, resulting in lower costs of \$3.8M at the LIRR due to the timing of accrual reversals, biometric clock expenses and other maintenance expenses; \$2.9M at MTA Bus due to delays in shop programs and the installation of new bus technology; \$2.2M at B&T for major maintenance, painting, and security; and \$2.0M at MNR for New Haven Line derailment repairs, and miscellaneous maintenance and operating contracts. Partially offsetting these results was an unfavorable variance of (\$6.8M) at NYCT for the timing of facility maintenance and repair expenses.	32.4	7.2	The drivers of the YTD variances for MTA Bus and B&T are mainly the same as those noted for the month, however, YTD favorable variances are \$5.5M and \$2.1M, respectively. Additional favorable results were attributable to timing and lower costs: \$7.9M at MNR due to the timing of New Haven Line derailment repairs, locomotive overhauls, other miscellaneous maintenance work, and GCT utilities billing; \$7.4M at NYCT for hazardous waste disposal; \$7.2M at the LIRR, reflecting timing for joint facilities, elevator/escalator maintenance, leases, biometric clock expenses, uniform purchases, TVM door installations and other maintenance services; and \$2.4M at SIR due to the timing of maintenance work.
Professional Service Contracts	NR	17.5	25.5	The overall favorable outcome was mainly attributable to timing, reflecting lower costs at MTAHQ of \$7.3M which was mainly due to IT hardware related to the Kronos project, professional services, engineering services related to the Railroads Grade Crossing project, IT consulting and maintenance, and legal expenses; \$3.3M at MTA Bus due to interagency charges; \$3.0M at B&T for bond issuance costs, miscellaneous outside services, engineering and planning studies; \$1.7M at the LIRR due to a credit for the Atlantic Tunnel/Terminal and Jamaica wireless project, the timing of Enterprise Asset Management, interagency charges, and rolling stock decommissioning; \$1.4M at NYCT due to bond service expenses and office-related expenses; and \$0.8M at MNR due to a reclassification of PTC installation charges to reimbursable expenses, and lower consulting and engineering costs.	24.7	7.9	The drivers of the YTD variances for MTAHQ, MTA Bus, MNR, B&T, NYCT and the LIRR are mainly the same as those noted for the month, however, YTD favorable variances are \$9.7M, \$6.3M, \$2.6M, \$2.4M, \$2.3M and \$1.1M, respectively.
Materials & Supplies	NR	(0.1)	(0.1)	Unfavorable outcomes include (\$2.1M) at the LIRR due to higher revenue fleet repairs and right-of-way material usage, and (\$2.1M) at MNR due to an increase in the obsolete materials reserve and miscellaneous inventory adjustments. These outcomes were partially offset by favorable results of \$1.6M at MTA Bus due to the timing of Select Bus Service (SBS) rollouts, radio equipment, and lower general maintenance and \$1.4M at NYCT due to the timing of various material requirements. Also included in the variance are \$0.8M in forecast adjustments which have not yet been booked.	6.8	1.8	The favorable outcomes include \$3.1M at MTA Bus due to the timing of the New Fare Payment System, SBS rollouts, and lower general maintenance; \$1.1M at NYCT due to timing; \$1.0M at the LIRR due to the timing of fleet modifications and Reliability Centered Maintenance (RCM) activity; and \$0.5M at SIR due to the timing of various material requirements, including track ties. These outcomes were partially offset by an unfavorable result of (\$5.2M) at MNR, mainly due to the timing of Reliability Centered Maintenance (RCM) activity and increased usage for rolling stock and infrastructure repairs. Also included in the variance are \$5.8M in forecast adjustments which have not yet been booked at NYCT.
Other Business Expenses	NR	6.0	24.7	MTAHQ was favorable by \$7.6M mainly due to the timing of subsidies for the Verrazzano-Narrows Bridge Truck Toll Reduction Program. B&T was favorable by \$0.5M due to timing. These results were partially offset by unfavorable variances of (\$1.5M) at FMTAC due to higher general & administrative, commissions, and safety loss control costs; (\$0.6M) at NYCT due to the timing of miscellaneous credits and purchases; and (\$0.5M) at MNR due to the timing of CSX reimbursements and a recovery of costs related to track maintenance.	2.6	2.1	MNR was favorable by \$1.6M mainly due to higher Amtrak recoveries, lower credit card fees, and other miscellaneous expenses. MTAHQ was favorable by \$1.2M mainly due to spending restrictions, timing, and accrual reversals. The LIRR was \$1.1M favorable mainly due to lower bad debts, office supplies, print and stationary supplies and other miscellaneous expenses. B&T and SIR were favorable by \$0.8M and \$0.6M, respectively, mainly due to timing. These results were partially offset by unfavorable variances of (\$1.7M) at FMTAC and (\$1.3M) at NYCT, due to the same drivers noted for the month's variance.
Other Expense Adjustments	NR	1.2	9.0	Variance due to timing differences in project completions.	1.6	1.9	Variance due to timing differences in project completions.

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		JULY				YEAR-TO-DATE			
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reason for Variance	Favorable (Unfavorable)		Reason for Variance		
		\$	%		\$	%			
Depreciation	NR	(2.9)	(1.3)	Timing differences in project completions and assets reaching beneficial use resulted in unfavorable variances of (\$7.2M) at NYCT and (\$1.9M) at B&T, and favorable variances of \$2.3M at MTAHQ, \$2.0M at MNR and \$1.8M at MTA Bus.	(29.1)	(1.8)	The same drivers of the monthly variance were responsible for unfavorable results of (\$38.3M) at NYCT and (\$3.7M) at B&T, and favorable variances of \$7.9M at MNR, \$3.0M at MTA Bus, and \$2.5M at MTAHQ.		
OPEB Liability Adjustment	NR	0.0	*	The GASB adjustment reflects the value associated with the unfunded accrued liability for post-employment health benefits.	0.0	*	The GASB adjustment reflects the value associated with the unfunded accrued liability for post-employment health benefits.		
GASB 75 Pension Adjustment	NR	0.0	*	Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change in OPEB liability (GASB 75).	11.8	*	Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change in OPEB liability (GASB 75). The favorable variances were \$8.7M at NYCT, \$2.2M at SIR, and \$0.9M at MNR.		
GASB 68 Pension Adjustment	NR	0.0	*	Reflects Agencies' adjustments to account for net pension liability.	84.9	*	Reflects Agencies' adjustments to account for net pension liability. NYCT was favorable by \$84.1M and \$0.5M at MNR.		
Environmental Remediation	NR	0.3	66.3	Agency variances were minor.	(0.6)	(14.7)	MTA Bus was (\$0.9M) unfavorable. MNR was \$0.5M favorable. Other agency variances were minor.		
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.									
Capital & Other Reimbursements	R	(30.5)	(14.9)	Unfavorable variances: (\$15.7M) at NYCT, (\$11.7M) at MNR, (\$7.3M) at MTAHQ, (\$1.1M) at MTACC, and (\$1.0M) at B&T. Favorable variance: \$6.4 at the LIRR.	(48.0)	(3.5)	Unfavorable variances: (\$63.1M) at MNR, (\$21.7M) at NYCT, (\$1.9M) at B&T, and (\$1.3M) at MTACC. Favorable variances: \$39.2M at the LIRR and \$0.8M at MTAHQ.		
Payroll	R	16.9	24.5	Favorable variances: \$12.1M at NYCT, \$2.7M at the LIRR, and \$1.4M at MNR. Other Agency variances are minor.	62.2	13.7	Favorable variances: \$50.7M at NYCT, \$5.2M at the LIRR, \$3.9M at MNR, \$0.8M at MTACC, \$0.7M at B&T and \$0.6M at both SIR and MTAHQ.		
Overtime	R	(4.5)	(26.4)	Unfavorable variances: (\$2.5M) at NYCT, (\$2.3M) at the LIRR, (\$0.5M) at MTAHQ. Favorable variance: \$0.6M at MNR. (See Overtime Decomposition Report for more details)	(39.7)	(30.7)	Unfavorable variances: (\$33.6M) at NYCT, (\$6.3M) at the LIRR, and (\$0.9M) at MTAHQ. Favorable variance: \$1.2M at MNR. (See Overtime Decomposition Report for more details)		
Health and Welfare	R	0.3	3.7	Favorable variance: \$0.5M at MNR. Unfavorable variance: (\$0.6M) at NYCT.	0.9	1.8	Favorable variances: \$1.4M at MNR. Unfavorable variance: (\$1.2M) at the LIRR.		
OPEB Current Payment	R	0.1	5.8	Agency variances were minor.	0.3	5.0	Agency variances were minor.		
Pensions	R	2.5	21.5	Favorable variances: \$1.2M at NYCT and \$0.5M at the LIRR. Other Agency variances were minor	1.3	2.0	Favorable variances: \$0.8M at MNR and \$0.5M at the LIRR. Unfavorable variance: (\$0.7M) at NYCT. Other Agency variances were minor.		
Other Fringe Benefits	R	4.7	20.6	Favorable variance: \$4.2M at NYCT. Other agency variances were minor.	11.3	7.1	Favorable variances: \$11.1M at NYCT; and \$0.9M at MNR. Unfavorable variance: (\$1.3M) at the LIRR.		
Reimbursable Overhead	R	3.2	8.4	Favorable variances: \$2.2M at NYCT, \$1.7M at the MNR, and \$0.7M at MTAHQ. Unfavorable variance: (\$1.6M) at the LIRR.	(5.1)	(1.9)	Unfavorable variances: (\$6.5M) at the LIRR, (\$3.6M) at NYCT, and (\$0.5M) at SIR. Favorable variances: \$4.7M at MNR and \$0.8M at B&T.		

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Generic Revenue or Expense Category	Nonreimb or Reimb	JULY				YEAR-TO-DATE			
		Favorable (Unfavorable)		Reason for Variance		Favorable (Unfavorable)		Reason for Variance	
		\$	%			\$	%		
Electric Power	R	(0.1)	*	Agency variances were minor.		(0.3)	(68.5)	Agency variances were minor.	
Fuel	R	0.0	(83.9)	Agency variances were minor.		0.0	98.5	Agency variances were minor.	
Insurance	R	0.3	24.3	Agency variances were minor.		1.2	16.5	Favorable variances: \$0.8M at the LIRR. Other agency variances were minor.	
Claims	R	0.0	0.0	No variance.		0.0	0.0	No variance.	
Paratransit Service Contracts	R	0.0	-	No variance.		0.0	-	No variance.	
Maintenance and Other Operating Contracts	R	0.0	0.3	Favorable variance: \$0.5M at MNR. Other Agency variances were minor.		7.1	11.0	Favorable variance: \$12.6M at MNR. Unfavorable variances: (\$4.5M) at the LIRR and (\$1.1M) at NYCT. Other Agency variances were minor.	
Professional Service Contracts	R	9.3	92.0	Favorable variances: \$6.7M at MNR, \$2.3M at MNR and \$0.5M at MTA CC. Other Agency variances were minor.		3.5	6.7	Favorable variance: \$11.5M at MNR. Unfavorable variances: (\$6.3M) at NYCT, (\$1.1M) at MTAHQ and (\$0.7M) at the LIRR. Other Agency variances were minor.	
Materials & Supplies	R	(1.7)	(11.7)	Unfavorable variance: (\$8.5M) at the LIRR. Favorable variances: \$1.7M at NYCT and \$1.1M at MNR.		9.9	10.0	Favorable variances: \$6.4M at NYCT and \$6.0M at MNR. Unfavorable variance: (\$9.4M) at the LIRR.	
Other Business Expenses	R	(0.5)	*	Unfavorable variance: (\$0.5M) at NYCT. Other agency variances were minor.		(4.8)	*	Unfavorable variance: (\$4.8M) at NYCT. Other agency variances were minor.	
Subsidies	NR	(133.0)	(28.9)	The variance of (\$133.0M) was mainly due to unfavorable accrual for PMT of (\$139.9M) primarily due to timing. This was offset by favorable MRT transactions of \$5.7M due to slightly stronger-than-expected mortgage activity.		77.1	1.6	The YTD variance of \$77.1M reflected favorable accruals for MTA Aid of \$68.5M and PMT of \$22.5M, both primarily due to timing. Also contributing to the favorable variance was higher-than-forecasted MRT transactions of \$14.9M due to strong mortgage activity. This was offset by unfavorable PBT of (\$9.8M), CDOT subsidy of (\$9.3M), and City Subsidy for MTA Bus of (\$4.9M), all due mostly to timing.	
Debt Service	NR	2.8	1.2	Favorable by \$2.8M due primarily to timing and lower variable rates.		37.6	2.4	Favorable by \$37.6M due primarily to timing and lower variable rates.	



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Overtime Decomposition Report**  
**Mid-Year Forecast vs. Actuals**  
**July 2019**

The accompanying table presents the consolidated results of overtime followed by an overtime legend, and below is a summary of the major variances. For detailed overtime results, please refer to the Agency reports located in the financial reporting sections of Agency operating committee agendas.

**July 2019 Overtime Reporting - Preliminary Results**

**Month – Non-Reimbursable**

Total overtime was unfavorable to the Mid-Year Forecast by (\$5.0M), or (6.8%) with overspending occurring mainly at NYCT and MTA Bus.

*Vacancy/Absentee Coverage* was (\$3.1M) unfavorable and mostly required for station agents and cleaners, and bus operators at NYCT (\$2.3M).

*Unscheduled Service* was (\$2.6M) unfavorable and caused by additional train operators and bus shuttle service needed to support the Subway Action Plan (SAP) at NYCT (\$2.6M).

*Programmatic/Routine Maintenance* was (\$1.0M) unfavorable and due to new bus security and safety maintenance campaigns, as well as additional shop work for fleet remaining in service beyond their expected 10-year useful life, at MTA Bus (\$1.2M). In the 4<sup>th</sup> quarter of 2019, new buses are expected to be delivered and placed into revenue service. On-going SAP-related work, which entails intensified efforts to deep clean stations, seal leaks and clear track drains, and repair tracks and signals, as well as Scheduled Maintenance Service, drove costs up at NYCT (\$0.7M). These results were partially offset by a favorable variance of \$1.2M at the LIRR due in part to delays in project modifications and M3 Reliability Centered Maintenance work, as well as lower requirements for engineering and rolling stock maintenance.

*Safety/Security/Law Enforcement* was (\$0.6M) unfavorable, reflecting aggressive efforts underway to arrest the growth in theft of service on NYCT's subways and buses through a Fare Evasion Initiative which, among other things, entails greater utilization of the MTA Police Department (MTAPD) at MTAHQ (\$0.6M).

*Other* was \$2.2M favorable mostly due to timing at NYCT, \$1.3M and MNR, \$0.8M.

**Month - Reimbursable**

*Reimbursable Overtime* exceeded the Mid-Year Forecast by (\$4.5M), mainly reflecting vacancy and absenteeism coverage required for the SAP, and other capital support requirements at NYCT (\$2.5M); the timing of project activity at the LIRR (\$2.3M); and increased MTA Police coverage at MTAHQ (\$0.5M). These results were partially offset by a favorable variance of \$0.6M at MNR, reflecting lower requirements for the Connecticut Track Program and the Moodna-Woodbury Viaduct Project.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Overtime Decomposition Report**  
**Mid-Year Forecast vs. Actuals**  
**July 2019**

**YTD – Non-Reimbursable**

Total overtime was (\$25.4M) or (4.7%) unfavorable to the Mid-Year Forecast, with overspending occurring mainly at NYCT.

*Programmatic/Routine Maintenance* was (\$20.0M) unfavorable, reflecting the continuance of factors noted for the month at NYCT (\$19.0M); increased levels of infrastructure repairs and Reliability Centered Maintenance at MNR (\$2.2M); and the continuance of factors noted for the month, as well as weather backfill MTA Bus (\$2.2M). These results were partially offset by a favorable variance of \$3.4M at the LIRR - the causes of which remain unchanged from those noted for the month.

*Vacancy/Absentee Coverage* was (\$7.1M) unfavorable and mainly reflects the continuance of factors noted for the month at NYCT (\$6.6M); higher open jobs and lower availability with the Equipment, Stations, and Engineering departments at the LIRR (\$0.5M); and slightly higher coverage requirements at both MNR (\$0.5M) and MTA Bus (\$0.5M). These results were partially offset by a favorable variance of \$1.0M at B&T.

*Unscheduled Service* was (\$5.1M) unfavorable, reflecting mainly the same drivers noted for the month at NYCT (\$5.0M), and higher requirements at B&T (\$0.5M). These results were partially offset by a favorable variance of \$0.5M at the LIRR.

*Safety/Security/Law Enforcement* was (\$0.7M) unfavorable mainly due to the continuance of factors noted for the month, as well as additional support for quality of life and littering initiatives provided by the MTA Police Department at MTAHQ (\$0.8M).

*Scheduled Service* was \$3.2M favorable, reflecting lower coverage requirements at NYCT, \$2.4M, and lower relief day coverage at MNR, \$1.9M, partially offset by increased running-time caused by traffic congestion at MTA Bus (\$1.0M).

*Weather Emergencies* were favorable by \$2.1M mostly due to fewer than forecasted weather-related events at MNR, \$1.2M and NYCT, \$0.9M.

*Other* was \$1.8M favorable, reflecting the continuance of factors noted for the month at NYCT, \$1.9M, partially offset by higher wages at the LIRR (\$0.5M).

**YTD – Reimbursable**

*Reimbursable Overtime* exceeded the Mid-Year Forecast by (\$39.7M), reflecting mostly the continuance of factors noted for the month at NYCT (\$33.6M) and MTAHQ (\$0.9M); and higher requirements for East Side Access (ESA), Annual Track Program, East Rail Yard, Positive Train Control, Mainline Double-Track work and Station Enhancement Initiatives at the LIRR (\$6.3M).

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Overtime Decomposition Report**  
**Mid-Year Forecast vs. Actuals**  
**July 2019**

These results were partially offset by a favorable variance of \$1.2M at MNR due to lower requirements for the Connecticut Track Program.

**Metropolitan Transportation Authority**  
**2019 July Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	July			July Year-to-date		
	Mid-Year Forecast	Actuals	Var. - Fav./(Unfav)	Mid-Year Forecast	Actuals	Var. - Fav./(Unfav)
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	\$21.0	\$21.3	(\$0.3) (1.2%)	\$145.2	\$142.0	\$3.2 2.2%
<u>Unscheduled Service</u>	\$10.8	\$13.4	(\$2.6) (23.8%)	\$90.3	\$95.4	(\$5.1) (5.6%)
<u>Programmatic/Routine Maintenance</u>	\$23.0	\$24.0	(\$1.0) (4.5%)	\$183.1	\$203.1	(\$20.0) (10.9%)
<u>Unscheduled Maintenance</u>	\$0.2	\$0.2	(\$0.0) (4.8%)	\$1.7	\$1.3	\$0.3 20.8%
<u>Vacancy/Absentee Coverage</u>	\$14.0	\$17.1	(\$3.1) (22.5%)	\$76.3	\$83.4	(\$7.1) (9.3%)
<u>Weather Emergencies</u>	\$1.1	\$0.7	\$0.3 30.8%	\$29.7	\$27.5	\$2.1 7.2%
<u>Safety/Security/Law Enforcement</u>	\$0.9	\$1.4	(\$0.6) (62.3%)	\$6.9	\$7.7	(\$0.7) (10.4%)
<u>Other</u>	\$2.8	\$0.6	\$2.2 79.0%	\$11.9	\$10.2	\$1.8 14.8%
Subtotal	\$73.7	\$78.8	(\$5.0) (6.8%)	\$545.2	\$570.5	(\$25.4) (4.7%)
<b>REIMBURSABLE OVERTIME</b>	\$17.1	\$21.7	(\$4.5) (26.4%)	\$129.3	\$168.9	(\$39.7) (30.7%)
<b>TOTAL OVERTIME</b>	<b>\$90.9</b>	<b>\$100.4</b>	<b>(\$9.6)</b> <b>(10.5%)</b>	<b>\$674.4</b>	<b>\$739.4</b>	<b>(\$65.0)</b> <b>(9.6%)</b>

\* Exceeds 100%

NOTES: Totals may not add due to rounding.  
Percentages are based on each type of Overtime and not on Total Overtime.  
SIR Overtime data is included in "Other"

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2019 Overtime Reporting**  
**Overtime Legend**

**Type**

**Definition**

<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not</u> resulting from extraordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime, and miscellaneous overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Subsidies - Accrual Basis**  
**July 2019**  
(\$ in millions)

	Current Month				Year-to-Date		
	Mid-Year Forecast	Actual	Variance		Mid-Year Forecast	Actual	Variance
<b>MMTOA, PBT, Real Estate Taxes and Other</b>							
Metropolitan Mass Transportation Operating Assistance (MMTOA)	-	-	-		1,823.7	1,823.7	0.0
Petroleum Business Tax (PBT)	-	-	-		325.3	315.5	(9.8)
MRT(b)-1 (Gross)	25.7	28.8	3.0		172.4	184.4	12.0
MRT(b)-2 (Gross)	10.7	13.3	2.6		69.7	72.7	2.9
Other MRT(b) Adjustments	-	-	-		-	-	-
Urban Tax	48.2	46.7	(1.5)		395.0	393.5	(1.5)
Investment Income	-	-	-		1.4	1.4	-
	<b>\$84.6</b>	<b>\$88.8</b>	<b>\$4.2</b>		<b>\$2,787.6</b>	<b>\$2,791.2</b>	<b>\$3.7</b>
<b>PMT and MTA Aid</b>							
Payroll Mobility Tax (PMT)	87.6	(52.3)	(139.9)		887.5	909.9	22.5
Payroll Mobility Tax Replacement Funds	48.9	48.9	-		97.7	97.7	-
MTA Aid	-	(0.6)	(0.6)		73.6	142.1	68.5
	<b>\$136.4</b>	<b>(\$4.0)</b>	<b>(\$140.4)</b>		<b>\$1,058.8</b>	<b>\$1,149.8</b>	<b>\$91.0</b>
<b>New Funding Sources</b>							
<b>SAP Support and For-Hire Vehicle Surcharge:</b>							
For-Hire Vehicle (FHV) Surcharge	36.6	36.6	(0.0)		179.1	179.1	(0.0)
Subway Action Plan Account	36.6	36.6	(0.0)		179.1	179.1	(0.0)
Outerborough Transportation Account	-	-	-		-	-	-
Less: Assumed Capital or Member Project	-	-	-		-	-	-
General Transportation Account	-	-	-		-	-	-
Less: Transfer to Committed to Capital	-	-	-		-	-	-
<b>Capital Program Funding Sources:</b>							
Central Business District Tolling Program (CBDTP)	-	-	-		-	-	-
Real Property Transfer Tax Surcharge (Mansion)	22.8	-	(22.8)		22.8	-	(22.8)
Internet Marketplace Tax	11.8	-	(11.8)		11.8	-	(11.8)
Less: Transfer to CBDTP Capital Lockbox	(34.6)	-	34.6		(34.6)	-	34.6
	<b>\$36.6</b>	<b>\$36.6</b>	<b>(\$0.0)</b>		<b>\$179.1</b>	<b>\$179.1</b>	<b>(\$0.0)</b>
<b>State and Local Subsidies</b>							
State Operating Assistance	-	-	-		187.9	187.9	-
NYC and Local 18b:							
New York City	123.7	123.7	0.0		125.5	125.5	0.0
Nassau County	-	-	-		11.6	11.6	-
Suffolk County	-	-	-		7.5	7.5	-
Westchester County	-	-	-		7.3	7.3	-
Putnam County	-	-	-		0.4	0.4	-
Dutchess County	-	-	-		0.4	0.4	-
Orange County	-	-	-		0.1	0.1	-
Rockland County	-	-	-		0.0	0.0	-
Station Maintenance	15.3	14.3	(0.9)		100.3	99.4	(0.9)
	<b>\$138.9</b>	<b>\$138.0</b>	<b>(\$0.9)</b>		<b>\$441.2</b>	<b>\$440.2</b>	<b>(\$0.9)</b>
<b>Subtotal: Taxes &amp; State and Local Subsidies</b>	<b>\$396.5</b>	<b>\$259.4</b>	<b>(\$137.2)</b>		<b>\$4,466.6</b>	<b>\$4,560.3</b>	<b>\$93.7</b>
<b>Other Funding Agreements</b>							
City Subsidy for MTA Bus Company	47.9	49.5	1.5		334.7	329.8	(4.9)
City Subsidy for Staten Island Railway	5.0	4.6	(0.4)		28.1	25.7	(2.4)
CDOT Subsidy for Metro-North Railroad	10.3	13.3	3.0		79.6	70.3	(9.3)
	<b>\$63.1</b>	<b>\$67.3</b>	<b>\$4.2</b>		<b>\$442.4</b>	<b>\$425.8</b>	<b>(\$16.6)</b>
<b>Subtotal, including Other Funding Agreements</b>	<b>\$459.7</b>	<b>\$326.7</b>	<b>(\$133.0)</b>		<b>\$4,909.0</b>	<b>\$4,986.1</b>	<b>\$77.1</b>
<b>Inter-agency Subsidy Transactions</b>							
B&T Operating Surplus Transfer	74.1	81.9	7.8		426.0	440.4	14.4
	<b>\$74.1</b>	<b>\$81.9</b>	<b>\$7.8</b>		<b>\$426.0</b>	<b>\$440.4</b>	<b>\$14.4</b>
<b>GROSS SUBSIDIES</b>	<b>\$533.8</b>	<b>\$408.6</b>	<b>(\$125.2)</b>		<b>\$5,335.0</b>	<b>\$5,426.5</b>	<b>\$91.5</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Subsidies - Accrual Basis**  
**Variance Explanations**

(\$ in millions)

**Month of July 2019**

<b>Accrued Subsidies</b>	<b>Variance \$</b>	<b>Variance %</b>	<b>Explanations</b>
MRT(b)-1 (Gross)	3.0	11.8%	MRT-1 transactions were above the forecast for the month and year-to-date due to favorable mortgage activity.
MRT(b)-2 (Gross)	2.6	24.7%	MRT-2 transactions were above forecast for the month and year-to-date due to higher-than-expected mortgage activity.
Urban Tax	(1.5)	-3.1%	The slightly unfavorable variance for the month was due to weaker-than-expected real estate activity in New York City. The year-to-date transactions were on target with the forecast.
Payroll Mobility Tax (PMT)	(139.9)	> (100%)	The unfavorable accrual variance for the month was due primarily to the timing of accruals by MTA Accounting. Year-to-date transactions were slightly favorable to the forecast.
Station Maintenance	(0.9)	-6.1%	The slightly unfavorable variances for the month was due primarily to timing. Year-to-date transactions were on target.
City Subsidy for MTA Bus Company	1.5	3.2%	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)	-7.8%	Variance was mostly timing related. Drawdowns are related to the timing of cash obligations for SIRT OA.
CDOT Subsidy for Metro-North Railroad	3.0	29.4%	The favorable variance for the month was due primarily to timing. The year-to-date variance was unfavorable, also due to timing.
B&T Operating Surplus Transfer	7.8	10.5%	The favorable variances for the month and year-to-date were due primarily to timing of accruals.

**Year-to-Date July 2019**

<b>Accrued Subsidies</b>	<b>Variance \$</b>	<b>Variance %</b>	<b>Explanations</b>
Petroleum Business Tax (PBT)	(9.8)	-3.0%	The unfavorable year-to-date accrual variance was primarily due to the timing of booking accruals by MTA Accounting.
MRT(b)-1 (Gross)	12.0	6.9%	See explanation for the month.
MRT(b)-2 (Gross)	2.9	4.2%	See explanation for the month.
Urban Tax	(1.5)	-0.4%	See explanation for the month.
Payroll Mobility Tax (PMT)	22.5	2.5%	See explanation for the month.
MTA Aid	68.5	93.1%	The favorable year-to-date accrual variance was due to the timing of accruals by MTA Accounting.
Station Maintenance	(0.9)	-0.9%	See explanation for the month.
City Subsidy for MTA Bus Company	(4.9)	-1.5%	See explanation for the month.
City Subsidy for Staten Island Railway	(2.4)	-8.5%	See explanation for the month.
CDOT Subsidy for Metro-North Railroad	(9.3)	-11.7%	See explanation for the month.
B&T Operating Surplus Transfer	14.4	3.4%	See explanation for the month.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Subsidiaries - Cash Basis**  
**July 2019 Monthly**  
(\$ in millions)

	New York City Transit			Commuter Railroads			Staten Island Railway			MTA Bus Company			MTA Headquarters			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
<b>MMTOA, PBT, Real Estate Taxes and Other</b>																		
Metropolitan Mass Transportation Operating Assistance (MMTOA)	109.2	108.8	(0.3)	52.2	52.5	0.3	0.6	0.4	(0.1)	-	-	-	-	-	-	162.0	161.8	(0.2)
Petroleum Business Tax (PBT)	53.7	45.4	(8.3)	9.5	8.0	(1.5)	-	-	-	-	-	-	-	-	-	63.2	53.4	(9.8)
MRT(b)-1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	25.8	34.7	8.9	25.8	34.7	8.9
MRT(b)-2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	10.7	11.0	0.3	10.7	11.0	0.3
Other MRT(b) Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	(12.3)	-	12.3	(12.3)	-	12.3
Urban Tax	51.0	68.9	17.9	-	-	-	-	-	-	-	-	-	-	-	-	51.0	68.9	17.9
Investment Income	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$213.8</b>	<b>\$223.1</b>	<b>\$9.3</b>	<b>\$61.7</b>	<b>\$60.5</b>	<b>(\$1.2)</b>	<b>\$0.6</b>	<b>\$0.4</b>	<b>(\$0.1)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$24.2</b>	<b>\$45.7</b>	<b>\$21.5</b>	<b>\$300.2</b>	<b>\$329.7</b>	<b>\$29.5</b>
<b>PMT and MTA Aid</b>																		
Payroll Mobility Tax (PMT)	81.1	77.0	(4.1)	34.8	33.0	(1.8)	-	-	-	-	-	-	-	-	-	115.9	110.0	(5.9)
Payroll Mobility Tax Replacement Uunds	34.2	34.2	-	14.7	14.7	-	-	-	-	-	-	-	-	-	-	48.9	48.9	-
MTA Aid	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$115.3</b>	<b>\$111.2</b>	<b>(\$4.1)</b>	<b>\$49.4</b>	<b>\$47.7</b>	<b>(\$1.8)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$164.8</b>	<b>\$158.9</b>	<b>(\$5.9)</b>
<b>New Funding Sources</b>																		
<b>SAP Support and For-Hire Vehicle Surcharge:</b>																		
For-Hire Vehicle (FHV) Surcharge	40.4	40.4	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	40.4	40.4	(0.0)
Subway Action Plan Account	40.4	40.4	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	40.4	40.4	(0.0)
Outerborough Transportation Account	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less: Assumed Capital or Member Project	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
General Transportation Account	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less: Transfer to Committed to Capital	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Capital Program Uunding Sources:</b>																		
Central Business District Tolling Program (CBDTP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Real Property Transfer Tax Surcharge (Mansion)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Internet Marketplace Tax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less: Transfer to CBDTP Capital Lockbox	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$40.4</b>	<b>\$40.4</b>	<b>(\$0.0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$40.4</b>	<b>\$40.4</b>	<b>(\$0.0)</b>
<b>State and Local Subsidies</b>																		
State Operating Assistance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NYC and Local 18b:																		
New York City	123.1	-	(123.1)	-	-	-	0.4	-	(0.4)	-	-	-	-	-	-	123.5	-	(123.5)
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Westchester County	-	-	-	-	1.8	1.8	-	-	-	-	-	-	-	-	-	-	1.8	1.8
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dutchess County	-	-	-	-	0.1	0.1	-	-	-	-	-	-	-	-	-	-	0.1	0.1
Orange County	-	-	-	-	0.0	0.0	-	-	-	-	-	-	-	-	-	-	0.0	0.0
Rockland County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Station Maintenance	-	-	-	-	30.5	30.5	-	-	-	-	-	-	-	-	-	-	30.5	30.5
	<b>\$123.1</b>	<b>-</b>	<b>(\$123.1)</b>	<b>-</b>	<b>\$32.4</b>	<b>\$32.4</b>	<b>\$0.4</b>	<b>-</b>	<b>(\$0.4)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$123.5</b>	<b>\$32.4</b>	<b>(\$91.1)</b>
<b>Subsidy Adjustments</b>																		
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal: Taxes &amp; State and Local Subsidies</b>	<b>\$492.7</b>	<b>\$374.7</b>	<b>(\$117.9)</b>	<b>\$111.1</b>	<b>\$140.6</b>	<b>\$29.5</b>	<b>\$1.0</b>	<b>\$0.4</b>	<b>(\$0.6)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$24.2</b>	<b>\$45.7</b>	<b>\$21.5</b>	<b>\$628.9</b>	<b>\$561.4</b>	<b>(\$67.5)</b>
<b>Other Funding Agreements</b>																		
City Subsidy for MTA Bus Company	-	-	-	-	-	-	-	-	-	38.2	38.2	-	-	-	-	38.2	38.2	-
City Subsidy for Staten Island Railway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CDOT Subsidy for Metro-North Railroad	-	-	-	10.3	20.3	10.0	-	-	-	-	-	-	-	-	-	10.3	20.3	10.0
	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$10.3</b>	<b>\$20.3</b>	<b>\$10.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$38.2</b>	<b>\$38.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$48.5</b>	<b>\$58.5</b>	<b>\$10.0</b>
<b>Subtotal, including Other Funding Agreements</b>	<b>\$492.7</b>	<b>\$374.7</b>	<b>(\$117.9)</b>	<b>\$121.4</b>	<b>\$160.9</b>	<b>\$39.5</b>	<b>\$1.0</b>	<b>\$0.4</b>	<b>(\$0.6)</b>	<b>\$38.2</b>	<b>\$38.2</b>	<b>-</b>	<b>\$24.2</b>	<b>\$45.7</b>	<b>\$21.5</b>	<b>\$677.4</b>	<b>\$620.0</b>	<b>(\$57.5)</b>
<b>Inter-agency Subsidy Transactions</b>																		
B&T Operating Surplus TransUer	18.9	20.8	1.9	27.7	29.2	1.5	-	-	-	-	-	-	-	-	-	46.6	50.0	3.4
	<b>\$18.9</b>	<b>\$20.8</b>	<b>\$1.9</b>	<b>\$27.7</b>	<b>\$29.2</b>	<b>\$1.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$46.6</b>	<b>\$50.0</b>	<b>\$3.4</b>
<b>GROSS SUBSIDIES</b>	<b>\$511.5</b>	<b>\$395.5</b>	<b>(\$116.1)</b>	<b>\$149.1</b>	<b>\$190.2</b>	<b>\$41.1</b>	<b>\$1.0</b>	<b>\$0.4</b>	<b>(\$0.6)</b>	<b>\$38.2</b>	<b>\$38.2</b>	<b>-</b>	<b>\$24.2</b>	<b>\$45.7</b>	<b>\$21.5</b>	<b>\$724.0</b>	<b>\$670.0</b>	<b>(\$54.1)</b>



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Subsidies - Cash Basis**  
**July 2019 Year-to-Date**  
(\$ in millions)

	New York City Transit			Commuter Railroads			Staten Island Railway			MTA Bus Company			MTA Headquarters			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
<b>MMTOA, PBT, Real Estate Taxes and Other</b>																		
Metropolitan Mass Transportation Operating Assistance (MMTOA)	348.6	351.1	2.4	166.8	164.2	(2.5)	1.6	1.3	(0.3)	-	-	-	-	-	-	517.0	516.6	(0.4)
Petroleum Business Tax (PBT)	328.5	320.2	(8.3)	58.0	56.5	(1.4)	-	-	-	-	-	-	-	-	-	386.5	376.7	(9.8)
MRT(b)-1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	179.5	188.4	8.9	179.5	188.4	8.9
MRT(b)-2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	69.6	69.9	0.3	69.6	69.9	0.3
Other MRT(b) Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	(12.3)	-	12.3	(12.3)	-	12.3
Urban Tax	416.5	434.4	17.9	-	-	-	-	-	-	-	-	-	-	-	-	416.5	434.4	17.9
Investment Income	1.0	1.0	-	0.5	0.5	-	-	-	-	-	-	-	-	-	-	1.4	1.4	-
	<b>\$1,094.6</b>	<b>\$1,106.7</b>	<b>\$12.0</b>	<b>\$225.2</b>	<b>\$221.2</b>	<b>(\$4.0)</b>	<b>\$1.6</b>	<b>\$1.3</b>	<b>(\$0.3)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$236.8</b>	<b>\$258.3</b>	<b>\$21.5</b>	<b>\$1,558.3</b>	<b>\$1,587.6</b>	<b>\$29.3</b>
<b>PMT and MTA Aid</b>																		
Payroll Mobility Tax (PMT)	628.2	624.1	(4.1)	269.2	267.5	(1.8)	-	-	-	-	-	-	-	-	-	897.4	891.5	(5.9)
Payroll Mobility Tax Replacement Uunds	68.4	68.4	-	29.3	29.3	-	-	-	-	-	-	-	-	-	-	97.7	97.7	-
MTA Aid	118.8	118.8	-	50.9	50.9	-	-	-	-	-	-	-	-	-	-	169.7	169.7	-
	<b>\$815.4</b>	<b>\$811.3</b>	<b>(\$4.1)</b>	<b>\$349.4</b>	<b>\$347.7</b>	<b>(\$1.8)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$1,164.8</b>	<b>\$1,158.9</b>	<b>(\$5.9)</b>
<b>New Funding Sources</b>																		
<b>SAP Support and For-Hire Vehicle Surcharge:</b>																		
For-Hire Vehicle (FHV) SFrcharge	153.4	153.4	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	153.4	153.4	(0.0)
Subway Action Plan Account	153.4	153.4	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	153.4	153.4	(0.0)
Outerborough Transportation Account	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less: Assumed Capital or Member Project	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
General Transportation Account	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less: Transfer to Committed to Capital	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Capital Program Uunding Sources:</b>																		
Central Business District Tolling Program (CBDTP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Real Property Transfer Tax Surcharge (Mansion)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Internet Marketplace Tax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less: Transfer to CBDTP Capital Lockbox	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$153.4</b>	<b>\$153.4</b>	<b>(\$0.0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$153.4</b>	<b>\$153.4</b>	<b>(\$0.0)</b>
<b>State and Local Subsidies</b>																		
State Operating Assistance	39.7	39.5	(0.2)	8.2	7.3	(0.9)	-	0.2	0.2	-	-	-	-	-	-	47.9	47.0	(0.9)
NYC and Local 18b:																		
New York City	123.1	-	(123.1)	-	-	-	0.4	-	(0.4)	-	-	-	-	-	-	123.5	-	(123.5)
Nassau County	-	-	-	2.9	2.9	-	-	-	-	-	-	-	-	-	-	2.9	2.9	-
Suffolk County	-	-	-	3.8	3.8	-	-	-	-	-	-	-	-	-	-	3.8	3.8	-
Westchester County	-	-	-	3.7	5.5	1.8	-	-	-	-	-	-	-	-	-	3.7	5.5	1.8
Putnam County	-	-	-	0.2	0.2	-	-	-	-	-	-	-	-	-	-	0.2	0.2	-
Dutchess County	-	-	-	0.2	0.3	0.1	-	-	-	-	-	-	-	-	-	0.2	0.3	0.1
Orange County	-	-	-	0.1	0.1	0.0	-	-	-	-	-	-	-	-	-	0.1	0.1	0.0
Rockland County	-	-	-	0.0	0.0	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-
Station Maintenance	-	-	-	0.0	30.5	30.5	-	-	-	-	-	-	-	-	-	0.0	30.5	30.5
	<b>\$162.8</b>	<b>\$39.5</b>	<b>(\$123.3)</b>	<b>\$19.1</b>	<b>\$50.6</b>	<b>\$31.5</b>	<b>\$0.4</b>	<b>\$0.2</b>	<b>(\$0.3)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$182.3</b>	<b>\$90.2</b>	<b>(\$92.1)</b>
<b>Subsidy Adjustments</b>	<b>\$26.4</b>	<b>\$26.4</b>	<b>-</b>	<b>\$14.4</b>	<b>\$14.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$40.8</b>	<b>\$40.8</b>	<b>-</b>
<b>Subtotal: Taxes &amp; State and Local Subsidies</b>	<b>\$2,252.6</b>	<b>\$2,137.3</b>	<b>(\$115.3)</b>	<b>\$608.1</b>	<b>\$633.9</b>	<b>\$25.8</b>	<b>\$2.1</b>	<b>\$1.5</b>	<b>(\$0.6)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$236.8</b>	<b>\$258.3</b>	<b>\$21.5</b>	<b>\$3,099.6</b>	<b>\$3,031.0</b>	<b>(\$68.7)</b>
<b>Other Funding Agreements</b>																		
City Subsidy for MTA Bus Company	-	-	-	-	-	-	-	-	-	339.9	339.9	-	-	-	-	339.9	339.9	-
City Subsidy for Staten Island Railway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CDOT Subsidy for Metro-North Railroad	-	-	-	76.3	78.2	1.9	-	-	-	-	-	-	-	-	-	76.3	78.2	1.9
	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$76.3</b>	<b>\$78.2</b>	<b>\$1.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$339.9</b>	<b>\$339.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$416.1</b>	<b>\$418.1</b>	<b>\$1.9</b>
<b>Subtotal, including Other Funding Agreements</b>	<b>\$2,252.6</b>	<b>\$2,137.3</b>	<b>(\$115.3)</b>	<b>\$684.4</b>	<b>\$712.1</b>	<b>\$27.7</b>	<b>\$2.1</b>	<b>\$1.5</b>	<b>(\$0.6)</b>	<b>\$339.9</b>	<b>\$339.9</b>	<b>-</b>	<b>\$236.8</b>	<b>\$258.3</b>	<b>\$21.5</b>	<b>\$3,515.8</b>	<b>\$3,449.1</b>	<b>(\$66.7)</b>
<b>Inter-agency Subsidy Transactions</b>																		
B&T Operating Surplus TransUser	177.3	179.1	1.8	256.1	257.1	1.0	-	-	-	-	-	-	-	-	-	433.4	436.1	2.8
	<b>\$177.3</b>	<b>\$179.1</b>	<b>\$1.8</b>	<b>\$256.1</b>	<b>\$257.1</b>	<b>\$1.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$433.4</b>	<b>\$436.1</b>	<b>\$2.8</b>
<b>GROSS SUBSIDIES</b>	<b>\$2,429.9</b>	<b>\$2,316.3</b>	<b>(\$113.5)</b>	<b>\$940.5</b>	<b>\$969.2</b>	<b>\$28.7</b>	<b>\$2.1</b>	<b>\$1.5</b>	<b>(\$0.6)</b>	<b>\$339.9</b>	<b>\$339.9</b>	<b>-</b>	<b>\$236.8</b>	<b>\$258.3</b>	<b>\$21.5</b>	<b>\$3,949.2</b>	<b>\$3,885.2</b>	<b>(\$64.0)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Subsidies - Cash Basis**  
**Variance Explanations**

(\$ in millions)

**Month of July 2019**

<b>Cash Subsidies</b>	<b>Variance \$</b>	<b>Variance %</b>	<b>Explanations</b>
Petroleum Business Tax (PBT)	(9.8)	-15.4%	PBT cash receipts were unfavorable for the month due mostly to timing. Year-to-date receipts were close to the forecast.
MRT(b)-1 (Gross)	8.9	34.5%	MRT-1 transactions were above the forecasts for the month and year-to-date due to higher-than-expected MRT-1 cash receipts.
MRT(b)-2 (Gross)	0.3	3.1%	MRT-2 transactions were above the forecast for the month due to slightly higher-than-expected MRT-2 cash receipts. Year-to-date transactions were on target with the forecast.
Urban Tax	17.9	35.2%	The favorable variances for the month and year-to-date were primarily due to strong real estate activity in New York City.
Payroll Mobility Tax (PMT)	(5.9)	-5.1%	Payroll Mobility Tax cash receipts for the month were below forecast primarily due to timing; Year-to-date receipts were on target.
New York City	(123.5)	-100.0%	The unfavorable variances for the month and year-to-date were due to the timing.
CDOT Subsidy for Metro-North Railroad	10.0	97.6%	The favorable variances for the month and year-to-date were due primarily to timing.
B&T Operating Surplus TransUser	3.4	7.3%	The favorable variance for the month was due to the timing. Year-to-date result was on target.

**Year-to-Date July 2019**

<b>Cash Subsidies</b>	<b>Variance \$</b>	<b>Variance %</b>	<b>Explanations</b>
Petroleum Business Tax (PBT)	(9.8)	-2.5%	See explanation for the month.
MRT(b)-1 (Gross)	8.9	4.9%	See explanation for the month.
MRT(b)-2 (Gross)	0.3	0.5%	See explanation for the month.
Urban Tax	17.9	4.3%	See explanation for the month.
Payroll Mobility Tax (PMT)	(5.9)	-0.7%	See explanation for the month.
New York City	(123.5)	-100.0%	See explanation for the month.
Westchester County	1.8	50.0%	The YTD favorable variance was primarily timing-related.
Dutchess County	0.1	50.0%	The YTD favorable variance was primarily timing-related.
Orange County	0.0	50.0%	The YTD favorable variance was primarily timing-related.
Station Maintenance	30.5	> 100%	The YTD favorable variance was due primarily to timing.
CDOT Subsidy for Metro-North Railroad	1.9	2.6%	See explanation for the month.
B&T Operating Surplus TransUser	2.756	0.6%	See explanation for the month.

(millions)

<u>Current Month Stabilization Fund</u>				<u>Year to Date Stabilization Fund</u>		
	<u>Commuter</u> <u>(General Fd)</u>	<u>Transit</u> <u>(TA Stab)</u>	<u>Total</u>	<u>Commuter</u> <u>(General Fd)</u>	<u>Transit</u> <u>(TA Stab)</u>	<u>Total</u>
From Date:	07/01/19	07/01/19	07/01/19	01/01/19	01/01/19	01/01/19
To Date:	07/31/19	07/31/19	07/31/19	07/31/19	07/31/19	07/31/19
<b><u>Opening Balance</u></b>	-\$285.592	\$208.459	-\$77.133	-\$42.059	\$137.851	\$95.792
<b><u>RECEIPTS</u></b>						
Interest Earnings	-0.503	0.617	0.114	-2.318	3.876	1.558
NYCT Employee Health Contribution GASB Account - Fd #	0.000	0.000	0.000	0.000	0.000	0.000
NYCT NYCERS Savings GASB Account - Fund #1116	0.000	0.000	0.000	0.000	0.000	0.000
MTA BC GASB Employee Health Contribution Account - F	0.000	0.000	0.000	0.000	0.000	0.000
Fuel Hedge Reserve	0.000	0.000	0.000	14.000	26.000	40.000
Real Estate Advertising Revenue	0.000	10.184	10.184	0.000	88.707	88.707
<b><u>New York State</u></b>						
State and regional mass transit taxes - MMTOA	24.268	137.521	161.789	77.497	439.147	516.644
MTTF New York State	8.010	45.390	53.400	56.525	320.175	376.700
Total Dedicated Taxes Received	32.278	182.911	215.189	134.022	759.322	893.344
Less DTF Debt Service	7.026	33.920	40.946	43.662	210.378	254.040
Net Dedicated Taxes for Operations	25.252	148.991	174.243	90.359	548.945	639.304
Payroll Mobility Tax	0.000	0.000	0.000	225.000	525.000	750.000
MTA Aid Trust Taxes	0.000	0.000	0.000	0.000	0.000	0.000
New York City Operating Assistance	0.000	0.000	0.000	0.000	0.000	0.000
Operating Assistance - 18b	0.000	0.000	0.000	8.249	39.668	47.917
NYC School Fares	0.000	0.000	0.000	0.000	0.000	0.000
NYC Subway Action Plan	0.000	0.000	0.000	0.000	0.000	0.000
NYS Subway Action Plan	0.000	0.000	0.000	0.000	59.812	59.812
NYS School Fares	0.000	0.000	0.000	0.000	6.313	6.313
Additional Mass Transp Operating Assistance	0.000	n/a	0.000	0.000	n/a	0.000
Total - New York State	\$25.252	\$148.991	\$174.243	\$323.608	\$1,179.738	\$1,503.346
<b><u>Local</u></b>						
Dutchess County						
Operating Assistance - 18b	\$0.095	n/a	\$0.095	\$0.285	n/a	\$0.285
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Nassau County						
Operating Assistance - 18b	0.000	n/a	0.000	2.896	n/a	2.896
Station Maintenance	30.459	n/a	30.459	30.480	n/a	30.480
New York City						
Operating Assistance - 18b	0.000	0.000	0.000	0.000	0.000	0.000
Urban - Real Property & Mortgage Recording Tax	n/a	68.883	68.883	n/a	434.445	434.445
Additional Assistance New York City	n/a	0.000	0.000	n/a	0.000	0.000
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Orange County						
Operating Assistance - 18b	0.037	n/a	0.037	0.110	n/a	0.110
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Putnam County						
Operating Assistance - 18b	0.000	n/a	0.000	0.190	n/a	0.190
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Rockland County						
Operating Assistance - 18b	0.000	n/a	0.000	0.029	n/a	0.029
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Sulfolk County						
Operating Assistance - 18b	0.000	n/a	0.000	3.759	n/a	3.759

		<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
		<u>Commuter</u>	<u>Transit</u>	<u>Total</u>	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>
		<u>(General Fd)</u>	<u>(TA Stab)</u>		<u>(General Fd)</u>	<u>(TA Stab)</u>	
From Date:		07/01/19	07/01/19	07/01/19	01/01/19	01/01/19	01/01/19
To Date:		07/31/19	07/31/19	07/31/19	07/31/19	07/31/19	07/31/19
Westchester County	Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
	Operating Assistance - 18b	1.836	n/a	1.836	5.507	n/a	5.507
	Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Total - Local		\$32.426	\$68.883	\$101.309	\$43.256	\$434.445	\$477.701

(millions)

	<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>
	<u>(General Fd)</u>	<u>(TA Stab)</u>		<u>(General Fd)</u>	<u>(TA Stab)</u>	
From Date:	07/01/19	07/01/19	07/01/19	01/01/19	01/01/19	01/01/19
To Date:	07/31/19	07/31/19	07/31/19	07/31/19	07/31/19	07/31/19
<b><u>MTA Bridges and Tunnels- Surplus Transfers</u></b>	29.227	20.752	49.979	257.056	179.089	436.144
Total Subsidy and Other Receipts	\$86.905	\$238.626	\$325.531	\$623.920	\$1,793.271	\$2,417.191
<b><u>MTA Sources for Interagency Loans</u></b>						
Retro Payment Reserve - Fund#1302	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Inter Agency Loan	0.000	0.000	0.000	0.000	800.000	800.000
MTA Capital Program - Non-Resolution Funds	0.000	0.000	0.000	0.000	0.000	0.000
MRT-2 Corporate Account	0.000	0.000	0.000	0.000	0.000	0.000
Transfer from fund 1030 (NYCTA Op Fund)	0.000	0.000	0.000	0.000	0.000	0.000
Total Loans	\$0.000	\$0.000	\$0.000	\$0.000	\$800.000	\$800.000
<b>Total Receipts and Loans Received</b>	<b>\$86.402</b>	<b>\$249.427</b>	<b>\$335.829</b>	<b>\$635.602</b>	<b>\$2,711.854</b>	<b>\$3,347.457</b>

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(millions)

	<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>
	<u>(General Fd)</u>	<u>(TA Stab)</u>		<u>(General Fd)</u>	<u>(TA Stab)</u>	
From Date:	07/01/19	07/01/19	07/01/19	01/01/19	01/01/19	01/01/19
To Date:	07/31/19	07/31/19	07/31/19	07/31/19	07/31/19	07/31/19
<b><u>Brought forward from prior page</u></b>						
Opening Balance	-\$285.592	\$208.459	-\$77.133	-\$42.059	\$137.851	\$95.792
Total Receipts and Loans Received	86.402	249.427	335.829	635.602	2,711.854	3,347.457
Total Cash and Receipts Available	-\$199.190	\$457.885	\$258.695	\$593.543	\$2,849.706	\$3,443.249
<b><u>DISBURSEMENTS</u></b>						
Revenue Supported Debt Service	55.417	82.794	138.211	356.669	543.178	899.847
<b><u>Agency Operations</u></b>						
MTA Long Island Railroad	49.659	0.000	49.659	368.738	0.000	368.738
MTA Metro-North Rail Road	37.669	0.000	37.669	208.565	0.000	208.565
MTA New York City Transit	0.000	210.184	210.184	0.000	2,138.707	2,138.707
MTA NYCT for SIRTOA	0.000	0.000	0.000	0.000	0.000	0.000
MTA Bond Admin Cost	0.000	0.000	0.000	1.506	2.913	4.419
MNR Repayment of 525 North Broadway loan	0.000	0.000	0.000	0.000	0.000	0.000
MTA NYS Subway Action Plan	0.000	0.000	0.000	0.000	0.000	0.000
Retro Payment Reserve - Fund#1300	0.000	0.000	0.000	0.000	0.000	0.000
Committed to Capital - PAYGO	0.000	0.000	0.000	0.000	0.000	0.000
Total Debt Service and Operations	\$142.745	\$292.978	\$435.723	\$935.479	\$2,684.798	\$3,620.277
<b><u>Repayment of Interagency Loans</u></b>						
Payback - Trans Non-bond - Fd#1028	0.000	0.000	0.000	0.000	0.000	0.000
Transfer to Fund 1030 (NYCTA Op Fund)	0.000	0.000	0.000	0.000	0.000	0.000
Transfer to Fund 1052 (MTA Bus Co Stab Fund)	0.000	11.506	11.506	0.000	11.506	11.506
NYCT Employee Health Contribution GASB Account - Fd #	0.000	0.000	0.000	0.000	0.000	0.000
MTA BC GASB Employee Health Contribution Account - F	0.000	0.000	0.000	0.000	0.000	0.000
MRT-2 Corporate Account	0.000	0.000	0.000	0.000	0.000	0.000
2012 OPEB Loan	0.000	0.000	0.000	0.000	0.000	0.000
Total Loans Payback	\$0.000	\$11.506	\$11.506	\$0.000	\$11.506	\$11.506
Total Disbursements	\$142.745	\$304.484	\$447.230	\$935.479	\$2,696.305	\$3,631.783
<b><u>STABILIZATION FUND BALANCE</u></b>	<b><u>-\$341.935</u></b>	<b><u>\$153.401</u></b>	<b><u>-\$188.534</u></b>	<b><u>-\$341.935</u></b>	<b><u>\$153.401</u></b>	<b><u>-\$188.534</u></b>
<b><u>Ending Loan Balances</u></b>						
B&T Necessary Reconstruction Reserve	0.000	0.000	0.000	0.000	0.000	0.000
MTA Capital Program - Non-Resolution Funds	0.000	0.000	0.000	0.000	0.000	0.000
MRT-2 Corporate Account	0.000	0.000	0.000	0.000	0.000	0.000
2012 OPEB Loan	0.000	0.000	0.000	0.000	0.000	0.000
	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>	<u>\$0.000</u>
<b><u>End of Month NYCT Operating Fund borrowing from</u></b>						
<b><u>MTA Invest Pool not included in Ending Loan Balances</u></b>						
<b><u>above</u></b>	n/a	-\$100.531	-\$100.531	n/a	-\$100.531	-\$100.531
<b><u>Total Loan Balances (including negative Operating and negative Stabilization Fund Balances)</u></b>				\$341.935	-\$253.932	\$88.003

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

**Debt Service**

**July 2019**

(\$ in millions)

	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance</b>	<b>% Var</b>	<b>Explanation</b>
<i>Dedicated Tax Fund:</i>					
NYC Transit	\$34.0	\$33.9	\$0.1		
Commuter Railroads	7.2	7.0	0.2		
<b><i>Dedicated Tax Fund Subtotal</i></b>	<b>\$41.3</b>	<b>\$41.0</b>	<b>\$0.3</b>	<b>0.7%</b>	
<i>MTA Transportation Revenue:</i>					
NYC Transit	\$82.5	\$83.0	(\$0.4)		
Commuter Railroads	55.0	55.6	(0.6)		
MTA Bus	2.0	0.2	1.8		
SIRTOA	0.3	0.1	0.2		
<b><i>MTA Transportation Revenue Subtotal</i></b>	<b>\$139.8</b>	<b>\$138.9</b>	<b>\$1.0</b>	<b>0.7%</b>	
<i>2 Broadway COPs:</i>					
NYC Transit	\$0.5	\$0.3	\$0.2		
Bridges & Tunnels	0.1	0.0	0.0		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.1	0.1	0.1		
<b><i>2 Broadway COPs Subtotal</i></b>	<b>\$0.7</b>	<b>\$0.4</b>	<b>\$0.3</b>	<b>43.3%</b>	Lower than budgeted variable rate.
<i>TBTA General Resolution (2):</i>					
NYC Transit	\$16.8	\$16.4	\$0.4		
Commuter Railroads	7.5	7.3	0.2		
Bridges & Tunnels	24.6	24.0	0.6		
<b><i>TBTA General Resolution Subtotal</i></b>	<b>\$48.9</b>	<b>\$47.7</b>	<b>\$1.2</b>	<b>2.5%</b>	Timing of debt service deposits.
<i>TBTA Subordinate (2):</i>					
NYC Transit	\$4.7	\$4.7	\$0.0		
Commuter Railroads	2.2	2.2	0.0		
Bridges & Tunnels	1.7	1.7	0.0		
<b><i>TBTA Subordinate Subtotal</i></b>	<b>\$8.6</b>	<b>\$8.6</b>	<b>\$0.0</b>	<b>0.0%</b>	
<b>Total Debt Service</b>	<b>\$239.3</b>	<b>\$236.5</b>	<b>\$2.8</b>	<b>1.2%</b>	
<i>Debt Service by Agency:</i>					
NYC Transit	\$138.5	\$138.3	\$0.3		
Commuter Railroads	72.1	72.2	(0.1)		
MTA Bus	2.0	0.2	1.8		
SIRTOA	0.3	0.1	0.2		
Bridges & Tunnels	26.4	25.7	0.6		
MTAHQ	0.0	0.0	0.0		
<b>Total Debt Service</b>	<b>\$239.3</b>	<b>\$236.5</b>	<b>\$2.8</b>	<b>1.2%</b>	

**Notes:**

(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.

(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.*

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

**Debt Service**  
**July 2019 Year-to-Date**  
(\$ in millions)

	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance</b>	<b>% Var</b>	<b>Explanation</b>
<i>Dedicated Tax Fund:</i>					
NYC Transit	\$207.8	\$210.0	(\$2.3)		
Commuter Railroads	42.9	44.3	(1.4)		
<b>Dedicated Tax Fund Subtotal</b>	<b>\$250.7</b>	<b>\$254.3</b>	<b>(\$3.6)</b>	<b>-1.5%</b>	
<i>MTA Transportation Revenue:</i>					
NYC Transit	\$556.2	\$544.1	\$12.1		
Commuter Railroads	373.1	358.0	15.1		
MTA Bus	10.6	4.7	5.9		
SIRTOA	1.4	0.5	0.8		
<b>MTA Transportation Revenue Subtotal</b>	<b>\$941.3</b>	<b>\$907.4</b>	<b>\$33.9</b>	<b>3.6%</b>	Timing of debt service deposits and lower than budgeted variable rates.
<i>2 Broadway COPs:</i>					
NYC Transit	\$2.8	\$1.8	\$0.9		
Bridges & Tunnels	0.4	0.3	0.1		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.8	0.6	0.3		
<b>2 Broadway COPs Subtotal</b>	<b>\$4.0</b>	<b>\$2.7</b>	<b>\$1.4</b>	<b>33.9%</b>	Lower than budgeted variable rate.
<i>TBTA General Resolution (2):</i>					
NYC Transit	\$118.3	\$114.9	\$3.5		
Commuter Railroads	53.1	51.6	1.6		
Bridges & Tunnels	160.8	160.0	0.8		
<b>TBTA General Resolution Subtotal</b>	<b>\$332.3</b>	<b>\$326.4</b>	<b>\$5.9</b>	<b>1.8%</b>	Timing of debt service deposits and lower than budgeted variable rates.
<i>TBTA Subordinate (2):</i>					
NYC Transit	\$33.2	\$33.1	\$0.1		
Commuter Railroads	16.1	16.0	0.1		
Bridges & Tunnels	10.5	10.4	0.0		
<b>TBTA Subordinate Subtotal</b>	<b>\$59.8</b>	<b>\$59.6</b>	<b>\$0.2</b>	<b>0.3%</b>	
<b>Total Debt Service</b>	<b>\$1,588.1</b>	<b>\$1,550.4</b>	<b>\$37.7</b>	<b>2.4%</b>	
<i>Debt Service by Agency:</i>					
NYC Transit	\$918.2	\$903.9	\$14.3		
Commuter Railroads	486.1	470.5	15.7		
MTA Bus	10.6	4.7	5.9		
SIRTOA	1.4	0.5	0.8		
Bridges & Tunnels	171.7	170.7	1.0		
MTAHQ	0.0	0.0	0.0		
<b>Total Debt Service</b>	<b>\$1,588.1</b>	<b>\$1,550.4</b>	<b>\$37.7</b>	<b>2.4%</b>	

**Notes:**

(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.

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Totals may not add due to rounding.



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Total Positions by Function and Agency**  
**July 2019**

<b>Function/Agency</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance Favorable/ (Unfavorable)</b>
<b>Administration</b>	<b>4,857</b>	<b>4,240</b>	<b>617</b>
NYC Transit	1,394	1,237	157
Long Island Rail Road	524	464	60
Metro-North Railroad	498	475	23
Bridges & Tunnels	96	67	29
Headquarters	2,155	1,838	317
Staten Island Railway	28	24	4
Capital Construction Company	18	16	2
Bus Company	144	119	25
<b>Operations</b>	<b>31,875</b>	<b>31,551</b>	<b>324</b>
NYC Transit	24,273	23,956	317
Long Island Rail Road	2,658	2,633	25
Metro-North Railroad	2,115	2,135	(20)
Bridges & Tunnels	99	84	15
Headquarters	-	-	-
Staten Island Railway	119	121	(2)
Capital Construction Company	-	-	-
Bus Company	2,610	2,621	(11)
<b>Maintenance</b>	<b>32,337</b>	<b>32,111</b>	<b>226</b>
NYC Transit	22,452	22,284	168
Long Island Rail Road	4,284	4,265	19
Metro-North Railroad	3,881	3,844	37
Bridges & Tunnels	396	392	4
Headquarters	-	-	-
Staten Island Railway	173	185	(12)
Capital Construction Company	-	-	-
Bus Company	1,151	1,141	10
<b>Engineering/Capital</b>	<b>2,234</b>	<b>1,940</b>	<b>294</b>
NYC Transit	1,471	1,297	174
Long Island Rail Road	227	188	39
Metro-North Railroad	114	123	(9)
Bridges & Tunnels	255	193	62
Headquarters	-	-	-
Staten Island Railway	16	9	7
Capital Construction Company	114	102	12
Bus Company	37	28	9
<b>Public Safety</b>	<b>2,214</b>	<b>2,094</b>	<b>120</b>
NYC Transit	664	649	15
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	658	593	65
Headquarters	877	839	38
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	15	13	2
<b>Total Positions</b>	<b>73,517</b>	<b>71,935</b>	<b>1,582</b>

Note: Totals may differ due to rounding

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Total Positions by Function and Agency**  
**July 2019**

<b>Category</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance Favorable/ (Unfavorable)</b>
<b>Total Positions</b>	<b>73,517</b>	<b>71,935</b>	<b>1,582</b>
NYC Transit	50,254	49,423	831
Long Island Rail Road	7,694	7,550	144
Metro-North Railroad	6,608	6,577	31
Bridges & Tunnels	1,504	1,329	175
Headquarters	3,032	2,677	355
Staten Island Railway	336	339	(3)
Capital Construction Company	132	118	14
Bus Company	3,957	3,922	35
<b>Non-reimbursable</b>	<b>64,831</b>	<b>64,991</b>	<b>(159)</b>
NYC Transit	44,295	44,592	(297)
Long Island Rail Road	6,248	6,429	(181)
Metro-North Railroad	5,740	5,953	(212)
Bridges & Tunnels	1,417	1,242	175
Headquarters	2,906	2,576	330
Staten Island Railway	308	314	(6)
Capital Construction Company	-	-	-
Bus Company	3,917	3,885	32
<b>Reimbursable</b>	<b>8,685</b>	<b>6,944</b>	<b>1,741</b>
NYC Transit	5,959	4,831	1,128
Long Island Rail Road	1,445	1,121	324
Metro-North Railroad	868	624	244
Bridges & Tunnels	87	87	-
Headquarters	126	101	25
Staten Island Railway	28	25	3
Capital Construction Company	132	118	14
Bus Company	40	37	3
<b>Total Full Time</b>	<b>73,243</b>	<b>71,727</b>	<b>1,516</b>
NYC Transit	49,999	49,227	772
Long Island Rail Road	7,694	7,550	144
Metro-North Railroad	6,607	6,576	31
Bridges & Tunnels	1,504	1,329	175
Headquarters	3,032	2,677	355
Staten Island Railway	336	339	(3)
Capital Construction Company	132	118	14
Bus Company	3,939	3,911	28
<b>Total Full-Time Equivalents</b>	<b>274</b>	<b>208</b>	<b>66</b>
NYC Transit	255	196	59
Long Island Rail Road	-	-	-
Metro-North Railroad	1	1	-
Bridges & Tunnels	-	-	-
Headquarters	-	-	-
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	18	11	7

Note: Totals may differ due to rounding

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Total Positions by Function and Occupational Group**  
**July 2019**

<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance Favorable/ (Unfavorable)</b>
<b>Administration</b>	<b>4,857</b>	<b>4,240</b>	<b>617</b>
Managers/Supervisors	1,647	1,368	279
Professional, Technical, Clerical	3,068	2,739	329
Operational Hourlies	142	133	9
<b>Operations</b>	<b>31,875</b>	<b>31,551</b>	<b>324</b>
Managers/Supervisors	3,842	3,685	157
Professional, Technical, Clerical	982	918	64
Operational Hourlies	27,051	26,948	103
<b>Maintenance</b>	<b>32,337</b>	<b>32,111</b>	<b>226</b>
Managers/Supervisors	5,782	5,674	108
Professional, Technical, Clerical	1,956	1,736	220
Operational Hourlies	24,599	24,701	(102)
<b>Engineering/Capital</b>	<b>2,234</b>	<b>1,940</b>	<b>294</b>
Managers/Supervisors	664	550	114
Professional, Technical, Clerical	1,559	1,382	177
Operational Hourlies	11	8	3
<b>Public Safety</b>	<b>2,214</b>	<b>2,094</b>	<b>120</b>
Managers/Supervisors	643	585	58
Professional, Technical, Clerical	159	131	28
Operational Hourlies	1,412	1,378	34
<b>Total Positions</b>	<b>73,517</b>	<b>71,935</b>	<b>1,582</b>
Managers/Supervisors	12,578	11,862	716
Professional, Technical, Clerical	7,724	6,905	819
Operational Hourlies	53,215	53,168	47

**Note: Totals may differ due to rounding**

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Farebox Recovery and Operating Ratios**  
**2019 Mid-Year Forecast and Actuals**

**FAREBOX RECOVERY RATIOS**

	<b>2019 Mid-Year Forecast Full Year</b>	<b>2019 Actual Jul YTD</b>
New York City Transit	36.1%	37.3%
Staten Island Railway	7.1%	10.6%
Long Island Rail Road	30.8%	31.4%
Metro-North Railroad	40.4%	40.8%
MTA Bus Company	19.5%	26.5%
<b>MTA Total Agency Average</b>	<b>34.6%</b>	<b>36.2%</b>

**FAREBOX OPERATING RATIOS**

	<b>2019 Mid-Year Forecast Full Year</b>	<b>2019 Actual Jul YTD</b>
New York City Transit	52.3%	51.6%
Staten Island Railway	10.7%	15.2%
Long Island Rail Road	46.9%	49.7%
Metro-North Railroad	55.9%	56.4%
MTA Bus Company	26.7%	29.0%
<b>MTA Total Agency Average</b>	<b>50.1%</b>	<b>50.3%</b>

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

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

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



**Metropolitan Transportation Authority**

State of New York

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 July, 2019

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**

**Monday, September 16, 2019**

## Revenue Passengers in July

	2017	2018	% Change	2019	% Change
<b>MTA New York City Transit</b>	185,271,335	182,215,116	-1.65%	185,695,305	1.91%
MTA New York City Subway	137,447,659	136,167,499	-0.93%	139,414,691	2.38%
MTA New York City Bus	47,823,676	46,047,617	-3.71%	46,280,614	0.51%
<b>MTA Staten Island Railway</b>	333,078	331,968	-0.33%	332,240	0.08%
<b>MTA Long Island Rail Road</b>	7,455,744	7,752,358	3.98%	7,990,885	3.08%
<b>MTA Metro-North Railroad</b>	7,244,976	7,414,612	2.34%	7,524,118	1.48%
<b>East of Hudson</b>	7,111,253	7,271,157	2.25%	7,378,992	1.48%
Harlem Line	2,288,211	2,304,551	0.71%	2,341,310	1.60%
Hudson Line	1,441,958	1,488,856	3.25%	1,532,186	2.91%
New Haven Line	3,381,084	3,477,750	2.86%	3,505,496	0.80%
<b>West of Hudson</b>	133,723	143,455	7.28%	145,126	1.16%
Port Jervis Line	80,558	84,014	4.29%	88,994	5.93%
Pascack Valley Line	53,165	59,441	11.80%	56,132	-5.57%
<b>MTA Bus Company</b>	9,835,319	9,978,075	1.45%	10,158,152	1.80%
<b>MTA Bridges &amp; Tunnels</b>	27,530,620	28,561,622	3.74%	28,857,377	1.04%
<b>Total All Agencies</b>	<b>210,140,452</b>	<b>207,692,129</b>	<b>-1.17%</b>	<b>211,700,699</b>	<b>1.93%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	20	21		22	
Holidays:	1	1		1	
Weekend Days:	10	9		8	
Days	31	31		31	

## Revenue Passengers Year-to-Date Through July

	2017	2018	% Change	2019	% Change
<b>MTA New York City Transit</b>	1,358,806,779	1,311,181,097	-3.50%	1,305,436,186	-0.44%
MTA New York City Subway	1,005,701,623	977,247,662	-2.83%	981,279,365	0.41%
MTA New York City Bus	353,105,156	333,933,435	-5.43%	324,156,821	-2.93%
<b>MTA Staten Island Railway</b>	2,609,168	2,631,091	0.84%	2,544,923	-3.27%
<b>MTA Long Island Rail Road</b>	51,404,167	51,447,490	0.08%	52,652,370	2.34%
<b>MTA Metro-North Railroad</b>	49,735,746	49,812,162	0.15%	50,083,559	0.54%
<b>East of Hudson</b>	48,791,758	48,862,832	0.15%	49,123,542	0.53%
Harlem Line	16,042,670	15,895,586	-0.92%	15,866,348	-0.18%
Hudson Line	9,663,680	9,794,879	1.36%	9,980,822	1.90%
New Haven Line	23,085,408	23,172,367	0.38%	23,276,372	0.45%
<b>West of Hudson</b>	943,988	949,330	0.57%	960,017	1.13%
Port Jervis Line	561,382	546,051	-2.73%	562,046	2.93%
Pascack Valley Line	382,606	403,279	5.40%	397,971	-1.32%
<b>MTA Bus Company</b>	70,972,529	70,175,235	-1.12%	69,866,462	-0.44%
<b>MTA Bridges &amp; Tunnels</b>	176,405,502	184,001,573	4.31%	190,187,941	3.36%
<b>Total All Agencies</b>	<b>1,533,528,388</b>	<b>1,485,247,074</b>	<b>-3.15%</b>	<b>1,480,583,499</b>	<b>-0.31%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	146	147		147	
Holidays:	5	5		5	
Weekend Days:	61	60		60	
Days	212	212		212	

**12 Month Average Revenue Passengers in July**

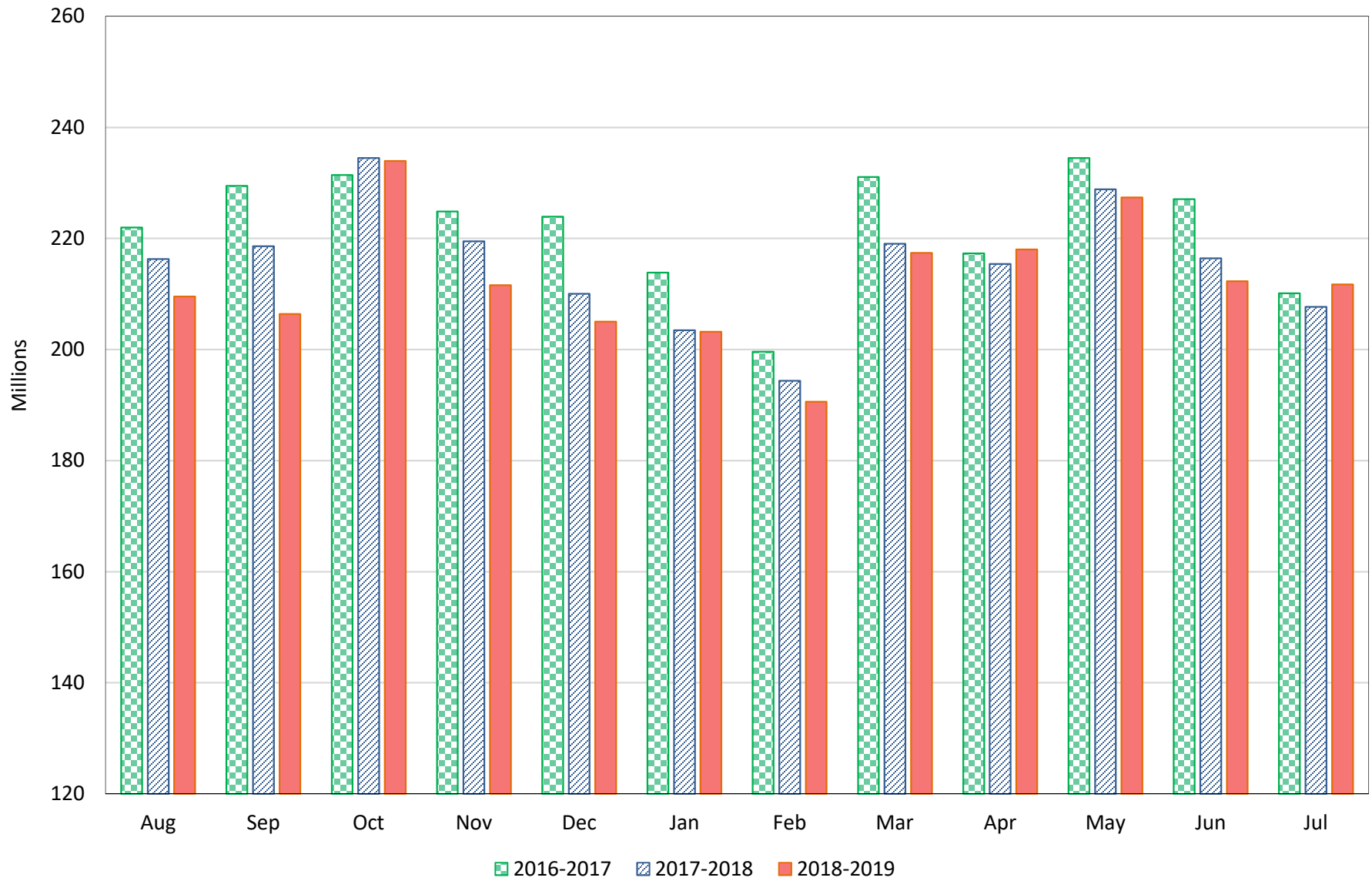
	<b>2017</b>	<b>2018</b>	<b>% Change</b>	<b>2019</b>	<b>% Change</b>
<b>MTA New York City Transit</b>	196,737,555	190,196,773	-3.32%	186,973,061	-1.69%
MTA New York City Subway	145,254,502	141,576,054	-2.53%	140,341,009	-0.87%
MTA New York City Bus	51,483,053	48,620,720	-5.56%	46,632,052	-4.09%
<b>MTA Staten Island Railway</b>	377,816	385,533	2.04%	369,687	-4.11%
<b>MTA Long Island Rail Road</b>	7,462,987	7,433,514	-0.39%	7,581,453	1.99%
<b>MTA Metro-North Railroad</b>	7,211,998	7,214,264	0.03%	7,235,336	0.29%
<b>East of Hudson</b>	7,075,828	7,079,167	0.05%	7,097,618	0.26%
Harlem Line	2,319,093	2,305,420	-0.59%	2,285,146	-0.88%
Hudson Line	1,397,861	1,419,057	1.52%	1,445,582	1.87%
New Haven Line	3,358,874	3,354,690	-0.12%	3,366,891	0.36%
<b>West of Hudson</b>	136,170	135,097	-0.79%	137,718	1.94%
Port Jervis Line	81,608	79,195	-2.96%	80,836	2.07%
Pascack Valley Line	54,562	55,902	2.46%	56,882	1.75%
<b>MTA Bus Company</b>	10,309,237	10,118,086	-1.85%	10,094,959	-0.23%
<b>MTA Bridges &amp; Tunnels</b>	25,541,238	26,466,116	3.62%	27,372,968	3.43%
<b>Total All Agencies</b>	<b>222,099,593</b>	<b>215,348,170</b>	<b>-3.04%</b>	<b>212,254,495</b>	<b>-1.44%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	20	21		22	
Holidays:	1	1		1	
Weekend Days:	10	9		8	
Days	31	31		31	



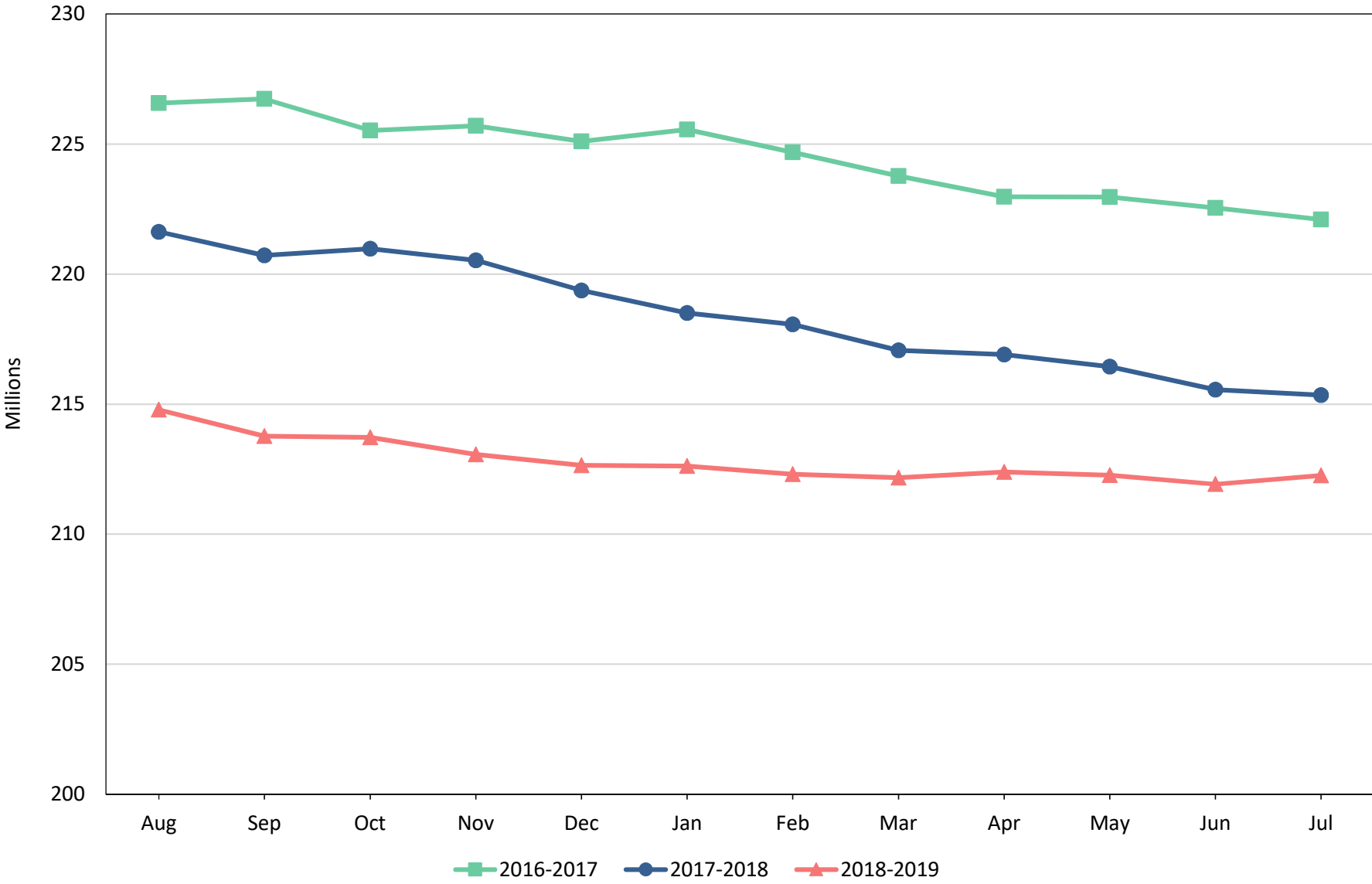
## Average Weekday Revenue Passengers in July

	2017	2018	% Change	2019	% Change
<b>MTA New York City Transit</b>	7,129,419	6,948,786	-2.53%	6,967,752	0.27%
MTA New York City Subway	5,330,092	5,232,455	-1.83%	5,274,285	0.80%
MTA New York City Bus	1,799,327	1,716,331	-4.61%	1,693,466	-1.33%
<b>MTA Staten Island Railway</b>	14,161	13,786	-2.64%	13,758	-0.20%
<b>MTA Long Island Rail Road</b>	318,758	319,177	0.13%	316,692	-0.78%
<b>MTA Metro-North Railroad</b>	294,434	293,927	-0.17%	291,128	-0.95%
<b>East of Hudson</b>	287,756	287,092	-0.23%	284,517	-0.90%
Harlem Line	93,957	92,365	-1.69%	91,477	-0.96%
Hudson Line	57,741	58,240	0.87%	58,597	0.61%
New Haven Line	136,059	136,487	0.31%	134,443	-1.50%
<b>West of Hudson</b>	6,678	6,835	2.35%	6,611	-3.28%
Port Jervis Line	4,022	4,003	-0.47%	4,055	1.30%
Pascack Valley Line	2,656	2,832	6.63%	2,556	-9.75%
<b>MTA Bus Company</b>	377,376	377,060	-0.08%	376,385	-0.18%
<b>MTA Bridges &amp; Tunnels</b>	911,478	942,183	3.37%	947,364	0.55%
<b>Total All Agencies</b>	<b>8,134,147</b>	<b>7,952,737</b>	<b>-2.23%</b>	<b>7,965,715</b>	<b>0.16%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	20	21		22	
Holidays:	1	1		1	
Weekend Days:	10	9		8	
Days	31	31		31	

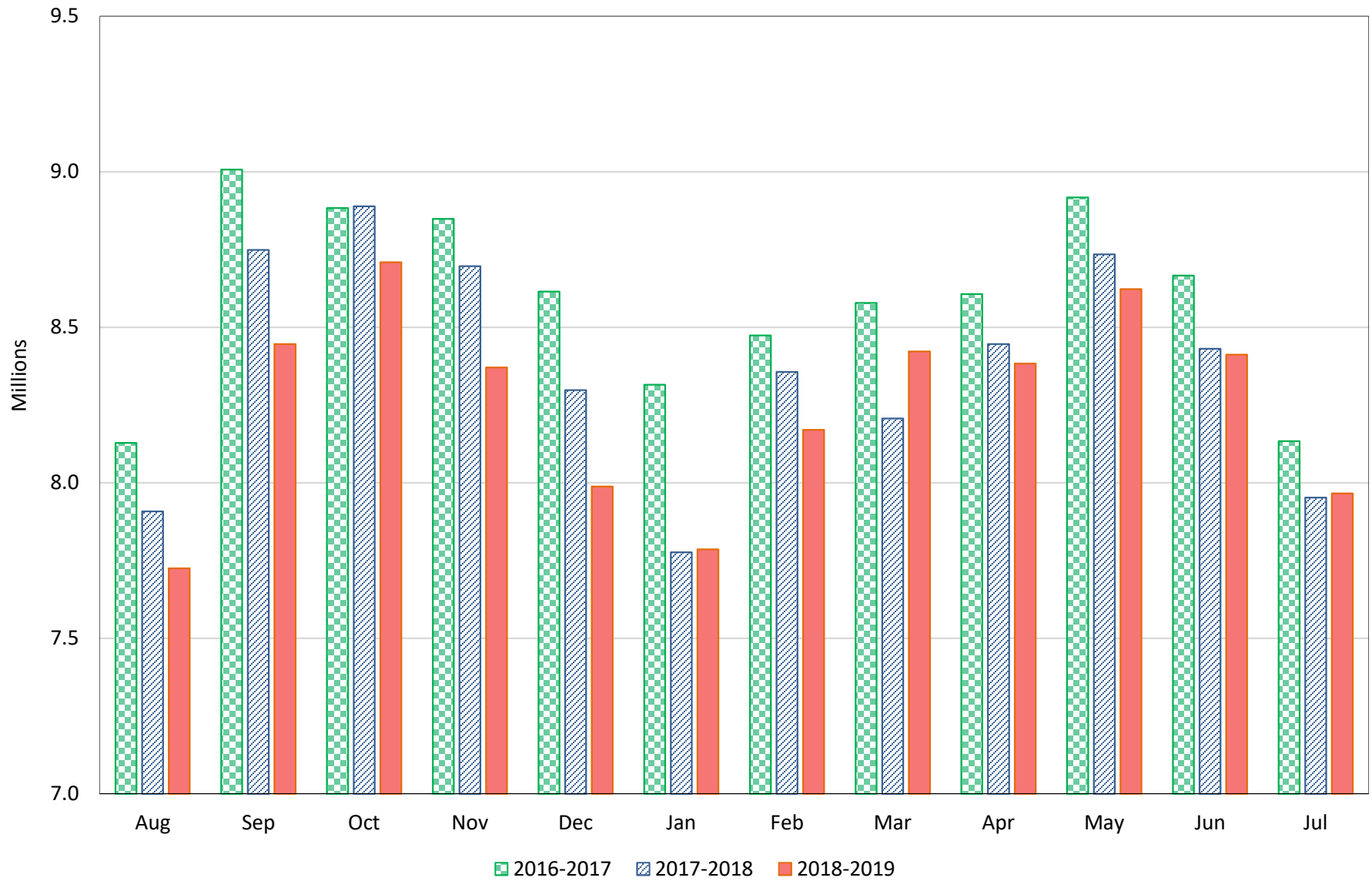
## Metropolitan Transportation Authority Revenue Passengers



# Metropolitan Transportation Authority Revenue Passengers - 12 Month Averages



## Metropolitan Transportation Authority Average Weekday Passengers



## Metropolitan Transportation Authority

<b>Revenue Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	221,983,217	216,298,894	-2.56%	209,534,089	-3.13%
September	229,481,785	218,609,547	-4.74%	206,414,792	-5.58%
October	231,428,251	234,499,549	1.33%	233,935,642	-0.24%
November	224,847,343	219,487,402	-2.38%	211,577,176	-3.60%
December	223,926,130	210,035,572	-6.20%	205,008,747	-2.39%
January	213,864,320	203,484,027	-4.85%	203,198,092	-0.14%
February	199,588,920	194,360,061	-2.62%	190,604,534	-1.93%
March	231,082,742	219,058,081	-5.20%	217,387,804	-0.76%
April	217,326,458	215,395,817	-0.89%	218,027,056	1.22%
May	234,464,126	228,848,542	-2.40%	227,364,753	-0.65%
June	227,061,370	216,408,417	-4.69%	212,300,561	-1.90%
<b>July</b>	<b>210,140,452</b>	<b>207,692,129</b>	<b>-1.17%</b>	<b>211,700,699</b>	<b>1.93%</b>
<b>Year-to-Date</b>	<b>1,533,528,388</b>	<b>1,485,247,074</b>	<b>-3.15%</b>	<b>1,480,583,499</b>	<b>-0.31%</b>

<b>12 Month Averages</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	226,571,499	221,625,899	-2.18%	214,784,436	-3.09%
September	226,734,499	220,719,879	-2.65%	213,768,207	-3.15%
October	225,517,900	220,975,821	-2.01%	213,721,214	-3.28%
November	225,696,672	220,529,159	-2.29%	213,062,029	-3.39%
December	225,101,748	219,371,613	-2.55%	212,643,127	-3.07%
January	225,560,006	218,506,588	-3.13%	212,619,299	-2.69%
February	224,687,211	218,070,850	-2.94%	212,306,338	-2.64%
March	223,772,676	217,068,795	-3.00%	212,167,148	-2.26%
April	222,974,798	216,907,908	-2.72%	212,386,418	-2.08%
May	222,961,931	216,439,943	-2.93%	212,262,769	-1.93%
June	222,545,846	215,552,197	-3.14%	211,920,448	-1.68%
<b>July</b>	<b>222,099,593</b>	<b>215,348,170</b>	<b>-3.04%</b>	<b>212,254,495</b>	<b>-1.44%</b>

<b>Average Weekday Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	8,128,520	7,908,074	-2.71%	7,724,942	-2.32%
September	9,007,037	8,748,522	-2.87%	8,446,037	-3.46%
October	8,883,114	8,889,258	0.07%	8,708,847	-2.03%
November	8,848,948	8,696,449	-1.72%	8,371,058	-3.74%
December	8,614,513	8,298,078	-3.67%	7,988,295	-3.73%
January	8,315,657	7,776,602	-6.48%	7,786,363	0.13%
February	8,474,101	8,356,413	-1.39%	8,170,635	-2.22%
March	8,578,555	8,206,776	-4.33%	8,422,687	2.63%
April	8,606,574	8,445,763	-1.87%	8,383,871	-0.73%
May	8,917,853	8,734,679	-2.05%	8,622,466	-1.28%
June	8,666,226	8,431,088	-2.71%	8,412,193	-0.22%
<b>July</b>	<b>8,134,147</b>	<b>7,952,737</b>	<b>-2.23%</b>	<b>7,965,715</b>	<b>0.16%</b>

## MTA New York City Transit

<b>Revenue Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	195,759,687	190,438,818	-2.72%	183,617,094	-3.58%
September	203,321,259	193,418,747	-4.87%	181,832,606	-5.99%
October	205,199,171	207,541,739	1.14%	206,105,827	-0.69%
November	199,416,515	194,193,319	-2.62%	186,463,618	-3.98%
December	198,347,249	185,587,561	-6.43%	180,221,398	-2.89%
January	189,946,869	180,082,272	-5.19%	179,078,767	-0.56%
February	177,193,798	172,152,646	-2.84%	168,500,765	-2.12%
March	204,878,541	193,734,798	-5.44%	192,056,211	-0.87%
April	192,930,582	190,494,850	-1.26%	192,296,890	0.95%
May	207,994,572	202,154,565	-2.81%	200,610,929	-0.76%
June	200,591,083	190,346,850	-5.11%	187,197,319	-1.65%
<b>July</b>	<b>185,271,335</b>	<b>182,215,116</b>	<b>-1.65%</b>	<b>185,695,305</b>	<b>1.91%</b>
<b>Year-to-Date</b>	<b>1,358,806,779</b>	<b>1,311,181,097</b>	<b>-3.50%</b>	<b>1,305,436,186</b>	<b>-0.44%</b>

<b>12 Month Averages</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	201,020,002	196,294,149	-2.35%	189,628,296	-3.40%
September	201,157,770	195,468,940	-2.83%	188,662,785	-3.48%
October	200,015,749	195,664,154	-2.18%	188,543,125	-3.64%
November	200,135,814	195,228,888	-2.45%	187,898,984	-3.75%
December	199,602,326	194,165,580	-2.72%	187,451,803	-3.46%
January	199,965,736	193,343,531	-3.31%	187,368,178	-3.09%
February	199,147,023	192,923,435	-3.13%	187,063,855	-3.04%
March	198,306,730	191,994,789	-3.18%	186,923,972	-2.64%
April	197,586,520	191,791,812	-2.93%	187,074,142	-2.46%
May	197,542,735	191,305,144	-3.16%	186,945,506	-2.28%
June	197,156,568	190,451,458	-3.40%	186,683,045	-1.98%
<b>July</b>	<b>196,737,555</b>	<b>190,196,773</b>	<b>-3.32%</b>	<b>186,973,061</b>	<b>-1.69%</b>

<b>Average Weekday Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	7,146,334	6,941,224	-2.87%	6,754,630	-2.69%
September	7,945,242	7,701,788	-3.06%	7,396,837	-3.96%
October	7,833,422	7,838,635	0.07%	7,651,409	-2.39%
November	7,793,452	7,647,522	-1.87%	7,333,470	-4.11%
December	7,590,923	7,291,265	-3.95%	6,980,243	-4.27%
January	7,327,845	6,837,308	-6.69%	6,819,989	-0.25%
February	7,482,722	7,368,302	-1.53%	7,190,656	-2.41%
March	7,577,527	7,221,603	-4.70%	7,407,084	2.57%
April	7,595,620	7,437,683	-2.08%	7,371,887	-0.88%
May	7,884,233	7,693,437	-2.42%	7,583,647	-1.43%
June	7,630,605	7,387,753	-3.18%	7,385,681	-0.03%
<b>July</b>	<b>7,129,419</b>	<b>6,948,786</b>	<b>-2.53%</b>	<b>6,967,752</b>	<b>0.27%</b>

## MTA New York City Subway

<b>Revenue Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	143,703,034	141,721,056	-1.38%	136,806,572	-3.47%
September	148,467,391	143,012,669	-3.67%	134,989,959	-5.61%
October	150,638,608	153,378,108	1.82%	154,116,408	0.48%
November	147,033,943	144,404,634	-1.79%	140,711,661	-2.56%
December	147,509,424	139,148,517	-5.67%	136,188,140	-2.13%
January	140,288,294	134,683,435	-4.00%	134,544,729	-0.10%
February	130,465,060	127,432,835	-2.32%	126,359,738	-0.84%
March	151,384,924	143,982,923	-4.89%	143,723,262	-0.18%
April	143,284,553	141,950,369	-0.93%	145,063,237	2.19%
May	153,470,353	150,320,833	-2.05%	150,789,403	0.31%
June	149,360,780	142,709,768	-4.45%	141,384,305	-0.93%
<b>July</b>	<b>137,447,659</b>	<b>136,167,499</b>	<b>-0.93%</b>	<b>139,414,691</b>	<b>2.38%</b>
<b>Year-to-Date</b>	<b>1,005,701,623</b>	<b>977,247,662</b>	<b>-2.83%</b>	<b>981,279,365</b>	<b>0.41%</b>

<b>12 Month Averages</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	147,116,611	145,089,337	-1.38%	141,166,514	-2.70%
September	147,249,198	144,634,777	-1.78%	140,497,954	-2.86%
October	146,470,125	144,863,069	-1.10%	140,559,479	-2.97%
November	146,677,743	144,643,960	-1.39%	140,251,732	-3.04%
December	146,401,233	143,947,217	-1.68%	140,005,034	-2.74%
January	146,724,095	143,480,146	-2.21%	139,993,475	-2.43%
February	146,205,284	143,227,460	-2.04%	139,904,050	-2.32%
March	145,795,917	142,610,627	-2.18%	139,882,412	-1.91%
April	145,461,992	142,499,445	-2.04%	140,141,817	-1.65%
May	145,592,004	142,236,985	-2.30%	140,180,865	-1.45%
June	145,454,816	141,682,734	-2.59%	140,070,409	-1.14%
<b>July</b>	<b>145,254,502</b>	<b>141,576,054</b>	<b>-2.53%</b>	<b>140,341,009</b>	<b>-0.87%</b>

<b>Average Weekday Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	5,276,450	5,197,367	-1.50%	5,068,468	-2.48%
September	5,816,860	5,713,700	-1.77%	5,524,451	-3.31%
October	5,759,591	5,808,527	0.85%	5,734,634	-1.27%
November	5,746,772	5,698,053	-0.85%	5,556,889	-2.48%
December	5,642,250	5,468,971	-3.07%	5,280,965	-3.44%
January	5,410,721	5,122,325	-5.33%	5,144,107	0.43%
February	5,529,330	5,479,225	-0.91%	5,423,877	-1.01%
March	5,609,555	5,388,832	-3.93%	5,567,422	3.31%
April	5,662,289	5,564,686	-1.72%	5,576,744	0.22%
May	5,836,342	5,743,481	-1.59%	5,717,721	-0.45%
June	5,698,402	5,569,036	-2.27%	5,609,231	0.72%
<b>July</b>	<b>5,330,092</b>	<b>5,232,455</b>	<b>-1.83%</b>	<b>5,274,285</b>	<b>0.80%</b>

## MTA New York City Bus

<b>Revenue Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	52,056,653	48,717,762	-6.41%	46,810,522	-3.91%
September	54,853,868	50,406,078	-8.11%	46,842,647	-7.07%
October	54,560,563	54,163,631	-0.73%	51,989,419	-4.01%
November	52,382,572	49,788,685	-4.95%	45,751,957	-8.11%
December	50,837,825	46,439,044	-8.65%	44,033,258	-5.18%
January	49,658,575	45,398,837	-8.58%	44,534,038	-1.90%
February	46,728,738	44,719,811	-4.30%	42,141,027	-5.77%
March	53,493,617	49,751,875	-6.99%	48,332,949	-2.85%
April	49,646,029	48,544,481	-2.22%	47,233,653	-2.70%
May	54,524,219	51,833,732	-4.93%	49,821,526	-3.88%
June	51,230,303	47,637,082	-7.01%	45,813,014	-3.83%
<b>July</b>	<b>47,823,676</b>	<b>46,047,617</b>	<b>-3.71%</b>	<b>46,280,614</b>	<b>0.51%</b>
<b>Year-to-Date</b>	<b>353,105,156</b>	<b>333,933,435</b>	<b>-5.43%</b>	<b>324,156,821</b>	<b>-2.93%</b>

<b>12 Month Averages</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	53,903,392	51,204,812	-5.01%	48,461,783	-5.36%
September	53,908,572	50,834,163	-5.70%	48,164,830	-5.25%
October	53,545,624	50,801,085	-5.13%	47,983,646	-5.55%
November	53,458,071	50,584,928	-5.37%	47,647,252	-5.81%
December	53,201,093	50,218,363	-5.61%	47,446,770	-5.52%
January	53,241,641	49,863,385	-6.35%	47,374,703	-4.99%
February	52,941,739	49,695,974	-6.13%	47,159,805	-5.10%
March	52,510,813	49,384,163	-5.95%	47,041,561	-4.74%
April	52,124,528	49,292,367	-5.43%	46,932,325	-4.79%
May	51,950,730	49,068,160	-5.55%	46,764,641	-4.69%
June	51,701,752	48,768,724	-5.67%	46,612,636	-4.42%
<b>July</b>	<b>51,483,053</b>	<b>48,620,720</b>	<b>-5.56%</b>	<b>46,632,052</b>	<b>-4.09%</b>

<b>Average Weekday Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	1,869,883	1,743,857	-6.74%	1,686,163	-3.31%
September	2,128,381	1,988,088	-6.59%	1,872,386	-5.82%
October	2,073,830	2,030,108	-2.11%	1,916,775	-5.58%
November	2,046,680	1,949,469	-4.75%	1,776,581	-8.87%
December	1,948,673	1,822,294	-6.49%	1,699,278	-6.75%
January	1,917,124	1,714,982	-10.54%	1,675,882	-2.28%
February	1,953,392	1,889,077	-3.29%	1,766,779	-6.47%
March	1,967,972	1,832,772	-6.87%	1,839,661	0.38%
April	1,933,332	1,872,997	-3.12%	1,795,143	-4.16%
May	2,047,891	1,949,956	-4.78%	1,865,926	-4.31%
June	1,932,203	1,818,717	-5.87%	1,776,450	-2.32%
<b>July</b>	<b>1,799,327</b>	<b>1,716,331</b>	<b>-4.61%</b>	<b>1,693,466</b>	<b>-1.33%</b>



## MTA Bus

Revenue Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
August	10,491,025	10,182,683	-2.94%	10,270,251	0.86%
September	10,898,004	10,293,093	-5.55%	10,049,613	-2.37%
October	10,831,747	10,942,815	1.03%	11,325,167	3.49%
November	10,414,750	10,230,691	-1.77%	10,030,732	-1.95%
December	10,102,793	9,592,517	-5.05%	9,597,279	0.05%
January	9,840,105	9,359,616	-4.88%	9,726,639	3.92%
February	9,289,270	9,153,050	-1.47%	9,024,999	-1.40%
March	10,774,447	10,383,080	-3.63%	10,358,653	-0.24%
April	9,868,714	10,145,682	2.81%	10,166,474	0.20%
May	10,948,782	11,008,565	0.55%	10,805,557	-1.84%
June	10,415,892	10,147,168	-2.58%	9,625,988	-5.14%
<b>July</b>	<b>9,835,319</b>	<b>9,978,075</b>	<b>1.45%</b>	<b>10,158,152</b>	<b>1.80%</b>
<b>Year-to-Date</b>	<b>70,972,529</b>	<b>70,175,235</b>	<b>-1.12%</b>	<b>69,866,462</b>	<b>-0.44%</b>

12 Month Averages	2016-2017	2017-2018	% Change	2018-2019	% Change
August	10,515,039	10,283,542	-2.20%	10,125,383	-1.54%
September	10,537,568	10,233,133	-2.89%	10,105,093	-1.25%
October	10,495,734	10,242,389	-2.41%	10,136,956	-1.03%
November	10,503,277	10,227,050	-2.63%	10,120,293	-1.04%
December	10,468,096	10,184,527	-2.71%	10,120,690	-0.63%
January	10,499,373	10,144,487	-3.38%	10,151,275	0.07%
February	10,469,233	10,133,135	-3.21%	10,140,604	0.07%
March	10,417,636	10,100,521	-3.04%	10,138,569	0.38%
April	10,359,526	10,123,602	-2.28%	10,140,301	0.16%
May	10,353,387	10,128,584	-2.17%	10,123,384	-0.05%
June	10,323,175	10,106,190	-2.10%	10,079,952	-0.26%
<b>July</b>	<b>10,309,237</b>	<b>10,118,086</b>	<b>-1.85%</b>	<b>10,094,959</b>	<b>-0.23%</b>

Average Weekday Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
August	381,719	369,341	-3.24%	374,172	1.31%
September	428,697	412,007	-3.89%	409,993	-0.49%
October	418,098	416,050	-0.49%	422,384	1.52%
November	412,102	405,862	-1.51%	395,161	-2.64%
December	393,484	383,636	-2.50%	376,372	-1.89%
January	386,330	359,321	-6.99%	371,720	3.45%
February	394,036	394,753	0.18%	384,844	-2.51%
March	402,782	390,793	-2.98%	401,957	2.86%
April	392,293	399,312	1.79%	390,950	-2.09%
May	417,065	419,462	0.57%	408,562	-2.60%
June	396,805	393,029	-0.95%	373,241	-5.03%
<b>July</b>	<b>377,376</b>	<b>377,060</b>	<b>-0.08%</b>	<b>376,385</b>	<b>-0.18%</b>

## MTA Staten Island Railway

Revenue Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
August	348,194	353,616	1.56%	340,994	-3.57%
September	404,713	401,445	-0.81%	363,488	-9.46%
October	400,281	449,023	12.18%	443,826	-1.16%
November	395,065	419,045	6.07%	386,701	-7.72%
December	376,371	372,172	-1.12%	356,308	-4.26%
January	379,316	390,355	2.91%	381,600	-2.24%
February	328,169	340,527	3.77%	318,372	-6.51%
March	398,044	389,114	-2.24%	378,259	-2.79%
April	353,305	377,531	6.86%	377,719	0.05%
May	414,213	420,153	1.43%	408,805	-2.70%
June	403,043	381,443	-5.36%	347,928	-8.79%
<b>July</b>	<b>333,078</b>	<b>331,968</b>	<b>-0.33%</b>	<b>332,240</b>	<b>0.08%</b>
<b>Year-to-Date</b>	<b>2,609,168</b>	<b>2,631,091</b>	<b>0.84%</b>	<b>2,544,923</b>	<b>-3.27%</b>

12 Month Averages	2016-2017	2017-2018	% Change	2018-2019	% Change
August	379,287	378,268	-0.27%	384,481	1.64%
September	380,824	377,995	-0.74%	381,318	0.88%
October	377,858	382,057	1.11%	380,885	-0.31%
November	379,418	384,056	1.22%	378,189	-1.53%
December	377,675	383,706	1.60%	376,867	-1.78%
January	379,003	384,626	1.48%	376,138	-2.21%
February	378,367	385,655	1.93%	374,292	-2.95%
March	377,133	384,911	2.06%	373,387	-2.99%
April	375,651	386,930	3.00%	373,403	-3.50%
May	377,268	387,425	2.69%	372,457	-3.86%
June	377,343	385,625	2.19%	369,664	-4.14%
<b>July</b>	<b>377,816</b>	<b>385,533</b>	<b>2.04%</b>	<b>369,687</b>	<b>-4.11%</b>

Average Weekday Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
August	13,672	13,787	0.84%	13,382	-2.94%
September	17,389	17,744	2.04%	17,089	-3.69%
October	17,330	18,590	7.27%	17,847	-4.00%
November	17,059	18,097	6.08%	17,020	-5.95%
December	16,270	16,611	2.10%	15,600	-6.09%
January	16,566	16,387	-1.08%	16,270	-0.71%
February	15,676	16,166	3.13%	15,576	-3.65%
March	16,130	15,963	-1.03%	16,281	1.99%
April	15,739	16,226	3.10%	15,726	-3.08%
May	17,185	17,399	1.24%	16,779	-3.56%
June	16,675	16,213	-2.77%	15,914	-1.84%
<b>July</b>	<b>14,161</b>	<b>13,786</b>	<b>-2.64%</b>	<b>13,758</b>	<b>-0.20%</b>

## MTA Long Island Rail Road

<b>Revenue Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	7,940,051	7,816,201	-1.56%	7,858,108	0.54%
September	7,589,091	7,413,822	-2.31%	7,227,262	-2.52%
October	7,553,444	7,818,376	3.51%	8,172,734	4.53%
November	7,385,548	7,376,934	-0.12%	7,477,649	1.37%
December	7,683,544	7,329,341	-4.61%	7,589,318	3.55%
January	6,958,391	6,882,948	-1.08%	7,166,693	4.12%
February	6,522,399	6,476,251	-0.71%	6,544,351	1.05%
March	7,723,528	7,412,001	-4.03%	7,515,113	1.39%
April	7,158,667	7,267,217	1.52%	7,724,038	6.29%
May	7,642,164	7,716,073	0.97%	7,974,945	3.35%
June	7,943,275	7,940,642	-0.03%	7,736,345	-2.57%
<b>July</b>	<b>7,455,744</b>	<b>7,752,358</b>	<b>3.98%</b>	<b>7,990,885</b>	<b>3.08%</b>
<b>Year-to-Date</b>	<b>51,404,167</b>	<b>51,447,490</b>	<b>0.08%</b>	<b>52,652,370</b>	<b>2.34%</b>

<b>12 Month Averages</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	7,425,632	7,452,666	0.36%	7,437,006	-0.21%
September	7,433,757	7,438,060	0.06%	7,421,459	-0.22%
October	7,422,649	7,460,138	0.51%	7,450,989	-0.12%
November	7,452,478	7,459,420	0.09%	7,459,382	-0.00%
December	7,445,973	7,429,903	-0.22%	7,481,047	0.69%
January	7,485,588	7,423,616	-0.83%	7,504,692	1.09%
February	7,477,930	7,419,771	-0.78%	7,510,367	1.22%
March	7,475,137	7,393,810	-1.09%	7,518,960	1.69%
April	7,465,707	7,402,856	-0.84%	7,557,028	2.08%
May	7,478,916	7,409,015	-0.93%	7,578,601	2.29%
June	7,476,758	7,408,796	-0.91%	7,561,576	2.06%
<b>July</b>	<b>7,462,987</b>	<b>7,433,514</b>	<b>-0.39%</b>	<b>7,581,453</b>	<b>1.99%</b>

<b>Average Weekday Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	303,263	299,106	-1.37%	301,170	0.69%
September	318,591	322,174	1.12%	327,002	1.50%
October	315,279	313,326	-0.62%	316,919	1.15%
November	323,360	322,271	-0.34%	326,138	1.20%
December	318,908	315,487	-1.07%	324,193	2.76%
January	304,399	289,965	-4.74%	302,167	4.21%
February	301,738	299,493	-0.74%	302,804	1.11%
March	300,813	298,352	-0.82%	313,393	5.04%
April	310,565	303,688	-2.21%	310,439	2.22%
May	307,067	310,397	1.08%	319,369	2.89%
June	317,303	328,561	3.55%	332,647	1.24%
<b>July</b>	<b>318,758</b>	<b>319,177</b>	<b>0.13%</b>	<b>316,692</b>	<b>-0.78%</b>

## MTA Metro-North Rail Road

<b>Revenue Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	7,444,260	7,507,575	0.85%	7,447,642	-0.80%
September	7,268,718	7,082,441	-2.56%	6,941,823	-1.99%
October	7,443,609	7,747,597	4.08%	7,888,088	1.81%
November	7,235,466	7,267,413	0.44%	7,218,476	-0.67%
December	7,416,173	7,153,981	-3.54%	7,244,445	1.26%
January	6,739,640	6,768,836	0.43%	6,844,393	1.12%
February	6,255,285	6,237,588	-0.28%	6,216,047	-0.35%
March	7,308,183	7,139,088	-2.31%	7,079,568	-0.83%
April	7,015,190	7,110,538	1.36%	7,461,935	4.94%
May	7,464,395	7,549,186	1.14%	7,564,517	0.20%
June	7,708,077	7,592,314	-1.50%	7,392,981	-2.63%
<b>July</b>	<b>7,244,976</b>	<b>7,414,612</b>	<b>2.34%</b>	<b>7,524,118</b>	<b>1.48%</b>
<b>Year-to-Date</b>	<b>49,735,746</b>	<b>49,812,162</b>	<b>0.15%</b>	<b>50,083,559</b>	<b>0.54%</b>

<b>12 Month Averages</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	7,231,538	7,217,274	-0.20%	7,209,270	-0.11%
September	7,224,581	7,201,751	-0.32%	7,197,552	-0.06%
October	7,205,910	7,227,083	0.29%	7,209,259	-0.25%
November	7,225,684	7,229,745	0.06%	7,205,181	-0.34%
December	7,207,677	7,207,896	0.00%	7,212,720	0.07%
January	7,230,306	7,210,329	-0.28%	7,219,016	0.12%
February	7,214,658	7,208,854	-0.08%	7,217,221	0.12%
March	7,196,040	7,194,763	-0.02%	7,212,261	0.24%
April	7,187,394	7,202,709	0.21%	7,241,544	0.54%
May	7,209,626	7,209,775	0.00%	7,242,822	0.46%
June	7,212,001	7,200,128	-0.16%	7,226,211	0.36%
<b>July</b>	<b>7,211,998</b>	<b>7,214,264</b>	<b>0.03%</b>	<b>7,235,336</b>	<b>0.29%</b>

<b>Average Weekday Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	283,532	284,615	0.38%	281,588	-1.06%
September	297,118	294,809	-0.78%	295,116	0.10%
October	298,985	302,657	1.23%	300,288	-0.78%
November	302,975	302,697	-0.09%	299,269	-1.13%
December	294,928	291,078	-1.31%	291,887	0.28%
January	280,517	273,622	-2.46%	276,218	0.95%
February	279,930	277,699	-0.80%	276,754	-0.34%
March	281,303	280,065	-0.44%	283,972	1.40%
April	292,357	288,855	-1.20%	294,868	2.08%
May	292,303	293,984	0.58%	294,109	0.04%
June	304,839	305,532	0.23%	304,710	-0.27%
<b>July</b>	<b>294,434</b>	<b>293,927</b>	<b>-0.17%</b>	<b>291,128</b>	<b>-0.95%</b>

## MTA Metro-North East-of-Hudson

<b>Revenue Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	7,288,957	7,363,555	1.02%	7,298,723	-0.88%
September	7,123,553	6,953,276	-2.39%	6,812,970	-2.02%
October	7,321,189	7,610,678	3.95%	7,737,800	1.67%
November	7,104,082	7,134,492	0.43%	7,083,292	-0.72%
December	7,280,396	7,025,175	-3.51%	7,115,092	1.28%
January	6,610,352	6,638,414	0.42%	6,714,444	1.15%
February	6,134,790	6,120,024	-0.24%	6,097,880	-0.36%
March	7,162,514	6,997,930	-2.30%	6,941,075	-0.81%
April	6,885,596	6,978,582	1.35%	7,319,622	4.89%
May	7,323,535	7,406,943	1.14%	7,419,623	0.17%
June	7,563,718	7,449,782	-1.51%	7,251,906	-2.66%
<b>July</b>	<b>7,111,253</b>	<b>7,271,157</b>	<b>2.25%</b>	<b>7,378,992</b>	<b>1.48%</b>
<b>Year-to-Date</b>	<b>48,791,758</b>	<b>48,862,832</b>	<b>0.15%</b>	<b>49,123,542</b>	<b>0.53%</b>

<b>12 Month Averages</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	7,086,735	7,082,044	-0.07%	7,073,765	-0.12%
September	7,080,143	7,067,855	-0.17%	7,062,073	-0.08%
October	7,064,147	7,091,979	0.39%	7,072,666	-0.27%
November	7,084,510	7,094,513	0.14%	7,068,399	-0.37%
December	7,067,357	7,073,245	0.08%	7,075,892	0.04%
January	7,089,810	7,075,583	-0.20%	7,082,228	0.09%
February	7,074,905	7,074,353	-0.01%	7,080,383	0.09%
March	7,056,875	7,060,637	0.05%	7,075,645	0.21%
April	7,048,986	7,068,386	0.28%	7,104,065	0.50%
May	7,071,562	7,075,337	0.05%	7,105,122	0.42%
June	7,074,674	7,065,842	-0.12%	7,088,632	0.32%
<b>July</b>	<b>7,075,828</b>	<b>7,079,167</b>	<b>0.05%</b>	<b>7,097,618</b>	<b>0.26%</b>

<b>Average Weekday Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	276,763	278,338	0.57%	275,099	-1.16%
September	290,202	288,358	-0.64%	288,353	-0.00%
October	293,166	296,430	1.11%	293,740	-0.91%
November	296,403	296,048	-0.12%	292,507	-1.20%
December	288,459	284,646	-1.32%	285,429	0.27%
January	274,050	267,400	-2.43%	270,017	0.98%
February	273,604	271,527	-0.76%	270,550	-0.36%
March	274,959	273,646	-0.48%	277,384	1.37%
April	285,896	282,579	-1.16%	288,396	2.06%
May	285,889	287,508	0.57%	287,513	0.00%
June	298,274	298,753	0.16%	297,676	-0.36%
<b>July</b>	<b>287,756</b>	<b>287,092</b>	<b>-0.23%</b>	<b>284,517</b>	<b>-0.90%</b>

## MTA Metro-North Harlem Line

<b>Revenue Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	2,348,207	2,373,087	1.06%	2,313,467	-2.51%
September	2,333,897	2,277,688	-2.41%	2,178,843	-4.34%
October	2,403,597	2,493,758	3.75%	2,499,505	0.23%
November	2,322,328	2,329,438	0.31%	2,283,471	-1.97%
December	2,378,417	2,295,482	-3.49%	2,280,113	-0.67%
January	2,189,026	2,206,702	0.81%	2,193,301	-0.61%
February	2,036,882	2,030,072	-0.33%	1,993,046	-1.82%
March	2,398,995	2,306,324	-3.86%	2,269,246	-1.61%
April	2,252,524	2,272,242	0.88%	2,377,648	4.64%
May	2,406,553	2,385,749	-0.86%	2,384,975	-0.03%
June	2,470,479	2,389,946	-3.26%	2,306,822	-3.48%
<b>July</b>	<b>2,288,211</b>	<b>2,304,551</b>	<b>0.71%</b>	<b>2,341,310</b>	<b>1.60%</b>
<b>Year-to-Date</b>	<b>16,042,670</b>	<b>15,895,586</b>	<b>-0.92%</b>	<b>15,866,348</b>	<b>-0.18%</b>

<b>12 Month Averages</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	2,315,299	2,321,166	0.25%	2,300,452	-0.89%
September	2,314,211	2,316,482	0.10%	2,292,215	-1.05%
October	2,308,507	2,323,996	0.67%	2,292,693	-1.35%
November	2,315,404	2,324,588	0.40%	2,288,863	-1.54%
December	2,310,060	2,317,677	0.33%	2,287,582	-1.30%
January	2,317,587	2,319,150	0.07%	2,286,465	-1.41%
February	2,312,499	2,318,582	0.26%	2,283,380	-1.52%
March	2,309,487	2,310,860	0.06%	2,280,290	-1.32%
April	2,305,945	2,312,503	0.28%	2,289,074	-1.01%
May	2,315,601	2,310,769	-0.21%	2,289,009	-0.94%
June	2,318,188	2,304,058	-0.61%	2,282,082	-0.95%
<b>July</b>	<b>2,319,093</b>	<b>2,305,420</b>	<b>-0.59%</b>	<b>2,285,146</b>	<b>-0.88%</b>

<b>Average Weekday Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	89,966	90,521	0.62%	88,157	-2.61%
September	95,844	95,366	-0.50%	93,614	-1.84%
October	97,090	97,945	0.88%	95,756	-2.24%
November	97,810	97,707	-0.11%	95,517	-2.24%
December	95,209	94,202	-1.06%	92,956	-1.32%
January	91,492	89,654	-2.01%	89,065	-0.66%
February	91,541	90,943	-0.65%	89,304	-1.80%
March	92,571	91,037	-1.66%	91,674	0.70%
April	94,501	92,991	-1.60%	94,550	1.68%
May	94,721	93,658	-1.12%	93,426	-0.25%
June	98,262	97,064	-1.22%	96,166	-0.92%
<b>July</b>	<b>93,957</b>	<b>92,365</b>	<b>-1.69%</b>	<b>91,477</b>	<b>-0.96%</b>

## MTA Metro-North Hudson Line

<b>Revenue Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	1,442,263	1,491,491	3.41%	1,497,490	0.40%
September	1,404,276	1,405,569	0.09%	1,406,474	0.06%
October	1,453,574	1,552,398	6.80%	1,596,154	2.82%
November	1,394,632	1,406,098	0.82%	1,438,493	2.30%
December	1,415,909	1,378,250	-2.66%	1,427,547	3.58%
January	1,286,721	1,297,102	0.81%	1,333,515	2.81%
February	1,206,479	1,201,364	-0.42%	1,223,780	1.87%
March	1,396,026	1,387,849	-0.59%	1,396,017	0.59%
April	1,372,524	1,412,473	2.91%	1,496,643	5.96%
May	1,459,859	1,505,105	3.10%	1,520,684	1.04%
June	1,500,113	1,502,130	0.13%	1,477,997	-1.61%
<b>July</b>	<b>1,441,958</b>	<b>1,488,856</b>	<b>3.25%</b>	<b>1,532,186</b>	<b>2.91%</b>
<b>Year-to-Date</b>	<b>9,663,680</b>	<b>9,794,879</b>	<b>1.36%</b>	<b>9,980,822</b>	<b>1.90%</b>

<b>12 Month Averages</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	1,381,638	1,401,964	1.47%	1,419,557	1.25%
September	1,380,313	1,402,071	1.58%	1,419,632	1.25%
October	1,379,110	1,410,307	2.26%	1,423,279	0.92%
November	1,385,497	1,411,262	1.86%	1,425,978	1.04%
December	1,383,648	1,408,124	1.77%	1,430,086	1.56%
January	1,389,511	1,408,989	1.40%	1,433,121	1.71%
February	1,388,462	1,408,563	1.45%	1,434,989	1.88%
March	1,385,333	1,407,881	1.63%	1,435,670	1.97%
April	1,386,083	1,411,210	1.81%	1,442,684	2.23%
May	1,391,298	1,414,981	1.70%	1,443,982	2.05%
June	1,394,568	1,415,149	1.48%	1,441,971	1.90%
<b>July</b>	<b>1,397,861</b>	<b>1,419,057</b>	<b>1.52%</b>	<b>1,445,582</b>	<b>1.87%</b>

<b>Average Weekday Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	54,558	56,083	2.79%	56,159	0.14%
September	56,935	57,773	1.47%	58,870	1.90%
October	57,769	59,944	3.77%	60,153	0.35%
November	57,969	58,142	0.30%	59,078	1.61%
December	56,016	55,793	-0.40%	57,159	2.45%
January	53,226	52,150	-2.02%	53,603	2.79%
February	53,660	53,253	-0.76%	54,239	1.85%
March	53,560	54,160	1.12%	55,656	2.76%
April	56,690	56,900	0.37%	58,707	3.18%
May	56,735	58,054	2.32%	58,598	0.94%
June	58,857	59,814	1.63%	60,208	0.66%
<b>July</b>	<b>57,741</b>	<b>58,240</b>	<b>0.87%</b>	<b>58,597</b>	<b>0.61%</b>

## MTA Metro-North New Haven Line

<b>Revenue Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	3,498,487	3,498,977	0.01%	3,487,766	-0.32%
September	3,385,380	3,270,019	-3.41%	3,227,653	-1.30%
October	3,464,018	3,564,522	2.90%	3,642,141	2.18%
November	3,387,122	3,398,956	0.35%	3,361,328	-1.11%
December	3,486,070	3,351,443	-3.86%	3,407,432	1.67%
January	3,134,605	3,134,610	0.00%	3,187,628	1.69%
February	2,891,429	2,888,588	-0.10%	2,881,054	-0.26%
March	3,367,493	3,303,757	-1.89%	3,275,812	-0.85%
April	3,260,548	3,293,867	1.02%	3,445,331	4.60%
May	3,457,123	3,516,089	1.71%	3,513,964	-0.06%
June	3,593,126	3,557,706	-0.99%	3,467,087	-2.55%
<b>July</b>	<b>3,381,084</b>	<b>3,477,750</b>	<b>2.86%</b>	<b>3,505,496</b>	<b>0.80%</b>
<b>Year-to-Date</b>	<b>23,085,408</b>	<b>23,172,367</b>	<b>0.38%</b>	<b>23,276,372</b>	<b>0.45%</b>

<b>12 Month Averages</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	3,389,799	3,358,915	-0.91%	3,353,756	-0.15%
September	3,385,620	3,349,301	-1.07%	3,350,226	0.03%
October	3,376,530	3,357,677	-0.56%	3,356,694	-0.03%
November	3,383,609	3,358,663	-0.74%	3,353,558	-0.15%
December	3,373,650	3,347,444	-0.78%	3,358,224	0.32%
January	3,382,712	3,347,444	-1.04%	3,362,642	0.45%
February	3,373,944	3,347,207	-0.79%	3,362,014	0.44%
March	3,362,056	3,341,896	-0.60%	3,359,686	0.53%
April	3,356,957	3,344,673	-0.37%	3,372,308	0.83%
May	3,364,662	3,349,587	-0.45%	3,372,130	0.67%
June	3,361,917	3,346,635	-0.45%	3,364,579	0.54%
<b>July</b>	<b>3,358,874</b>	<b>3,354,690</b>	<b>-0.12%</b>	<b>3,366,891</b>	<b>0.36%</b>

<b>Average Weekday Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
August	132,239	131,734	-0.38%	130,782	-0.72%
September	137,423	135,219	-1.60%	135,868	0.48%
October	138,307	138,540	0.17%	137,831	-0.51%
November	140,624	140,199	-0.30%	137,912	-1.63%
December	137,234	134,652	-1.88%	135,314	0.49%
January	129,332	125,597	-2.89%	127,349	1.40%
February	128,403	127,331	-0.83%	127,007	-0.25%
March	128,829	128,449	-0.29%	130,054	1.25%
April	134,704	132,687	-1.50%	135,139	1.85%
May	134,432	135,796	1.01%	135,489	-0.23%
June	141,155	141,875	0.51%	141,302	-0.40%
<b>July</b>	<b>136,059</b>	<b>136,487</b>	<b>0.31%</b>	<b>134,443</b>	<b>-1.50%</b>



## MTA Metro-North West-of-Hudson

Revenue Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
August	155,303	144,020	-7.27%	148,919	3.40%
September	145,165	129,165	-11.02%	128,853	-0.24%
October	122,420	136,919	11.84%	150,288	9.76%
November	131,384	132,921	1.17%	135,184	1.70%
December	135,777	128,806	-5.13%	129,353	0.42%
January	129,288	130,422	0.88%	129,949	-0.36%
February	120,495	117,564	-2.43%	118,167	0.51%
March	145,669	141,158	-3.10%	138,493	-1.89%
April	129,594	131,956	1.82%	142,313	7.85%
May	140,860	142,243	0.98%	144,894	1.86%
June	144,359	142,532	-1.27%	141,075	-1.02%
<b>July</b>	<b>133,723</b>	<b>143,455</b>	<b>7.28%</b>	<b>145,126</b>	<b>1.16%</b>
<b>Year-to-Date</b>	<b>943,988</b>	<b>949,330</b>	<b>0.57%</b>	<b>960,017</b>	<b>1.13%</b>

12 Month Averages	2016-2017	2017-2018	% Change	2018-2019	% Change
August	144,803	135,230	-6.61%	135,505	0.20%
September	144,438	133,896	-7.30%	135,479	1.18%
October	141,762	135,104	-4.70%	136,593	1.10%
November	141,175	135,233	-4.21%	136,782	1.15%
December	140,320	134,652	-4.04%	136,827	1.62%
January	140,496	134,746	-4.09%	136,788	1.52%
February	139,753	134,502	-3.76%	136,838	1.74%
March	139,165	134,126	-3.62%	136,616	1.86%
April	138,408	134,323	-2.95%	137,479	2.35%
May	138,064	134,438	-2.63%	137,700	2.43%
June	137,327	134,286	-2.21%	137,579	2.45%
<b>July</b>	<b>136,170</b>	<b>135,097</b>	<b>-0.79%</b>	<b>137,718</b>	<b>1.94%</b>

Average Weekday Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
August	6,769	6,277	-7.27%	6,489	3.38%
September	6,916	6,451	-6.72%	6,763	4.84%
October	5,819	6,227	7.01%	6,548	5.15%
November	6,572	6,649	1.17%	6,762	1.70%
December	6,469	6,432	-0.57%	6,458	0.40%
January	6,467	6,222	-3.79%	6,201	-0.34%
February	6,326	6,172	-2.43%	6,204	0.52%
March	6,344	6,419	1.18%	6,588	2.63%
April	6,461	6,276	-2.86%	6,472	3.12%
May	6,414	6,476	0.97%	6,596	1.85%
June	6,565	6,779	3.26%	7,034	3.76%
<b>July</b>	<b>6,678</b>	<b>6,835</b>	<b>2.35%</b>	<b>6,611</b>	<b>-3.28%</b>

## MTA Metro-North Port Jervis Line

Revenue Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
August	92,440	86,210	-6.74%	87,725	1.76%
September	87,499	78,687	-10.07%	75,815	-3.65%
October	76,555	85,570	11.78%	88,977	3.98%
November	79,739	78,105	-2.05%	79,372	1.62%
December	81,677	75,712	-7.30%	76,092	0.50%
January	76,900	75,689	-1.57%	75,588	-0.13%
February	71,338	68,119	-4.51%	68,805	1.01%
March	85,505	79,180	-7.40%	77,829	-1.71%
April	77,209	75,632	-2.04%	83,305	10.15%
May	84,459	82,221	-2.65%	85,297	3.74%
June	85,413	81,196	-4.94%	82,228	1.27%
<b>July</b>	<b>80,558</b>	<b>84,014</b>	<b>4.29%</b>	<b>88,994</b>	<b>5.93%</b>
<b>Year-to-Date</b>	<b>561,382</b>	<b>546,051</b>	<b>-2.73%</b>	<b>562,046</b>	<b>2.93%</b>

12 Month Averages	2016-2017	2017-2018	% Change	2018-2019	% Change
August	85,861	81,089	-5.56%	79,321	-2.18%
September	85,730	80,354	-6.27%	79,082	-1.58%
October	84,354	81,105	-3.85%	79,365	-2.15%
November	84,129	80,969	-3.76%	79,471	-1.85%
December	83,744	80,472	-3.91%	79,503	-1.20%
January	83,966	80,371	-4.28%	79,494	-1.09%
February	83,565	80,103	-4.14%	79,551	-0.69%
March	83,179	79,576	-4.33%	79,439	-0.17%
April	82,727	79,445	-3.97%	80,078	0.80%
May	82,589	79,258	-4.03%	80,335	1.36%
June	82,215	78,907	-4.02%	80,421	1.92%
<b>July</b>	<b>81,608</b>	<b>79,195</b>	<b>-2.96%</b>	<b>80,836</b>	<b>2.07%</b>

Average Weekday Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
August	4,030	3,758	-6.75%	3,824	1.76%
September	4,169	3,929	-5.76%	3,977	1.22%
October	3,638	3,892	6.98%	3,878	-0.36%
November	3,989	3,907	-2.06%	3,971	1.64%
December	3,892	3,780	-2.88%	3,798	0.48%
January	3,847	3,613	-6.08%	3,608	-0.14%
February	3,743	3,574	-4.52%	3,611	1.04%
March	3,725	3,601	-3.33%	3,701	2.78%
April	3,847	3,596	-6.52%	3,789	5.37%
May	3,847	3,744	-2.68%	3,884	3.74%
June	3,885	3,861	-0.62%	4,098	6.14%
<b>July</b>	<b>4,022</b>	<b>4,003</b>	<b>-0.47%</b>	<b>4,055</b>	<b>1.30%</b>

## MTA Metro-North Pascack Valley Line

Revenue Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
August	62,863	57,810	-8.04%	61,194	5.85%
September	57,666	50,478	-12.46%	53,038	5.07%
October	45,865	51,349	11.96%	61,311	19.40%
November	51,645	54,816	6.14%	55,812	1.82%
December	54,100	53,094	-1.86%	53,261	0.31%
January	52,388	54,733	4.48%	54,361	-0.68%
February	49,157	49,445	0.59%	49,362	-0.17%
March	60,164	61,978	3.02%	60,664	-2.12%
April	52,385	56,324	7.52%	59,008	4.77%
May	56,401	60,022	6.42%	59,597	-0.71%
June	58,946	61,336	4.05%	58,847	-4.06%
<b>July</b>	<b>53,165</b>	<b>59,441</b>	<b>11.80%</b>	<b>56,132</b>	<b>-5.57%</b>
<b>Year-to-Date</b>	<b>382,606</b>	<b>403,279</b>	<b>5.40%</b>	<b>397,971</b>	<b>-1.32%</b>

12 Month Averages	2016-2017	2017-2018	% Change	2018-2019	% Change
August	58,942	54,141	-8.15%	56,184	3.77%
September	58,708	53,542	-8.80%	56,398	5.33%
October	57,408	53,999	-5.94%	57,228	5.98%
November	57,045	54,263	-4.88%	57,311	5.62%
December	56,576	54,179	-4.24%	57,325	5.81%
January	56,530	54,375	-3.81%	57,294	5.37%
February	56,188	54,399	-3.18%	57,287	5.31%
March	55,986	54,550	-2.56%	57,177	4.82%
April	55,682	54,878	-1.44%	57,401	4.60%
May	55,475	55,180	-0.53%	57,365	3.96%
June	55,112	55,379	0.48%	57,158	3.21%
<b>July</b>	<b>54,562</b>	<b>55,902</b>	<b>2.46%</b>	<b>56,882</b>	<b>1.75%</b>

Average Weekday Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
August	2,739	2,519	-8.03%	2,665	5.80%
September	2,747	2,522	-8.19%	2,786	10.47%
October	2,181	2,335	7.06%	2,670	14.35%
November	2,583	2,742	6.16%	2,791	1.79%
December	2,577	2,652	2.91%	2,660	0.30%
January	2,620	2,609	-0.42%	2,593	-0.61%
February	2,583	2,598	0.58%	2,593	-0.19%
March	2,619	2,818	7.60%	2,887	2.45%
April	2,614	2,680	2.52%	2,683	0.11%
May	2,567	2,732	6.43%	2,712	-0.73%
June	2,680	2,918	8.88%	2,936	0.62%
<b>July</b>	<b>2,656</b>	<b>2,832</b>	<b>6.63%</b>	<b>2,556</b>	<b>-9.75%</b>

## MTA Bridges & Tunnels

Revenue Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
August	27,620,446	28,271,494	2.36%	29,280,095	3.57%
September	26,043,256	26,559,138	1.98%	27,175,132	2.32%
October	26,022,431	27,068,258	4.02%	28,301,034	4.55%
November	25,130,058	25,955,869	3.29%	26,584,637	2.42%
December	25,273,158	25,737,055	1.84%	26,946,779	4.70%
January	23,452,652	23,731,837	1.19%	25,004,686	5.36%
February	21,620,767	22,742,698	5.19%	23,532,569	3.47%
March	24,595,618	25,672,596	4.38%	27,332,093	6.46%
April	25,354,830	26,519,055	4.59%	27,419,476	3.40%
May	26,717,750	28,226,943	5.65%	29,249,471	3.62%
June	27,133,265	28,546,822	5.21%	28,792,269	0.86%
<b>July</b>	<b>27,530,620</b>	<b>28,561,622</b>	<b>3.74%</b>	<b>28,857,377</b>	<b>1.04%</b>
<b>Year-to-Date</b>	<b>176,405,502</b>	<b>184,001,573</b>	<b>4.31%</b>	<b>190,187,941</b>	<b>3.36%</b>

12 Month Averages	2016-2017	2017-2018	% Change	2018-2019	% Change
August	25,546,414	25,595,492	0.19%	26,550,166	3.73%
September	25,618,620	25,638,482	0.08%	26,601,499	3.76%
October	25,601,725	25,725,634	0.48%	26,704,230	3.80%
November	25,628,481	25,794,452	0.65%	26,756,627	3.73%
December	25,618,050	25,833,110	0.84%	26,857,438	3.97%
January	25,721,866	25,856,375	0.52%	26,963,508	4.28%
February	25,658,642	25,949,869	1.14%	27,029,331	4.16%
March	25,568,443	26,039,618	1.84%	27,167,622	4.33%
April	25,559,674	26,136,636	2.26%	27,242,657	4.23%
May	25,532,690	26,262,402	2.86%	27,327,868	4.06%
June	25,520,339	26,380,199	3.37%	27,348,322	3.67%
<b>July</b>	<b>25,541,238</b>	<b>26,466,116</b>	<b>3.62%</b>	<b>27,372,968</b>	<b>3.43%</b>

Average Weekday Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
August	900,785	921,318	2.28%	959,355	4.13%
September	889,931	911,981	2.48%	926,287	1.57%
October	866,829	895,418	3.30%	930,095	3.87%
November	861,615	894,676	3.84%	908,936	1.59%
December	858,227	888,990	3.58%	913,378	2.74%
January	807,271	798,165	-1.13%	855,261	7.15%
February	802,086	860,306	7.26%	870,031	1.13%
March	812,009	833,828	2.69%	907,709	8.86%
April	871,220	900,145	3.32%	926,113	2.88%
May	893,394	945,637	5.85%	966,452	2.20%
June	922,040	966,001	4.77%	968,921	0.30%
<b>July</b>	<b>911,478</b>	<b>942,183</b>	<b>3.37%</b>	<b>947,364</b>	<b>0.55%</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
**June 2019 Monthly**

	(\$ in millions)											
	Non-Reimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	-Variance: Dollars	Fav/(Unfav)-Percent	Mid-Year Forecast	Actual	-Variance: Dollars	Fav/(Unfav)-Percent	Mid-Year Forecast	Actual	-Variance: Dollars	Fav/(Unfav)-Percent
<b>Revenue</b>												
Farebox Revenue	\$531.4	\$542.1	\$10.7	2.0	\$0.0	\$0.0	\$0.0	N/A	\$531.4	\$542.1	\$10.7	2.0
Toll Revenue	181.0	181.1	0.1	0.1	0.0	0.0	0.0	N/A	181.0	181.1	0.1	0.1
Other Revenue	54.9	62.7	7.8	14.2	0.0	0.0	0.0	N/A	54.9	62.7	7.8	14.2
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	195.6	181.4	(14.3)	(7.3)	195.6	181.4	(14.3)	(7.3)
<b>Total Revenues</b>	<b>\$767.3</b>	<b>\$785.9</b>	<b>\$18.6</b>	<b>2.4</b>	<b>\$195.6</b>	<b>\$181.4</b>	<b>(\$14.3)</b>	<b>(7.3)</b>	<b>\$962.9</b>	<b>\$967.3</b>	<b>\$4.3</b>	<b>0.5</b>
<b>Expenses</b>												
<u><b>Labor:</b></u>												
Payroll	\$432.7	\$425.0	\$7.8	1.8	\$95.9	\$54.0	\$41.9	43.7	\$528.6	\$479.0	\$49.6	9.4
Overtime	51.9	73.6	(21.7)	(41.8)	(10.5)	21.4	(31.9)	<(100.0)	41.4	95.0	(53.6)	<(100.0)
Health and Welfare	114.7	113.0	1.7	1.5	7.5	6.7	0.8	11.2	122.2	119.7	2.5	2.1
OPEB Current Payments	58.2	58.4	(0.2)	0.3	1.1	0.8	0.3	23.7	59.3	59.2	0.1	(0.1)
Pension	200.9	202.9	(2.0)	(1.0)	9.9	11.4	(1.5)	(14.8)	210.8	214.3	(3.4)	(1.6)
Other Fringe Benefits	63.3	72.7	(9.3)	(14.7)	27.1	19.9	7.2	26.6	90.4	92.6	(2.1)	(2.4)
Reimbursable Overhead	(30.1)	(35.5)	5.3	17.6	29.6	35.1	(5.4)	(18.4)	(0.5)	(0.4)	(0.1)	(25.5)
<b>Total Labor Expenses</b>	<b>\$891.7</b>	<b>\$910.1</b>	<b>(\$18.4)</b>	<b>2.1</b>	<b>\$160.6</b>	<b>\$149.2</b>	<b>\$11.4</b>	<b>7.1</b>	<b>\$1,052.3</b>	<b>\$1,059.3</b>	<b>(\$7.1)</b>	<b>(0.7)</b>
<u><b>Non-Labor:</b></u>												
Electric Power	\$41.1	\$35.5	\$5.6	13.6	\$0.0	\$0.1	(\$0.1)	<(100.0)	\$41.1	\$35.6	\$5.5	13.3
Fuel	20.3	19.3	1.0	5.0	0.0	0.0	0.0	99.3	20.3	19.3	1.1	5.2
Insurance	0.4	1.1	(0.7)	<(100.0)	1.2	0.8	0.3	27.1	1.6	1.9	(0.4)	(24.9)
Claims	31.7	43.9	(12.3)	(38.8)	0.0	0.0	0.0	N/A	31.7	43.9	(12.3)	(38.8)
Paratransit Service Contracts	34.9	40.5	(5.6)	(16.0)	0.0	0.0	0.0	N/A	34.9	40.5	(5.6)	(16.0)
Maintenance and Other Operating Contracts	95.5	77.4	18.1	19.0	8.8	6.7	2.1	23.6	104.3	84.1	20.2	19.4
Professional Services Contracts	52.7	58.5	(5.8)	(11.0)	5.9	9.7	(3.8)	(64.6)	58.6	68.1	(9.6)	(16.3)
Materials and Supplies	59.5	56.5	3.0	5.1	22.5	13.9	8.6	38.3	82.0	70.4	11.6	14.2
Other Business Expenses	17.8	22.0	(4.2)	(23.6)	(3.3)	1.0	(4.3)	<(100.0)	14.5	23.0	(8.5)	(58.3)
<b>Total Non-Labor Expenses</b>	<b>\$353.9</b>	<b>\$354.7</b>	<b>(\$0.8)</b>	<b>(0.2)</b>	<b>\$35.0</b>	<b>\$32.1</b>	<b>\$2.9</b>	<b>(8.3)</b>	<b>\$388.9</b>	<b>\$386.8</b>	<b>\$2.1</b>	<b>0.5</b>
<u><b>Other Expense Adjustments</b></u>												
Other	\$13.2	\$12.8	\$0.4	3.4	\$0.0	\$0.0	\$0.0	N/A	\$13.2	\$12.8	\$0.4	3.4
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
<b>Total Other Expense Adjustments</b>	<b>\$13.2</b>	<b>\$12.8</b>	<b>\$0.4</b>	<b>3.4</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>\$13.2</b>	<b>\$12.8</b>	<b>\$0.4</b>	<b>3.4</b>
<b>Total Expenses Before Non-Cash Liability Adjs.</b>	<b>\$1,258.7</b>	<b>\$1,277.5</b>	<b>(\$18.8)</b>	<b>(1.5)</b>	<b>\$195.6</b>	<b>\$181.4</b>	<b>\$14.3</b>	<b>7.3</b>	<b>\$1,454.4</b>	<b>\$1,458.9</b>	<b>(\$4.5)</b>	<b>0.3</b>
Depreciation	\$209.1	\$239.5	(\$30.3)	(14.5)	\$0.0	\$0.0	\$0.0	N/A	\$209.1	\$239.4	(\$30.3)	(14.5)
OPEB Liability Adjustment	(17.2)	0.0	(17.2)	100.0	0.0	0.0	0.0	N/A	(17.2)	0.0	(17.2)	100.0
GASB 75 OPEB Expense Adjustment	22.5	10.7	11.8	52.4	0.0	0.0	0.0	N/A	22.5	10.7	11.8	52.4
GASB 68 Pension Expense Adjustment	(1.0)	(85.9)	84.9	> 100.0	0.0	0.0	0.0	N/A	(1.0)	(85.9)	84.9	>100.0
Environmental Remediation	0.5	1.4	(0.9)	<(100.0)	0.0	0.0	0.0	N/A	0.5	1.4	(0.9)	<(100.0)
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$1,472.8</b>	<b>\$1,443.2</b>	<b>\$29.6</b>	<b>2.0</b>	<b>\$195.6</b>	<b>\$181.4</b>	<b>\$14.3</b>	<b>7.3</b>	<b>\$1,688.4</b>	<b>\$1,624.6</b>	<b>\$43.8</b>	<b>2.6</b>
Less: B&T Depreciation & GASB Adjustments	\$12.0	\$13.8	(\$1.8)	(14.9)	\$0.0	\$0.0	\$0.0	0.0	\$12.0	\$13.8	(\$1.8)	(14.9)
<b>Adjusted Total Expenses</b>	<b>1460.7</b>	<b>1429.4</b>	<b>31.4</b>	<b>2.1</b>	<b>\$195.6</b>	<b>181.4</b>	<b>14.3</b>	<b>7.3</b>	<b>1656.4</b>	<b>1610.8</b>	<b>45.6</b>	<b>2.8</b>
<b>Net Surplus/(Deficit) excl. Subsidies and Debt Service</b>	<b>(\$693.4)</b>	<b>(\$643.5)</b>	<b>\$50.0</b>	<b>7.2</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>(\$693.4)</b>	<b>(\$643.5)</b>	<b>\$50.0</b>	<b>7.2</b>
<b>Total Subsidies</b>	<b>\$522.3</b>	<b>\$746.2</b>	<b>\$223.9</b>	<b>42.9</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>\$522.3</b>	<b>\$746.2</b>	<b>\$223.9</b>	<b>42.9</b>
<b>Debt Service</b>	<b>239.3</b>	<b>233.7</b>	<b>5.6</b>	<b>2.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>N/A</b>	<b>239.3</b>	<b>233.7</b>	<b>5.6</b>	<b>2.3</b>

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.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Accrual Statement of Operations by Category**  
**June 2019 Year-to-Date**  
**(\$ in millions)**

	Non-Reimbursable				Reimbursable				Total			
	Mid-Year Forecast	Actual	-Variance: Dollars	Fav/(Unfav)-Percent	Mid-Year Forecast	Actual	-Variance: Dollars	Fav/(Unfav)-Percent	Mid-Year Forecast	Actual	-Variance: Dollars	Fav/(Unfav)-Percent
<b>Revenue</b>												
Farebox Revenue	\$3,079.6	\$3,091.6	\$12.0	0.4	\$0.0	\$0.0	\$0.0	N/A	\$3,079.6	\$3,091.6	\$12.0	0.4
Toll Revenue	995.8	995.9	0.1	0.0	0.0	0.0	0.0	N/A	995.8	995.9	0.1	0.0
Other Revenue	361.9	377.0	15.1	4.2	0.0	0.0	0.0	N/A	361.9	377.0	15.1	4.2
Capital and Other Reimbursements	0.0	0.0	0.0	N/A	1,152.1	1,134.6	(17.5)	(1.5)	1,152.1	1,134.6	(17.5)	(1.5)
<b>Total Revenues</b>	<b>\$4,437.4</b>	<b>\$4,464.6</b>	<b>\$27.2</b>	<b>0.6</b>	<b>\$1,152.1</b>	<b>\$1,143.9</b>	<b>(\$8.2)</b>	<b>(0.7)</b>	<b>\$5,589.5</b>	<b>\$5,599.2</b>	<b>\$9.7</b>	<b>0.2</b>
<b>Expenses</b>												
<u><b>Labor:</b></u>												
Payroll	\$2,641.7	\$2,636.2	\$5.6	0.2	\$385.1	\$339.8	\$45.3	11.8	\$3,026.8	\$2,976.0	\$50.9	1.7
Overtime	471.4	491.8	(20.3)	(4.3)	112.1	147.3	(35.1)	(31.3)	583.5	639.0	(55.5)	(9.5)
Health and Welfare	659.1	656.7	2.4	0.4	40.6	40.1	0.6	1.4	699.7	696.7	3.0	0.4
OPEB Current Payments	321.4	325.2	(3.8)	1.2	5.2	5.0	0.3	4.9	326.6	330.2	(3.6)	(1.1)
Pension	757.5	759.6	(2.1)	(0.3)	52.5	53.7	(1.2)	(2.3)	810.0	813.3	(3.4)	(0.4)
Other Fringe Benefits	441.8	450.7	(8.9)	(2.0)	136.8	130.1	6.6	4.9	578.6	580.8	(2.2)	(0.4)
Reimbursable Overhead	(234.7)	(242.8)	8.1	3.5	232.6	240.9	(8.2)	(3.5)	(2.1)	(2.0)	(0.1)	(4.7)
<b>Total Labor Expenses</b>	<b>\$5,058.2</b>	<b>\$5,077.3</b>	<b>(\$19.1)</b>	<b>(0.4)</b>	<b>\$965.0</b>	<b>\$956.8</b>	<b>\$8.2</b>	<b>0.8</b>	<b>\$6,023.2</b>	<b>\$6,034.0</b>	<b>(\$10.9)</b>	<b>(0.2)</b>
<u><b>Non-Labor:</b></u>												
Electric Power	\$229.0	\$223.1	\$5.9	2.6	\$0.4	\$0.7	(\$0.3)	(60.0)	\$229.5	\$223.8	\$5.7	2.5
Fuel	94.5	92.9	1.6	1.6	0.0	0.0	0.0	97.6	94.5	92.9	1.6	1.7
Insurance	1.7	3.3	(1.6)	(91.6)	6.0	5.1	0.9	14.6	7.7	8.4	(0.7)	(8.7)
Claims	198.1	214.8	(16.7)	(8.4)	0.0	0.0	0.0	N/A	198.1	214.8	(16.7)	(8.4)
Paratransit Service Contracts	240.1	245.7	(5.6)	(2.3)	0.0	0.0	0.0	N/A	240.1	245.7	(5.6)	(2.3)
Maintenance and Other Operating Contracts	379.6	351.7	27.9	7.4	53.6	46.5	7.1	13.2	433.2	398.2	35.0	8.1
Professional Services Contracts	243.6	236.5	7.2	2.9	42.9	48.7	(5.8)	(13.5)	286.6	285.2	1.4	0.5
Materials and Supplies	328.6	321.7	6.9	2.1	84.9	73.2	11.6	13.7	413.5	395.0	18.5	4.5
Other Business Expenses	103.4	106.8	(3.4)	(3.3)	(0.6)	3.6	(4.2)	<(100.0)	102.8	110.4	(7.6)	(7.4)
<b>Total Non-Labor Expenses</b>	<b>\$1,818.7</b>	<b>\$1,796.5</b>	<b>\$22.2</b>	<b>1.2</b>	<b>\$187.2</b>	<b>\$177.8</b>	<b>\$9.3</b>	<b>5.0</b>	<b>\$2,005.9</b>	<b>\$1,974.4</b>	<b>\$31.5</b>	<b>1.6</b>
<u><b>Other Expense Adjustments</b></u>												
Other	\$72.8	\$72.3	\$0.4	0.6	\$0.0	\$0.0	\$0.0	N/A	\$72.8	\$72.3	\$0.4	0.6
General Reserve	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A	0.0	0.0	0.0	N/A
<b>Total Other Expense Adjustments</b>	<b>\$72.8</b>	<b>\$72.3</b>	<b>\$0.4</b>	<b>0.6</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>\$72.8</b>	<b>\$72.3</b>	<b>\$0.4</b>	<b>0.6</b>
<b>Total Expenses Before Non-Cash Liability Adjs.</b>	<b>\$6,949.8</b>	<b>\$6,946.2</b>	<b>\$3.6</b>	<b>0.1</b>	<b>\$1,152.1</b>	<b>\$1,134.6</b>	<b>\$17.5</b>	<b>1.5</b>	<b>\$8,101.9</b>	<b>\$8,080.8</b>	<b>\$21.1</b>	<b>0.3</b>
Depreciation	\$1,394.2	\$1,420.3	(\$26.1)	(1.9)	\$0.0	\$0.0	\$0.0	N/A	\$1,394.2	\$1,420.3	(\$26.1)	(1.9)
OPEB Liability Adjustment	0.0	0.0	0.0	100.0	0.0	0.0	0.0	N/A	0.0	0.0	0.0	100.0
GASB 75 OPEB Expense Adjustment	4.7	(7.1)	11.8	> 100.0	0.0	0.0	0.0	N/A	4.7	(7.1)	11.8	>100.0
GASB 68 Pension Expense Adjustment	0.3	(84.6)	84.9	> 100.0	0.0	0.0	0.0	N/A	0.3	(84.6)	84.9	>100.0
Environmental Remediation	3.8	4.7	(1.0)	(25.3)	0.0	0.0	0.0	N/A	3.8	4.7	(1.0)	(25.3)
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$8,352.7</b>	<b>\$8,279.5</b>	<b>\$73.2</b>	<b>0.9</b>	<b>\$1,152.1</b>	<b>\$1,134.6</b>	<b>\$17.5</b>	<b>1.5</b>	<b>\$9,504.9</b>	<b>\$9,414.2</b>	<b>\$90.7</b>	<b>1.0</b>
Less: B&T Depreciation & GASB Adjustments	\$80.3	\$82.1	(\$1.8)	(2.2)	\$0.0	\$0.0	\$0.0	0.0	\$80.3	\$82.1	(\$1.8)	(2.2)
<b>Adjusted Total Expenses</b>	<b>8272.5</b>	<b>8197.5</b>	<b>75</b>	<b>0.9</b>	<b>\$1,152.1</b>	<b>1134.6</b>	<b>17.5</b>	<b>1.5</b>	<b>\$9,424.6</b>	<b>\$9,332.1</b>	<b>92.5</b>	<b>1.0</b>
<b>Net Surplus/(Deficit) excl. Subsidies and Debt Service</b>	<b>(\$3,835.1)</b>	<b>(\$3,732.9)</b>	<b>\$102.2</b>	<b>2.7</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>(\$3,835.1)</b>	<b>(\$3,732.9)</b>	<b>102.2</b>	<b>2.7</b>
<b>Total Subsidies</b>	<b>\$4,449.3</b>	<b>\$4,659.4</b>	<b>\$210.1</b>	<b>4.7</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>N/A</b>	<b>\$4,449.3</b>	<b>\$4,659.4</b>	<b>\$210.1</b>	<b>4.7</b>
<b>Debt Service</b>	<b>1,348.8</b>	<b>1,313.9</b>	<b>34.9</b>	<b>2.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>N/A</b>	<b>1,348.8</b>	<b>1,313.9</b>	<b>34.9</b>	<b>2.6</b>

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.

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**JUNE 2019**  
**(\$ in millions)**

JUNE					YEAR-TO-DATE		
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reason for Variance	Favorable (Unfavorable)		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	10.7	2.0	Passenger revenue was \$11.5M higher at NYCT mostly due to higher ridership in subways and buses, \$8.7M and \$2.8M, respectively. Similarly, ridership exceeded the forecast by \$1.7M at MTA Bus. These results were partially offset by unfavorable variances of (\$1.3M) at MNR due to lower ridership, and (\$1.2M) at the LIRR due to lower ridership and yield.	12.0	0.4	Results for both NYCT and MTA Bus remain unchanged from those noted for the month, which were partially offset by unfavorable variances of (\$0.6M) at the LIRR due to lower yield, and (\$0.6M) at MNR due to lower ridership.
Vehicle Toll Revenue	NR	0.1	0.1	Reflects higher toll revenue due to traffic that was 1.1% above forecast.	0.1	0.0	Reflects higher toll revenue due to traffic that was 0.2% above forecast.
Other Operating Revenue	NR	7.8	14.2	The favorable outcome mostly reflects a positive shift in the market value of the invested asset portfolio at FMTAC \$6.8M, higher revenue across a variety of sources due to timing at B&T \$1.0M, and the timing of reimbursements at NYCT \$1.0M. These results were partially offset by an unfavorable outcome at MNR (\$0.7M) due to the timing of net GCT retail income and lower advertising revenue. Other Agency variances were minor.	15.1	4.2	The favorable outcome mostly reflects the continuance of drivers noted for the month at FMTAC, B&T (including the timing of Battery Parking Garage receipts and higher E-ZPass administrative fees), and NYCT—with variances of \$16.1M, \$1.0M, and \$1.0M, respectively. Partially offsetting these results were shortfalls attributable to the factors highlighted for the month at MNR (\$1.1M), coupled with the timing of advertising income and lower rental revenues at the LIRR (\$1.0M). Other offsetting results included lower Transit Museum revenue, including MetroCard-related accounting adjustments, at MTAHQ (\$0.5M).
Payroll	NR	7.8	1.8	The favorable variance was mostly due to MTA PD vacation accrual adjustments and the timing of interagency billing for IT services, \$6.9M at MTAHQ, coupled with additional vacancy savings: \$1.3M at NYCT and \$1.2M at the LIRR (including higher claim credits). These results were partially offset by an unfavorable variance of (\$1.6M) at MNR due to the reallocation of reimbursable workforces to operations (non-reimbursable) and the timing of retiree payouts.	5.6	0.2	The drivers noted for the month continue at the LIRR, MTAHQ, and NYCT, with YTD favorable variances of \$6.4M, \$3.6M, and \$1.3M, respectively, partially offset by an unfavorable variance of (\$5.6M) at MNR also due to the continuation of factors highlighted for the month.
Overtime	NR	(21.7)	(41.8)	The unfavorable variance was mainly due to coverage necessitated by higher programmatic/routine maintenance, vacancy/absentee requirements, and unscheduled service at NYCT (\$22.0M); and higher programmatic/routine maintenance and scheduled service (running time/traffic) at MTA Bus (\$1.3M). Partially offsetting these results were lower programmatic/routine maintenance requirements at the LIRR and MNR (including lower scheduled service), resulting in favorable variances of \$1.0M and \$0.7M, respectively. (See Overtime Decomposition Report for more details)	(20.3)	(4.3)	Higher coverage requirements reflect a continuation of the areas noted for the month but with overages of (\$22.0M) at NYCT due mainly to the Subway Action Plan, and (\$1.3M) at MTA Bus. Partly offsetting these results were lower requirements of \$2.0M at the LIRR due to lower programmatic/routine maintenance related to fleet maintenance and unscheduled service, and \$1.0M at MNR due to lower scheduled service and weather-related coverage. (See Overtime Decomposition Report for more details)
Health and Welfare	NR	1.7	1.5	NYCT and the LIRR were favorable by \$5.3M and \$0.7M, respectively, due mainly to vacancies and/or timing. These results were partially offset by unfavorable variances at MNR and MTA Bus of (\$2.1M) and (\$1.4M), respectively, due to higher rates and/or labor costs. MTAHQ exceeded the forecast by (\$1.4M) due to an adjustment for medical expenses.	2.4	0.4	Mainly due to the continuance of drivers noted for the month, NYCT and the LIRR were favorable by \$5.3M and \$2.3M, respectively, partially offset by unfavorable variances of (\$2.9M) at MTAHQ, (\$1.5M) at MNR, and (\$1.4M) at MTA Bus.

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**JUNE 2019**  
(\$ in millions)

JUNE					YEAR-TO-DATE		
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reason for Variance	Favorable (Unfavorable)		Reason for Variance
		\$	%		\$	%	
OPEB - Current Payment	NR	(0.2)	(0.3)	NYCT was unfavorable and MTAHQ favorable by (\$7.5M) and \$5.9M, respectively, due mainly to timing. The LIRR was \$0.8M favorable due to fewer retirees.	(3.8)	(1.2)	NYCT was unfavorable by (\$7.5M), and both the LIRR and MTAHQ were each favorable by \$1.7M mainly due to the continuance of drivers noted for the month.
Pensions	NR	(2.0)	(1.0)	Timing was mainly responsible for the unfavorable variance of (\$5.1M) at NYCT, and for the favorable variance of \$3.0M at MTAHQ. Other agency variances were minor.	(2.1)	(0.3)	Timing was mainly responsible for the unfavorable variance of (\$5.1M) at NYCT, and for favorable variances of \$2.3M at MTAHQ and \$0.8M at MNR. Other agency variances were minor.
Other Fringe Benefits	NR	(9.3)	(14.7)	NYCT was unfavorable by (\$10.8M) due to lower reimbursable work and higher FICA expenses. MNR was unfavorable by (\$0.7M) due to higher employee claim provision, labor costs and rates. These results were partially offset by favorable variances of \$1.4M at MTAHQ mostly due to the impact of hiring restrictions, and \$1.0M at MTA Bus due to the timing of interagency billings.	(8.9)	(2.0)	NYCT was unfavorable by (\$10.8M) due to the same drivers noted for the month. MNR was unfavorably by (\$0.9M) due to higher labor costs, rates and other employee reimbursements. These results were partially offset by favorable variances of \$1.0M at MTA Bus and \$0.8M at MTAHQ mainly due to the same drivers noted for the month, and \$1.0M at the LIRR due to lower Railroad Retirement Taxes.
Reimbursable Overhead	NR	5.3	17.6	The favorable variance was mainly caused by higher overtime requirements at NYCT, \$5.8M, and timing at the LIRR, \$1.3M. Partially offsetting these outcomes were unfavorable results at MNR (\$1.1M) and MTAHQ (\$0.7M), due to lower project activity. Other Agency variances were minor.	8.1	3.5	The favorable variance mirrors the month's results at NYCT, \$5.8M, and at the LIRR, \$1.3M. Partially offsetting these outcomes were unfavorable results at MNR (\$1.1M) and MTAHQ (\$0.7M), due to lower project activity. Other Agency variances were minor.
Electric Power	NR	5.6	13.6	The favorable variance was the result of \$3.5M at NYCT, due to accrual adjustments and \$1.2M at the LIRR, due to lower rates and consumption. Other Agency variances were minor.	5.9	2.6	Drivers of the monthly variance continue at NYCT and at the LIRR with favorable results of \$3.5M and \$1.8M, respectively; coupled with a favorable outcome at MTAHQ, \$0.9M, due to timing and lower MTA PD usage. Also, higher rates mainly contributed to the unfavorable variance of (\$0.6M) at MNR.
Fuel	NR	1.0	5.0	NYCT was \$0.5M favorable primarily due to timing. Other agency variances were minor.	1.6	1.6	Lower rates were mainly responsible for the favorable variance of \$0.7M at MNR. NYCT was \$0.5M favorable primarily due to timing. Other agency variances were minor.
Insurance	NR	(0.7)	*	Reflects an unfavorable variance of (\$1.0M) at FMTAC due to timing.	(1.6)	(91.6)	Reflects an unfavorable variance of (\$1.8M) at FMTAC due to timing.
Claims	NR	(12.3)	(38.8)	Timing was largely responsible for the unfavorable variance of (\$12.9M) at FMTAC, and the favorable variance of \$0.6M at MTAHQ.	(16.7)	(8.4)	Timing was largely responsible for the unfavorable variance of (\$19.8M) at FMTAC, and favorable variances of \$2.6M at the LIRR and \$0.5M at MTAHQ.
Paratransit Service Contracts	NR	(5.6)	(16.0)	The overage mainly reflects the impact of increased utilization of e-hail trips.	(5.6)	(2.3)	The overage mainly reflects the impact of increased utilization of e-hail trips.



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**JUNE 2019**  
**(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	JUNE		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Maintenance and Other Operating Contracts	NR	18.1	19.0	The overall favorable result was mainly attributable to timing, resulting in lower costs of \$14.2M at NYCT for hazardous waste disposal; \$2.6M at MTA Bus due to delays in shop programs and the installation of new bus technology; \$1.9M at SIR due to the timing of maintenance requirements; \$0.7M at MTAHQ, mainly for real estate rentals; and \$0.5M at the LIRR for joint facility maintenance, biometric clocks, non-revenue vehicles and uniform purchase delays. Partially offsetting these results was an unfavorable variance of (\$1.8M) at MNR primarily due to the timing of a settlement for prior year water expenses.	27.9	7.4	The drivers of the YTD variances for NYCT, MTA Bus and SIR are mainly the same as those noted for the month, as are the YTD variances of \$14.2M, \$2.6M and \$1.9M, respectively. The drivers of the YTD variance for the LIRR are largely the same as those noted for the month, however, the YTD favorable variance is \$3.4M. Other contributing factors include timing and lower spending at MNR, \$5.8M, associated with locomotive overhauls, miscellaneous maintenance work and GCT utilities billing.
Professional Service Contracts	NR	(5.8)	(11.0)	The overall unfavorable outcome was mainly attributable to timing, reflecting higher costs of (\$7.3M) at MTAHQ, which was mainly due to IT maintenance and repair, professional services, IT hardware costs largely related to the Kronos project, and recoveries; (\$2.1M) at the LIRR due to the timing of the Atlantic Tunnel/Terminal and Jamaica wireless project; and (\$0.5M) at B&T for consulting services. Partially offsetting these results were favorable variances of \$3.0M at MTA Bus due to interagency charges; and \$0.9M at NYCT.	7.2	2.9	The drivers of the YTD variances for MTA Bus, \$3.0M and NYCT, \$0.9M, are mainly the same noted for the month. Additional results were mainly attributable to timing and curtailed spending, reflecting lower costs at MTAHQ of \$2.4M which was mainly due to accrual reversals for procured services and purchases, including IT consulting costs and professional services, and timing for recoveries and legal expenses; and \$1.9M at MNR due to revised assumptions for consulting and engineering services. Partially offsetting these results were unfavorable variances of (\$0.6M) at the LIRR and (\$0.5M) at B&T due to the same reasons noted for the month.
Materials & Supplies	NR	3.0	5.1	Favorable outcomes include \$1.5M at MTA Bus mainly due to the timing of Select Bus Service rollouts, radio equipment, and lower general maintenance; and \$0.5M at SIR due to the timing of various material requirements, including track ties. Also included in the variance are \$0.8M in forecast adjustments (mainly Kronos) which have not yet been booked.	6.9	2.1	The favorable outcomes include \$3.1M at the LIRR due to the timing of fleet modifications and Reliability Centered Maintenance (RCM) activity; \$1.5M at MTA Bus due to the revised timing of the OMNY (a new fare payment system) and Select Bus Service rollouts, and lower general maintenance; and \$0.5M at SIR. These outcomes were partially offset by higher spending at MNR (\$3.1M), mainly due to the timing of Reliability Centered Maintenance (RCM) activity and increased usage for infrastructure repairs. Also included in the variance are \$5.0M in forecast adjustments (mainly Kronos) which have not yet been booked.
Other Business Expenses	NR	(4.2)	(23.6)	MTAHQ was unfavorable by (\$6.7M) mainly due the timing of subsidies for the Verrazzano-Narrows Bridge Truck Toll Reduction Program. NYCT was unfavorable by (\$0.8M) due to the timing of miscellaneous credits and purchases. These results were partially offset by favorable variances of \$1.8M at MNR due to higher Amtrak recoveries, the timing of CSX reimbursements, and a recovery of costs related to track maintenance; \$0.8M at the LIRR due to lower expenses for print and stationary supplies, and bad debt reserve; and \$0.5M at SIR due to timing.	(3.4)	(3.3)	The same drivers of the variance for the month were responsible for unfavorable results of (\$6.4M) at MTAHQ, and NYCT at (\$0.8M). These results were partially offset by favorable variances of \$2.2M at MNR due to a recovery of costs related to track maintenance, the timing of CSX reimbursement, and lower costs in a myriad of areas, including travel, office supplies, and memberships and subscriptions; and \$0.9M at the LIRR and \$0.5M at SIR due to the same drivers noted for the month.
Other Expense Adjustments	NR	0.4	3.4	Variance due to timing differences in project completions.	0.4	0.6	Variance due to timing differences in project completions.

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**JUNE 2019**  
**(\$ in millions)**

				JUNE					YEAR-TO-DATE
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable)		Reason for Variance	Favorable (Unfavorable)		Reason for Variance		
		\$	%		\$	%			
Depreciation	NR	(30.3)	(14.5)	Timing differences in project completions and assets reaching beneficial use resulted in unfavorable variances of (\$31.1M) at NYCT, (\$1.8M) at B&T, and favorable variances of \$1.8M at MNR and \$1.2M at MTA Bus.	(26.1)	(1.9)	The same drivers of the monthly variance were responsible for unfavorable results of (\$31.1M) at NYCT, and (\$1.8M) at B&T, and favorable variances of \$5.9M at MNR, and \$1.2M at MTA Bus.		
OPEB Liability Adjustment	NR	(17.2)	*	The GASB adjustment reflects the value associated with the unfunded accrued liability for post-employment health benefits. The favorable variances was \$17.2M at MTAHQ.	0.0	*	The GASB adjustment reflects the value associated with the unfunded accrued liability for post-employment health benefits.		
GASB 75 Pension Adjustment	NR	11.8	52.4	Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change in OPEB liability (GASB 75). The favorable variances were \$8.7M at NYCT, \$2.2M at SIR, and \$0.9M at MNR.	11.8	*	Reflects the impact of a Generally Accepted Accounting Principles (GAAP) change in OPEB liability (GASB 75). The favorable variances were \$8.7M at NYCT, \$2.2M at SIR, and \$0.9M at MNR.		
GASB 68 Pension Adjustment	NR	84.9	*	Reflects Agencies' adjustments to account for net pension liability. The favorable variances were \$84.1M at NYCT, and \$0.5M at MNR.	84.9	*	Reflects Agencies' adjustments to account for net pension liability. The favorable variances were \$84.1M at NYCT, and \$0.5M at MNR.		
Environmental Remediation	NR	(0.9)	*	MTA Bus was (\$0.9M) unfavorable.	(1.0)	(25.3)	Same as for the month. Other Agencies were minor.		
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.									
Capital & Other Reimbursements	R	(14.3)	(7.3)	Unfavorable variances: (\$14.5M) at MNR, (\$6.0M) at NYCT, (\$1.3M) at MTAHQ, and (\$0.9M) at B&T. Favorable variance: \$8.7M at the LIRR.	(17.5)	(1.5)	Unfavorable variances: (\$51.4M) at MNR, (\$6.0M) at NYCT, and (\$0.9M) at B&T. Favorable variances: \$32.8M at the LIRR and \$8.1M at MTAHQ.		
Payroll	R	41.9	43.7	Favorable variances: \$38.5M at NYCT, \$1.1M at the LIRR, \$0.7M at MNR, \$0.5M at both MTACC and SIR. Other Agency variances are minor.	45.3	11.8	Favorable variances: \$38.5M at NYCT, \$2.5M at both the LIRR and MNR, and \$0.5M each at MTACC and SIR. Other Agency variances are minor.		
Overtime	R	(31.9)	*	Unfavorable variances: (\$31.2M) at NYCT and (\$0.8M) at the LIRR. Other Agency variances are minor. (See Overtime Decomposition Report for more details)	(35.1)	(31.3)	Unfavorable variances: (\$31.2M) at NYCT and (\$4.0M) at the LIRR. Favorable variance: \$0.6M at MNR. Other Agency variances are minor. (See Overtime Decomposition Report for more details)		
Health and Welfare	R	0.8	10.9	Favorable variance: \$0.5M at NYCT. Other agency variances were minor.	0.6	1.4	Favorable variances: \$0.9M at MNR and \$0.5M at NYCT. Unfavorable variance: (\$1.2M) at the LIRR.		
OPEB Current Payment	R	0.3	23.7	Agency variances were minor.	0.3	4.9	Agency variances were minor.		
Pensions	R	(1.5)	(14.8)	Timing was mainly responsible for the unfavorable variance of (\$1.9M) at NYCT. Other Agency variances were minor.	(1.2)	(2.3)	Timing was mainly responsible for the unfavorable variance of (\$1.9M) at NYCT, and for the favorable variance of \$0.5M at MNR. Other agency variances were minor.		

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**(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	JUNE		Reason for Variance	YEAR-TO-DATE		Reason for Variance
		Favorable (Unfavorable)			Favorable (Unfavorable)		
		\$	%		\$	%	
Other Fringe Benefits	R	7.2	26.6	Favorable variance: \$6.9M at NYCT. Other agency variances were minor.	6.6	4.9	Favorable variances: \$6.9M at NYCT; and \$0.6M at MNR. Unfavorable variance: (\$1.3M) at the LIRR.
Reimbursable Overhead	R	(5.4)	(18.4)	Unfavorable variances: (\$5.8M) at NYCT and (\$1.3M) at the LIRR. Favorable variances: \$1.1M at MNR and \$0.7M at MTAHQ.	(8.2)	(3.5)	Unfavorable variances: (\$5.8M) at NYCT and (\$4.9M) at the LIRR. Favorable variance: \$3.0M at MNR.
Electric Power	R	(0.1)	*	Agency variances were minor.	(0.3)	(60.0)	Agency variances were minor.
Fuel	R	0.0	99.3	Agency variances were minor.	0.0	97.6	Agency variances were minor.
Insurance	R	0.3	27.1	Agency variances were minor.	0.9	14.6	Favorable variances: \$0.5M at the LIRR. Other agency variances were minor.
Maintenance and Other Operating Contracts	R	2.1	23.6	Favorable variance: \$3.7M at MNR. Unfavorable variances: (\$0.9M) at the LIRR and (\$0.8M) at NYCT.	7.1	13.2	Favorable variance: \$12.1M at MNR. Unfavorable variances: (\$4.3M) at the LIRR and (\$0.8M) at NYCT.
Professional Service Contracts	R	(3.8)	(64.6)	Unfavorable variance: (\$6.4M) at NYCT. Favorable variances: \$2.7M at MNR and \$0.6M at MTAHQ. Other Agency variances were minor.	(5.8)	(13.5)	Unfavorable variances: (\$7.8M) at MTAHQ, (\$6.4M) at NYCT and (\$0.6M) at the LIRR. Favorable variance: \$9.3M at MNR. Other Agency variances were minor.
Materials & Supplies	R	8.6	38.3	Favorable variances: \$10.0M at NYCT and \$5.1M at MNR. Unfavorable variances: (\$6.1M) at the LIRR and (\$0.5M) at SIR.	11.6	13.7	Favorable variances: \$21.4M at MNR and \$10.0M at NYCT and. Unfavorable variances: (\$19.4M) at the LIRR and (\$0.5M) at SIR.
Other Business Expenses	R	(4.3)	*	Unfavorable variance: (\$4.3M) at NYCT. Other agency variances were minor.	(4.2)	*	Unfavorable variance: (\$4.3M) at NYCT. Other agency variances were minor.
Subsidies	NR	223.9	42.9	The variance of \$223.9M was mainly due to favorable accrual for PMT of \$162.3M and MTA Aid of \$69.1M, both primarily due to timing. This was offset by unfavorable accruals for PBT of (\$9.8M) and City Subsidy for MTA Bus Company of (\$6.4M) due mostly to timing.	210.1	4.7	The YTD variance of (\$210.1M) reflects favorable accruals for PMT of \$162.3M and MTA Aid of \$69.1M, both primarily due to timing. This was offset by unfavorable CDOT subsidy of (\$12.4M), PBT of (\$9.8M), and City Subsidy for MTA Bus of (\$6.4M), all due mostly to timing.
Debt Service	NR	5.6	2.3	Debt service expenses are favorable for the month of June by \$5.6 million (or 2.3%), predominantly due to lower variable rates.	34.9	2.6	YTD Debt Service is favorable by \$34.9 million (or 2.6%) due primarily to timing of debt service deposits and lower variable rates.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Overtime Decomposition Report**  
**Mid-Year Forecast vs. Actuals**  
**June 2019**

The accompanying table presents the consolidated results of overtime followed by an overtime legend, and below is a summary of the major variances. For detailed overtime results, please refer to the Agency reports located in the financial reporting sections of Agency operating committee agendas.

**June 2019 Overtime Reporting - Preliminary Results**

**Month – Non-Reimbursable**

Total overtime was unfavorable to the Mid-Year Forecast by (\$21.6M), or (41.6%) with overages chiefly driven by NYCT.

*Programmatic/Routine Maintenance* was (\$17.8M) unfavorable, reflecting chiefly Subway Action Plan (SAP) work which entailed intensified efforts to deep clean stations, seal leaks and clear track drains, and repair tracks and signals, as well as Scheduled Maintenance Service (SMS) at NYCT (\$18.3M). Also, new bus security and safety maintenance campaigns, as well as additional bus shop work to ensure safe and reliable service of fleet remaining in service beyond their expected 10-year useful life required additional coverage at MTA Bus (\$1.0M). It should be noted 62% of MTA Buses' fleet is over 12 years of age and no new buses are expected to be delivered until the 4<sup>th</sup> quarter of 2019 at the earliest. These results were partially offset by a favorable variance of \$1.1M at the LIRR due to lower requirements for engineering maintenance and rolling stock running repairs.

*Vacancy/Absentee Coverage* was (\$4.1M) unfavorable and mostly required for station agents, cleaners, and bus operators at NYCT (\$4.3M).

*Unscheduled Service* was (\$2.2M) unfavorable and the result of additional train operator and bus shuttle service support required to assist with SAP-related initiatives at NYCT (\$2.5M).

*Scheduled Service* was \$2.0M favorable, reflecting lower coverage requirements mainly at NYCT.

*Weather Emergencies* were favorable by \$0.7M due overall to fewer than forecasted weather-related events.

**Month - Reimbursable**

*Reimbursable Overtime* exceeded the Mid-Year Forecast by (\$31.9M) and mainly reflects vacancies and absenteeism coverage required for the SAP and other capital support requirements at NYCT (\$31.2M); and slightly higher requirements for Mainline Third Track, East Rail Yard, and Hicksville North Siding at the LIRR (\$0.8M).

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Overtime Decomposition Report**  
**Mid-Year Forecast vs. Actuals**  
**June 2019**

**YTD – Non-Reimbursable**

Total overtime was (\$20.3M) or (4.3%) unfavorable to the Mid-Year Forecast, and entirely attributable to NYCT.

*Programmatic/Routine Maintenance* was (\$18.9M) unfavorable, reflecting the continuance of factors noted for the month at NYCT (\$18.3M); increased levels of infrastructure repairs and Reliability Centered Maintenance at MNR (\$1.8M); and the continuance of factors noted for the month as well as weather-related backfill at MTA Bus (\$1.0M). These results were partially offset by a favorable variance of \$2.2M at the LIRR stemming from lower requirements for engineering and rolling stock maintenance.

*Vacancy/Absentee Coverage* was (\$3.9M) unfavorable and mainly reflects the continuance of factors noted for the month at NYCT (\$4.3M), partially offset by a favorable variance of \$0.8M at B&T due to lower requirements.

*Unscheduled Service* was (\$2.5M) unfavorable, reflecting the continuance of factors noted for the month at NYCT (\$2.5M), and higher requirements at B&T (\$0.5M). These results were partially offset by a favorable variance of \$0.5M at the LIRR due to reduced support required to achieve on-time performance.

*Other* was (\$0.5M) unfavorable mostly due to timing-related differences between payroll and calendar cutoff dates at MNR (\$0.5M) and B&T (\$0.4M), partially offset by lower requirements at NYCT, \$0.6M.

*Scheduled Service* was \$3.5M favorable, reflecting lower coverage requirements at NYCT, \$2.0M, and MNR, \$1.9M.

*Weather Emergencies* were favorable by \$1.8M mostly due to fewer than forecasted weather-related events at MNR, \$1.3M.

**YTD – Reimbursable**

*Reimbursable Overtime* exceeded the Mid-Year Forecast by (\$35.1M), reflecting mostly the continuance of factors noted for the month at NYCT (\$31.2M); and higher requirements for East Side Access (ESA), Annual Track Program, East Rail Yard, Positive Train Control, Mainline Double-Track work and Station Enhancement Initiatives at the LIRR (\$4.0M). These results were partially offset by a favorable variance of \$0.6M at MNR due to lower requirements for the Connecticut Track Program and the Moodna-Woodbury Viaduct Project.

**Metropolitan Transportation Authority**  
**2019 July Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
(\$ in millions)

	June			June Year-to-date		
	Mid-Year Forecast	Actuals	Var. - Fav./(Unfav)	Mid-Year Forecast	Actuals	Var. - Fav./(Unfav)
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	\$19.8	\$17.7	\$2.0 10.3%	\$124.2	\$120.7	\$3.5 2.8%
<u>Unscheduled Service</u>	\$11.3	\$13.5	(\$2.2) (19.9%)	\$79.5	\$82.0	(\$2.5) (3.2%)
<u>Programmatic/Routine Maintenance</u>	\$13.9	\$31.7	(\$17.8) *	\$160.1	\$179.0	(\$18.9) (11.8%)
<u>Unscheduled Maintenance</u>	\$0.1	\$0.1	\$0.0 25.7%	\$1.5	\$1.1	\$0.4 23.7%
<u>Vacancy/Absentee Coverage</u>	\$3.0	\$7.1	(\$4.1) *	\$62.4	\$66.3	(\$3.9) (6.3%)
<u>Weather Emergencies</u>	\$0.8	\$0.2	\$0.7 79.7%	\$28.6	\$26.8	\$1.8 6.3%
<u>Safety/Security/Law Enforcement</u>	\$1.1	\$1.3	(\$0.2) (22.2%)	\$6.0	\$6.2	(\$0.2) (2.8%)
<u>Other</u>	\$2.0	\$2.0	(\$0.0) (1.1%)	\$9.1	\$9.6	(\$0.5) (5.0%)
Subtotal	\$51.9	\$73.6	(\$21.6) (41.6%)	\$471.4	\$491.8	(\$20.3) (4.3%)
<b>REIMBURSABLE OVERTIME</b>	(\$10.5)	\$21.4	(\$31.9) *	\$112.1	\$147.2	(\$35.1) (31.3%)
<b>TOTAL OVERTIME</b>	<b>\$41.4</b>	<b>\$94.9</b>	<b>(\$53.5) *</b>	<b>\$583.5</b>	<b>\$639.0</b>	<b>(\$55.5) (9.5%)</b>

\* Exceeds 100%

NOTES: Totals may not add due to rounding.  
Percentages are based on each type of Overtime and not on Total Overtime.  
SIR Overtime data is included in "Other"

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2019 Overtime Reporting**  
**Overtime Legend**

**Type**

**Definition**

<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not</u> resulting from extraordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime, and miscellaneous overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Subsidies - Accrual Basis**  
**June 2019**  
(\$ in millions)

	Current Month				Year-to-Date		
	Mid-Year Forecast	Actual	Variance		Mid-Year Forecast	Actual	Variance
<b>MMTOA, PBT, Real Estate Taxes and Other</b>							
Metropolitan Mass Transportation Operating Assistance (MMTOA)	-	-	-		1,823.7	1,823.7	0.0
Petroleum Business Tax (PBT)	116.6	106.8	(9.8)		325.3	315.5	(9.8)
MRT(b)-1 (Gross)	25.7	34.7	8.9		146.7	155.6	8.9
MRT(b)-2 (Gross)	10.7	11.0	0.3		59.0	59.3	0.3
Other MRT(b) Adjustments	-	-	-		-	-	-
Urban Tax	68.9	68.9	-		346.8	346.8	-
Investment Income	0.2	0.2	-		1.4	1.4	-
	<b>\$222.0</b>	<b>\$221.5</b>	<b>(\$0.5)</b>		<b>\$2,703.0</b>	<b>\$2,702.4</b>	<b>(\$0.5)</b>
<b>PMT and MTA Aid</b>							
Payroll Mobility Tax (PMT)	155.2	317.5	162.3		799.9	962.2	162.3
Payroll Mobility Tax Replacement Funds	-	-	-		48.9	48.9	-
MTA Aid	41.2	110.3	69.1		73.6	142.7	69.1
	<b>\$196.4</b>	<b>\$427.8</b>	<b>\$231.4</b>		<b>\$922.3</b>	<b>\$1,153.8</b>	<b>\$231.4</b>
<b>New Funding Sources</b>							
<b>SAP Support and For-Hire Vehicle Surcharge:</b>							
For-Hire Vehicle (FHV) Surcharge	28.5	28.5	-		142.5	142.5	-
Subway Action Plan Account	28.5	28.5	-		142.5	142.5	-
Outerborough Transportation Account	-	-	-		-	-	-
Less: Assumed Capital or Member Project	-	-	-		-	-	-
General Transportation Account	-	-	-		-	-	-
Less: Transfer to Committed to Capital	-	-	-		-	-	-
<b>Capital Program Funding Sources:</b>							
Central Business District Tolling Program (CBDTP)	-	-	-		-	-	-
Real Property Transfer Tax Surcharge (Mansion)	-	-	-		-	-	-
Internet Marketplace Tax	-	-	-		-	-	-
Less: Transfer to CBDTP Capital Lockbox	-	-	-		-	-	-
	<b>\$28.5</b>	<b>\$28.5</b>	<b>\$0.0</b>		<b>\$142.5</b>	<b>\$142.5</b>	<b>\$0.0</b>
<b>State and Local Subsidies</b>							
State Operating Assistance	-	-	-		187.9	187.9	-
NYC and Local 18b:							
New York City	-	-	-		1.9	1.9	-
Nassau County	-	-	-		11.6	11.6	-
Suffolk County	-	-	-		7.5	7.5	-
Westchester County	-	-	-		7.3	7.3	-
Putnam County	-	-	-		0.4	0.4	-
Dutchess County	-	-	-		0.4	0.4	-
Orange County	-	-	-		0.1	0.1	-
Rockland County	-	-	-		0.0	0.0	-
Station Maintenance	14.3	14.3	-		85.0	85.0	-
	<b>\$14.3</b>	<b>\$14.3</b>	<b>\$0.0</b>		<b>\$302.2</b>	<b>\$302.2</b>	<b>\$0.0</b>
<b>Subtotal: Taxes &amp; State and Local Subsidies</b>	<b>\$461.2</b>	<b>\$692.1</b>	<b>\$230.9</b>		<b>\$4,070.0</b>	<b>\$4,300.9</b>	<b>\$230.9</b>
<b>Other Funding Agreements</b>							
City Subsidy for MTA Bus Company	47.9	41.5	(6.4)		286.8	280.4	(6.4)
City Subsidy for Staten Island Railway	5.0	3.2	(1.8)		23.1	21.1	(2.0)
CDOT Subsidy for Metro-North Railroad	8.2	9.4	1.2		69.4	57.0	(12.4)
	<b>\$61.1</b>	<b>\$54.1</b>	<b>(\$7.0)</b>		<b>\$379.3</b>	<b>\$358.5</b>	<b>(\$20.8)</b>
<b>Subtotal, including Other Funding Agreements</b>	<b>\$522.3</b>	<b>\$746.2</b>	<b>\$223.9</b>		<b>\$4,449.3</b>	<b>\$4,659.4</b>	<b>\$210.1</b>
<b>Inter-agency Subsidy Transactions</b>							
B&T Operating Surplus Transfer	51.8	55.5	3.8		351.9	358.5	6.6
	<b>\$51.8</b>	<b>\$55.5</b>	<b>\$3.8</b>		<b>\$351.9</b>	<b>\$358.5</b>	<b>\$6.6</b>
<b>GROSS SUBSIDIES</b>	<b>\$574.1</b>	<b>\$801.8</b>	<b>\$227.7</b>		<b>\$4,801.2</b>	<b>\$5,017.9</b>	<b>\$216.7</b>



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Subsidies - Accrual Basis**  
**Variance Explanations**

(\$ in millions)

**Month of June 2019**

<b>Accrued Subsidies</b>	<b>Variance \$</b>	<b>Variance %</b>	<b>Explanations</b>
Petroleum Business Tax (PBT)	(9.8)	-8.4%	The unfavorable accrual variances for the month and year-to-date were primarily due to the timing of booking accruals by MTA Accounting.
MRT(b)-1 (Gross)	8.9	34.7%	MRT-1 transactions were above the forecast for the month and year-to-date due to unfavorable MRT-1 activity.
Payroll Mobility Tax (PMT)	162.3	> 100%	The favorable accrual variances for the month and year-to-date were due primarily to the timing of accruals by MTA Accounting.
MTA Aid	69.1	> 100%	The favorable accrual variances for the month and year-to-date were due to the timing of accruals by MTA Accounting.
City Subsidy for MTA Bus Company	(6.4)	-13.4%	Variance for the month was mostly timing related. Drawdowns are related to the timing of cash obligations for MTA Bus. The year-to-date variance was close to the forecast.
City Subsidy for Staten Island Railway	(1.8)	-35.8%	The unfavorable variances for the month and year-to-date were due to the timing of accruals.
CDOT Subsidy for Metro-North Railroad	1.2	14.9%	The favorable variances for the month was due primarily to timing. The year-to-date variance was unfavorable also due to timing of accruals.
B&T Operating Surplus Transfer	3.8	7.3%	The favorable variances for the month and year-to-date were due to the timing of accruals.

**Year-to-Date June 2019**

<b>Accrued Subsidies</b>	<b>Variance \$</b>	<b>Variance %</b>	<b>Explanations</b>
Petroleum Business Tax (PBT)	(9.8)	-3.0%	See explanation for the month.
MRT(b)-1 (Gross)	8.9	6.1%	See explanation for the month.
Payroll Mobility Tax (PMT)	162.3	20.3%	See explanation for the month.
MTA Aid	69.1	93.9%	See explanation for the month.
City Subsidy for MTA Bus Company	(6.4)	-2.2%	See explanation for the month.
City Subsidy for Staten Island Railway	(2.0)	-8.6%	See explanation for the month.
CDOT Subsidy for Metro-North Railroad	(12.4)	-17.8%	See explanation for the month.
B&T Operating Surplus Transfer	6.6	1.9%	See explanation for the month.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Subsidies - Cash Basis**  
**June 2019 Monthly**  
(\$ in millions)

	New York City Transit			Commuter Railroads			Staten Island Railway			MTA Bus Company			MTA Headquarters			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
<b>MMTOA, PBT, Real Estate Taxes and Other</b>																		
Metropolitan Mass Transportation Operating Assistance (MMTOA)	121.2	124.3	3.1	58.0	54.8	(3.2)	0.5	0.5	(0.1)	-	-	-	-	-	-	179.7	179.6	(0.1)
Petroleum Business Tax (PBT)	45.4	45.4	-	8.0	8.0	-	-	-	-	-	-	-	-	-	-	53.4	53.4	-
MRT(b)-1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	22.8	22.8	-	22.8	22.8	-
MRT(b)-2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	10.1	10.1	-	10.1	10.1	-
Other MRT(b) Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	55.8	55.8	-	-	-	-	-	-	-	-	-	-	-	-	-	55.8	55.8	-
Investment Income	0.1	0.1	-	0.1	0.1	-	-	-	-	-	-	-	-	-	-	0.2	0.2	-
	<b>\$222.4</b>	<b>\$225.6</b>	<b>\$3.1</b>	<b>\$66.0</b>	<b>\$62.8</b>	<b>(\$3.2)</b>	<b>\$0.5</b>	<b>\$0.5</b>	<b>(\$0.1)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$32.9</b>	<b>\$32.9</b>	<b>-</b>	<b>\$321.9</b>	<b>\$321.8</b>	<b>(\$0.1)</b>
<b>PMT and MTA Aid</b>																		
Payroll Mobility Tax (PMT)	82.4	82.4	-	35.3	35.3	-	-	-	-	-	-	-	-	-	-	117.7	117.7	-
Payroll Mobility Tax Replacement Uunds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MTA Aid	76.8	76.8	-	32.9	32.9	-	-	-	-	-	-	-	-	-	-	109.7	109.7	-
	<b>\$159.2</b>	<b>\$159.2</b>	<b>-</b>	<b>\$68.2</b>	<b>\$68.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$227.4</b>	<b>\$227.4</b>	<b>-</b>
<b>New Funding Sources</b>																		
<b>SAP Support and For-Hire Vehicle Surcharge:</b>																		
For-Hire Vehicle (FHV) Surcharge	37.5	37.5	0.0	-	-	-	-	-	-	-	-	-	-	-	-	37.5	37.5	0.0
Subway Action Plan Account	37.5	37.5	0.0	-	-	-	-	-	-	-	-	-	-	-	-	37.5	37.5	0.0
Outerborough Transportation Account	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less: Assumed Capital or Member Project	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
General Transportation Account	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less: Transfer to Committed to Capital	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Capital Program Uunding Sources:</b>																		
Central Business District Tolling Program (CBDTP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Real Property Transfer Tax Surcharge (Mansion)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Internet Marketplace Tax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less: Transfer to CBDTP Capital Lockbox	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$37.5</b>	<b>\$37.5</b>	<b>\$0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$37.5</b>	<b>\$37.5</b>	<b>\$0.0</b>
<b>State and Local Subsidies</b>																		
State Operating Assistance	-	-	-	0.5	-	(0.5)	-	-	-	-	-	-	-	-	-	0.5	-	(0.5)
NYC and Local 18b:	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
New York City	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Suffolk County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Westchester County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Putnam County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dutchess County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Orange County	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rockland County	-	-	-	0.0	0.0	-	-	-	-	-	-	-	-	-	-	0.0	0.0	-
Station Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$0.5</b>	<b>\$0.0</b>	<b>(\$0.5)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$0.5</b>	<b>\$0.0</b>	<b>(\$0.5)</b>
<b>Subsidy Adjustments</b>																		
Subtotal: Taxes & State and Local Subsidies	<b>\$419.1</b>	<b>\$422.3</b>	<b>\$3.1</b>	<b>\$134.7</b>	<b>\$131.1</b>	<b>(\$3.6)</b>	<b>\$0.5</b>	<b>\$0.5</b>	<b>(\$0.1)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$32.9</b>	<b>\$32.9</b>	<b>-</b>	<b>\$587.3</b>	<b>\$586.7</b>	<b>(\$0.6)</b>
<b>Other Funding Agreements</b>																		
City Subsidy for MTA Bus Company	-	-	-	-	-	-	-	-	-	38.2	38.2	-	-	-	-	38.2	38.2	-
City Subsidy for Staten Island Railway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CDOT Subsidy for Metro-North Railroad	-	-	-	8.2	20.3	12.1	-	-	-	-	-	-	-	-	-	8.2	20.3	12.1
	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$8.2</b>	<b>\$20.3</b>	<b>\$12.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$38.2</b>	<b>\$38.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$46.4</b>	<b>\$58.5</b>	<b>\$12.1</b>
Subtotal, including Other Funding Agreements	<b>\$419.1</b>	<b>\$422.3</b>	<b>\$3.1</b>	<b>\$142.9</b>	<b>\$151.4</b>	<b>\$8.4</b>	<b>\$0.5</b>	<b>\$0.5</b>	<b>(\$0.1)</b>	<b>\$38.2</b>	<b>\$38.2</b>	<b>-</b>	<b>\$32.9</b>	<b>\$32.9</b>	<b>-</b>	<b>\$633.8</b>	<b>\$645.3</b>	<b>\$11.5</b>
<b>Inter-agency Subsidy Transactions</b>																		
B&T Operating Surplus TransUer	34.0	33.0	(1.0)	42.7	41.5	(1.2)	-	-	-	-	-	-	-	-	-	76.7	74.5	(2.2)
	<b>\$34.0</b>	<b>\$33.0</b>	<b>(\$1.0)</b>	<b>\$42.7</b>	<b>\$41.5</b>	<b>(\$1.2)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$76.7</b>	<b>\$74.5</b>	<b>(\$2.2)</b>
<b>GROSS SUBSIDIES</b>	<b>\$453.1</b>	<b>\$455.2</b>	<b>\$2.1</b>	<b>\$185.7</b>	<b>\$192.9</b>	<b>\$7.2</b>	<b>\$0.5</b>	<b>\$0.5</b>	<b>(\$0.1)</b>	<b>\$38.2</b>	<b>\$38.2</b>	<b>-</b>	<b>\$32.9</b>	<b>\$32.9</b>	<b>-</b>	<b>\$710.5</b>	<b>\$719.8</b>	<b>\$9.3</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Subsidies - Cash Basis**  
**June 2019 Year-to-Date**  
(\$ in millions)

	New York City Transit			Commuter Railroads			Staten Island Railway			MTA Bus Company			MTA Headquarters			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
<b>MMTOA, PBT, Real Estate Taxes and Other</b>																		
Metropolitan Mass Transportation Operating Assistance (MMTOA)	239.5	242.2	2.8	114.5	111.7	(2.8)	1.1	0.9	(0.2)	-	-	-	-	-	-	355.1	354.9	(0.2)
Petroleum Business Tax (PBT)	274.8	274.8	(0.0)	48.5	48.5	0.0	-	-	-	-	-	-	-	-	-	323.3	323.3	-
MRT(b)-1 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	153.7	153.7	-	153.7	153.7	-
MRT(b)-2 (Gross)	-	-	-	-	-	-	-	-	-	-	-	-	58.9	58.9	-	58.9	58.9	-
Other MRT(b) Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Urban Tax	365.6	365.6	-	-	-	-	-	-	-	-	-	-	-	-	-	365.6	365.6	-
Investment Income	1.0	1.0	-	0.5	0.5	-	-	-	-	-	-	-	-	-	-	1.4	1.4	-
	<b>\$880.8</b>	<b>\$883.5</b>	<b>\$2.8</b>	<b>\$163.5</b>	<b>\$160.7</b>	<b>(\$2.8)</b>	<b>\$1.1</b>	<b>\$0.9</b>	<b>(\$0.2)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$212.7</b>	<b>\$212.7</b>	<b>-</b>	<b>\$1,258.1</b>	<b>\$1,257.8</b>	<b>(\$0.2)</b>
<b>PMT and MTA Aid</b>																		
Payroll Mobility Tax (PMT)	547.0	547.0	-	234.4	234.4	-	-	-	-	-	-	-	-	-	-	781.5	781.5	-
Payroll Mobility Tax Replacement Uunds	34.2	34.2	-	14.7	14.7	-	-	-	-	-	-	-	-	-	-	48.9	48.9	-
MTA Aid	118.8	118.8	-	50.9	50.9	-	-	-	-	-	-	-	-	-	-	169.7	169.7	-
	<b>\$700.0</b>	<b>\$700.0</b>	<b>-</b>	<b>\$300.0</b>	<b>\$300.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$1,000.1</b>	<b>\$1,000.1</b>	<b>-</b>
<b>New Funding Sources</b>																		
<b>SAP Support and For-Hire Vehicle Surcharge:</b>																		
For-Hire Vehicle (FHV) SFrcharge	113.0	113.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	113.0	113.0	0.0
Subway Action Plan Account	113.0	113.0	0.0	-	-	-	-	-	-	-	-	-	-	-	-	113.0	113.0	0.0
Outerborough Transportation Account	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less: Assumed Capital or Member Project	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
General Transportation Account	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less: Transfer to Committed to Capital	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Capital Program Uunding Sources:</b>																		
Central Business District Tolling Program (CBDTP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Real Property Transfer Tax Surcharge (Mansion)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Internet Marketplace Tax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Less: Transfer to CBDTP Capital Lockbox	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	<b>\$113.0</b>	<b>\$113.0</b>	<b>\$0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$113.0</b>	<b>\$113.0</b>	<b>\$0.0</b>
<b>State and Local Subsidies</b>																		
State Operating Assistance	39.7	39.5	(0.2)	8.2	7.3	(0.9)	-	0.2	0.2	-	-	-	-	-	-	47.9	47.0	(0.9)
NYC and Local 18b:																		
New York City	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nassau County	-	-	-	2.9	2.9	-	-	-	-	-	-	-	-	-	-	2.9	2.9	-
Suffolk County	-	-	-	3.8	3.8	-	-	-	-	-	-	-	-	-	-	3.8	3.8	-
Westchester County	-	-	-	3.7	3.7	-	-	-	-	-	-	-	-	-	-	3.7	3.7	-
Putnam County	-	-	-	0.2	0.2	-	-	-	-	-	-	-	-	-	-	0.2	0.2	-
Dutchess County	-	-	-	0.2	0.2	-	-	-	-	-	-	-	-	-	-	0.2	0.2	-
Orange County	-	-	-	0.0	0.0	(0.0)	-	-	-	-	-	-	-	-	-	0.0	0.0	(0.0)
Rockland County	-	-	-	0.0	0.0	(0.0)	-	-	-	-	-	-	-	-	-	0.0	0.0	(0.0)
Station Maintenance	-	-	-	0.0	0.0	(0.0)	-	-	-	-	-	-	-	-	-	0.0	0.0	(0.0)
	<b>\$39.7</b>	<b>\$39.5</b>	<b>(\$0.2)</b>	<b>\$19.0</b>	<b>\$18.1</b>	<b>(\$0.9)</b>	<b>-</b>	<b>\$0.2</b>	<b>\$0.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$58.7</b>	<b>\$57.8</b>	<b>(\$0.9)</b>
<b>Subsidy Adjustments</b>	<b>\$26.4</b>	<b>\$26.4</b>	<b>-</b>	<b>\$14.4</b>	<b>\$14.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$40.8</b>	<b>\$40.8</b>	<b>-</b>
<b>Subtotal: Taxes &amp; State and Local Subsidies</b>	<b>\$1,759.9</b>	<b>\$1,762.5</b>	<b>\$2.6</b>	<b>\$496.9</b>	<b>\$493.2</b>	<b>(\$3.8)</b>	<b>\$1.1</b>	<b>\$1.1</b>	<b>\$0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$212.7</b>	<b>\$212.7</b>	<b>-</b>	<b>\$2,470.6</b>	<b>\$2,469.5</b>	<b>(\$1.2)</b>
<b>Other Funding Agreements</b>																		
City Subsidy for MTA Bus Company	-	-	-	-	-	-	-	-	-	301.6	301.6	-	-	-	-	301.6	301.6	-
City Subsidy for Staten Island Railway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CDOT Subsidy for Metro-North Railroad	-	-	-	66.0	57.9	(8.1)	-	-	-	-	-	-	-	-	-	66.0	57.9	(8.1)
	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$66.0</b>	<b>\$57.9</b>	<b>(\$8.1)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$301.6</b>	<b>\$301.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$367.6</b>	<b>\$359.6</b>	<b>(\$8.1)</b>
<b>Subtotal, including Other Funding Agreements</b>	<b>\$1,759.9</b>	<b>\$1,762.5</b>	<b>\$2.6</b>	<b>\$562.9</b>	<b>\$551.1</b>	<b>(\$11.8)</b>	<b>\$1.1</b>	<b>\$1.1</b>	<b>\$0.0</b>	<b>\$301.6</b>	<b>\$301.6</b>	<b>-</b>	<b>\$212.7</b>	<b>\$212.7</b>	<b>-</b>	<b>\$2,838.3</b>	<b>\$2,829.0</b>	<b>(\$9.2)</b>
<b>Inter-agency Subsidy Transactions</b>																		
B&T Operating Surplus TransUser	158.4	158.3	(0.1)	228.4	227.8	(0.5)	-	-	-	-	-	-	-	-	-	386.8	386.2	(0.6)
	<b>\$158.4</b>	<b>\$158.3</b>	<b>(\$0.1)</b>	<b>\$228.4</b>	<b>\$227.8</b>	<b>(\$0.5)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$386.8</b>	<b>\$386.2</b>	<b>(\$0.6)</b>
<b>GROSS SUBSIDIES</b>	<b>\$1,918.3</b>	<b>\$1,920.9</b>	<b>\$2.5</b>	<b>\$791.3</b>	<b>\$778.9</b>	<b>(\$12.4)</b>	<b>\$1.1</b>	<b>\$1.1</b>	<b>\$0.0</b>	<b>\$301.6</b>	<b>\$301.6</b>	<b>-</b>	<b>\$212.7</b>	<b>\$212.7</b>	<b>-</b>	<b>\$3,225.1</b>	<b>\$3,215.2</b>	<b>(\$9.9)</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Subsidies - Cash Basis**  
**Variance Explanations**

(\$ in millions)

**Month of June 2019 Monthly**

<b>Cash Subsidies</b>	<b>Variance \$</b>	<b>Variance %</b>	<b>Explanations</b>
State Operating Assistance	(0.5)	-100.0%	The unfavorable variances for the month and year-to-date were due to the timing.
CDOT Subsidy for Metro-North Railroad	12.1	> 100%	The favorable variance for the month was due primarily to timing. The year-to-date variance was unfavorable, also due to timing.

**Year-to-Date June 2019 Monthly**

<b>Cash Subsidies</b>	<b>Variance \$</b>	<b>Variance %</b>	<b>Explanations</b>
State Operating Assistance	(0.9)	-2.0%	See explanation for the month.
CDOT Subsidy for Metro-North Railroad	(8.1)	-12.2%	See explanation for the month.

(millions)

	<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>
	<u>(General Fd)</u>	<u>(TA Stab)</u>		<u>(General Fd)</u>	<u>(TA Stab)</u>	
From Date:	06/01/19	06/01/19	06/01/19	01/01/19	01/01/19	01/01/19
To Date:	06/30/19	06/30/19	06/30/19	06/30/19	06/30/19	06/30/19
<b><u>Opening Balance</u></b>	-\$264.023	\$246.210	-\$17.813	-\$42.059	\$137.851	\$95.792
<b><u>RECEIPTS</u></b>						
Interest Earnings	-0.587	0.677	0.090	-1.815	3.259	1.445
NYCT Employee Health Contribution GASB Account - Fd #	0.000	0.000	0.000	0.000	0.000	0.000
NYCT NYCERS Savings GASB Account - Fund #1116	0.000	0.000	0.000	0.000	0.000	0.000
MTA BC GASB Employee Health Contribution Account - F	0.000	0.000	0.000	0.000	0.000	0.000
Fuel Hedge Reserve	0.000	0.000	0.000	14.000	26.000	40.000
Real Estate Advertising Revenue	0.000	9.459	9.459	0.000	78.523	78.523
<b><u>New York State</u></b>						
State and regional mass transit taxes - MMTOA	26.933	152.622	179.555	53.228	301.627	354.855
MTTF New York State	8.010	45.390	53.400	48.515	274.785	323.300
Total Dedicated Taxes Received	34.943	198.012	232.955	101.743	576.412	678.155
Less DTF Debt Service	7.317	33.625	40.942	36.636	176.458	213.094
Net Dedicated Taxes for Operations	27.627	164.387	192.013	65.107	399.954	465.061
Payroll Mobility Tax	60.000	140.000	200.000	225.000	525.000	750.000
MTA Aid Trust Taxes	0.000	0.000	0.000	0.000	0.000	0.000
New York City Operating Assistance	0.000	0.000	0.000	0.000	0.000	0.000
Operating Assistance - 18b	0.468	0.000	0.468	8.249	39.668	47.917
NYC School Fares	0.000	0.000	0.000	0.000	0.000	0.000
NYC Subway Action Plan	0.000	0.000	0.000	0.000	0.000	0.000
NYS Subway Action Plan	0.000	0.000	0.000	13.159	166.278	179.437
NYS School Fares	0.000	0.000	0.000	0.000	6.313	6.313
Additional Mass Transp Operating Assistance	0.000	n/a	0.000	0.000	n/a	0.000
Total - New York State	\$88.095	\$304.387	\$392.481	\$311.515	\$1,137.213	\$1,448.728
<b><u>Local</u></b>						
Dutchess County						
Operating Assistance - 18b	\$0.000	n/a	\$0.000	\$0.190	n/a	\$0.190
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Nassau County						
Operating Assistance - 18b	0.000	n/a	0.000	2.896	n/a	2.896
Station Maintenance	0.000	n/a	0.000	0.022	n/a	0.022
New York City						
Operating Assistance - 18b	0.000	0.000	0.000	0.000	0.000	0.000
Urban - Real Property & Mortgage Recording Tax	n/a	55.788	55.788	n/a	365.562	365.562
Additional Assistance New York City	n/a	0.000	0.000	n/a	0.000	0.000
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Orange County						
Operating Assistance - 18b	0.000	n/a	0.000	0.073	n/a	0.073
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Putnam County						
Operating Assistance - 18b	0.000	n/a	0.000	0.190	n/a	0.190
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Rockland County						
Operating Assistance - 18b	0.007	n/a	0.007	0.029	n/a	0.029
Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Sulfolk County						
Operating Assistance - 18b	0.000	n/a	0.000	3.759	n/a	3.759

MTA Subsidy, Interagency Loan and Stabilization Fund Transactions - Cash Basis  
(millions)

		<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
		<u>Commuter</u>	<u>Transit</u>	<u>Total</u>	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>
		<u>(General Fd)</u>	<u>(TA Stab)</u>		<u>(General Fd)</u>	<u>(TA Stab)</u>	
From Date:		06/01/19	06/01/19	06/01/19	01/01/19	01/01/19	01/01/19
To Date:		06/30/19	06/30/19	06/30/19	06/30/19	06/30/19	06/30/19
Westchester County	Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
	Operating Assistance - 18b	0.000	n/a	0.000	3.671	n/a	3.671
	Station Maintenance	0.000	n/a	0.000	0.000	n/a	0.000
Total - Local		\$0.007	\$55.788	\$55.795	\$10.830	\$365.562	\$376.392

(millions)

	<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>
	<u>(General Fd)</u>	<u>(TA Stab)</u>		<u>(General Fd)</u>	<u>(TA Stab)</u>	
From Date:	06/01/19	06/01/19	06/01/19	01/01/19	01/01/19	01/01/19
To Date:	06/30/19	06/30/19	06/30/19	06/30/19	06/30/19	06/30/19
<b><u>MTA Bridges and Tunnels- Surplus Transfers</u></b>	41.514	32.954	74.468	227.829	158.337	386.165
Total Subsidy and Other Receipts	\$129.616	\$393.129	\$522.745	\$550.174	\$1,661.111	\$2,211.285
<b><u>MTA Sources for Interagency Loans</u></b>						
Retro Payment Reserve - Fund#1302	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Inter Agency Loan	0.000	0.000	0.000	0.000	800.000	800.000
MTA Capital Program - Non-Resolution Funds	0.000	0.000	0.000	0.000	0.000	0.000
MRT-2 Corporate Account	0.000	0.000	0.000	0.000	0.000	0.000
Transfer from fund 1030 (NYCTA Op Fund)	0.000	0.000	0.000	0.000	0.000	0.000
Total Loans	\$0.000	\$0.000	\$0.000	\$0.000	\$800.000	\$800.000
<b>Total Receipts and Loans Received</b>	<b>\$129.029</b>	<b>\$403.265</b>	<b>\$532.294</b>	<b>\$562.359</b>	<b>\$2,568.893</b>	<b>\$3,131.253</b>

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(millions)

	<u>Current Month Stabilization Fund</u>			<u>Year to Date Stabilization Fund</u>		
	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>	<u>Commuter</u>	<u>Transit</u>	<u>Total</u>
	<u>(General Fd)</u>	<u>(TA Stab)</u>		<u>(General Fd)</u>	<u>(TA Stab)</u>	
From Date:	06/01/19	06/01/19	06/01/19	01/01/19	01/01/19	01/01/19
To Date:	06/30/19	06/30/19	06/30/19	06/30/19	06/30/19	06/30/19
<b><u>Brought forward from prior page</u></b>						
Opening Balance	-\$264.023	\$246.210	-\$17.813	-\$42.059	\$137.851	\$95.792
Total Receipts and Loans Received	129.029	403.265	532.294	562.359	2,568.893	3,131.253
Total Cash and Receipts Available	-\$134.994	\$649.475	\$514.481	\$520.300	\$2,706.745	\$3,227.045
<b><u>DISBURSEMENTS</u></b>						
Revenue Supported Debt Service	54.373	81.557	135.930	301.252	460.384	761.636
<b><u>Agency Operations</u></b>						
MTA Long Island Railroad	77.304	0.000	77.304	319.079	0.000	319.079
MTA Metro-North Rail Road	18.921	0.000	18.921	170.896	0.000	170.896
MTA New York City Transit	0.000	359.459	359.459	0.000	1,928.523	1,928.523
MTA NYCT for SIRTOA	0.000	0.000	0.000	0.000	0.000	0.000
MTA Bond Admin Cost	0.000	0.000	0.000	1.506	2.913	4.419
MNR Repayment of 525 North Broadway loan	0.000	0.000	0.000	0.000	0.000	0.000
MTA NYS Subway Action Plan	0.000	0.000	0.000	13.159	106.466	119.624
Retro Payment Reserve - Fund#1300	0.000	0.000	0.000	0.000	0.000	0.000
Committed to Capital - PAYGO	0.000	0.000	0.000	0.000	0.000	0.000
Total Debt Service and Operations	\$150.598	\$441.016	\$591.614	\$805.892	\$2,498.286	\$3,304.178
<b><u>Repayment of Interagency Loans</u></b>						
Payback - Trans Non-bond - Fd#1028	0.000	0.000	0.000	0.000	0.000	0.000
Transfer to Fund 1030 (NYCTA Op Fund)	0.000	0.000	0.000	0.000	0.000	0.000
Transfer to Fund 1052 (MTA Bus Co Stab Fund)	0.000	0.000	0.000	0.000	0.000	0.000
NYCT Employee Health Contribution GASB Account - Fd #	0.000	0.000	0.000	0.000	0.000	0.000
MTA BC GASB Employee Health Contribution Account - F	0.000	0.000	0.000	0.000	0.000	0.000
MRT-2 Corporate Account	0.000	0.000	0.000	0.000	0.000	0.000
2012 OPEB Loan	0.000	0.000	0.000	0.000	0.000	0.000
Total Loans Payback	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Disbursements	\$150.598	\$441.016	\$591.614	\$805.892	\$2,498.286	\$3,304.178
<b><u>STABILIZATION FUND BALANCE</u></b>	<b><u>-\$285.592</u></b>	<b><u>\$208.459</u></b>	<b><u>-\$77.133</u></b>	<b><u>-\$285.592</u></b>	<b><u>\$208.459</u></b>	<b><u>-\$77.133</u></b>
<b><u>Ending Loan Balances</u></b>						
B&T Necessary Reconstruction Reserve	0.000	0.000	0.000	0.000	0.000	0.000
MTA Capital Program - Non-Resolution Funds	0.000	0.000	0.000	0.000	0.000	0.000
MRT-2 Corporate Account	0.000	0.000	0.000	0.000	0.000	0.000
2012 OPEB Loan	0.000	0.000	0.000	0.000	0.000	0.000
	<b><u>\$0.000</u></b>	<b><u>\$0.000</u></b>	<b><u>\$0.000</u></b>	<b><u>\$0.000</u></b>	<b><u>\$0.000</u></b>	<b><u>\$0.000</u></b>
<b><u>End of Month NYCT Operating Fund borrowing from</u></b>						
<b><u>MTA Invest Pool not included in Ending Loan Balances</u></b>						
<b><u>above</u></b>	n/a	-\$91.547	-\$91.547	n/a	-\$91.547	-\$91.547
<b><u>Total Loan Balances (including negative Operating and negative Stabilization Fund Balances)</u></b>				\$285.592	-\$300.006	-\$14.414



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

**Debt Service**

**June 2019**

(\$ in millions)

	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance</b>	<b>% Var</b>	<b>Explanation</b>
<i>Dedicated Tax Fund:</i>					
NYC Transit	\$33.9	\$33.8	\$0.1		
Commuter Railroads	7.4	7.4	0.0		
<b><i>Dedicated Tax Fund Subtotal</i></b>	<b>\$41.2</b>	<b>\$41.2</b>	<b>\$0.1</b>	<b>0.1%</b>	
<i>MTA Transportation Revenue:</i>					
NYC Transit	\$81.2	\$82.0	(\$0.9)		
Commuter Railroads	54.6	54.8	(0.2)		
MTA Bus	2.1	0.5	1.6		
SIRTOA	0.3	0.1	0.3		
<b><i>MTA Transportation Revenue Subtotal</i></b>	<b>\$138.2</b>	<b>\$137.4</b>	<b>\$0.8</b>	<b>0.6%</b>	
<i>2 Broadway COPs:</i>					
NYC Transit	\$0.5	\$0.2	\$0.3		
Bridges & Tunnels	0.1	0.0	0.0		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.1	0.1	0.1		
<b><i>2 Broadway COPs Subtotal</i></b>	<b>\$0.7</b>	<b>\$0.3</b>	<b>\$0.4</b>	<b>52.0%</b>	Lower than budgeted variable rate.
<i>TBTA General Resolution (2):</i>					
NYC Transit	\$17.2	\$15.9	\$1.4		
Commuter Railroads	7.8	7.1	0.7		
Bridges & Tunnels	23.8	23.3	0.5		
<b><i>TBTA General Resolution Subtotal</i></b>	<b>\$48.8</b>	<b>\$46.2</b>	<b>\$2.5</b>	<b>5.2%</b>	Timing of debt service deposits.
<i>TBTA Subordinate (2):</i>					
NYC Transit	\$5.0	\$4.7	\$0.3		
Commuter Railroads	2.6	2.2	0.5		
Bridges & Tunnels	1.3	1.7	(0.4)		
<b><i>TBTA Subordinate Subtotal</i></b>	<b>\$8.9</b>	<b>\$8.6</b>	<b>\$0.4</b>	<b>4.1%</b>	Interest rate savings related to refunding.
<b>Total Debt Service</b>	<b>\$237.8</b>	<b>\$233.7</b>	<b>\$4.1</b>	<b>1.7%</b>	
<i>Debt Service by Agency:</i>					
NYC Transit	\$137.8	\$136.6	\$1.1		
Commuter Railroads	72.5	71.5	1.1		
MTA Bus	2.1	0.5	1.6		
SIRTOA	0.3	0.1	0.3		
Bridges & Tunnels	25.1	25.0	0.1		
MTAHQ	0.0	0.0	0.0		
<b>Total Debt Service</b>	<b>\$237.8</b>	<b>\$233.7</b>	<b>\$4.1</b>	<b>1.7%</b>	

**Notes:**

(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.

(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.

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

**Debt Service**  
**June 2019 Year-to-Date**  
(\$ in millions)

	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance</b>	<b>% Var</b>	<b>Explanation</b>
<i>Dedicated Tax Fund:</i>					
NYC Transit	\$173.7	\$176.1	(\$2.4)		
Commuter Railroads	36.8	37.3	(0.5)		
<b>Dedicated Tax Fund Subtotal</b>	<b>\$210.5</b>	<b>\$213.4</b>	<b>(\$2.9)</b>	<b>-1.4%</b>	
<i>MTA Transportation Revenue:</i>					
NYC Transit	\$476.1	\$461.2	\$15.0		
Commuter Railroads	326.1	302.3	23.8		
MTA Bus	13.0	4.5	8.4		
SIRTOA	1.9	0.5	1.4		
<b>MTA Transportation Revenue Subtotal</b>	<b>\$817.1</b>	<b>\$768.5</b>	<b>\$48.6</b>	<b>5.9%</b>	Timing of debt service deposits and lower than budgeted variable rates.
<i>2 Broadway COPs:</i>					
NYC Transit	\$2.9	\$1.5	\$1.4		
Bridges & Tunnels	0.4	0.2	0.2		
MTA HQ	0.0	0.0	0.0		
Commuter Railroads	0.9	0.5	0.4		
<b>2 Broadway COPs Subtotal</b>	<b>\$4.2</b>	<b>\$2.3</b>	<b>\$2.0</b>	<b>46.9%</b>	Lower than budgeted variable rate.
<i>TBTA General Resolution (2):</i>					
NYC Transit	\$103.3	\$98.5	\$4.8		
Commuter Railroads	46.6	44.3	2.3		
Bridges & Tunnels	138.3	136.0	2.3		
<b>TBTA General Resolution Subtotal</b>	<b>\$288.2</b>	<b>\$278.7</b>	<b>\$9.4</b>	<b>3.3%</b>	Timing of debt service deposits and lower than budgeted variable rates.
<i>TBTA Subordinate (2):</i>					
NYC Transit	\$30.2	\$28.4	\$1.9		
Commuter Railroads	15.8	13.9	1.9		
Bridges & Tunnels	7.6	8.7	(1.1)		
<b>TBTA Subordinate Subtotal</b>	<b>\$53.6</b>	<b>\$51.0</b>	<b>\$2.6</b>	<b>4.9%</b>	Interest rate savings related to refunding.
<b>Total Debt Service</b>	<b>\$1,373.6</b>	<b>\$1,313.9</b>	<b>\$59.7</b>	<b>4.3%</b>	
<i>Debt Service by Agency:</i>					
NYC Transit	\$786.2	\$765.7	\$20.5		
Commuter Railroads	426.2	398.2	28.0		
MTA Bus	13.0	4.5	8.4		
SIRTOA	1.9	0.5	1.4		
Bridges & Tunnels	146.3	144.9	1.4		
MTAHQ	0.0	0.0	0.0		
<b>Total Debt Service</b>	<b>\$1,373.6</b>	<b>\$1,313.9</b>	<b>\$59.7</b>	<b>4.3%</b>	

**Notes:**

(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.

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Totals may not add due to rounding.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Total Positions by Function and Agency**  
**June 2019**

<b>Function/Agency</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance Favorable/ (Unfavorable)</b>
<b>Administration</b>	<b>4,862</b>	<b>4,279</b>	<b>583</b>
NYC Transit	1,400	1,242	157
Long Island Rail Road	524	469	55
Metro-North Railroad	498	480	18
Bridges & Tunnels	96	69	27
Headquarters	2,155	1,856	299
Staten Island Railway	28	25	3
Capital Construction Company	17	17	-
Bus Company	144	120	24
<b>Operations</b>	<b>32,033</b>	<b>31,583</b>	<b>449</b>
NYC Transit	24,422	23,989	433
Long Island Rail Road	2,660	2,637	22
Metro-North Railroad	2,123	2,124	(1)
Bridges & Tunnels	99	85	14
Headquarters	-	-	-
Staten Island Railway	119	116	3
Capital Construction Company	-	-	-
Bus Company	2,610	2,632	(22)
<b>Maintenance</b>	<b>32,642</b>	<b>32,141</b>	<b>501</b>
NYC Transit	22,767	22,288	479
Long Island Rail Road	4,294	4,282	12
Metro-North Railroad	3,842	3,859	(17)
Bridges & Tunnels	396	392	4
Headquarters	-	-	-
Staten Island Railway	193	186	7
Capital Construction Company	-	-	-
Bus Company	1,150	1,134	16
<b>Engineering/Capital</b>	<b>2,225</b>	<b>1,944</b>	<b>281</b>
NYC Transit	1,471	1,311	160
Long Island Rail Road	227	185	42
Metro-North Railroad	112	111	1
Bridges & Tunnels	255	194	61
Headquarters	-	-	-
Staten Island Railway	16	9	7
Capital Construction Company	107	106	1
Bus Company	37	28	9
<b>Public Safety</b>	<b>2,215</b>	<b>2,101</b>	<b>114</b>
NYC Transit	664	650	14
Long Island Rail Road	-	-	-
Metro-North Railroad	-	-	-
Bridges & Tunnels	659	596	63
Headquarters	877	842	35
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	15	13	2
<b>Total Positions</b>	<b>73,977</b>	<b>72,049</b>	<b>1,928</b>

Note: Totals may differ due to rounding

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Total Positions by Function and Agency**  
**June 2019**

<b>Category</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance Favorable/ (Unfavorable)</b>
<b>Total Positions</b>	<b>73,977</b>	<b>72,049</b>	<b>1,928</b>
NYC Transit	50,724	49,481	1,243
Long Island Rail Road	7,705	7,573	132
Metro-North Railroad	6,575	6,574	1
Bridges & Tunnels	1,505	1,336	169
Headquarters	3,032	2,698	334
Staten Island Railway	356	336	20
Capital Construction Company	124	123	1
Bus Company	3,956	3,928	28
<b>Non-reimbursable</b>	<b>65,362</b>	<b>65,017</b>	<b>345</b>
NYC Transit	44,740	44,586	154
Long Island Rail Road	6,306	6,392	(86)
Metro-North Railroad	5,748	5,992	(244)
Bridges & Tunnels	1,418	1,249	169
Headquarters	2,906	2,597	309
Staten Island Railway	328	311	17
Capital Construction Company	-	-	-
Bus Company	3,916	3,890	26
<b>Reimbursable</b>	<b>8,615</b>	<b>7,031</b>	<b>1,584</b>
NYC Transit	5,984	4,895	1,089
Long Island Rail Road	1,399	1,181	218
Metro-North Railroad	827	582	245
Bridges & Tunnels	87	87	-
Headquarters	126	101	25
Staten Island Railway	28	25	3
Capital Construction Company	124	123	1
Bus Company	40	37	3
<b>Total Full Time</b>	<b>73,703</b>	<b>71,838</b>	<b>1,865</b>
NYC Transit	50,469	49,283	1,186
Long Island Rail Road	7,705	7,573	132
Metro-North Railroad	6,574	6,573	1
Bridges & Tunnels	1,505	1,336	169
Headquarters	3,032	2,698	334
Staten Island Railway	356	336	20
Capital Construction Company	124	123	1
Bus Company	3,938	3,916	22
<b>Total Full-Time Equivalents</b>	<b>274</b>	<b>210</b>	<b>64</b>
NYC Transit	255	198	57
Long Island Rail Road	-	-	-
Metro-North Railroad	1	1	-
Bridges & Tunnels	-	-	-
Headquarters	-	-	-
Staten Island Railway	-	-	-
Capital Construction Company	-	-	-
Bus Company	18	11	7

Note: Totals may differ due to rounding

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Total Positions by Function and Occupational Group**  
**June 2019**

<b>FUNCTION/OCCUPATIONAL GROUP</b>	<b>Mid-Year Forecast</b>	<b>Actual</b>	<b>Variance Favorable/ (Unfavorable)</b>
<b>Administration</b>	<b>4,862</b>	<b>4,279</b>	<b>583</b>
Managers/Supervisors	1,648	1,382	266
Professional, Technical, Clerical	3,072	2,764	308
Operational Hourlies	142	133	9
<b>Operations</b>	<b>32,033</b>	<b>31,583</b>	<b>450</b>
Managers/Supervisors	3,855	3,689	166
Professional, Technical, Clerical	982	918	64
Operational Hourlies	27,196	26,976	221
<b>Maintenance</b>	<b>32,642</b>	<b>32,141</b>	<b>501</b>
Managers/Supervisors	5,870	5,685	185
Professional, Technical, Clerical	1,945	1,733	212
Operational Hourlies	24,827	24,723	104
<b>Engineering/Capital</b>	<b>2,225</b>	<b>1,944</b>	<b>281</b>
Managers/Supervisors	664	555	109
Professional, Technical, Clerical	1,550	1,381	169
Operational Hourlies	11	8	3
<b>Public Safety</b>	<b>2,215</b>	<b>2,101</b>	<b>114</b>
Managers/Supervisors	643	591	52
Professional, Technical, Clerical	159	131	28
Operational Hourlies	1,413	1,379	34
<b>Total Positions</b>	<b>73,977</b>	<b>72,049</b>	<b>1,928</b>
Managers/Supervisors	12,680	11,903	777
Professional, Technical, Clerical	7,708	6,927	781
Operational Hourlies	53,589	53,219	370

**Note: Totals may differ due to rounding**

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Farebox Recovery and Operating Ratios**  
**2019 Mid-Year Forecast and Actuals**

**FAREBOX RECOVERY RATIOS**

	<b>2019 Mid-Year Forecast Full Year</b>	<b>2019 Actual Jun YTD</b>
New York City Transit	36.1%	38.1%
Staten Island Railway	7.1%	10.6%
Long Island Rail Road	30.8%	31.8%
Metro-North Railroad	40.4%	41.3%
MTA Bus Company	19.5%	26.5%
<b>MTA Total Agency Average</b>	<b>34.6%</b>	<b>36.9%</b>

**FAREBOX OPERATING RATIOS**

	<b>2019 Mid-Year Forecast Full Year</b>	<b>2019 Actual Jun YTD</b>
New York City Transit	52.3%	51.7%
Staten Island Railway	10.7%	15.3%
Long Island Rail Road	46.9%	49.0%
Metro-North Railroad	55.9%	56.3%
MTA Bus Company	26.7%	29.0%
<b>MTA Total Agency Average</b>	<b>50.1%</b>	<b>50.2%</b>

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

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

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



**Metropolitan Transportation Authority**

State of New York

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 June, 2019

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**

**Monday, September 16, 2019**

## Revenue Passengers in June

	2017	2018	% Change	2019	% Change
<b>MTA New York City Transit</b>	200,591,083	190,346,850	-5.11%	187,197,319	-1.65%
MTA New York City Subway	149,360,780	142,709,768	-4.45%	141,384,305	-0.93%
MTA New York City Bus	51,230,303	47,637,082	-7.01%	45,813,014	-3.83%
<b>MTA Staten Island Railway</b>	403,043	381,443	-5.36%	347,928	-8.79%
<b>MTA Long Island Rail Road</b>	7,943,275	7,940,642	-0.03%	7,736,345	-2.57%
<b>MTA Metro-North Railroad</b>	7,708,077	7,592,314	-1.50%	7,392,981	-2.63%
<b>East of Hudson</b>	7,563,718	7,449,782	-1.51%	7,251,906	-2.66%
Harlem Line	2,470,479	2,389,946	-3.26%	2,306,822	-3.48%
Hudson Line	1,500,113	1,502,130	0.13%	1,477,997	-1.61%
New Haven Line	3,593,126	3,557,706	-0.99%	3,467,087	-2.55%
<b>West of Hudson</b>	144,359	142,532	-1.27%	141,075	-1.02%
Port Jervis Line	85,413	81,196	-4.94%	82,228	1.27%
Pascack Valley Line	58,946	61,336	4.05%	58,847	-4.06%
<b>MTA Bus Company</b>	10,415,892	10,147,168	-2.58%	9,625,988	-5.14%
<b>MTA Bridges &amp; Tunnels</b>	27,133,265	28,546,822	5.21%	28,792,269	0.86%
<b>Total All Agencies</b>	<b>227,061,370</b>	<b>216,408,417</b>	<b>-4.69%</b>	<b>212,300,561</b>	<b>-1.90%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	22	21		20	
Holidays:	0	0		0	
Weekend Days:	8	9		10	
Days	30	30		30	



## Revenue Passengers Year-to-Date Through June

	2017	2018	% Change	2019	% Change
<b>MTA New York City Transit</b>	1,173,535,445	1,128,965,981	-3.80%	1,119,740,881	-0.82%
MTA New York City Subway	868,253,964	841,080,163	-3.13%	841,864,674	0.09%
MTA New York City Bus	305,281,481	287,885,818	-5.70%	277,876,207	-3.48%
<b>MTA Staten Island Railway</b>	2,276,090	2,299,123	1.01%	2,212,683	-3.76%
<b>MTA Long Island Rail Road</b>	43,948,423	43,695,131	-0.58%	44,661,485	2.21%
<b>MTA Metro-North Railroad</b>	42,490,770	42,397,550	-0.22%	42,559,441	0.38%
<b>East of Hudson</b>	41,680,505	41,591,675	-0.21%	41,744,550	0.37%
Harlem Line	13,754,459	13,591,035	-1.19%	13,525,038	-0.49%
Hudson Line	8,221,722	8,306,023	1.03%	8,448,636	1.72%
New Haven Line	19,704,324	19,694,617	-0.05%	19,770,876	0.39%
<b>West of Hudson</b>	810,265	805,875	-0.54%	814,891	1.12%
Port Jervis Line	480,824	462,037	-3.91%	473,052	2.38%
Pascack Valley Line	329,441	343,838	4.37%	341,839	-0.58%
<b>MTA Bus Company</b>	61,137,210	60,197,160	-1.54%	59,708,310	-0.81%
<b>MTA Bridges &amp; Tunnels</b>	148,874,882	155,439,951	4.41%	161,330,564	3.79%
<b>Total All Agencies</b>	<b>1,323,387,937</b>	<b>1,277,554,945</b>	<b>-3.46%</b>	<b>1,268,882,800</b>	<b>-0.68%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	126	126		125	
Holidays:	4	4		4	
Weekend Days:	51	51		52	
Days	181	181		181	

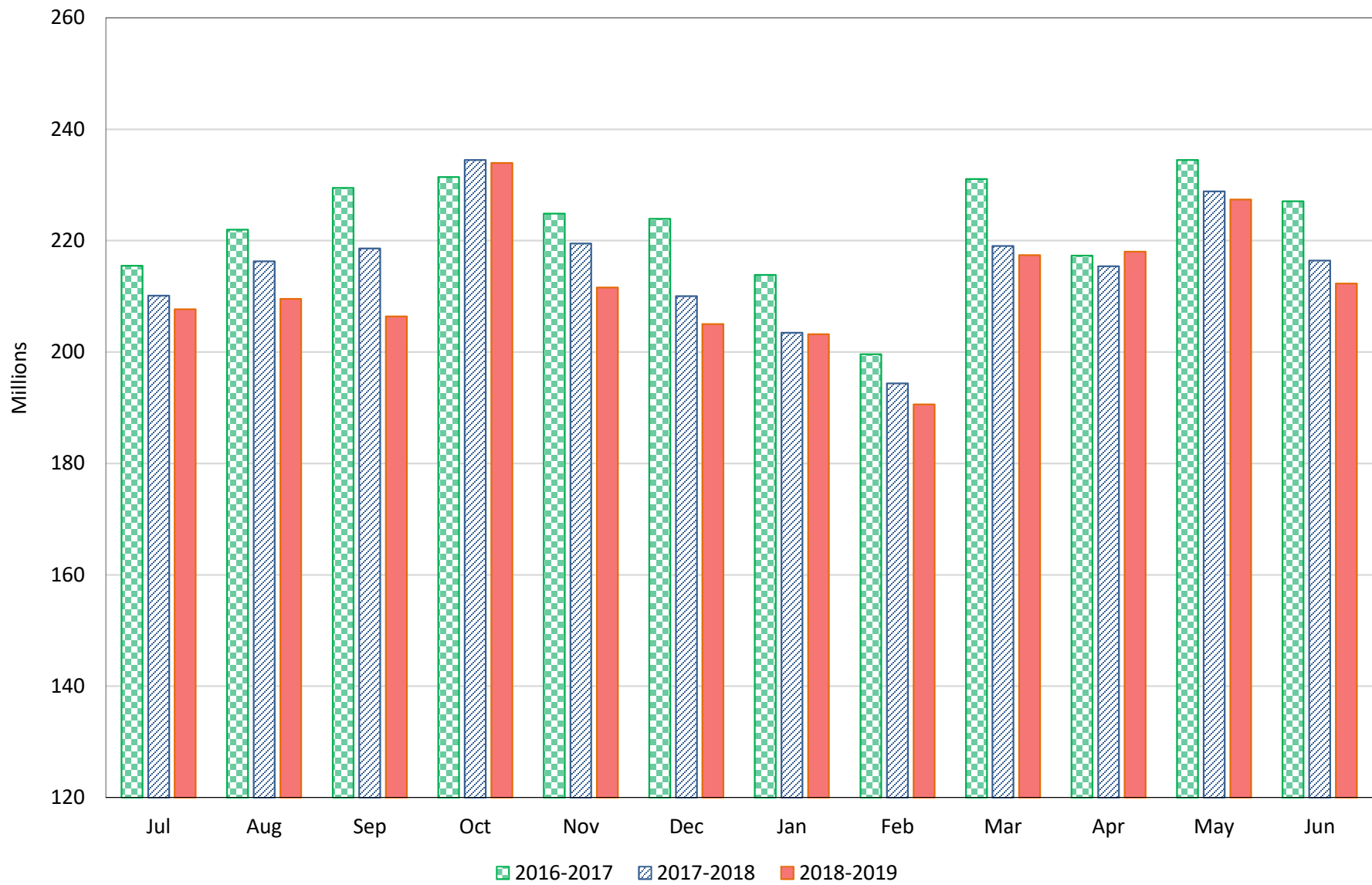
## 12 Month Average Revenue Passengers in June

	2017	2018	% Change	2019	% Change
<b>MTA New York City Transit</b>	197,156,568	190,451,458	-3.40%	186,683,045	-1.98%
MTA New York City Subway	145,454,816	141,682,734	-2.59%	140,070,409	-1.14%
MTA New York City Bus	51,701,752	48,768,724	-5.67%	46,612,636	-4.42%
<b>MTA Staten Island Railway</b>	377,343	385,625	2.19%	369,664	-4.14%
<b>MTA Long Island Rail Road</b>	7,476,758	7,408,796	-0.91%	7,561,576	2.06%
<b>MTA Metro-North Railroad</b>	7,212,001	7,200,128	-0.16%	7,226,211	0.36%
<b>East of Hudson</b>	7,074,674	7,065,842	-0.12%	7,088,632	0.32%
Harlem Line	2,318,188	2,304,058	-0.61%	2,282,082	-0.95%
Hudson Line	1,394,568	1,415,149	1.48%	1,441,971	1.90%
New Haven Line	3,361,917	3,346,635	-0.45%	3,364,579	0.54%
<b>West of Hudson</b>	137,327	134,286	-2.21%	137,579	2.45%
Port Jervis Line	82,215	78,907	-4.02%	80,421	1.92%
Pascack Valley Line	55,112	55,379	0.48%	57,158	3.21%
<b>MTA Bus Company</b>	10,323,175	10,106,190	-2.10%	10,079,952	-0.26%
<b>MTA Bridges &amp; Tunnels</b>	25,520,339	26,380,199	3.37%	27,348,322	3.67%
<b>Total All Agencies</b>	<b>222,545,846</b>	<b>215,552,197</b>	<b>-3.14%</b>	<b>211,920,448</b>	<b>-1.68%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	22	21		20	
Holidays:	0	0		0	
Weekend Days:	8	9		10	
Days	30	30		30	

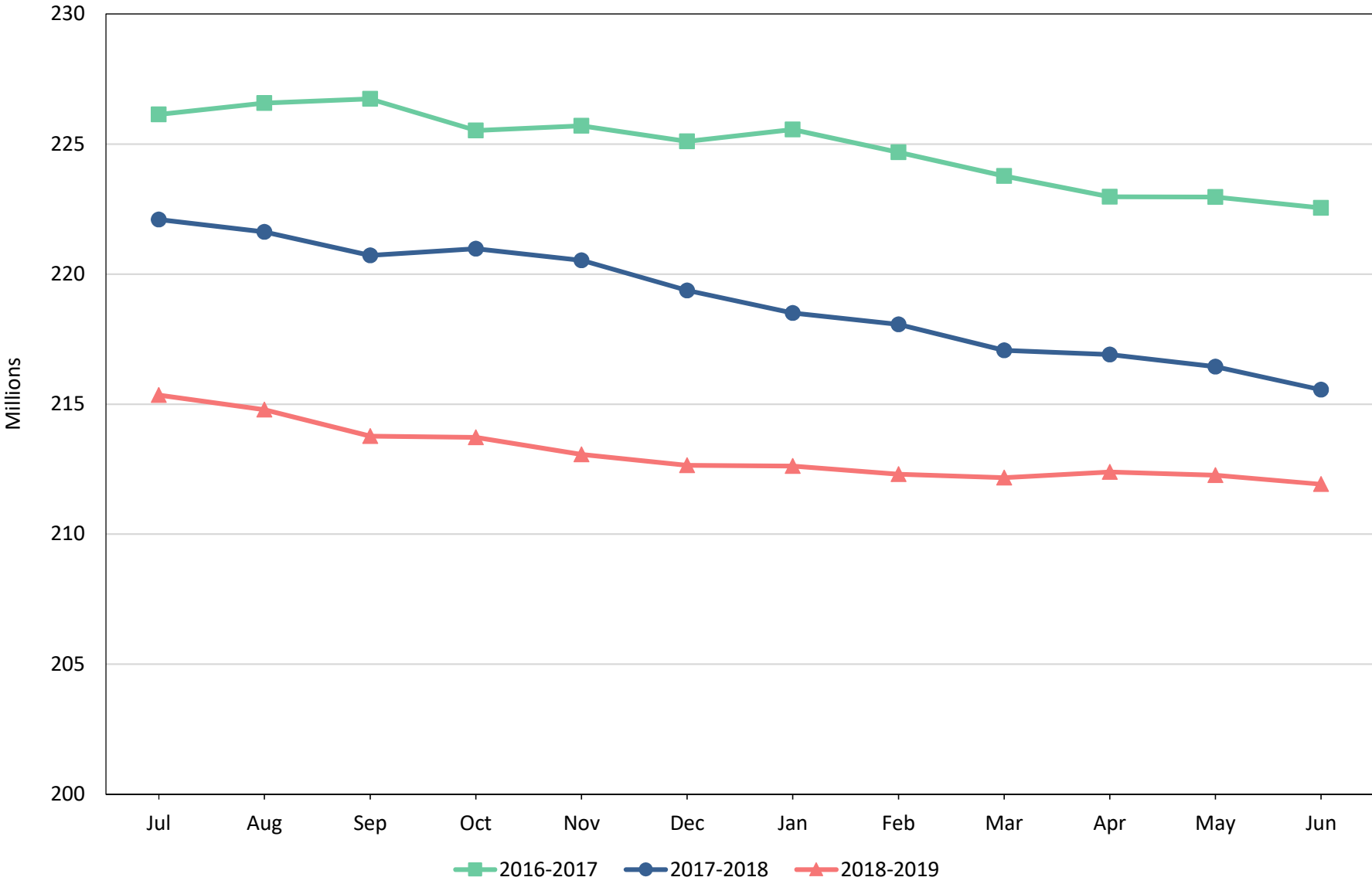
**Average Weekday Revenue Passengers in June**

	<b>2017</b>	<b>2018</b>	<b>% Change</b>	<b>2019</b>	<b>% Change</b>
<b>MTA New York City Transit</b>	7,630,605	7,387,753	-3.18%	7,385,681	-0.03%
MTA New York City Subway	5,698,402	5,569,036	-2.27%	5,609,231	0.72%
MTA New York City Bus	1,932,203	1,818,717	-5.87%	1,776,450	-2.32%
<b>MTA Staten Island Railway</b>	16,675	16,213	-2.77%	15,914	-1.84%
<b>MTA Long Island Rail Road</b>	317,303	328,561	3.55%	332,647	1.24%
<b>MTA Metro-North Railroad</b>	304,839	305,532	0.23%	304,710	-0.27%
<b>East of Hudson</b>	298,274	298,753	0.16%	297,676	-0.36%
Harlem Line	98,262	97,064	-1.22%	96,166	-0.92%
Hudson Line	58,857	59,814	1.63%	60,208	0.66%
New Haven Line	141,155	141,875	0.51%	141,302	-0.40%
<b>West of Hudson</b>	6,565	6,779	3.26%	7,034	3.76%
Port Jervis Line	3,885	3,861	-0.62%	4,098	6.14%
Pascack Valley Line	2,680	2,918	8.88%	2,936	0.62%
<b>MTA Bus Company</b>	396,805	393,029	-0.95%	373,241	-5.03%
<b>MTA Bridges &amp; Tunnels</b>	922,040	966,001	4.77%	968,921	0.30%
<b>Total All Agencies</b>	<b>8,666,226</b>	<b>8,431,088</b>	<b>-2.71%</b>	<b>8,412,193</b>	<b>-0.22%</b>
(Excludes Bridges & Tunnels)					
Weekdays:	22	21		20	
Holidays:	0	0		0	
Weekend Days:	8	9		10	
Days	30	30		30	

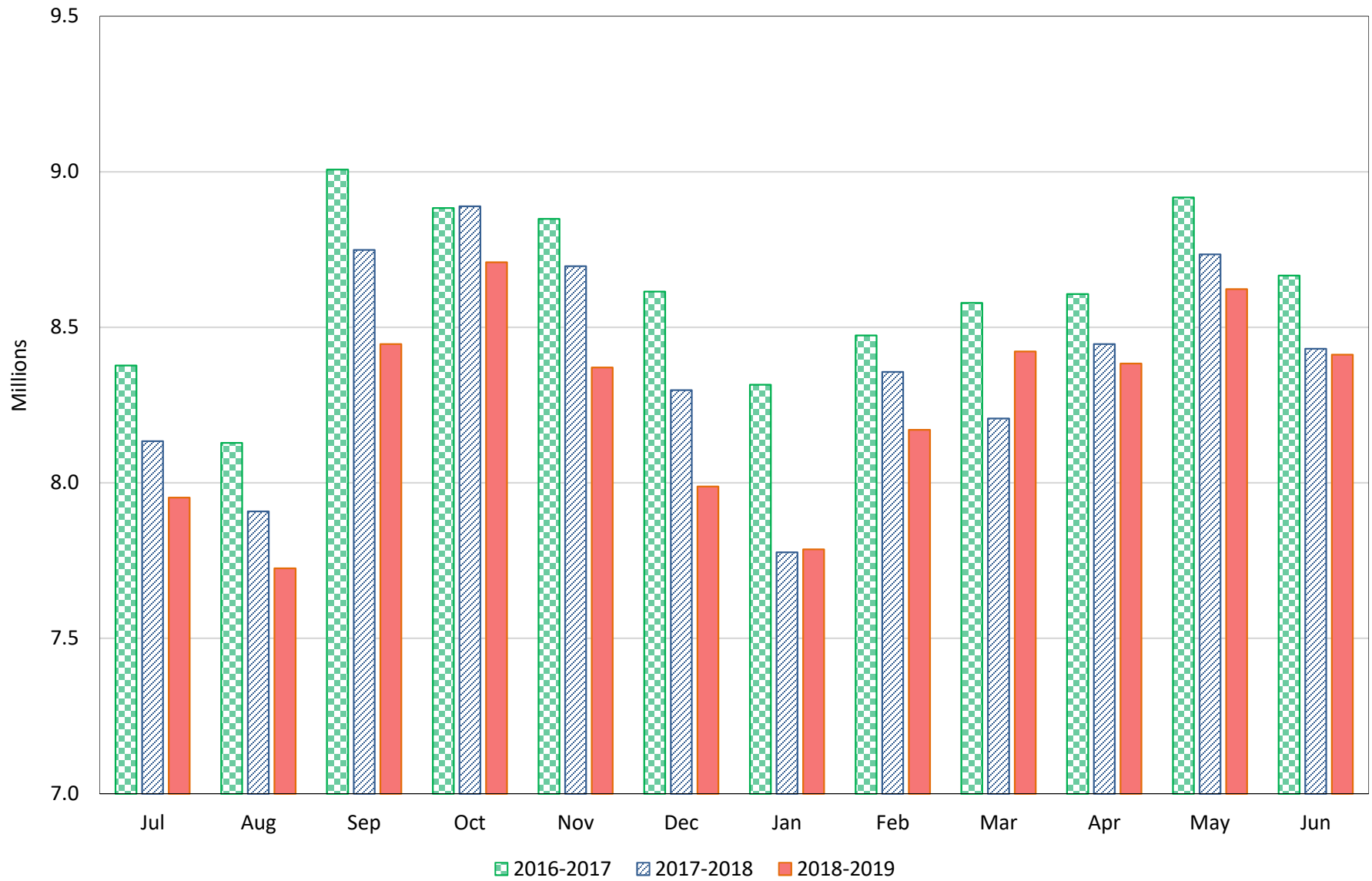
## Metropolitan Transportation Authority Revenue Passengers



# Metropolitan Transportation Authority Revenue Passengers - 12 Month Averages



## Metropolitan Transportation Authority Average Weekday Passengers



## Metropolitan Transportation Authority

<b>Revenue Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
July	215,495,486	210,140,452	-2.48%	207,692,129	-1.17%
August	221,983,217	216,298,894	-2.56%	209,534,089	-3.13%
September	229,481,785	218,609,547	-4.74%	206,414,792	-5.58%
October	231,428,251	234,499,549	1.33%	233,935,642	-0.24%
November	224,847,343	219,487,402	-2.38%	211,577,176	-3.60%
December	223,926,130	210,035,572	-6.20%	205,008,747	-2.39%
January	213,864,320	203,484,027	-4.85%	203,198,092	-0.14%
February	199,588,920	194,360,061	-2.62%	190,604,534	-1.93%
March	231,082,742	219,058,081	-5.20%	217,387,804	-0.76%
April	217,326,458	215,395,817	-0.89%	218,027,056	1.22%
May	234,464,126	228,848,542	-2.40%	227,364,753	-0.65%
<b>June</b>	<b>227,061,370</b>	<b>216,408,417</b>	<b>-4.69%</b>	<b>212,300,561</b>	<b>-1.90%</b>
<b>Year-to-Date</b>	<b>1,323,387,937</b>	<b>1,277,554,945</b>	<b>-3.46%</b>	<b>1,268,882,800</b>	<b>-0.68%</b>

<b>12 Month Averages</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
July	226,135,923	222,099,593	-1.78%	215,348,170	-3.04%
August	226,571,499	221,625,899	-2.18%	214,784,436	-3.09%
September	226,734,499	220,719,879	-2.65%	213,768,207	-3.15%
October	225,517,900	220,975,821	-2.01%	213,721,214	-3.28%
November	225,696,672	220,529,159	-2.29%	213,062,029	-3.39%
December	225,101,748	219,371,613	-2.55%	212,643,127	-3.07%
January	225,560,006	218,506,588	-3.13%	212,619,299	-2.69%
February	224,687,211	218,070,850	-2.94%	212,306,338	-2.64%
March	223,772,676	217,068,795	-3.00%	212,167,148	-2.26%
April	222,974,798	216,907,908	-2.72%	212,386,418	-2.08%
May	222,961,931	216,439,943	-2.93%	212,262,769	-1.93%
<b>June</b>	<b>222,545,846</b>	<b>215,552,197</b>	<b>-3.14%</b>	<b>211,920,448</b>	<b>-1.68%</b>

<b>Average Weekday Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
July	8,377,158	8,134,147	-2.90%	7,952,737	-2.23%
August	8,128,520	7,908,074	-2.71%	7,724,942	-2.32%
September	9,007,037	8,748,522	-2.87%	8,446,037	-3.46%
October	8,883,114	8,889,258	0.07%	8,708,847	-2.03%
November	8,848,948	8,696,449	-1.72%	8,371,058	-3.74%
December	8,614,513	8,298,078	-3.67%	7,988,295	-3.73%
January	8,315,657	7,776,602	-6.48%	7,786,363	0.13%
February	8,474,101	8,356,413	-1.39%	8,170,635	-2.22%
March	8,578,555	8,206,776	-4.33%	8,422,687	2.63%
April	8,606,574	8,445,763	-1.87%	8,383,871	-0.73%
May	8,917,853	8,734,679	-2.05%	8,622,466	-1.28%
<b>June</b>	<b>8,666,226</b>	<b>8,431,088</b>	<b>-2.71%</b>	<b>8,412,193</b>	<b>-0.22%</b>

## MTA New York City Transit

<b>Revenue Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
July	190,299,489	185,271,335	-2.64%	182,215,116	-1.65%
August	195,759,687	190,438,818	-2.72%	183,617,094	-3.58%
September	203,321,259	193,418,747	-4.87%	181,832,606	-5.99%
October	205,199,171	207,541,739	1.14%	206,105,827	-0.69%
November	199,416,515	194,193,319	-2.62%	186,463,618	-3.98%
December	198,347,249	185,587,561	-6.43%	180,221,398	-2.89%
January	189,946,869	180,082,272	-5.19%	179,078,767	-0.56%
February	177,193,798	172,152,646	-2.84%	168,500,765	-2.12%
March	204,878,541	193,734,798	-5.44%	192,056,211	-0.87%
April	192,930,582	190,494,850	-1.26%	192,296,890	0.95%
May	207,994,572	202,154,565	-2.81%	200,610,929	-0.76%
<b>June</b>	<b>200,591,083</b>	<b>190,346,850</b>	<b>-5.11%</b>	<b>187,197,319</b>	<b>-1.65%</b>
<b>Year-to-Date</b>	<b>1,173,535,445</b>	<b>1,128,965,981</b>	<b>-3.80%</b>	<b>1,119,740,881</b>	<b>-0.82%</b>

<b>12 Month Averages</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
July	200,668,870	196,737,555	-1.96%	190,196,773	-3.32%
August	201,020,002	196,294,149	-2.35%	189,628,296	-3.40%
September	201,157,770	195,468,940	-2.83%	188,662,785	-3.48%
October	200,015,749	195,664,154	-2.18%	188,543,125	-3.64%
November	200,135,814	195,228,888	-2.45%	187,898,984	-3.75%
December	199,602,326	194,165,580	-2.72%	187,451,803	-3.46%
January	199,965,736	193,343,531	-3.31%	187,368,178	-3.09%
February	199,147,023	192,923,435	-3.13%	187,063,855	-3.04%
March	198,306,730	191,994,789	-3.18%	186,923,972	-2.64%
April	197,586,520	191,791,812	-2.93%	187,074,142	-2.46%
May	197,542,735	191,305,144	-3.16%	186,945,506	-2.28%
<b>June</b>	<b>197,156,568</b>	<b>190,451,458</b>	<b>-3.40%</b>	<b>186,683,045</b>	<b>-1.98%</b>

<b>Average Weekday Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
July	7,354,909	7,129,419	-3.07%	6,948,786	-2.53%
August	7,146,334	6,941,224	-2.87%	6,754,630	-2.69%
September	7,945,242	7,701,788	-3.06%	7,396,837	-3.96%
October	7,833,422	7,838,635	0.07%	7,651,409	-2.39%
November	7,793,452	7,647,522	-1.87%	7,333,470	-4.11%
December	7,590,923	7,291,265	-3.95%	6,980,243	-4.27%
January	7,327,845	6,837,308	-6.69%	6,819,989	-0.25%
February	7,482,722	7,368,302	-1.53%	7,190,656	-2.41%
March	7,577,527	7,221,603	-4.70%	7,407,084	2.57%
April	7,595,620	7,437,683	-2.08%	7,371,887	-0.88%
May	7,884,233	7,693,437	-2.42%	7,583,647	-1.43%
<b>June</b>	<b>7,630,605</b>	<b>7,387,753</b>	<b>-3.18%</b>	<b>7,385,681</b>	<b>-0.03%</b>



## MTA New York City Subway

<b>Revenue Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
July	139,851,426	137,447,659	-1.72%	136,167,499	-0.93%
August	143,703,034	141,721,056	-1.38%	136,806,572	-3.47%
September	148,467,391	143,012,669	-3.67%	134,989,959	-5.61%
October	150,638,608	153,378,108	1.82%	154,116,408	0.48%
November	147,033,943	144,404,634	-1.79%	140,711,661	-2.56%
December	147,509,424	139,148,517	-5.67%	136,188,140	-2.13%
January	140,288,294	134,683,435	-4.00%	134,544,729	-0.10%
February	130,465,060	127,432,835	-2.32%	126,359,738	-0.84%
March	151,384,924	143,982,923	-4.89%	143,723,262	-0.18%
April	143,284,553	141,950,369	-0.93%	145,063,237	2.19%
May	153,470,353	150,320,833	-2.05%	150,789,403	0.31%
<b>June</b>	<b>149,360,780</b>	<b>142,709,768</b>	<b>-4.45%</b>	<b>141,384,305</b>	<b>-0.93%</b>
<b>Year-to-Date</b>	<b>868,253,964</b>	<b>841,080,163</b>	<b>-3.13%</b>	<b>841,864,674</b>	<b>0.09%</b>

<b>12 Month Averages</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
July	146,813,411	145,254,502	-1.06%	141,576,054	-2.53%
August	147,116,611	145,089,337	-1.38%	141,166,514	-2.70%
September	147,249,198	144,634,777	-1.78%	140,497,954	-2.86%
October	146,470,125	144,863,069	-1.10%	140,559,479	-2.97%
November	146,677,743	144,643,960	-1.39%	140,251,732	-3.04%
December	146,401,233	143,947,217	-1.68%	140,005,034	-2.74%
January	146,724,095	143,480,146	-2.21%	139,993,475	-2.43%
February	146,205,284	143,227,460	-2.04%	139,904,050	-2.32%
March	145,795,917	142,610,627	-2.18%	139,882,412	-1.91%
April	145,461,992	142,499,445	-2.04%	140,141,817	-1.65%
May	145,592,004	142,236,985	-2.30%	140,180,865	-1.45%
<b>June</b>	<b>145,454,816</b>	<b>141,682,734</b>	<b>-2.59%</b>	<b>140,070,409</b>	<b>-1.14%</b>

<b>Average Weekday Passengers</b>	<b>2016-2017</b>	<b>2017-2018</b>	<b>% Change</b>	<b>2018-2019</b>	<b>% Change</b>
July	5,445,341	5,330,092	-2.12%	5,232,455	-1.83%
August	5,276,450	5,197,367	-1.50%	5,068,468	-2.48%
September	5,816,860	5,713,700	-1.77%	5,524,451	-3.31%
October	5,759,591	5,808,527	0.85%	5,734,634	-1.27%
November	5,746,772	5,698,053	-0.85%	5,556,889	-2.48%
December	5,642,250	5,468,971	-3.07%	5,280,965	-3.44%
January	5,410,721	5,122,325	-5.33%	5,144,107	0.43%
February	5,529,330	5,479,225	-0.91%	5,423,877	-1.01%
March	5,609,555	5,388,832	-3.93%	5,567,422	3.31%
April	5,662,289	5,564,686	-1.72%	5,576,744	0.22%
May	5,836,342	5,743,481	-1.59%	5,717,721	-0.45%
<b>June</b>	<b>5,698,402</b>	<b>5,569,036</b>	<b>-2.27%</b>	<b>5,609,231</b>	<b>0.72%</b>

## MTA New York City Bus

Revenue Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	50,448,063	47,823,676	-5.20%	46,047,617	-3.71%
August	52,056,653	48,717,762	-6.41%	46,810,522	-3.91%
September	54,853,868	50,406,078	-8.11%	46,842,647	-7.07%
October	54,560,563	54,163,631	-0.73%	51,989,419	-4.01%
November	52,382,572	49,788,685	-4.95%	45,751,957	-8.11%
December	50,837,825	46,439,044	-8.65%	44,033,258	-5.18%
January	49,658,575	45,398,837	-8.58%	44,534,038	-1.90%
February	46,728,738	44,719,811	-4.30%	42,141,027	-5.77%
March	53,493,617	49,751,875	-6.99%	48,332,949	-2.85%
April	49,646,029	48,544,481	-2.22%	47,233,653	-2.70%
May	54,524,219	51,833,732	-4.93%	49,821,526	-3.88%
<b>June</b>	<b>51,230,303</b>	<b>47,637,082</b>	<b>-7.01%</b>	<b>45,813,014</b>	<b>-3.83%</b>
<b>Year-to-Date</b>	<b>305,281,481</b>	<b>287,885,818</b>	<b>-5.70%</b>	<b>277,876,207</b>	<b>-3.48%</b>

12 Month Averages	2016-2017	2017-2018	% Change	2018-2019	% Change
July	53,855,458	51,483,053	-4.41%	48,620,720	-5.56%
August	53,903,392	51,204,812	-5.01%	48,461,783	-5.36%
September	53,908,572	50,834,163	-5.70%	48,164,830	-5.25%
October	53,545,624	50,801,085	-5.13%	47,983,646	-5.55%
November	53,458,071	50,584,928	-5.37%	47,647,252	-5.81%
December	53,201,093	50,218,363	-5.61%	47,446,770	-5.52%
January	53,241,641	49,863,385	-6.35%	47,374,703	-4.99%
February	52,941,739	49,695,974	-6.13%	47,159,805	-5.10%
March	52,510,813	49,384,163	-5.95%	47,041,561	-4.74%
April	52,124,528	49,292,367	-5.43%	46,932,325	-4.79%
May	51,950,730	49,068,160	-5.55%	46,764,641	-4.69%
<b>June</b>	<b>51,701,752</b>	<b>48,768,724</b>	<b>-5.67%</b>	<b>46,612,636</b>	<b>-4.42%</b>

Average Weekday Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	1,909,568	1,799,327	-5.77%	1,716,331	-4.61%
August	1,869,883	1,743,857	-6.74%	1,686,163	-3.31%
September	2,128,381	1,988,088	-6.59%	1,872,386	-5.82%
October	2,073,830	2,030,108	-2.11%	1,916,775	-5.58%
November	2,046,680	1,949,469	-4.75%	1,776,581	-8.87%
December	1,948,673	1,822,294	-6.49%	1,699,278	-6.75%
January	1,917,124	1,714,982	-10.54%	1,675,882	-2.28%
February	1,953,392	1,889,077	-3.29%	1,766,779	-6.47%
March	1,967,972	1,832,772	-6.87%	1,839,661	0.38%
April	1,933,332	1,872,997	-3.12%	1,795,143	-4.16%
May	2,047,891	1,949,956	-4.78%	1,865,926	-4.31%
<b>June</b>	<b>1,932,203</b>	<b>1,818,717</b>	<b>-5.87%</b>	<b>1,776,450</b>	<b>-2.32%</b>

## MTA Bus

Revenue Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	10,002,577	9,835,319	-1.67%	9,978,075	1.45%
August	10,491,025	10,182,683	-2.94%	10,270,251	0.86%
September	10,898,004	10,293,093	-5.55%	10,049,613	-2.37%
October	10,831,747	10,942,815	1.03%	11,325,167	3.49%
November	10,414,750	10,230,691	-1.77%	10,030,732	-1.95%
December	10,102,793	9,592,517	-5.05%	9,597,279	0.05%
January	9,840,105	9,359,616	-4.88%	9,726,639	3.92%
February	9,289,270	9,153,050	-1.47%	9,024,999	-1.40%
March	10,774,447	10,383,080	-3.63%	10,358,653	-0.24%
April	9,868,714	10,145,682	2.81%	10,166,474	0.20%
May	10,948,782	11,008,565	0.55%	10,805,557	-1.84%
<b>June</b>	<b>10,415,892</b>	<b>10,147,168</b>	<b>-2.58%</b>	<b>9,625,988</b>	<b>-5.14%</b>
<b>Year-to-Date</b>	<b>61,137,210</b>	<b>60,197,160</b>	<b>-1.54%</b>	<b>59,708,310</b>	<b>-0.81%</b>

12 Month Averages	2016-2017	2017-2018	% Change	2018-2019	% Change
July	10,483,570	10,309,237	-1.66%	10,118,086	-1.85%
August	10,515,039	10,283,542	-2.20%	10,125,383	-1.54%
September	10,537,568	10,233,133	-2.89%	10,105,093	-1.25%
October	10,495,734	10,242,389	-2.41%	10,136,956	-1.03%
November	10,503,277	10,227,050	-2.63%	10,120,293	-1.04%
December	10,468,096	10,184,527	-2.71%	10,120,690	-0.63%
January	10,499,373	10,144,487	-3.38%	10,151,275	0.07%
February	10,469,233	10,133,135	-3.21%	10,140,604	0.07%
March	10,417,636	10,100,521	-3.04%	10,138,569	0.38%
April	10,359,526	10,123,602	-2.28%	10,140,301	0.16%
May	10,353,387	10,128,584	-2.17%	10,123,384	-0.05%
<b>June</b>	<b>10,323,175</b>	<b>10,106,190</b>	<b>-2.10%</b>	<b>10,079,952</b>	<b>-0.26%</b>

Average Weekday Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	385,550	377,376	-2.12%	377,060	-0.08%
August	381,719	369,341	-3.24%	374,172	1.31%
September	428,697	412,007	-3.89%	409,993	-0.49%
October	418,098	416,050	-0.49%	422,384	1.52%
November	412,102	405,862	-1.51%	395,161	-2.64%
December	393,484	383,636	-2.50%	376,372	-1.89%
January	386,330	359,321	-6.99%	371,720	3.45%
February	394,036	394,753	0.18%	384,844	-2.51%
March	402,782	390,793	-2.98%	401,957	2.86%
April	392,293	399,312	1.79%	390,950	-2.09%
May	417,065	419,462	0.57%	408,562	-2.60%
<b>June</b>	<b>396,805</b>	<b>393,029</b>	<b>-0.95%</b>	<b>373,241</b>	<b>-5.03%</b>

## MTA Staten Island Railway

Revenue Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	327,407	333,078	1.73%	331,968	-0.33%
August	348,194	353,616	1.56%	340,994	-3.57%
September	404,713	401,445	-0.81%	363,488	-9.46%
October	400,281	449,023	12.18%	443,826	-1.16%
November	395,065	419,045	6.07%	386,701	-7.72%
December	376,371	372,172	-1.12%	356,308	-4.26%
January	379,316	390,355	2.91%	381,600	-2.24%
February	328,169	340,527	3.77%	318,372	-6.51%
March	398,044	389,114	-2.24%	378,259	-2.79%
April	353,305	377,531	6.86%	377,719	0.05%
May	414,213	420,153	1.43%	408,805	-2.70%
<b>June</b>	<b>403,043</b>	<b>381,443</b>	<b>-5.36%</b>	<b>347,928</b>	<b>-8.79%</b>
<b>Year-to-Date</b>	<b>2,276,090</b>	<b>2,299,123</b>	<b>1.01%</b>	<b>2,212,683</b>	<b>-3.76%</b>

12 Month Averages	2016-2017	2017-2018	% Change	2018-2019	% Change
July	377,901	377,816	-0.02%	385,533	2.04%
August	379,287	378,268	-0.27%	384,481	1.64%
September	380,824	377,995	-0.74%	381,318	0.88%
October	377,858	382,057	1.11%	380,885	-0.31%
November	379,418	384,056	1.22%	378,189	-1.53%
December	377,675	383,706	1.60%	376,867	-1.78%
January	379,003	384,626	1.48%	376,138	-2.21%
February	378,367	385,655	1.93%	374,292	-2.95%
March	377,133	384,911	2.06%	373,387	-2.99%
April	375,651	386,930	3.00%	373,403	-3.50%
May	377,268	387,425	2.69%	372,457	-3.86%
<b>June</b>	<b>377,343</b>	<b>385,625</b>	<b>2.19%</b>	<b>369,664</b>	<b>-4.14%</b>

Average Weekday Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	13,990	14,161	1.22%	13,786	-2.64%
August	13,672	13,787	0.84%	13,382	-2.94%
September	17,389	17,744	2.04%	17,089	-3.69%
October	17,330	18,590	7.27%	17,847	-4.00%
November	17,059	18,097	6.08%	17,020	-5.95%
December	16,270	16,611	2.10%	15,600	-6.09%
January	16,566	16,387	-1.08%	16,270	-0.71%
February	15,676	16,166	3.13%	15,576	-3.65%
March	16,130	15,963	-1.03%	16,281	1.99%
April	15,739	16,226	3.10%	15,726	-3.08%
May	17,185	17,399	1.24%	16,779	-3.56%
<b>June</b>	<b>16,675</b>	<b>16,213</b>	<b>-2.77%</b>	<b>15,914</b>	<b>-1.84%</b>

## MTA Long Island Rail Road

Revenue Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	7,621,000	7,455,744	-2.17%	7,752,358	3.98%
August	7,940,051	7,816,201	-1.56%	7,858,108	0.54%
September	7,589,091	7,413,822	-2.31%	7,227,262	-2.52%
October	7,553,444	7,818,376	3.51%	8,172,734	4.53%
November	7,385,548	7,376,934	-0.12%	7,477,649	1.37%
December	7,683,544	7,329,341	-4.61%	7,589,318	3.55%
January	6,958,391	6,882,948	-1.08%	7,166,693	4.12%
February	6,522,399	6,476,251	-0.71%	6,544,351	1.05%
March	7,723,528	7,412,001	-4.03%	7,515,113	1.39%
April	7,158,667	7,267,217	1.52%	7,724,038	6.29%
May	7,642,164	7,716,073	0.97%	7,974,945	3.35%
<b>June</b>	<b>7,943,275</b>	<b>7,940,642</b>	<b>-0.03%</b>	<b>7,736,345</b>	<b>-2.57%</b>
<b>Year-to-Date</b>	<b>43,948,423</b>	<b>43,695,131</b>	<b>-0.58%</b>	<b>44,661,485</b>	<b>2.21%</b>

12 Month Averages	2016-2017	2017-2018	% Change	2018-2019	% Change
July	7,394,248	7,462,987	0.93%	7,433,514	-0.39%
August	7,425,632	7,452,666	0.36%	7,437,006	-0.21%
September	7,433,757	7,438,060	0.06%	7,421,459	-0.22%
October	7,422,649	7,460,138	0.51%	7,450,989	-0.12%
November	7,452,478	7,459,420	0.09%	7,459,382	-0.00%
December	7,445,973	7,429,903	-0.22%	7,481,047	0.69%
January	7,485,588	7,423,616	-0.83%	7,504,692	1.09%
February	7,477,930	7,419,771	-0.78%	7,510,367	1.22%
March	7,475,137	7,393,810	-1.09%	7,518,960	1.69%
April	7,465,707	7,402,856	-0.84%	7,557,028	2.08%
May	7,478,916	7,409,015	-0.93%	7,578,601	2.29%
<b>June</b>	<b>7,476,758</b>	<b>7,408,796</b>	<b>-0.91%</b>	<b>7,561,576</b>	<b>2.06%</b>

Average Weekday Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	326,075	318,758	-2.24%	319,177	0.13%
August	303,263	299,106	-1.37%	301,170	0.69%
September	318,591	322,174	1.12%	327,002	1.50%
October	315,279	313,326	-0.62%	316,919	1.15%
November	323,360	322,271	-0.34%	326,138	1.20%
December	318,908	315,487	-1.07%	324,193	2.76%
January	304,399	289,965	-4.74%	302,167	4.21%
February	301,738	299,493	-0.74%	302,804	1.11%
March	300,813	298,352	-0.82%	313,393	5.04%
April	310,565	303,688	-2.21%	310,439	2.22%
May	307,067	310,397	1.08%	319,369	2.89%
<b>June</b>	<b>317,303</b>	<b>328,561</b>	<b>3.55%</b>	<b>332,647</b>	<b>1.24%</b>

## MTA Metro-North Rail Road

Revenue Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	7,245,013	7,244,976	-0.00%	7,414,612	2.34%
August	7,444,260	7,507,575	0.85%	7,447,642	-0.80%
September	7,268,718	7,082,441	-2.56%	6,941,823	-1.99%
October	7,443,609	7,747,597	4.08%	7,888,088	1.81%
November	7,235,466	7,267,413	0.44%	7,218,476	-0.67%
December	7,416,173	7,153,981	-3.54%	7,244,445	1.26%
January	6,739,640	6,768,836	0.43%	6,844,393	1.12%
February	6,255,285	6,237,588	-0.28%	6,216,047	-0.35%
March	7,308,183	7,139,088	-2.31%	7,079,568	-0.83%
April	7,015,190	7,110,538	1.36%	7,461,935	4.94%
May	7,464,395	7,549,186	1.14%	7,564,517	0.20%
<b>June</b>	<b>7,708,077</b>	<b>7,592,314</b>	<b>-1.50%</b>	<b>7,392,981</b>	<b>-2.63%</b>
<b>Year-to-Date</b>	<b>42,490,770</b>	<b>42,397,550</b>	<b>-0.22%</b>	<b>42,559,441</b>	<b>0.38%</b>

12 Month Averages	2016-2017	2017-2018	% Change	2018-2019	% Change
July	7,211,334	7,211,998	0.01%	7,214,264	0.03%
August	7,231,538	7,217,274	-0.20%	7,209,270	-0.11%
September	7,224,581	7,201,751	-0.32%	7,197,552	-0.06%
October	7,205,910	7,227,083	0.29%	7,209,259	-0.25%
November	7,225,684	7,229,745	0.06%	7,205,181	-0.34%
December	7,207,677	7,207,896	0.00%	7,212,720	0.07%
January	7,230,306	7,210,329	-0.28%	7,219,016	0.12%
February	7,214,658	7,208,854	-0.08%	7,217,221	0.12%
March	7,196,040	7,194,763	-0.02%	7,212,261	0.24%
April	7,187,394	7,202,709	0.21%	7,241,544	0.54%
May	7,209,626	7,209,775	0.00%	7,242,822	0.46%
<b>June</b>	<b>7,212,001</b>	<b>7,200,128</b>	<b>-0.16%</b>	<b>7,226,211</b>	<b>0.36%</b>

Average Weekday Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	296,634	294,434	-0.74%	293,927	-0.17%
August	283,532	284,615	0.38%	281,588	-1.06%
September	297,118	294,809	-0.78%	295,116	0.10%
October	298,985	302,657	1.23%	300,288	-0.78%
November	302,975	302,697	-0.09%	299,269	-1.13%
December	294,928	291,078	-1.31%	291,887	0.28%
January	280,517	273,622	-2.46%	276,218	0.95%
February	279,930	277,699	-0.80%	276,754	-0.34%
March	281,303	280,065	-0.44%	283,972	1.40%
April	292,357	288,855	-1.20%	294,868	2.08%
May	292,303	293,984	0.58%	294,109	0.04%
<b>June</b>	<b>304,839</b>	<b>305,532</b>	<b>0.23%</b>	<b>304,710</b>	<b>-0.27%</b>

## MTA Metro-North East-of-Hudson

Revenue Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	7,097,402	7,111,253	0.20%	7,271,157	2.25%
August	7,288,957	7,363,555	1.02%	7,298,723	-0.88%
September	7,123,553	6,953,276	-2.39%	6,812,970	-2.02%
October	7,321,189	7,610,678	3.95%	7,737,800	1.67%
November	7,104,082	7,134,492	0.43%	7,083,292	-0.72%
December	7,280,396	7,025,175	-3.51%	7,115,092	1.28%
January	6,610,352	6,638,414	0.42%	6,714,444	1.15%
February	6,134,790	6,120,024	-0.24%	6,097,880	-0.36%
March	7,162,514	6,997,930	-2.30%	6,941,075	-0.81%
April	6,885,596	6,978,582	1.35%	7,319,622	4.89%
May	7,323,535	7,406,943	1.14%	7,419,623	0.17%
<b>June</b>	<b>7,563,718</b>	<b>7,449,782</b>	<b>-1.51%</b>	<b>7,251,906</b>	<b>-2.66%</b>
<b>Year-to-Date</b>	<b>41,680,505</b>	<b>41,591,675</b>	<b>-0.21%</b>	<b>41,744,550</b>	<b>0.37%</b>

12 Month Averages	2016-2017	2017-2018	% Change	2018-2019	% Change
July	7,067,182	7,075,828	0.12%	7,079,167	0.05%
August	7,086,735	7,082,044	-0.07%	7,073,765	-0.12%
September	7,080,143	7,067,855	-0.17%	7,062,073	-0.08%
October	7,064,147	7,091,979	0.39%	7,072,666	-0.27%
November	7,084,510	7,094,513	0.14%	7,068,399	-0.37%
December	7,067,357	7,073,245	0.08%	7,075,892	0.04%
January	7,089,810	7,075,583	-0.20%	7,082,228	0.09%
February	7,074,905	7,074,353	-0.01%	7,080,383	0.09%
March	7,056,875	7,060,637	0.05%	7,075,645	0.21%
April	7,048,986	7,068,386	0.28%	7,104,065	0.50%
May	7,071,562	7,075,337	0.05%	7,105,122	0.42%
<b>June</b>	<b>7,074,674</b>	<b>7,065,842</b>	<b>-0.12%</b>	<b>7,088,632</b>	<b>0.32%</b>

Average Weekday Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	289,263	287,756	-0.52%	287,092	-0.23%
August	276,763	278,338	0.57%	275,099	-1.16%
September	290,202	288,358	-0.64%	288,353	-0.00%
October	293,166	296,430	1.11%	293,740	-0.91%
November	296,403	296,048	-0.12%	292,507	-1.20%
December	288,459	284,646	-1.32%	285,429	0.27%
January	274,050	267,400	-2.43%	270,017	0.98%
February	273,604	271,527	-0.76%	270,550	-0.36%
March	274,959	273,646	-0.48%	277,384	1.37%
April	285,896	282,579	-1.16%	288,396	2.06%
May	285,889	287,508	0.57%	287,513	0.00%
<b>June</b>	<b>298,274</b>	<b>298,753</b>	<b>0.16%</b>	<b>297,676</b>	<b>-0.36%</b>

## MTA Metro-North Harlem Line

Revenue Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	2,277,356	2,288,211	0.48%	2,304,551	0.71%
August	2,348,207	2,373,087	1.06%	2,313,467	-2.51%
September	2,333,897	2,277,688	-2.41%	2,178,843	-4.34%
October	2,403,597	2,493,758	3.75%	2,499,505	0.23%
November	2,322,328	2,329,438	0.31%	2,283,471	-1.97%
December	2,378,417	2,295,482	-3.49%	2,280,113	-0.67%
January	2,189,026	2,206,702	0.81%	2,193,301	-0.61%
February	2,036,882	2,030,072	-0.33%	1,993,046	-1.82%
March	2,398,995	2,306,324	-3.86%	2,269,246	-1.61%
April	2,252,524	2,272,242	0.88%	2,377,648	4.64%
May	2,406,553	2,385,749	-0.86%	2,384,975	-0.03%
<b>June</b>	<b>2,470,479</b>	<b>2,389,946</b>	<b>-3.26%</b>	<b>2,306,822</b>	<b>-3.48%</b>
<b>Year-to-Date</b>	<b>13,754,459</b>	<b>13,591,035</b>	<b>-1.19%</b>	<b>13,525,038</b>	<b>-0.49%</b>

12 Month Averages	2016-2017	2017-2018	% Change	2018-2019	% Change
July	2,307,286	2,319,093	0.51%	2,305,420	-0.59%
August	2,315,299	2,321,166	0.25%	2,300,452	-0.89%
September	2,314,211	2,316,482	0.10%	2,292,215	-1.05%
October	2,308,507	2,323,996	0.67%	2,292,693	-1.35%
November	2,315,404	2,324,588	0.40%	2,288,863	-1.54%
December	2,310,060	2,317,677	0.33%	2,287,582	-1.30%
January	2,317,587	2,319,150	0.07%	2,286,465	-1.41%
February	2,312,499	2,318,582	0.26%	2,283,380	-1.52%
March	2,309,487	2,310,860	0.06%	2,280,290	-1.32%
April	2,305,945	2,312,503	0.28%	2,289,074	-1.01%
May	2,315,601	2,310,769	-0.21%	2,289,009	-0.94%
<b>June</b>	<b>2,318,188</b>	<b>2,304,058</b>	<b>-0.61%</b>	<b>2,282,082</b>	<b>-0.95%</b>

Average Weekday Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	94,149	93,957	-0.20%	92,365	-1.69%
August	89,966	90,521	0.62%	88,157	-2.61%
September	95,844	95,366	-0.50%	93,614	-1.84%
October	97,090	97,945	0.88%	95,756	-2.24%
November	97,810	97,707	-0.11%	95,517	-2.24%
December	95,209	94,202	-1.06%	92,956	-1.32%
January	91,492	89,654	-2.01%	89,065	-0.66%
February	91,541	90,943	-0.65%	89,304	-1.80%
March	92,571	91,037	-1.66%	91,674	0.70%
April	94,501	92,991	-1.60%	94,550	1.68%
May	94,721	93,658	-1.12%	93,426	-0.25%
<b>June</b>	<b>98,262</b>	<b>97,064</b>	<b>-1.22%</b>	<b>96,166</b>	<b>-0.92%</b>



## MTA Metro-North Hudson Line

Revenue Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	1,402,439	1,441,958	2.82%	1,488,856	3.25%
August	1,442,263	1,491,491	3.41%	1,497,490	0.40%
September	1,404,276	1,405,569	0.09%	1,406,474	0.06%
October	1,453,574	1,552,398	6.80%	1,596,154	2.82%
November	1,394,632	1,406,098	0.82%	1,438,493	2.30%
December	1,415,909	1,378,250	-2.66%	1,427,547	3.58%
January	1,286,721	1,297,102	0.81%	1,333,515	2.81%
February	1,206,479	1,201,364	-0.42%	1,223,780	1.87%
March	1,396,026	1,387,849	-0.59%	1,396,017	0.59%
April	1,372,524	1,412,473	2.91%	1,496,643	5.96%
May	1,459,859	1,505,105	3.10%	1,520,684	1.04%
<b>June</b>	<b>1,500,113</b>	<b>1,502,130</b>	<b>0.13%</b>	<b>1,477,997</b>	<b>-1.61%</b>
<b>Year-to-Date</b>	<b>8,221,722</b>	<b>8,306,023</b>	<b>1.03%</b>	<b>8,448,636</b>	<b>1.72%</b>

12 Month Averages	2016-2017	2017-2018	% Change	2018-2019	% Change
July	1,377,907	1,397,861	1.45%	1,419,057	1.52%
August	1,381,638	1,401,964	1.47%	1,419,557	1.25%
September	1,380,313	1,402,071	1.58%	1,419,632	1.25%
October	1,379,110	1,410,307	2.26%	1,423,279	0.92%
November	1,385,497	1,411,262	1.86%	1,425,978	1.04%
December	1,383,648	1,408,124	1.77%	1,430,086	1.56%
January	1,389,511	1,408,989	1.40%	1,433,121	1.71%
February	1,388,462	1,408,563	1.45%	1,434,989	1.88%
March	1,385,333	1,407,881	1.63%	1,435,670	1.97%
April	1,386,083	1,411,210	1.81%	1,442,684	2.23%
May	1,391,298	1,414,981	1.70%	1,443,982	2.05%
<b>June</b>	<b>1,394,568</b>	<b>1,415,149</b>	<b>1.48%</b>	<b>1,441,971</b>	<b>1.90%</b>

Average Weekday Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	56,693	57,741	1.85%	58,240	0.87%
August	54,558	56,083	2.79%	56,159	0.14%
September	56,935	57,773	1.47%	58,870	1.90%
October	57,769	59,944	3.77%	60,153	0.35%
November	57,969	58,142	0.30%	59,078	1.61%
December	56,016	55,793	-0.40%	57,159	2.45%
January	53,226	52,150	-2.02%	53,603	2.79%
February	53,660	53,253	-0.76%	54,239	1.85%
March	53,560	54,160	1.12%	55,656	2.76%
April	56,690	56,900	0.37%	58,707	3.18%
May	56,735	58,054	2.32%	58,598	0.94%
<b>June</b>	<b>58,857</b>	<b>59,814</b>	<b>1.63%</b>	<b>60,208</b>	<b>0.66%</b>

## MTA Metro-North New Haven Line

Revenue Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	3,417,607	3,381,084	-1.07%	3,477,750	2.86%
August	3,498,487	3,498,977	0.01%	3,487,766	-0.32%
September	3,385,380	3,270,019	-3.41%	3,227,653	-1.30%
October	3,464,018	3,564,522	2.90%	3,642,141	2.18%
November	3,387,122	3,398,956	0.35%	3,361,328	-1.11%
December	3,486,070	3,351,443	-3.86%	3,407,432	1.67%
January	3,134,605	3,134,610	0.00%	3,187,628	1.69%
February	2,891,429	2,888,588	-0.10%	2,881,054	-0.26%
March	3,367,493	3,303,757	-1.89%	3,275,812	-0.85%
April	3,260,548	3,293,867	1.02%	3,445,331	4.60%
May	3,457,123	3,516,089	1.71%	3,513,964	-0.06%
<b>June</b>	<b>3,593,126</b>	<b>3,557,706</b>	<b>-0.99%</b>	<b>3,467,087</b>	<b>-2.55%</b>
<b>Year-to-Date</b>	<b>19,704,324</b>	<b>19,694,617</b>	<b>-0.05%</b>	<b>19,770,876</b>	<b>0.39%</b>

12 Month Averages	2016-2017	2017-2018	% Change	2018-2019	% Change
July	3,381,989	3,358,874	-0.68%	3,354,690	-0.12%
August	3,389,799	3,358,915	-0.91%	3,353,756	-0.15%
September	3,385,620	3,349,301	-1.07%	3,350,226	0.03%
October	3,376,530	3,357,677	-0.56%	3,356,694	-0.03%
November	3,383,609	3,358,663	-0.74%	3,353,558	-0.15%
December	3,373,650	3,347,444	-0.78%	3,358,224	0.32%
January	3,382,712	3,347,444	-1.04%	3,362,642	0.45%
February	3,373,944	3,347,207	-0.79%	3,362,014	0.44%
March	3,362,056	3,341,896	-0.60%	3,359,686	0.53%
April	3,356,957	3,344,673	-0.37%	3,372,308	0.83%
May	3,364,662	3,349,587	-0.45%	3,372,130	0.67%
<b>June</b>	<b>3,361,917</b>	<b>3,346,635</b>	<b>-0.45%</b>	<b>3,364,579</b>	<b>0.54%</b>

Average Weekday Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	138,421	136,059	-1.71%	136,487	0.31%
August	132,239	131,734	-0.38%	130,782	-0.72%
September	137,423	135,219	-1.60%	135,868	0.48%
October	138,307	138,540	0.17%	137,831	-0.51%
November	140,624	140,199	-0.30%	137,912	-1.63%
December	137,234	134,652	-1.88%	135,314	0.49%
January	129,332	125,597	-2.89%	127,349	1.40%
February	128,403	127,331	-0.83%	127,007	-0.25%
March	128,829	128,449	-0.29%	130,054	1.25%
April	134,704	132,687	-1.50%	135,139	1.85%
May	134,432	135,796	1.01%	135,489	-0.23%
<b>June</b>	<b>141,155</b>	<b>141,875</b>	<b>0.51%</b>	<b>141,302</b>	<b>-0.40%</b>

## MTA Metro-North West-of-Hudson

Revenue Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	147,611	133,723	-9.41%	143,455	7.28%
August	155,303	144,020	-7.27%	148,919	3.40%
September	145,165	129,165	-11.02%	128,853	-0.24%
October	122,420	136,919	11.84%	150,288	9.76%
November	131,384	132,921	1.17%	135,184	1.70%
December	135,777	128,806	-5.13%	129,353	0.42%
January	129,288	130,422	0.88%	129,949	-0.36%
February	120,495	117,564	-2.43%	118,167	0.51%
March	145,669	141,158	-3.10%	138,493	-1.89%
April	129,594	131,956	1.82%	142,313	7.85%
May	140,860	142,243	0.98%	144,894	1.86%
<b>June</b>	<b>144,359</b>	<b>142,532</b>	<b>-1.27%</b>	<b>141,075</b>	<b>-1.02%</b>
<b>Year-to-Date</b>	<b>810,265</b>	<b>805,875</b>	<b>-0.54%</b>	<b>814,891</b>	<b>1.12%</b>

12 Month Averages	2016-2017	2017-2018	% Change	2018-2019	% Change
July	144,152	136,170	-5.54%	135,097	-0.79%
August	144,803	135,230	-6.61%	135,505	0.20%
September	144,438	133,896	-7.30%	135,479	1.18%
October	141,762	135,104	-4.70%	136,593	1.10%
November	141,175	135,233	-4.21%	136,782	1.15%
December	140,320	134,652	-4.04%	136,827	1.62%
January	140,496	134,746	-4.09%	136,788	1.52%
February	139,753	134,502	-3.76%	136,838	1.74%
March	139,165	134,126	-3.62%	136,616	1.86%
April	138,408	134,323	-2.95%	137,479	2.35%
May	138,064	134,438	-2.63%	137,700	2.43%
<b>June</b>	<b>137,327</b>	<b>134,286</b>	<b>-2.21%</b>	<b>137,579</b>	<b>2.45%</b>

Average Weekday Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	7,371	6,678	-9.40%	6,835	2.35%
August	6,769	6,277	-7.27%	6,489	3.38%
September	6,916	6,451	-6.72%	6,763	4.84%
October	5,819	6,227	7.01%	6,548	5.15%
November	6,572	6,649	1.17%	6,762	1.70%
December	6,469	6,432	-0.57%	6,458	0.40%
January	6,467	6,222	-3.79%	6,201	-0.34%
February	6,326	6,172	-2.43%	6,204	0.52%
March	6,344	6,419	1.18%	6,588	2.63%
April	6,461	6,276	-2.86%	6,472	3.12%
May	6,414	6,476	0.97%	6,596	1.85%
<b>June</b>	<b>6,565</b>	<b>6,779</b>	<b>3.26%</b>	<b>7,034</b>	<b>3.76%</b>

## MTA Metro-North Port Jervis Line

Revenue Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	87,847	80,558	-8.30%	84,014	4.29%
August	92,440	86,210	-6.74%	87,725	1.76%
September	87,499	78,687	-10.07%	75,815	-3.65%
October	76,555	85,570	11.78%	88,977	3.98%
November	79,739	78,105	-2.05%	79,372	1.62%
December	81,677	75,712	-7.30%	76,092	0.50%
January	76,900	75,689	-1.57%	75,588	-0.13%
February	71,338	68,119	-4.51%	68,805	1.01%
March	85,505	79,180	-7.40%	77,829	-1.71%
April	77,209	75,632	-2.04%	83,305	10.15%
May	84,459	82,221	-2.65%	85,297	3.74%
<b>June</b>	<b>85,413</b>	<b>81,196</b>	<b>-4.94%</b>	<b>82,228</b>	<b>1.27%</b>
<b>Year-to-Date</b>	<b>480,824</b>	<b>462,037</b>	<b>-3.91%</b>	<b>473,052</b>	<b>2.38%</b>

12 Month Averages	2016-2017	2017-2018	% Change	2018-2019	% Change
July	85,556	81,608	-4.62%	79,195	-2.96%
August	85,861	81,089	-5.56%	79,321	-2.18%
September	85,730	80,354	-6.27%	79,082	-1.58%
October	84,354	81,105	-3.85%	79,365	-2.15%
November	84,129	80,969	-3.76%	79,471	-1.85%
December	83,744	80,472	-3.91%	79,503	-1.20%
January	83,966	80,371	-4.28%	79,494	-1.09%
February	83,565	80,103	-4.14%	79,551	-0.69%
March	83,179	79,576	-4.33%	79,439	-0.17%
April	82,727	79,445	-3.97%	80,078	0.80%
May	82,589	79,258	-4.03%	80,335	1.36%
<b>June</b>	<b>82,215</b>	<b>78,907</b>	<b>-4.02%</b>	<b>80,421</b>	<b>1.92%</b>

Average Weekday Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	4,386	4,022	-8.30%	4,003	-0.47%
August	4,030	3,758	-6.75%	3,824	1.76%
September	4,169	3,929	-5.76%	3,977	1.22%
October	3,638	3,892	6.98%	3,878	-0.36%
November	3,989	3,907	-2.06%	3,971	1.64%
December	3,892	3,780	-2.88%	3,798	0.48%
January	3,847	3,613	-6.08%	3,608	-0.14%
February	3,743	3,574	-4.52%	3,611	1.04%
March	3,725	3,601	-3.33%	3,701	2.78%
April	3,847	3,596	-6.52%	3,789	5.37%
May	3,847	3,744	-2.68%	3,884	3.74%
<b>June</b>	<b>3,885</b>	<b>3,861</b>	<b>-0.62%</b>	<b>4,098</b>	<b>6.14%</b>

## MTA Metro-North Pascack Valley Line

Revenue Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	59,764	53,165	-11.04%	59,441	11.80%
August	62,863	57,810	-8.04%	61,194	5.85%
September	57,666	50,478	-12.46%	53,038	5.07%
October	45,865	51,349	11.96%	61,311	19.40%
November	51,645	54,816	6.14%	55,812	1.82%
December	54,100	53,094	-1.86%	53,261	0.31%
January	52,388	54,733	4.48%	54,361	-0.68%
February	49,157	49,445	0.59%	49,362	-0.17%
March	60,164	61,978	3.02%	60,664	-2.12%
April	52,385	56,324	7.52%	59,008	4.77%
May	56,401	60,022	6.42%	59,597	-0.71%
<b>June</b>	<b>58,946</b>	<b>61,336</b>	<b>4.05%</b>	<b>58,847</b>	<b>-4.06%</b>
<b>Year-to-Date</b>	<b>329,441</b>	<b>343,838</b>	<b>4.37%</b>	<b>341,839</b>	<b>-0.58%</b>

12 Month Averages	2016-2017	2017-2018	% Change	2018-2019	% Change
July	58,596	54,562	-6.88%	55,902	2.46%
August	58,942	54,141	-8.15%	56,184	3.77%
September	58,708	53,542	-8.80%	56,398	5.33%
October	57,408	53,999	-5.94%	57,228	5.98%
November	57,045	54,263	-4.88%	57,311	5.62%
December	56,576	54,179	-4.24%	57,325	5.81%
January	56,530	54,375	-3.81%	57,294	5.37%
February	56,188	54,399	-3.18%	57,287	5.31%
March	55,986	54,550	-2.56%	57,177	4.82%
April	55,682	54,878	-1.44%	57,401	4.60%
May	55,475	55,180	-0.53%	57,365	3.96%
<b>June</b>	<b>55,112</b>	<b>55,379</b>	<b>0.48%</b>	<b>57,158</b>	<b>3.21%</b>

Average Weekday Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	2,985	2,656	-11.02%	2,832	6.63%
August	2,739	2,519	-8.03%	2,665	5.80%
September	2,747	2,522	-8.19%	2,786	10.47%
October	2,181	2,335	7.06%	2,670	14.35%
November	2,583	2,742	6.16%	2,791	1.79%
December	2,577	2,652	2.91%	2,660	0.30%
January	2,620	2,609	-0.42%	2,593	-0.61%
February	2,583	2,598	0.58%	2,593	-0.19%
March	2,619	2,818	7.60%	2,887	2.45%
April	2,614	2,680	2.52%	2,683	0.11%
May	2,567	2,732	6.43%	2,712	-0.73%
<b>June</b>	<b>2,680</b>	<b>2,918</b>	<b>8.88%</b>	<b>2,936</b>	<b>0.62%</b>

## MTA Bridges & Tunnels

Revenue Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	27,279,840	27,530,620	0.92%	28,561,622	3.74%
August	27,620,446	28,271,494	2.36%	29,280,095	3.57%
September	26,043,256	26,559,138	1.98%	27,175,132	2.32%
October	26,022,431	27,068,258	4.02%	28,301,034	4.55%
November	25,130,058	25,955,869	3.29%	26,584,637	2.42%
December	25,273,158	25,737,055	1.84%	26,946,779	4.70%
January	23,452,652	23,731,837	1.19%	25,004,686	5.36%
February	21,620,767	22,742,698	5.19%	23,532,569	3.47%
March	24,595,618	25,672,596	4.38%	27,332,093	6.46%
April	25,354,830	26,519,055	4.59%	27,419,476	3.40%
May	26,717,750	28,226,943	5.65%	29,249,471	3.62%
<b>June</b>	<b>27,133,265</b>	<b>28,546,822</b>	<b>5.21%</b>	<b>28,792,269</b>	<b>0.86%</b>
<b>Year-to-Date</b>	<b>148,874,882</b>	<b>155,439,951</b>	<b>4.41%</b>	<b>161,330,564</b>	<b>3.79%</b>

12 Month Averages	2016-2017	2017-2018	% Change	2018-2019	% Change
July	25,509,706	25,541,238	0.12%	26,466,116	3.62%
August	25,546,414	25,595,492	0.19%	26,550,166	3.73%
September	25,618,620	25,638,482	0.08%	26,601,499	3.76%
October	25,601,725	25,725,634	0.48%	26,704,230	3.80%
November	25,628,481	25,794,452	0.65%	26,756,627	3.73%
December	25,618,050	25,833,110	0.84%	26,857,438	3.97%
January	25,721,866	25,856,375	0.52%	26,963,508	4.28%
February	25,658,642	25,949,869	1.14%	27,029,331	4.16%
March	25,568,443	26,039,618	1.84%	27,167,622	4.33%
April	25,559,674	26,136,636	2.26%	27,242,657	4.23%
May	25,532,690	26,262,402	2.86%	27,327,868	4.06%
<b>June</b>	<b>25,520,339</b>	<b>26,380,199</b>	<b>3.37%</b>	<b>27,348,322</b>	<b>3.67%</b>

Average Weekday Passengers	2016-2017	2017-2018	% Change	2018-2019	% Change
July	907,622	911,478	0.42%	942,183	3.37%
August	900,785	921,318	2.28%	959,355	4.13%
September	889,931	911,981	2.48%	926,287	1.57%
October	866,829	895,418	3.30%	930,095	3.87%
November	861,615	894,676	3.84%	908,936	1.59%
December	858,227	888,990	3.58%	913,378	2.74%
January	807,271	798,165	-1.13%	855,261	7.15%
February	802,086	860,306	7.26%	870,031	1.13%
March	812,009	833,828	2.69%	907,709	8.86%
April	871,220	900,145	3.32%	926,113	2.88%
May	893,394	945,637	5.85%	966,452	2.20%
<b>June</b>	<b>922,040</b>	<b>966,001</b>	<b>4.77%</b>	<b>968,921</b>	<b>0.30%</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Accrual Statement of Operations By Category**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Non-Reimbursable</b>													
<b>Revenue</b>													
Farebox Revenue	\$490.6	\$462.4	\$515.2	\$522.2	\$557.8	\$531.4	\$546.6	\$535.2	\$530.0	\$558.1	\$527.6	\$527.5	\$6,304.6
Toll Revenue	151.3	140.2	160.2	175.8	187.3	181.0	184.9	190.7	177.7	185.6	174.9	178.6	2,088.2
Other Operating Revenue	63.0	58.0	72.7	52.8	60.6	54.9	54.3	55.1	54.3	53.9	54.3	62.1	695.8
Capital and Other Reimbursements	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total Revenues</b>	<b>\$704.9</b>	<b>\$660.6</b>	<b>\$748.1</b>	<b>\$750.8</b>	<b>\$805.7</b>	<b>\$767.3</b>	<b>\$785.7</b>	<b>\$781.0</b>	<b>\$762.0</b>	<b>\$797.6</b>	<b>\$756.8</b>	<b>\$768.2</b>	<b>\$9,088.7</b>
<b>Operating Expenses</b>													
<b>Labor:</b>													
Payroll	\$465.2	\$410.4	\$443.7	\$429.0	\$460.8	\$432.7	\$450.3	\$435.8	\$430.9	\$444.2	\$458.2	\$466.8	\$5,328.0
Overtime	87.4	84.2	78.6	83.2	86.1	51.9	73.7	66.7	71.5	72.0	75.1	79.5	909.9
Health and Welfare	103.3	106.7	111.0	106.8	116.6	114.7	111.5	112.4	111.3	111.5	111.5	123.3	1,340.6
OPEB Current Payments	24.7	70.8	61.1	46.7	59.9	58.2	54.8	54.7	59.6	54.9	54.7	45.1	645.2
Pension	109.2	107.5	120.9	108.8	110.1	200.9	118.2	118.1	126.8	118.1	119.9	135.9	1,494.4
Other Fringe Benefits	84.7	71.7	68.6	76.1	77.4	63.3	76.7	67.7	71.4	70.6	70.0	70.8	868.9
Reimbursable Overhead	(34.8)	(38.7)	(54.6)	(39.0)	(37.4)	(30.1)	(38.0)	(49.0)	(35.5)	(37.5)	(33.6)	(43.0)	(471.3)
<b>Total Labor Expenses</b>	<b>\$839.6</b>	<b>\$812.7</b>	<b>\$829.3</b>	<b>\$811.4</b>	<b>\$873.5</b>	<b>\$891.7</b>	<b>\$847.2</b>	<b>\$806.4</b>	<b>\$836.0</b>	<b>\$833.7</b>	<b>\$855.8</b>	<b>\$878.4</b>	<b>\$10,115.7</b>
<b>Non-Labor:</b>													
Electric Power	\$42.2	\$44.7	\$29.6	\$37.9	\$33.5	\$41.1	\$38.3	\$37.6	\$39.2	\$35.2	\$35.5	\$36.7	\$451.5
Fuel	15.6	13.7	17.5	15.9	11.4	20.3	15.1	15.3	11.2	15.7	14.6	16.5	182.8
Insurance	0.2	1.7	(1.4)	1.5	(0.7)	0.4	0.5	0.4	0.4	0.5	0.7	1.4	5.6
Claims	31.8	35.5	34.2	31.6	33.4	31.7	31.4	31.3	31.8	31.5	31.5	32.0	387.6
Paratransit Service Contracts	41.1	39.3	41.3	41.4	42.2	34.9	41.0	41.7	42.3	45.6	41.8	42.2	494.8
Maintenance and Other Operating Contracts	47.4	48.7	58.2	64.7	65.1	95.5	67.5	69.5	73.2	74.6	74.5	101.4	840.2
Professional Services Contracts	23.8	46.2	32.9	39.8	48.2	52.7	68.6	56.1	56.7	66.0	62.0	54.8	607.8
Materials and Supplies	54.5	49.7	50.4	59.7	54.8	59.5	59.1	58.3	57.8	60.7	62.3	62.1	689.0
Other Business Expenses	21.1	14.9	14.8	17.4	17.4	17.8	24.3	17.9	18.2	17.4	18.3	18.7	218.2
<b>Total Non-Labor Expenses</b>	<b>\$277.9</b>	<b>\$294.4</b>	<b>\$277.3</b>	<b>\$309.8</b>	<b>\$305.4</b>	<b>\$353.9</b>	<b>\$345.7</b>	<b>\$328.2</b>	<b>\$330.7</b>	<b>\$347.1</b>	<b>\$341.0</b>	<b>\$365.9</b>	<b>\$3,877.4</b>
<b>Other Expense Adjustments:</b>													
Other	\$11.1	\$11.1	\$14.0	\$11.3	\$12.1	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$35.9	\$174.7
General Reserve	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	165.0	165.0
<b>Total Other Expense Adjustments</b>	<b>\$11.1</b>	<b>\$11.1</b>	<b>\$14.0</b>	<b>\$11.3</b>	<b>\$12.1</b>	<b>\$13.2</b>	<b>\$13.2</b>	<b>\$13.2</b>	<b>\$13.2</b>	<b>\$13.2</b>	<b>\$13.2</b>	<b>\$200.9</b>	<b>\$339.7</b>
<b>Total Operating Expenses</b>	<b>\$1,128.5</b>	<b>\$1,118.3</b>	<b>\$1,120.6</b>	<b>\$1,132.6</b>	<b>\$1,190.9</b>	<b>\$1,258.7</b>	<b>\$1,206.2</b>	<b>\$1,147.8</b>	<b>\$1,179.9</b>	<b>\$1,194.1</b>	<b>\$1,210.0</b>	<b>\$1,445.1</b>	<b>\$14,332.8</b>
Depreciation	\$238.7	\$238.7	\$229.1	\$238.1	\$240.5	\$209.1	\$231.8	\$231.7	\$231.6	\$231.9	\$231.7	\$231.8	\$2,784.8
OPEB Liability Adjustment	25.1	25.6	(33.6)	0.0	0.0	(17.2)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASB 75 OPEB Expense Adjustment	10.5	10.5	(38.7)	0.0	0.0	22.5	0.0	0.0	22.5	0.0	0.0	1,430.0	1,457.2
GASB 68 Pension Expense Adjustment	0.0	0.0	1.3	0.0	0.0	(1.0)	0.0	0.0	(7.4)	0.0	0.0	(213.8)	(220.9)
Environmental Remediation	0.4	0.5	1.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	(0.3)	6.0
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$1,403.2</b>	<b>\$1,393.5</b>	<b>\$1,280.2</b>	<b>\$1,371.2</b>	<b>\$1,431.9</b>	<b>\$1,472.8</b>	<b>\$1,438.5</b>	<b>\$1,380.0</b>	<b>\$1,427.1</b>	<b>\$1,426.5</b>	<b>\$1,442.2</b>	<b>\$2,892.9</b>	<b>\$18,360.0</b>
Less: B&T Depreciation and GASB Adjustments	(\$17.2)	(\$17.2)	(\$6.2)	(\$13.7)	(\$13.9)	(\$12.0)	(\$11.9)	(\$11.9)	(\$12.0)	(\$11.9)	(\$12.0)	\$5.9	(\$134.1)
<b>Adjusted Total Expenses</b>	<b>\$1,386.0</b>	<b>\$1,376.3</b>	<b>\$1,274.0</b>	<b>\$1,357.5</b>	<b>\$1,418.0</b>	<b>\$1,460.7</b>	<b>\$1,426.6</b>	<b>\$1,368.1</b>	<b>\$1,415.1</b>	<b>\$1,414.5</b>	<b>\$1,430.2</b>	<b>\$2,898.8</b>	<b>\$18,225.8</b>
<b>Net Surplus/(Deficit) Before Subsidies &amp; Debt Service</b>	<b>(\$681.1)</b>	<b>(\$715.7)</b>	<b>(\$526.0)</b>	<b>(\$606.7)</b>	<b>(\$612.3)</b>	<b>(\$693.4)</b>	<b>(\$640.8)</b>	<b>(\$587.1)</b>	<b>(\$653.1)</b>	<b>(\$617.0)</b>	<b>(\$673.4)</b>	<b>(\$2,130.6)</b>	<b>(\$9,137.2)</b>
Subsidies	\$201.3	\$416.9	\$883.6	\$2,036.7	\$388.4	\$522.3	\$459.7	\$380.6	\$677.6	\$246.5	\$427.4	\$673.1	\$7,314.1
Debt Service	(229.7)	(240.4)	(227.0)	(228.7)	(183.7)	(239.3)	(239.3)	(239.9)	(228.8)	(212.6)	(176.8)	(236.8)	(2,682.9)

-- Differences are due to rounding

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Accrual Statement of Operations By Category**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Reimbursable</b>													
<b>Revenue</b>													
Farebox Revenue	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Toll Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capital and Other Reimbursements	158.1	169.2	235.9	206.7	186.6	195.6	204.6	231.8	193.4	204.5	183.2	211.6	2,381.2
<b>Total Revenues</b>	<b>\$158.1</b>	<b>\$169.2</b>	<b>\$235.9</b>	<b>\$206.7</b>	<b>\$186.6</b>	<b>\$195.6</b>	<b>\$204.6</b>	<b>\$231.8</b>	<b>\$193.4</b>	<b>\$204.5</b>	<b>\$183.2</b>	<b>\$211.6</b>	<b>\$2,381.2</b>
<b>Operating Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$51.4	\$52.3	\$69.7	\$58.2	\$57.6	\$95.9	\$69.1	\$76.6	\$64.0	\$70.5	\$61.1	\$64.6	\$790.9
Overtime	19.1	23.5	34.4	23.1	22.6	(10.5)	17.1	24.0	16.2	16.2	15.4	14.5	215.6
Health and Welfare	6.3	6.4	6.6	7.0	6.8	7.5	7.9	7.1	6.9	7.5	6.4	6.6	83.1
OPEB Current Payments	0.8	0.8	0.9	0.8	0.8	1.1	0.9	0.9	0.9	0.9	0.9	0.9	10.6
Pension	8.0	7.8	7.9	10.2	8.6	9.9	11.5	9.1	9.0	9.8	8.3	8.8	109.0
Other Fringe Benefits	18.7	20.4	29.6	20.4	20.5	27.1	22.9	27.9	21.7	23.5	20.9	21.8	275.5
Reimbursable Overhead	34.5	38.4	54.4	38.7	37.0	29.6	37.6	48.7	35.2	37.1	33.2	43.0	467.5
<b>Total Labor Expenses</b>	<b>\$138.8</b>	<b>\$149.6</b>	<b>\$203.5</b>	<b>\$158.4</b>	<b>\$154.0</b>	<b>\$160.6</b>	<b>\$167.0</b>	<b>\$194.3</b>	<b>\$154.0</b>	<b>\$165.5</b>	<b>\$146.2</b>	<b>\$160.1</b>	<b>\$1,952.1</b>
<b><u>Non-Labor:</u></b>													
Electric Power	\$0.1	\$0.2	\$0.1	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.7
Fuel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Insurance	0.8	0.8	0.8	1.3	1.2	1.2	1.4	1.2	1.1	1.2	0.8	0.9	12.5
Claims	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	7.1	5.5	8.0	14.0	10.2	8.8	11.2	11.5	11.7	12.0	12.7	12.9	125.6
Professional Services Contracts	5.0	4.6	8.6	10.3	8.5	5.9	10.2	10.7	10.4	9.9	9.9	18.7	112.7
Materials and Supplies	6.0	8.2	14.3	22.0	11.9	22.5	14.5	13.7	15.8	15.5	13.2	18.6	176.2
Other Business Expenses	0.4	0.2	0.5	0.7	0.7	(3.3)	0.3	0.3	0.3	0.3	0.3	0.3	1.2
<b>Total Non-Labor Expenses</b>	<b>\$19.3</b>	<b>\$19.5</b>	<b>\$32.4</b>	<b>\$48.3</b>	<b>\$32.6</b>	<b>\$35.0</b>	<b>\$37.6</b>	<b>\$37.5</b>	<b>\$39.4</b>	<b>\$39.0</b>	<b>\$37.0</b>	<b>\$51.4</b>	<b>\$429.1</b>
<b><u>Other Expense Adjustments:</u></b>													
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Other Expense Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Operating Expenses</b>	<b>\$158.1</b>	<b>\$169.2</b>	<b>\$235.9</b>	<b>\$206.7</b>	<b>\$186.6</b>	<b>\$195.6</b>	<b>\$204.6</b>	<b>\$231.8</b>	<b>\$193.4</b>	<b>\$204.5</b>	<b>\$183.2</b>	<b>\$211.6</b>	<b>\$2,381.2</b>



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Accrual Statement of Operations By Category**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><u>Non-Reimbursable / Reimbursable</u></b>													
<b>Revenue</b>													
Farebox Revenue	\$490.6	\$462.4	\$515.2	\$522.2	\$557.8	\$531.4	\$546.6	\$535.2	\$530.0	\$558.1	\$527.6	\$527.5	\$6,304.6
Toll Revenue	151.3	140.2	160.2	175.8	187.3	181.0	184.9	190.7	177.7	185.6	174.9	178.6	2,088.2
Other Operating Revenue	63.0	58.0	72.7	52.8	60.6	54.9	54.3	55.1	54.3	53.9	54.3	62.1	695.8
Capital and Other Reimbursements	158.1	169.2	235.9	206.7	186.6	195.6	204.6	231.8	193.4	204.5	183.2	211.6	2,381.2
<b>Total Revenues</b>	<b>\$862.9</b>	<b>\$829.8</b>	<b>\$984.0</b>	<b>\$957.5</b>	<b>\$992.3</b>	<b>\$962.9</b>	<b>\$990.3</b>	<b>\$1,012.8</b>	<b>\$955.4</b>	<b>\$1,002.1</b>	<b>\$940.0</b>	<b>\$979.8</b>	<b>\$11,469.8</b>
<b>Operating Expenses</b>													
<b><u>Labor:</u></b>													
Payroll	\$516.6	\$462.7	\$513.4	\$487.1	\$518.4	\$528.6	\$519.4	\$512.4	\$494.9	\$514.7	\$519.3	\$531.4	\$6,118.9
Overtime	106.4	107.7	113.0	106.3	108.7	41.4	90.9	90.7	87.7	88.2	90.4	94.0	1,125.5
Health and Welfare	109.6	113.1	117.6	113.7	123.4	122.2	119.4	119.5	118.2	119.0	117.8	129.9	1,423.6
OPEB Current Payments	25.5	71.7	62.0	47.5	60.7	59.3	55.7	55.6	60.5	55.7	55.6	46.0	655.8
Pension	117.2	115.4	128.8	119.0	118.8	210.8	129.7	127.2	135.8	127.8	128.2	144.7	1,603.4
Other Fringe Benefits	103.4	92.1	98.2	96.5	97.9	90.4	99.6	95.6	93.1	94.1	90.9	92.6	1,144.4
Reimbursable Overhead	(0.3)	(0.3)	(0.2)	(0.3)	(0.4)	(0.5)	(0.4)	(0.3)	(0.3)	(0.4)	(0.3)	(0.1)	(3.8)
<b>Total Labor Expenses</b>	<b>\$978.4</b>	<b>\$962.4</b>	<b>\$1,032.8</b>	<b>\$969.8</b>	<b>\$1,027.5</b>	<b>\$1,052.3</b>	<b>\$1,014.2</b>	<b>\$1,000.7</b>	<b>\$990.0</b>	<b>\$999.2</b>	<b>\$1,002.0</b>	<b>\$1,038.5</b>	<b>\$12,067.8</b>
<b><u>Non-Labor:</u></b>													
Electric Power	\$42.3	\$44.8	\$29.7	\$37.9	\$33.6	\$41.1	\$38.4	\$37.7	\$39.2	\$35.2	\$35.5	\$36.8	\$452.2
Fuel	15.6	13.7	17.5	15.9	11.4	20.3	15.1	15.3	11.2	15.7	14.6	16.5	182.9
Insurance	1.0	2.5	(0.6)	2.7	0.5	1.6	1.9	1.6	1.5	1.6	1.5	2.3	18.2
Claims	31.8	35.5	34.2	31.6	33.4	31.7	31.4	31.3	31.8	31.5	31.5	32.0	387.6
Paratransit Service Contracts	41.1	39.3	41.3	41.4	42.2	34.9	41.0	41.7	42.3	45.6	41.8	42.2	494.8
Maintenance and Other Operating Contracts	54.5	54.2	66.2	78.7	75.2	104.3	78.7	81.1	84.9	86.6	87.1	114.3	965.8
Professional Services Contracts	28.8	50.9	41.5	50.1	56.8	58.6	78.8	66.7	67.1	75.9	71.9	73.5	720.5
Materials and Supplies	60.5	57.9	64.7	81.7	66.7	82.0	73.6	72.1	73.6	76.2	75.5	80.7	865.2
Other Business Expenses	21.5	15.2	15.3	18.1	18.2	14.5	24.6	18.2	18.5	17.7	18.6	19.0	219.4
<b>Total Non-Labor Expenses</b>	<b>\$297.1</b>	<b>\$314.0</b>	<b>\$309.8</b>	<b>\$358.2</b>	<b>\$337.9</b>	<b>\$388.9</b>	<b>\$383.4</b>	<b>\$365.6</b>	<b>\$370.1</b>	<b>\$386.1</b>	<b>\$378.0</b>	<b>\$417.3</b>	<b>\$4,306.5</b>
<b><u>Other Expense Adjustments:</u></b>													
Other	\$11.1	\$11.1	\$14.0	\$11.3	\$12.1	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$35.9	\$174.7
General Reserve	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	165.0	165.0
<b>Total Other Expense Adjustments</b>	<b>\$11.1</b>	<b>\$11.1</b>	<b>\$14.0</b>	<b>\$11.3</b>	<b>\$12.1</b>	<b>\$13.2</b>	<b>\$13.2</b>	<b>\$13.2</b>	<b>\$13.2</b>	<b>\$13.2</b>	<b>\$13.2</b>	<b>\$200.9</b>	<b>\$339.7</b>
<b>Total Operating Expenses</b>	<b>\$1,286.6</b>	<b>\$1,287.5</b>	<b>\$1,356.6</b>	<b>\$1,339.3</b>	<b>\$1,377.5</b>	<b>\$1,454.4</b>	<b>\$1,410.8</b>	<b>\$1,379.6</b>	<b>\$1,373.3</b>	<b>\$1,398.6</b>	<b>\$1,393.2</b>	<b>\$1,656.7</b>	<b>\$16,713.9</b>
Depreciation	\$238.7	\$238.7	\$229.1	\$238.1	\$240.5	\$209.1	\$231.8	\$231.7	\$231.6	\$231.9	\$231.7	\$231.8	\$2,784.8
OPEB Liability Adjustment	25.1	25.6	(33.6)	0.0	0.0	(17.2)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GASB 75 OPEB Expense Adjustment	10.5	10.5	(38.7)	0.0	0.0	22.5	0.0	0.0	22.5	0.0	0.0	1,430.0	1,457.2
GASB 68 Pension Expense Adjustment	0.0	0.0	1.3	0.0	0.0	(1.0)	0.0	0.0	(7.4)	0.0	0.0	(213.8)	(220.9)
Environmental Remediation	0.4	0.5	1.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	(0.3)	6.0
<b>Total Expenses After Non-Cash Liability Adjs.</b>	<b>\$1,561.3</b>	<b>\$1,562.7</b>	<b>\$1,516.2</b>	<b>\$1,577.9</b>	<b>\$1,618.5</b>	<b>\$1,668.4</b>	<b>\$1,643.1</b>	<b>\$1,611.8</b>	<b>\$1,620.5</b>	<b>\$1,631.0</b>	<b>\$1,625.4</b>	<b>\$3,104.5</b>	<b>\$20,741.1</b>
Less: B&T Depreciation and GASB Adjustments	(\$17.2)	(\$17.2)	(\$6.2)	(\$13.7)	(\$13.9)	(\$12.0)	(\$11.9)	(\$11.9)	(\$12.0)	(\$11.9)	(\$12.0)	\$5.9	(\$134.1)
<b>Adjusted Total Expenses</b>	<b>\$1,544.0</b>	<b>\$1,545.5</b>	<b>\$1,510.0</b>	<b>\$1,564.2</b>	<b>\$1,604.5</b>	<b>\$1,656.4</b>	<b>\$1,631.2</b>	<b>\$1,599.9</b>	<b>\$1,608.5</b>	<b>\$1,619.0</b>	<b>\$1,613.4</b>	<b>\$3,110.4</b>	<b>\$20,607.0</b>
<b>Net Surplus/(Deficit) Before Subsidies &amp; Debt Service</b>	<b>(\$681.1)</b>	<b>(\$715.7)</b>	<b>(\$526.0)</b>	<b>(\$606.7)</b>	<b>(\$612.3)</b>	<b>(\$693.4)</b>	<b>(\$640.8)</b>	<b>(\$587.1)</b>	<b>(\$653.1)</b>	<b>(\$617.0)</b>	<b>(\$673.4)</b>	<b>(\$2,130.6)</b>	<b>(\$9,137.2)</b>
Subsidies	\$201.3	\$416.9	\$883.6	\$2,036.7	\$388.4	\$522.3	\$459.7	\$380.6	\$677.6	\$246.5	\$427.4	\$673.1	\$7,314.1
Debt Service	(229.7)	(240.4)	(227.0)	(228.7)	(183.7)	(239.3)	(239.3)	(239.9)	(228.8)	(212.6)	(176.8)	(236.8)	(2,682.9)

-- Differences are due to rounding

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Non-Reimbursable/Reimbursable Overtime Expenses**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b><i>Non-Reimbursable Overtime</i></b>													
Scheduled Service	\$22.232	\$19.571	\$19.943	\$20.773	\$21.889	\$19.752	\$21.049	\$19.309	\$19.800	\$20.811	\$20.280	\$22.686	<b>\$248.094</b>
Unscheduled Service	14.385	15.306	12.571	9.264	16.704	11.296	10.811	13.968	13.388	10.855	13.635	10.570	<b>152.752</b>
Programmatic/Routine Maintenance	32.655	24.037	21.256	35.056	33.241	13.891	22.986	22.417	21.763	23.269	22.478	21.601	<b>294.651</b>
Unscheduled Maintenance	0.303	0.238	0.325	0.190	0.288	0.141	0.168	0.139	0.162	0.165	0.152	0.152	<b>2.425</b>
Vacancy/Absentee Coverage	10.234	11.475	11.571	15.009	11.064	3.011	13.964	13.609	11.366	11.706	12.208	12.351	<b>137.569</b>
Weather Emergencies	6.058	11.031	9.743	0.576	0.372	0.824	1.070	0.817	1.013	1.427	2.717	7.994	<b>43.641</b>
Safety/Security/Law Enforcement	1.008	0.950	1.081	0.919	1.029	1.057	0.885	0.838	1.165	0.914	0.811	1.082	<b>11.738</b>
Other	0.498	1.604	2.067	1.448	1.524	1.970	2.797	(4.390)	2.819	2.818	2.770	3.097	<b>19.022</b>
<b><i>NON-REIMBURSABLE OVERTIME</i></b>	<b>\$87.372</b>	<b>\$84.212</b>	<b>\$78.556</b>	<b>\$83.235</b>	<b>\$86.111</b>	<b>\$51.943</b>	<b>\$73.729</b>	<b>\$66.706</b>	<b>\$71.476</b>	<b>\$71.966</b>	<b>\$75.051</b>	<b>\$79.533</b>	<b>\$909.892</b>
<b><i>REIMBURSABLE OVERTIME</i></b>	<b>\$19.055</b>	<b>\$23.473</b>	<b>\$34.396</b>	<b>\$23.093</b>	<b>\$22.616</b>	<b>(\$10.516)</b>	<b>\$17.146</b>	<b>\$23.992</b>	<b>\$16.249</b>	<b>\$16.211</b>	<b>\$15.397</b>	<b>\$14.466</b>	<b>\$215.579</b>
<b>TOTAL OVERTIME</b>	<b>\$106.427</b>	<b>\$107.685</b>	<b>\$112.952</b>	<b>\$106.328</b>	<b>\$108.727</b>	<b>\$41.427</b>	<b>\$90.876</b>	<b>\$90.699</b>	<b>\$87.725</b>	<b>\$88.177</b>	<b>\$90.449</b>	<b>\$93.999</b>	<b>\$1,125.471</b>

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Total Positions by Category and Agency**

CATEGORY / AGENCY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Baseline Total Positions</b>	<b>72,645</b>	<b>72,511</b>	<b>72,323</b>	<b>72,489</b>	<b>72,570</b>	<b>73,977</b>	<b>73,537</b>	<b>73,518</b>	<b>73,437</b>	<b>73,415</b>	<b>73,367</b>	<b>74,168</b>
New York City Transit	49,910	49,780	49,615	49,666	49,793	50,724	50,254	50,213	50,173	50,101	50,053	50,343
Long Island Rail Road	7,595	7,616	7,619	7,723	7,705	7,705	7,694	7,692	7,697	7,676	7,670	7,710
Metro-North Railroad	6,570	6,560	6,565	6,590	6,594	6,575	6,608	6,633	6,629	6,649	6,657	7,149
Headquarters	2,765	2,756	2,743	2,729	2,716	3,032	3,032	3,032	3,032	3,052	3,052	3,052
Capital Construction Company	125	125	124	124	123	124	132	132	132	163	163	163
Bus Company	3,956	3,956	3,956	3,956	3,956	3,956	3,957	3,957	3,916	3,916	3,916	3,916
Staten Island Railway	339	337	336	345	340	356	356	356	356	356	356	336
Bridges and Tunnels	1,385	1,381	1,365	1,356	1,343	1,505	1,504	1,503	1,502	1,502	1,500	1,499
<b>Non-Reimbursable Positions</b>	<b>65,513</b>	<b>65,422</b>	<b>64,937</b>	<b>65,253</b>	<b>65,092</b>	<b>65,362</b>	<b>64,851</b>	<b>65,012</b>	<b>64,967</b>	<b>65,061</b>	<b>65,243</b>	<b>65,899</b>
New York City Transit	44,937	44,759	44,408	44,879	44,857	44,740	44,295	44,255	44,215	44,144	44,135	44,354
Long Island Rail Road	6,382	6,527	6,478	6,429	6,348	6,306	6,248	6,363	6,330	6,405	6,547	6,589
Metro-North Railroad	5,992	5,947	5,893	5,800	5,773	5,748	5,740	5,828	5,897	5,968	6,018	6,435
Headquarters	2,662	2,655	2,642	2,628	2,615	2,906	2,906	2,906	2,906	2,926	2,926	2,926
Capital Construction Company	0	0	0	0	0	0	0	0	0	0	0	0
Bus Company	3,916	3,916	3,916	3,916	3,916	3,916	3,917	3,917	3,876	3,876	3,876	3,876
Staten Island Railway	326	324	323	332	327	328	328	328	328	328	328	308
Bridges and Tunnels	1,298	1,294	1,278	1,269	1,256	1,418	1,417	1,416	1,415	1,415	1,413	1,412
<b>Reimbursable Positions</b>	<b>7,127</b>	<b>7,085</b>	<b>7,385</b>	<b>7,236</b>	<b>7,480</b>	<b>8,615</b>	<b>8,685</b>	<b>8,505</b>	<b>8,470</b>	<b>8,353</b>	<b>8,124</b>	<b>8,269</b>
New York City Transit	4,973	5,021	5,207	4,787	4,936	5,984	5,959	5,958	5,958	5,957	5,918	5,989
Long Island Rail Road	1,213	1,089	1,141	1,294	1,358	1,399	1,445	1,329	1,367	1,271	1,123	1,121
Metro-North Railroad	577	613	672	790	821	827	868	805	732	681	639	714
Headquarters	103	101	101	101	101	126	126	126	126	126	126	126
Capital Construction Company	121	121	123	124	124	124	132	132	132	163	163	163
Bus Company	40	40	40	40	40	40	40	40	40	40	40	40
Staten Island Railway	13	13	13	13	13	28	28	28	28	28	28	28
Bridges and Tunnels	87	87	87	87	87	87	87	87	87	87	87	87
<b>Full-Time Positions</b>	<b>72,433</b>	<b>72,293</b>	<b>72,103</b>	<b>72,274</b>	<b>72,357</b>	<b>73,704</b>	<b>73,264</b>	<b>73,245</b>	<b>73,164</b>	<b>73,142</b>	<b>73,094</b>	<b>73,941</b>
New York City Transit	49,720	49,584	49,414	49,469	49,597	50,469	49,999	49,958	49,918	49,846	49,798	50,135
Long Island Rail Road	7,595	7,616	7,619	7,723	7,705	7,705	7,694	7,692	7,697	7,676	7,670	7,710
Metro-North Railroad	6,570	6,560	6,565	6,590	6,594	6,575	6,608	6,633	6,629	6,649	6,657	7,148
Headquarters	2,765	2,756	2,743	2,729	2,716	3,032	3,032	3,032	3,032	3,052	3,052	3,052
Capital Construction Company	121	121	123	124	124	124	132	132	132	163	163	163
Bus Company	3,938	3,938	3,938	3,938	3,938	3,938	3,939	3,939	3,898	3,898	3,898	3,898
Staten Island Railway	339	337	336	345	340	356	356	356	356	356	356	336
Bridges and Tunnels	1,385	1,381	1,365	1,356	1,343	1,505	1,504	1,503	1,502	1,502	1,500	1,499
<b>Full-time Equivalent Positions</b>	<b>208</b>	<b>214</b>	<b>219</b>	<b>215</b>	<b>214</b>	<b>273</b>	<b>273</b>	<b>273</b>	<b>273</b>	<b>273</b>	<b>273</b>	<b>227</b>
New York City Transit	190	196	201	197	196	255	255	255	255	255	255	208
Long Island Rail Road	0	0	0	0	0	0	0	0	0	0	0	0
Metro-North Railroad	0	0	0	0	0	0	0	0	0	0	0	1
Headquarters	0	0	0	0	0	0	0	0	0	0	0	0
Capital Construction Company	0	0	0	0	0	0	0	0	0	0	0	0
Bus Company	18	18	18	18	18	18	18	18	18	18	18	18
Staten Island Railway	0	0	0	0	0	0	0	0	0	0	0	0
Bridges and Tunnels	0	0	0	0	0	0	0	0	0	0	0	0

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan 2019**  
**Total Positions by Function and Agency**

FUNCTION / AGENCY	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Administration</b>	<b>4,446</b>	<b>4,425</b>	<b>4,411</b>	<b>4,433</b>	<b>4,398</b>	<b>4,862</b>	<b>4,857</b>	<b>4,856</b>	<b>4,862</b>	<b>4,859</b>	<b>4,859</b>	<b>4,997</b>
New York City Transit	1,293	1,285	1,283	1,271	1,256	1,400	1,394	1,394	1,394	1,394	1,394	1,429
Long Island Rail Road	474	475	473	524	524	524	524	524	529	524	524	524
Metro-North Railroad	508	504	502	498	497	498	498	497	498	499	499	602
MTA Headquarters	1,906	1,899	1,891	1,878	1,865	2,155	2,155	2,155	2,155	2,155	2,155	2,155
Capital Construction Company	17	17	17	17	17	17	18	18	18	18	18	18
MTA Bus Company	144	144	144	144	144	144	144	144	144	144	144	144
Staten Island Railway	28	27	27	27	25	28	28	28	28	28	28	28
Bridges and Tunnels	75	73	73	73	69	96	96	96	96	96	96	96
<b>Operations</b>	<b>31,604</b>	<b>31,528</b>	<b>31,486</b>	<b>31,561</b>	<b>31,646</b>	<b>32,033</b>	<b>31,875</b>	<b>31,853</b>	<b>31,769</b>	<b>31,711</b>	<b>31,659</b>	<b>31,988</b>
New York City Transit	24,035	23,938	23,884	23,957	24,070	24,422	24,273	24,232	24,192	24,134	24,081	24,302
Long Island Rail Road	2,644	2,668	2,671	2,666	2,652	2,660	2,659	2,659	2,658	2,652	2,651	2,651
Metro-North Railroad	2,111	2,106	2,118	2,122	2,110	2,123	2,115	2,134	2,126	2,132	2,134	2,242
MTA Headquarters	0	0	0	0	0	0	0	0	0	0	0	0
Capital Construction Company	0	0	0	0	0	0	0	0	0	0	0	0
MTA Bus Company	2,610	2,610	2,610	2,610	2,610	2,610	2,610	2,610	2,575	2,575	2,575	2,575
Staten Island Railway	113	114	113	117	115	119	119	119	119	119	119	119
Bridges and Tunnels	91	92	90	89	89	99	99	99	99	99	99	99
<b>Maintenance</b>	<b>32,437</b>	<b>32,398</b>	<b>32,303</b>	<b>32,340</b>	<b>32,392</b>	<b>32,642</b>	<b>32,357</b>	<b>32,362</b>	<b>32,361</b>	<b>32,349</b>	<b>32,355</b>	<b>32,668</b>
New York City Transit	22,565	22,530	22,446	22,439	22,482	22,767	22,452	22,452	22,452	22,438	22,443	22,477
Long Island Rail Road	4,290	4,288	4,290	4,306	4,302	4,294	4,284	4,282	4,284	4,273	4,268	4,308
Metro-North Railroad	3,836	3,837	3,832	3,858	3,875	3,842	3,881	3,888	3,891	3,904	3,910	4,169
MTA Headquarters	0	0	0	0	0	0	0	0	0	0	0	0
Capital Construction Company	0	0	0	0	0	0	0	0	0	0	0	0
MTA Bus Company	1,150	1,150	1,150	1,150	1,150	1,150	1,151	1,151	1,145	1,145	1,145	1,145
Staten Island Railway	189	187	187	192	191	193	193	193	193	193	193	173
Bridges and Tunnels	407	406	398	395	392	396	396	396	396	396	396	396
<b>Engineering</b>	<b>2,022</b>	<b>2,016</b>	<b>1,991</b>	<b>2,027</b>	<b>2,011</b>	<b>2,225</b>	<b>2,234</b>	<b>2,234</b>	<b>2,234</b>	<b>2,264</b>	<b>2,264</b>	<b>2,283</b>
New York City Transit	1,364	1,361	1,340	1,339	1,325	1,471	1,471	1,471	1,471	1,471	1,471	1,468
Long Island Rail Road	187	185	185	227	227	227	227	227	227	227	227	227
Metro-North Railroad	113	113	113	112	112	112	114	114	114	114	114	136
MTA Headquarters	0	0	0	0	0	0	0	0	0	0	0	0
Capital Construction Company	104	104	106	107	107	107	114	114	114	145	145	145
MTA Bus Company	37	37	37	37	37	37	37	37	37	37	37	37
Staten Island Railway	9	9	9	9	9	16	16	16	16	16	16	16
Bridges and Tunnels	205	204	201	197	196	255	255	255	255	255	255	255
<b>Public Safety</b>	<b>2,134</b>	<b>2,144</b>	<b>2,132</b>	<b>2,128</b>	<b>2,123</b>	<b>2,215</b>	<b>2,214</b>	<b>2,213</b>	<b>2,212</b>	<b>2,232</b>	<b>2,230</b>	<b>2,232</b>
New York City Transit	653	666	662	660	660	664	664	664	664	664	664	667
Long Island Rail Road	0	0	0	0	0	0	0	0	0	0	0	0
Metro-North Railroad	0	0	0	0	0	0	0	0	0	0	0	0
MTA Headquarters	859	857	852	851	851	877	877	877	877	897	897	897
Capital Construction Company	0	0	0	0	0	0	0	0	0	0	0	0
MTA Bus Company	15	15	15	15	15	15	15	15	15	15	15	15
Staten Island Railway	0	0	0	0	0	0	0	0	0	0	0	0
Bridges and Tunnels	607	606	603	602	597	659	658	657	656	656	654	653
<b>Total Positions</b>	<b>72,641</b>	<b>72,507</b>	<b>72,322</b>	<b>72,489</b>	<b>72,571</b>	<b>73,977</b>	<b>73,537</b>	<b>73,518</b>	<b>73,437</b>	<b>73,415</b>	<b>73,367</b>	<b>74,168</b>
New York City Transit	49,910	49,780	49,615	49,666	49,793	50,724	50,254	50,213	50,173	50,101	50,053	50,343
Long Island Rail Road	7,595	7,616	7,619	7,723	7,705	7,705	7,694	7,692	7,697	7,676	7,670	7,710
Metro-North Railroad	6,570	6,560	6,565	6,590	6,594	6,575	6,608	6,633	6,629	6,649	6,657	7,149
MTA Headquarters	2,765	2,756	2,743	2,729	2,716	3,032	3,032	3,032	3,032	3,052	3,052	3,052
Capital Construction Company	121	121	123	124	124	124	132	132	132	163	163	163
MTA Bus Company	3,956	3,956	3,956	3,956	3,956	3,956	3,957	3,957	3,916	3,916	3,916	3,916
Staten Island Railway	339	337	336	345	340	356	356	356	356	356	356	336
Bridges and Tunnels	1,385	1,381	1,365	1,356	1,343	1,505	1,504	1,503	1,502	1,502	1,500	1,499

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Total Positions by Function and Occupation**

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Total Administration Headcount</b>	<b>4,446</b>	<b>4,425</b>	<b>4,411</b>	<b>4,433</b>	<b>4,398</b>	<b>4,862</b>	<b>4,857</b>	<b>4,856</b>	<b>4,862</b>	<b>4,859</b>	<b>4,859</b>	<b>4,997</b>
Managers/Supervisors	1,453	1,440	1,436	1,453	1,436	1,648	1,647	1,647	1,653	1,649	1,649	1,729
Professional/Technical/Clerical	2,860	2,848	2,840	2,847	2,829	3,072	3,068	3,067	3,067	3,068	3,068	3,126
Operational Hourlies	133	137	135	133	133	142	142	142	142	142	142	142
<b>Total Operations Headcount</b>	<b>31,604</b>	<b>31,528</b>	<b>31,486</b>	<b>31,561</b>	<b>31,646</b>	<b>32,033</b>	<b>31,875</b>	<b>31,853</b>	<b>31,769</b>	<b>31,711</b>	<b>31,659</b>	<b>31,988</b>
Managers/Supervisors	3,702	3,689	3,659	3,680	3,716	3,855	3,842	3,845	3,854	3,858	3,856	3,834
Professional/Technical/Clerical	933	936	931	932	926	982	982	984	986	984	985	1,027
Operational Hourlies	26,970	26,903	26,896	26,949	27,004	27,196	27,051	27,024	26,929	26,869	26,818	27,127
<b>Total Maintenance Headcount</b>	<b>32,437</b>	<b>32,398</b>	<b>32,303</b>	<b>32,340</b>	<b>32,392</b>	<b>32,642</b>	<b>32,357</b>	<b>32,362</b>	<b>32,361</b>	<b>32,349</b>	<b>32,355</b>	<b>32,668</b>
Managers/Supervisors	5,809	5,787	5,739	5,824	5,830	5,870	5,785	5,783	5,779	5,778	5,796	5,905
Professional/Technical/Clerical	1,758	1,748	1,758	1,816	1,816	1,945	1,956	1,956	1,954	1,959	1,953	2,001
Operational Hourlies	24,870	24,863	24,806	24,700	24,746	24,827	24,616	24,623	24,628	24,612	24,606	24,762
<b>Total Engineering Headcount</b>	<b>2,022</b>	<b>2,016</b>	<b>1,991</b>	<b>2,027</b>	<b>2,011</b>	<b>2,225</b>	<b>2,234</b>	<b>2,234</b>	<b>2,234</b>	<b>2,264</b>	<b>2,264</b>	<b>2,283</b>
Managers/Supervisors	579	574	568	594	592	664	664	664	664	664	664	671
Professional/Technical/Clerical	1,435	1,433	1,415	1,425	1,411	1,550	1,559	1,559	1,559	1,589	1,589	1,601
Operational Hourlies	8	8	8	8	8	11	11	11	11	11	11	11
<b>Total Public Safety Headcount</b>	<b>2,134</b>	<b>2,144</b>	<b>2,132</b>	<b>2,128</b>	<b>2,123</b>	<b>2,215</b>	<b>2,214</b>	<b>2,213</b>	<b>2,212</b>	<b>2,232</b>	<b>2,230</b>	<b>2,232</b>
Managers/Supervisors	598	591	595	595	599	643	643	643	643	643	643	645
Professional, Technical, Clerical	135	136	135	134	133	159	159	159	159	159	159	160
Operational Hourlies	1,401	1,417	1,402	1,399	1,391	1,413	1,412	1,411	1,410	1,430	1,428	1,427
<b>Baseline Total Positions</b>	<b>72,645</b>	<b>72,511</b>	<b>72,323</b>	<b>72,489</b>	<b>72,570</b>	<b>73,977</b>	<b>73,537</b>	<b>73,518</b>	<b>73,437</b>	<b>73,415</b>	<b>73,367</b>	<b>74,168</b>
Managers/Supervisors	12,142	12,082	11,997	12,146	12,173	12,680	12,581	12,582	12,593	12,592	12,608	12,784
Professional, Technical, Clerical	7,121	7,102	7,079	7,154	7,115	7,708	7,724	7,725	7,725	7,759	7,754	7,915
Operational Hourlies	53,381	53,328	53,247	53,189	53,282	53,589	53,232	53,211	53,120	53,064	53,005	53,469

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Debt Service**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Debt Service</b>													
Dedicated Tax Fund													
<i>NYC Transit</i>	\$27.035	\$40.436	\$33.772	\$24.293	\$14.184	\$34.022	\$34.022	\$34.022	\$24.487	\$11.134	\$9.779	\$34.049	\$321.236
<i>Commuter Railroads</i>	5.672	8.484	7.086	5.170	2.051	7.240	7.240	7.240	5.211	2.370	1.113	7.246	66.124
	<b>\$32.707</b>	<b>\$48.920</b>	<b>\$40.858</b>	<b>\$29.463</b>	<b>\$16.234</b>	<b>\$41.262</b>	<b>\$41.262</b>	<b>\$41.262</b>	<b>\$29.698</b>	<b>\$13.504</b>	<b>\$10.893</b>	<b>\$41.295</b>	<b>\$387.360</b>
MTA Transportation Revenue													
<i>NYC Transit</i>	\$82.176	\$83.734	\$78.048	\$83.643	\$63.521	\$82.539	\$82.539	\$82.571	\$82.569	\$82.569	\$61.645	\$80.332	\$945.885
<i>Commuter Railroads</i>	53.498	54.542	50.936	55.777	48.251	55.045	55.045	55.547	55.965	55.965	48.021	54.752	643.345
<i>MTA Bus</i>	1.088	0.525	1.050	2.015	1.970	1.989	1.989	2.019	2.045	2.045	1.988	2.008	20.730
<i>SIRTOA</i>	0.118	0.057	0.114	0.271	0.269	0.267	0.267	0.308	0.343	0.343	0.350	0.360	3.066
	<b>\$136.880</b>	<b>\$138.857</b>	<b>\$130.149</b>	<b>\$141.705</b>	<b>\$114.012</b>	<b>\$139.840</b>	<b>\$139.840</b>	<b>\$140.445</b>	<b>\$140.922</b>	<b>\$140.922</b>	<b>\$112.004</b>	<b>\$137.453</b>	<b>\$1,613.027</b>
Bond Anticipation Notes													
<i>NYC Transit</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Commuter Railroads</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<i>MTA Bus</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<i>SIRTOA</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
2 Broadway COPs													
<i>NYC Transit</i>	\$0.290	\$0.253	\$0.269	\$0.486	\$0.486	\$0.486	\$0.486	\$0.486	\$0.486	\$0.486	\$0.486	\$0.486	\$5.187
<i>Bridges &amp; Tunnels</i>	0.043	0.038	0.040	0.073	0.073	0.073	0.073	0.073	0.073	0.073	0.073	0.073	0.778
<i>MTA HQ</i>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<i>Commuter Railroads</i>	0.089	0.077	0.082	0.149	0.149	0.149	0.149	0.149	0.149	0.149	0.149	0.149	1.585
	<b>\$0.422</b>	<b>\$0.368</b>	<b>\$0.392</b>	<b>\$0.707</b>	<b>\$0.707</b>	<b>\$0.707</b>	<b>\$0.707</b>	<b>\$0.707</b>	<b>\$0.707</b>	<b>\$0.707</b>	<b>\$0.707</b>	<b>\$0.707</b>	<b>\$7.549</b>
TBTA General Resolution													
<i>NYC Transit</i>	\$18.525	\$15.964	\$17.098	\$16.569	\$16.625	\$16.779	\$16.779	\$16.779	\$16.779	\$16.779	\$16.771	\$16.762	\$202.211
<i>Commuter Railroads</i>	8.363	7.207	7.719	7.412	7.437	7.506	7.506	7.506	7.506	7.506	7.502	7.498	90.667
<i>Bridges &amp; Tunnels</i>	24.125	20.790	22.266	24.299	20.130	24.606	24.606	24.606	24.606	24.606	20.344	24.582	279.567
	<b>\$51.014</b>	<b>\$43.961</b>	<b>\$47.083</b>	<b>\$48.279</b>	<b>\$44.192</b>	<b>\$48.891</b>	<b>\$48.891</b>	<b>\$48.891</b>	<b>\$48.891</b>	<b>\$48.891</b>	<b>\$44.618</b>	<b>\$48.842</b>	<b>\$572.445</b>
TBTA Subordinate													
<i>NYC Transit</i>	\$4.905	\$4.650	\$4.814	\$4.704	\$4.704	\$4.704	\$4.704	\$4.704	\$4.704	\$4.704	\$4.695	\$4.678	\$56.672
<i>Commuter Railroads</i>	2.558	2.425	2.510	2.152	2.152	2.152	2.152	2.152	2.152	2.152	2.148	2.140	26.844
<i>Bridges &amp; Tunnels</i>	1.238	1.173	1.215	1.711	1.711	1.711	1.711	1.711	1.711	1.711	1.707	1.701	19.009
	<b>\$8.701</b>	<b>\$8.248</b>	<b>\$8.540</b>	<b>\$8.567</b>	<b>\$8.567</b>	<b>\$8.567</b>	<b>\$8.567</b>	<b>\$8.567</b>	<b>\$8.567</b>	<b>\$8.567</b>	<b>\$8.550</b>	<b>\$8.519</b>	<b>\$102.525</b>
<b>Total Debt Service</b>	<b>\$229.723</b>	<b>\$240.355</b>	<b>\$227.021</b>	<b>\$228.722</b>	<b>\$183.712</b>	<b>\$239.267</b>	<b>\$239.267</b>	<b>\$239.872</b>	<b>\$228.786</b>	<b>\$212.592</b>	<b>\$176.772</b>	<b>\$236.816</b>	<b>\$2,682.906</b>

**Notes:**

- (1) Budgeted debt service is calculated as resolution required funding from available pledged revenues into debt service accounts. Actual payments to bondholders are made when due and do not conform to this schedule.
- (2) Debt service is allocated between Transit, Commuter, MTA Bus, SIRTOA and TBTA categories based on actual spending of bond proceeds for approved capital projects. Allocation of 2 Broadway COPs is based on occupancy.
- (3) Totals may not add due to rounding.

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Subsidies**  
**Accrual Basis**  
**(\$ in millions)**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>MMTOA, PBT, Real Estate Taxes and Other</b>													
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$0.0	\$0.0	\$0.0	\$1,823.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,823.7
Petroleum Business Tax (PBT)	0.0	49.2	108.6	65.4	(14.5)	116.6	0.0	49.2	111.1	0.0	47.5	106.4	639.5
MRT-1	31.5	19.2	20.7	26.8	22.8	25.7	25.7	25.7	25.7	25.7	25.7	25.7	301.1
MRT-2	10.6	8.5	9.0	10.1	10.1	10.7	10.7	10.7	10.7	10.7	10.7	10.7	123.2
MRT Transfer to Suburban Counties	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(6.0)	(6.0)
Reimburse Agency Security Costs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10.0)	(10.0)
MTA Bus Debt Service	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Interest	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	5.3
Urban Tax	102.1	40.3	34.3	45.4	55.8	68.9	48.2	48.2	48.2	48.2	48.2	48.2	635.9
Other Investment Income	<u>0.0</u>	<u>0.0</u>	<u>1.3</u>	<u>0.0</u>	<u>0.0</u>	<u>0.2</u>	<u>0.0</u>	<u>0.0</u>	<u>0.4</u>	<u>0.0</u>	<u>0.0</u>	<u>0.4</u>	<u>2.2</u>
	<b>\$144.2</b>	<b>\$117.2</b>	<b>\$173.9</b>	<b>\$1,971.4</b>	<b>\$74.2</b>	<b>\$222.0</b>	<b>\$84.6</b>	<b>\$133.8</b>	<b>\$196.1</b>	<b>\$84.6</b>	<b>\$132.1</b>	<b>\$180.7</b>	<b>\$3,514.9</b>
<b>PMT and MTA Aid</b>													
Payroll Mobility Tax (PMT)	(\$0.8)	\$196.4	\$283.8	(\$0.7)	\$166.0	\$155.2	\$87.6	\$132.7	\$195.5	\$47.7	\$133.2	\$197.7	\$1,594.2
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0	48.9	0.0	48.9	0.0	48.9	0.0	48.9	48.9	244.3
MTA Aid	<u>(27.6)</u>	<u>0.0</u>	<u>92.3</u>	<u>(32.3)</u>	<u>0.0</u>	<u>41.2</u>	<u>0.0</u>	<u>0.0</u>	<u>119.8</u>	<u>0.0</u>	<u>0.0</u>	<u>119.8</u>	<u>313.2</u>
	<b>(\$28.3)</b>	<b>\$196.4</b>	<b>\$376.1</b>	<b>(\$33.1)</b>	<b>\$214.9</b>	<b>\$196.4</b>	<b>\$136.4</b>	<b>\$132.7</b>	<b>\$364.2</b>	<b>\$47.7</b>	<b>\$182.1</b>	<b>\$366.3</b>	<b>\$2,151.7</b>
<b>New Funding Sources</b>													
<b>SAP Support and For-Hire Vehicle Surcharge:</b>													
For-Hire Vehicle (FHV) Surcharge	\$0.0	\$28.5	\$28.5	\$28.5	\$28.5	\$28.5	\$36.6	\$36.6	\$36.6	\$36.6	\$36.6	\$16.6	\$342.0
Subway Action Plan Account	0.0	28.5	28.5	28.5	28.5	28.5	36.6	36.6	36.6	36.6	36.6	36.6	362.0
Outerborough Transportation Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.0	38.0
Less: Assumed Capital or Member Project	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38.0)	(38.0)
General Transportation Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Less: Committed to Capital for SAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20.0)	(20.0)
<b>Capital Program Funding Sources:</b>													
Central Business District Tolling Program (CBDTP)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Real Property Transfer Tax Surcharge (Mansion Tax)	0.0	0.0	0.0	0.0	0.0	0.0	22.8	22.8	22.8	22.8	22.8	22.8	136.7
Internet Marketplace Tax	0.0	0.0	0.0	0.0	0.0	0.0	11.8	11.8	11.8	11.8	11.8	11.8	70.8
Less: Transfer to CBDTP Capital Lockbox	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>(34.6)</u>	<u>(34.6)</u>	<u>(34.6)</u>	<u>(34.6)</u>	<u>(34.6)</u>	<u>(34.6)</u>	<u>(207.5)</u>
	<b>\$0.0</b>	<b>\$28.5</b>	<b>\$28.5</b>	<b>\$28.5</b>	<b>\$28.5</b>	<b>\$28.5</b>	<b>\$36.6</b>	<b>\$36.6</b>	<b>\$36.6</b>	<b>\$36.6</b>	<b>\$36.6</b>	<b>\$16.6</b>	<b>\$342.0</b>
<b>State and Local Subsidies</b>													
State Operating Assistance	\$0.0	\$0.0	\$187.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$187.9
Local Operating Assistance	0.0	0.0	29.3	0.0	0.0	0.0	123.7	0.0	0.0	0.0	0.0	35.0	187.9
Station Maintenance	<u>14.1</u>	<u>14.1</u>	<u>14.1</u>	<u>14.1</u>	<u>14.3</u>	<u>14.3</u>	<u>15.3</u>	<u>15.3</u>	<u>15.3</u>	<u>15.3</u>	<u>15.3</u>	<u>15.3</u>	<u>176.6</u>
	<b>\$14.1</b>	<b>\$14.1</b>	<b>\$231.3</b>	<b>\$14.1</b>	<b>\$14.3</b>	<b>\$14.3</b>	<b>\$138.9</b>	<b>\$15.3</b>	<b>\$15.3</b>	<b>\$15.3</b>	<b>\$15.3</b>	<b>\$50.3</b>	<b>\$552.4</b>
<b>Subtotal: Taxes &amp; State and Local Subsidies</b>	<b>\$130.0</b>	<b>\$356.2</b>	<b>\$809.8</b>	<b>\$1,980.9</b>	<b>\$331.9</b>	<b>\$461.2</b>	<b>\$396.5</b>	<b>\$318.3</b>	<b>\$612.1</b>	<b>\$184.1</b>	<b>\$366.0</b>	<b>\$613.9</b>	<b>\$6,561.0</b>
<b>Other Funding Agreements</b>													
City Subsidy for MTA Bus Company	\$51.2	\$44.4	\$59.0	\$43.5	\$40.8	\$47.9	\$47.9	\$47.9	\$47.9	\$47.9	\$47.9	\$47.9	\$574.3
City Subsidy for Staten Island Railway	4.4	4.2	2.0	1.8	5.6	5.0	5.0	5.0	5.0	5.0	5.0	5.0	52.8
CDOT Subsidy for Metro-North Railroad	<u>15.7</u>	<u>12.1</u>	<u>12.7</u>	<u>10.5</u>	<u>10.2</u>	<u>8.2</u>	<u>10.3</u>	<u>9.4</u>	<u>12.6</u>	<u>9.5</u>	<u>8.5</u>	<u>6.3</u>	<u>126.0</u>
	<b>\$71.3</b>	<b>\$60.7</b>	<b>\$73.8</b>	<b>\$55.8</b>	<b>\$56.5</b>	<b>\$61.1</b>	<b>\$63.1</b>	<b>\$62.3</b>	<b>\$65.5</b>	<b>\$62.4</b>	<b>\$61.4</b>	<b>\$59.2</b>	<b>\$753.1</b>
<b>Subtotal, including Other Funding Agreements</b>	<b>\$201.3</b>	<b>\$416.9</b>	<b>\$883.6</b>	<b>\$2,036.7</b>	<b>\$388.4</b>	<b>\$522.3</b>	<b>\$459.7</b>	<b>\$380.6</b>	<b>\$677.6</b>	<b>\$246.5</b>	<b>\$427.4</b>	<b>\$673.1</b>	<b>\$7,314.1</b>
<b>Inter-agency Subsidy Transactions</b>													
B&T Operating Surplus Transfer	<u>\$47.2</u>	<u>\$45.1</u>	<u>\$47.8</u>	<u>\$74.9</u>	<u>\$85.2</u>	<u>\$51.8</u>	<u>\$74.1</u>	<u>\$79.1</u>	<u>\$57.2</u>	<u>\$74.4</u>	<u>\$67.7</u>	<u>\$16.6</u>	<u>\$721.1</u>
	<b>\$47.2</b>	<b>\$45.1</b>	<b>\$47.8</b>	<b>\$74.9</b>	<b>\$85.2</b>	<b>\$51.8</b>	<b>\$74.1</b>	<b>\$79.1</b>	<b>\$57.2</b>	<b>\$74.4</b>	<b>\$67.7</b>	<b>\$16.6</b>	<b>\$721.1</b>
<b>GROSS SUBSIDIES</b>	<b>\$248.5</b>	<b>\$462.0</b>	<b>\$931.3</b>	<b>\$2,111.6</b>	<b>\$473.6</b>	<b>\$574.1</b>	<b>\$533.8</b>	<b>\$459.7</b>	<b>\$734.7</b>	<b>\$320.9</b>	<b>\$495.1</b>	<b>\$689.7</b>	<b>\$8,035.2</b>

**METROPOLITAN TRANSPORTATION AUTHORITY SUBSIDY ALLOCATION**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Consolidated Subsidies**  
**Cash Basis**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>MMTOA, PBT, Real Estate Taxes and Other</b>													
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$175.4	\$179.7	\$162.0	\$170.3	\$159.6	\$214.1	\$239.4	\$523.3	\$1,823.7
Petroleum Business Tax (PBT)	61.2	49.2	43.2	65.4	50.9	53.4	63.2	49.2	48.3	62.8	47.5	46.3	640.5
MRT-1	32.8	31.5	19.2	20.7	26.8	22.8	25.8	25.8	25.8	25.8	25.8	25.8	308.4
MRT-2	10.6	10.6	8.5	9.0	10.1	10.1	10.7	10.7	10.7	10.7	10.7	10.7	123.0
MRT Adjustments	0.0	0.0	0.0	0.0	0.0	0.0	(12.3)	0.0	2.7	0.0	0.0	(12.3)	(21.9)
Urban Tax	87.6	102.1	40.3	34.3	45.4	55.8	51.0	51.0	51.0	51.0	51.0	51.0	671.3
Other Investment Income	0.0	0.0	1.3	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0	0.4	2.2
	<b>\$192.2</b>	<b>\$193.4</b>	<b>\$112.5</b>	<b>\$129.5</b>	<b>\$308.6</b>	<b>\$321.9</b>	<b>\$300.2</b>	<b>\$306.9</b>	<b>\$298.4</b>	<b>\$364.3</b>	<b>\$374.3</b>	<b>\$645.1</b>	<b>\$3,547.2</b>
<b>PMT and MTA Aid</b>													
Payroll Mobility Tax (PMT)	\$18.3	\$196.4	\$157.8	\$125.2	\$166.0	\$117.7	\$115.9	\$131.4	\$131.8	\$124.0	\$146.8	\$162.7	\$1,594.2
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0	48.9	0.0	48.9	0.0	48.9	0.0	48.9	48.9	244.3
MTA Aid	0.0	0.0	60.0	0.0	0.0	109.7	0.0	0.0	71.7	0.0	0.0	71.7	313.2
	<b>\$18.3</b>	<b>\$196.4</b>	<b>\$217.8</b>	<b>\$125.2</b>	<b>\$214.9</b>	<b>\$227.4</b>	<b>\$164.8</b>	<b>\$131.4</b>	<b>\$252.4</b>	<b>\$124.0</b>	<b>\$195.7</b>	<b>\$283.3</b>	<b>\$2,151.7</b>
<b>New Funding Sources</b>													
<b>SAP Support and For-Hire Vehicle Surcharge:</b>													
For-Hire Vehicle (FHV) Surcharge	\$0.0	\$0.0	\$0.0	\$0.0	\$75.5	\$37.5	\$40.4	\$37.7	\$37.7	\$37.7	\$37.7	\$37.7	\$342.0
Subway Action Plan Account	0.0	0.0	0.0	0.0	75.5	37.5	40.4	37.7	37.7	37.7	37.7	37.7	362.0
Outerborough Transportation Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.0	38.0
Less: Assumed Capital or Member Project	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(38.0)	(38.0)
General Transportation Account	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Less: Committed to Capital for SAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(20.0)	(20.0)
<b>Capital Program Funding Sources:</b>													
Central Business District Tolling Program (CBDTP)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Real Property Transfer Tax Surcharge (Mansion Tax)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.7	27.3	27.3	0.0	136.7
Internet Marketplace Tax	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.6	15.7	15.7	15.7	70.8
Less: Transfer to CBDTP Capital Lockbox	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(207.5)	(207.5)
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$75.5</b>	<b>\$37.5</b>	<b>\$40.4</b>	<b>\$37.7</b>	<b>\$116.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>(126.7)</b>	<b>\$342.0</b>
<b>State and Local Subsidies</b>													
State Operating Assistance	\$0.5	\$0.0	\$0.0	\$0.0	\$47.0	\$0.5	\$0.0	\$47.0	\$0.0	\$0.0	\$47.0	\$46.0	\$187.9
NYC and Local 18b:													
New York City	0.0	0.0	0.0	0.0	0.0	0.0	123.1	0.0	0.9	0.0	0.0	35.9	160.0
Nassau County	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.3	11.6
Suffolk County	0.0	1.9	0.0	0.0	1.9	0.0	0.0	0.0	1.9	0.0	0.0	1.9	7.5
Westchester County	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	1.8	0.0	0.0	1.8	7.3
Putnam County	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.4
Dutchess County	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.4
Orange County	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Rockland County	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Station Maintenance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	172.9	0.0	0.0	0.0	0.0	173.0
	<b>\$5.3</b>	<b>\$2.0</b>	<b>\$0.0</b>	<b>\$2.0</b>	<b>\$49.0</b>	<b>\$0.5</b>	<b>\$123.5</b>	<b>\$219.9</b>	<b>\$9.2</b>	<b>\$0.0</b>	<b>\$47.0</b>	<b>\$90.4</b>	<b>\$548.8</b>
<b>Subsidy Adjustments</b>													
NYCT Charge Back of MTA Bus Debt Service	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$11.5)	\$0.0	\$0.0	\$0.0	(\$11.5)
Forward Energy Contracts Program - Gain/(Loss)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(1.1)	(1.1)
Fuel Hedge Collateral	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0
MNR Repayment of 525 North Broadway	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(2.4)	(2.4)
Committed to Capital Program Contributions	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63.9)	(63.9)
Drawdown of GASB 45 OPEB Reserves	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(0.8)	0.0
	<b>\$40.0</b>	<b>\$0.0</b>	<b>\$0.8</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>(\$11.5)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>(\$68.3)</b>	<b>(\$39.0)</b>
<b>Subtotal: Taxes &amp; State and Local Subsidies</b>	<b>\$255.9</b>	<b>\$391.8</b>	<b>\$331.1</b>	<b>\$256.7</b>	<b>\$647.9</b>	<b>\$587.3</b>	<b>\$628.9</b>	<b>\$695.9</b>	<b>\$664.5</b>	<b>\$569.1</b>	<b>\$697.7</b>	<b>\$823.8</b>	<b>\$6,550.7</b>
<b>Other Funding Agreements</b>													
City Subsidy for MTA Bus Company	\$108.3	\$40.4	\$38.2	\$38.2	\$38.2	\$38.2	\$38.2	\$48.6	\$91.6	\$48.6	\$48.6	\$91.3	\$668.6
City Subsidy for Staten Island Railway	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.2	0.0	0.0	47.2
CDOT Subsidy for Metro-North Railroad	12.5	11.9	12.7	10.5	10.2	8.2	10.3	9.4	12.6	9.5	8.5	6.3	122.6
	<b>\$120.8</b>	<b>\$52.3</b>	<b>\$50.9</b>	<b>\$48.7</b>	<b>\$48.4</b>	<b>\$46.4</b>	<b>\$48.5</b>	<b>\$58.0</b>	<b>\$104.2</b>	<b>\$105.3</b>	<b>\$57.1</b>	<b>\$97.7</b>	<b>\$838.5</b>
<b>Subtotal, including Other Funding Agreements</b>	<b>\$376.7</b>	<b>\$444.1</b>	<b>\$382.0</b>	<b>\$305.4</b>	<b>\$696.3</b>	<b>\$633.8</b>	<b>\$677.4</b>	<b>\$753.9</b>	<b>\$768.8</b>	<b>\$674.4</b>	<b>\$754.9</b>	<b>\$921.4</b>	<b>\$7,389.1</b>
<b>Inter-agency Subsidy Transactions</b>													
B&T Operating Surplus Transfer	\$0.0	\$160.5	\$38.3	\$43.9	\$67.4	\$76.7	\$46.6	\$66.7	\$71.2	\$51.5	\$67.0	\$72.7	\$762.5
	<b>\$0.0</b>	<b>\$160.5</b>	<b>\$38.3</b>	<b>\$43.9</b>	<b>\$67.4</b>	<b>\$76.7</b>	<b>\$46.6</b>	<b>\$66.7</b>	<b>\$71.2</b>	<b>\$51.5</b>	<b>\$67.0</b>	<b>\$72.7</b>	<b>\$762.5</b>
<b>TOTAL SUBSIDIES</b>	<b>\$376.7</b>	<b>\$604.7</b>	<b>\$420.3</b>	<b>\$349.3</b>	<b>\$763.7</b>	<b>\$710.5</b>	<b>\$724.0</b>	<b>\$820.6</b>	<b>\$840.0</b>	<b>\$725.9</b>	<b>\$821.9</b>	<b>\$994.2</b>	<b>\$8,151.7</b>



**MTA NEW YORK CITY TRANSIT SUBSIDY ALLOCATION**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Cash Basis**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>MMTOA, PBT, Real Estate Taxes and Other</b>													
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$118.3	\$121.2	\$109.2	\$114.8	\$107.6	\$144.5	\$161.5	\$353.6	\$1,230.6
Petroleum Business Tax (PBT)	52.0	41.8	36.7	55.6	43.3	45.4	53.7	41.8	41.1	53.3	40.4	39.3	544.4
Urban Tax	87.6	102.1	40.3	34.3	45.4	55.8	51.0	51.0	51.0	51.0	51.0	51.0	671.3
Other Investment Income	<u>0.0</u>	<u>0.0</u>	<u>0.9</u>	<u>0.0</u>	<u>0.0</u>	<u>0.1</u>	<u>0.0</u>	<u>0.0</u>	<u>0.2</u>	<u>0.0</u>	<u>0.0</u>	<u>0.2</u>	<u>1.3</u>
	<b>\$139.6</b>	<b>\$143.9</b>	<b>\$77.9</b>	<b>\$89.9</b>	<b>\$207.0</b>	<b>\$222.4</b>	<b>\$213.8</b>	<b>\$207.6</b>	<b>\$199.8</b>	<b>\$248.8</b>	<b>\$252.9</b>	<b>\$444.0</b>	<b>\$2,447.7</b>
<b>PMT and MTA Aid</b>													
Payroll Mobility Tax (PMT)	\$12.8	\$137.5	\$110.5	\$87.7	\$116.2	\$82.4	\$81.1	\$92.0	\$92.3	\$86.8	\$102.8	\$66.2	\$1,068.2
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0	34.2	0.0	34.2	0.0	34.2	0.0	34.2	34.2	171.0
MTA Aid	<u>0.0</u>	<u>0.0</u>	<u>42.0</u>	<u>0.0</u>	<u>0.0</u>	<u>76.8</u>	<u>0.0</u>	<u>0.0</u>	<u>50.2</u>	<u>0.0</u>	<u>0.0</u>	<u>50.2</u>	<u>219.2</u>
	<b>\$12.8</b>	<b>\$137.5</b>	<b>\$152.5</b>	<b>\$87.7</b>	<b>\$150.4</b>	<b>\$159.2</b>	<b>\$115.3</b>	<b>\$92.0</b>	<b>\$176.7</b>	<b>\$86.8</b>	<b>\$137.0</b>	<b>\$150.6</b>	<b>\$1,458.4</b>
<b>New Funding Sources</b>													
<b>SAP Support and For-Hire Vehicle Surcharge:</b>													
For-Hire Vehicle (FHV) Surcharge	\$0.0	\$0.0	\$0.0	\$0.0	\$75.5	\$37.5	\$40.4	\$37.7	\$37.7	\$37.7	\$37.7	\$37.7	\$342.0
Subway Action Plan Account	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>75.5</u>	<u>37.5</u>	<u>40.4</u>	<u>37.7</u>	<u>37.7</u>	<u>37.7</u>	<u>37.7</u>	<u>57.7</u>	<u>362.0</u>
Outerborough Transportation Account	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>38.0</u>	<u>38.0</u>
Less: Assumed Capital or Member Project	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>(38.0)</u>	<u>(38.0)</u>
General Transportation Account	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>
Less: Committed to Capital for SAP	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>(20.0)</u>	<u>(20.0)</u>
<b>Capital Program Funding Sources:</b>													
Central Business District Tolling Program (CBDTP)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Real Property Transfer Tax Surcharge (Mansion Tax)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.7	27.3	27.3	27.3	136.7
Internet Marketplace Tax	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.6	15.7	15.7	15.7	70.8
Less: Transfer to CBDTP Capital Lockbox	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>(207.5)</u>	<u>(207.5)</u>
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$75.5</b>	<b>\$37.5</b>	<b>\$40.4</b>	<b>\$37.7</b>	<b>\$116.0</b>	<b>\$80.8</b>	<b>\$80.8</b>	<b>(\$126.7)</b>	<b>\$342.0</b>
<b>State and Local Subsidies</b>													
State Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$39.7	\$0.0	\$0.0	\$39.5	\$0.0	\$0.0	\$39.5	\$39.5	\$158.1
Local Operating Assistance	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>123.1</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>35.0</u>	<u>158.1</u>
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$39.7</b>	<b>\$0.0</b>	<b>\$123.1</b>	<b>\$39.5</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$39.5</b>	<b>\$74.5</b>	<b>\$316.2</b>
<b>Other Subsidy Adjustments</b>													
NYCT Charge Back of MTA Bus Debt Service	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$11.5)	\$0.0	\$0.0	\$0.0	(\$11.5)
Forward Energy Contracts Program - Gain/(Loss)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(0.8)	(0.8)
Fuel Hedge Collateral	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0
Committed to Capital Program Contributions	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(160.3)	(160.3)
Drawdown of GASB 45 OPEB Reserves	<u>0.0</u>	<u>0.0</u>	<u>0.4</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>(0.4)</u>	<u>0.0</u>
	<b>\$26.0</b>	<b>\$0.0</b>	<b>\$0.4</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>(\$11.5)</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>(\$161.5)</b>	<b>(\$146.6)</b>
<b>Subtotal: Taxes &amp; State and Local Subsidies</b>	<b>\$178.5</b>	<b>\$281.4</b>	<b>\$230.7</b>	<b>\$177.6</b>	<b>\$472.6</b>	<b>\$419.1</b>	<b>\$492.7</b>	<b>\$376.8</b>	<b>\$481.0</b>	<b>\$416.4</b>	<b>\$510.1</b>	<b>\$380.9</b>	<b>\$4,417.7</b>
<b>Inter-agency Subsidy Transactions</b>													
B&T Operating Surplus Transfer	<u>\$0.0</u>	<u>\$62.5</u>	<u>\$14.9</u>	<u>\$17.7</u>	<u>\$29.3</u>	<u>\$34.0</u>	<u>\$18.9</u>	<u>\$28.9</u>	<u>\$31.2</u>	<u>\$21.3</u>	<u>\$29.1</u>	<u>\$27.1</u>	<u>\$314.9</u>
	<b>\$0.0</b>	<b>\$62.5</b>	<b>\$14.9</b>	<b>\$17.7</b>	<b>\$29.3</b>	<b>\$34.0</b>	<b>\$18.9</b>	<b>\$28.9</b>	<b>\$31.2</b>	<b>\$21.3</b>	<b>\$29.1</b>	<b>\$27.1</b>	<b>\$314.9</b>
<b>TOTAL SUBSIDIES</b>	<b>\$178.5</b>	<b>\$343.9</b>	<b>\$245.6</b>	<b>\$195.3</b>	<b>\$501.9</b>	<b>\$453.1</b>	<b>\$511.5</b>	<b>\$405.7</b>	<b>\$512.2</b>	<b>\$437.7</b>	<b>\$539.2</b>	<b>\$408.0</b>	<b>\$4,732.7</b>

**MTA COMMUTER RAILROADS SUBSIDY ALLOCATION**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Cash Basis**  
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>MMTOA, PBT and Other Taxes</b>													
Metropolitan Mass Transportation Operating Assistance (MMTOA)	\$0.0	\$0.0	\$0.0	\$0.0	\$56.6	\$58.0	\$52.2	\$54.9	\$51.5	\$69.1	\$77.3	\$169.1	\$588.6
Petroleum Business Tax (PBT)	9.2	7.4	6.5	9.8	7.6	8.0	9.5	7.4	7.2	9.4	7.1	6.9	96.1
Other Investment Income	<u>0.0</u>	<u>0.0</u>	<u>0.4</u>	<u>0.0</u>	<u>0.0</u>	<u>0.1</u>	<u>0.0</u>	<u>0.0</u>	<u>0.2</u>	<u>0.0</u>	<u>0.0</u>	<u>0.2</u>	<u>0.9</u>
	<b>\$9.2</b>	<b>\$7.4</b>	<b>\$6.9</b>	<b>\$9.8</b>	<b>\$64.2</b>	<b>\$66.0</b>	<b>\$61.7</b>	<b>\$62.3</b>	<b>\$58.9</b>	<b>\$78.5</b>	<b>\$84.4</b>	<b>\$176.3</b>	<b>\$685.6</b>
<b>PMT and MTA Aid</b>													
Payroll Mobility Tax (PMT)	\$5.5	\$58.9	\$47.3	\$37.6	\$49.8	\$35.3	\$34.8	\$39.4	\$39.6	\$37.2	\$44.0	(\$429.4)	\$0.0
Payroll Mobility Tax Replacement Funds	0.0	0.0	0.0	0.0	14.7	0.0	14.7	0.0	14.7	0.0	14.7	14.7	73.3
MTA Aid	<u>0.0</u>	<u>0.0</u>	<u>18.0</u>	<u>0.0</u>	<u>0.0</u>	<u>32.9</u>	<u>0.0</u>	<u>0.0</u>	<u>21.5</u>	<u>0.0</u>	<u>0.0</u>	<u>21.5</u>	<u>94.0</u>
	<b>\$5.5</b>	<b>\$58.9</b>	<b>\$65.3</b>	<b>\$37.6</b>	<b>\$64.5</b>	<b>\$68.2</b>	<b>\$49.4</b>	<b>\$39.4</b>	<b>\$75.7</b>	<b>\$37.2</b>	<b>\$58.7</b>	<b>(\$393.3)</b>	<b>\$167.2</b>
<b>New Funding Sources</b>													
General Transportation Account	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>State and Local Subsidies</b>													
State Operating Assistance	\$0.5	\$0.0	\$0.0	\$0.0	\$7.3	\$0.5	\$0.0	\$7.3	\$0.0	\$0.0	\$7.3	\$6.4	\$29.3
Local Operating Assistance	4.8	2.0	0.0	2.0	2.0	0.0	0.0	0.0	9.2	0.0	0.0	9.2	29.3
Station Maintenance	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>172.9</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>173.0</u>
	<b>\$5.3</b>	<b>\$2.0</b>	<b>\$0.0</b>	<b>\$2.0</b>	<b>\$9.3</b>	<b>\$0.5</b>	<b>\$0.0</b>	<b>\$180.2</b>	<b>\$9.2</b>	<b>\$0.0</b>	<b>\$7.3</b>	<b>\$15.6</b>	<b>\$231.5</b>
<b>Subsidy Adjustments</b>													
Forward Energy Contracts Program - Gain/(Loss)	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$0.3)	(\$0.3)
Fuel Hedge Collateral	14.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0
MNR Repayment of 525 North Broadway	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(2.4)	(2.4)
Committed to Capital Program Contributions	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	96.4	96.4
Drawdown of GASB 45 OPEB Reserves	<u>0.0</u>	<u>0.0</u>	<u>0.4</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>(0.4)</u>	<u>0.0</u>
	<b>\$14.0</b>	<b>\$0.0</b>	<b>\$0.4</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$93.2</b>	<b>\$107.6</b>
<b>Subtotal: Taxes &amp; State and Local Subsidies</b>	<b>\$34.0</b>	<b>\$68.3</b>	<b>\$72.6</b>	<b>\$49.3</b>	<b>\$138.0</b>	<b>\$134.7</b>	<b>\$111.1</b>	<b>\$282.0</b>	<b>\$143.9</b>	<b>\$115.7</b>	<b>\$150.4</b>	<b>(\$108.2)</b>	<b>\$1,191.9</b>
<b>Other Funding Agreements</b>													
CDOT Subsidy for Metro-North Railroad	<u>\$12.5</u>	<u>\$11.9</u>	<u>\$12.7</u>	<u>\$10.5</u>	<u>\$10.2</u>	<u>\$8.2</u>	<u>\$10.3</u>	<u>\$9.4</u>	<u>\$12.6</u>	<u>\$9.5</u>	<u>\$8.5</u>	<u>\$6.3</u>	<u>\$122.6</u>
	<b>\$12.5</b>	<b>\$11.9</b>	<b>\$12.7</b>	<b>\$10.5</b>	<b>\$10.2</b>	<b>\$8.2</b>	<b>\$10.3</b>	<b>\$9.4</b>	<b>\$12.6</b>	<b>\$9.5</b>	<b>\$8.5</b>	<b>\$6.3</b>	<b>\$122.6</b>
<b>Subtotal, including Other Funding Agreements</b>	<b>\$46.5</b>	<b>\$80.2</b>	<b>\$85.3</b>	<b>\$59.9</b>	<b>\$148.1</b>	<b>\$142.9</b>	<b>\$121.4</b>	<b>\$291.4</b>	<b>\$156.5</b>	<b>\$125.2</b>	<b>\$158.9</b>	<b>(\$101.9)</b>	<b>\$1,314.5</b>
<b>Inter-agency Subsidy Transactions</b>													
B&T Operating Surplus Transfer	<u>\$0.0</u>	<u>\$98.0</u>	<u>\$23.4</u>	<u>\$26.2</u>	<u>\$38.1</u>	<u>\$42.7</u>	<u>\$27.7</u>	<u>\$37.8</u>	<u>\$40.0</u>	<u>\$30.2</u>	<u>\$37.9</u>	<u>\$45.6</u>	<u>\$447.6</u>
	<b>\$0.0</b>	<b>\$98.0</b>	<b>\$23.4</b>	<b>\$26.2</b>	<b>\$38.1</b>	<b>\$42.7</b>	<b>\$27.7</b>	<b>\$37.8</b>	<b>\$40.0</b>	<b>\$30.2</b>	<b>\$37.9</b>	<b>\$45.6</b>	<b>\$447.6</b>
<b>TOTAL SUBSIDIES</b>	<b>\$46.5</b>	<b>\$178.2</b>	<b>\$108.8</b>	<b>\$86.0</b>	<b>\$186.2</b>	<b>\$185.7</b>	<b>\$149.1</b>	<b>\$329.1</b>	<b>\$196.5</b>	<b>\$155.4</b>	<b>\$196.8</b>	<b>(\$56.3)</b>	<b>\$1,762.1</b>

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

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>MMTOA</b>													
Metropolitan Mass Transportation Operating Assistance (MMTOA)	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.5</u>	<u>\$0.5</u>	<u>\$0.6</u>	<u>\$0.6</u>	<u>\$0.6</u>	<u>\$0.6</u>	<u>\$0.6</u>	<u>\$0.6</u>	<u>\$4.4</u>
	\$0.0	\$0.0	\$0.0	\$0.0	\$0.5	\$0.5	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$0.6	\$4.4
<b>State and Local Subsidies</b>													
State Operating Assistance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.2	\$0.0	\$0.0	\$0.2	\$0.2	\$0.6
Local Operating Assistance	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.4</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.1</u>	<u>0.6</u>
	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.4</b>	<b>\$0.2</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.2</b>	<b>\$0.3</b>	<b>\$1.1</b>
<b>Subtotal: Taxes &amp; State and Local Subsidies</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.5</b>	<b>\$0.5</b>	<b>\$1.0</b>	<b>\$0.7</b>	<b>\$0.6</b>	<b>\$0.6</b>	<b>\$0.7</b>	<b>\$0.9</b>	<b>\$5.5</b>
City Subsidy for Staten Island Railway	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$47.2</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$47.2</b>
<b>TOTAL SUBSIDIES</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.5</b>	<b>\$0.5</b>	<b>\$1.0</b>	<b>\$0.7</b>	<b>\$0.6</b>	<b>\$47.8</b>	<b>\$0.7</b>	<b>\$0.9</b>	<b>\$52.7</b>

**MTA HEADQUARTERS SUBSIDY ALLOCATION**  
**July Financial Plan - 2019 Mid-Year Forecast**  
**Cash Basis**  
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<b>Net Funding Required for MTA Headquarters</b>	<b>(\$48.9)</b>	<b>(\$54.3)</b>	<b>(\$54.8)</b>	<b>(\$52.5)</b>	<b>(\$57.1)</b>	<b>(\$77.4)</b>	<b>(\$82.8)</b>	<b>(\$64.1)</b>	<b>(\$77.0)</b>	<b>(\$71.4)</b>	<b>(\$70.7)</b>	<b>(\$59.8)</b>	<b>(\$770.5)</b>
<u>Mortgage Recording Tax -1</u>													
MRT-1 Gross Receipts	\$32.8	\$31.5	\$19.2	\$20.7	\$26.8	\$22.8	\$25.8	\$25.8	\$25.8	\$25.8	\$25.8	\$25.8	\$308.4
<u>Adjustments to MRT -1</u>													
Diversion of MRT to Suburban Highway	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>	<u>\$0.0</u>
Total Adjustments to MRT-1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total MRT-1 Available to Fund MTA HQ</b>	<b>\$32.8</b>	<b>\$31.5</b>	<b>\$19.2</b>	<b>\$20.7</b>	<b>\$26.8</b>	<b>\$22.8</b>	<b>\$25.8</b>	<b>\$25.8</b>	<b>\$25.8</b>	<b>\$25.8</b>	<b>\$25.8</b>	<b>\$25.8</b>	<b>\$308.4</b>
<b>Remaining Requirement to Fund MTA HQ, after MRT-1</b>	<b>(\$16.1)</b>	<b>(\$22.7)</b>	<b>(\$35.6)</b>	<b>(\$31.8)</b>	<b>(\$30.3)</b>	<b>(\$54.6)</b>	<b>(\$57.0)</b>	<b>(\$38.3)</b>	<b>(\$51.2)</b>	<b>(\$45.6)</b>	<b>(\$44.9)</b>	<b>(\$34.1)</b>	<b>(\$462.1)</b>
<u>Mortgage Recording Tax -2</u>													
MRT-2 Gross Receipts	\$10.6	\$10.6	\$8.5	\$9.0	\$10.1	\$10.1	\$10.7	\$10.7	\$10.7	\$10.7	\$10.7	\$10.7	\$123.0
<u>Adjustments to MRT - 2</u>													
Funding of General Reserve	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$165.0)	(\$165.0)
MTA Bus Debt Service	0.0	0.0	0.0	0.0	0.0	0.0	(12.3)	0.0	0.0	0.0	0.0	0.0	(12.3)
Reimburse Agency Security Costs	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(10.0)	(10.0)
MRT Transfer To Suburban Counties	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(4.9)	(4.9)
Interest	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>0.0</u>	<u>2.7</u>	<u>0.0</u>	<u>0.0</u>	<u>2.7</u>	<u>5.3</u>
Total Adjustments to MRT-2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	(\$12.3)	\$0.0	\$2.7	\$0.0	\$0.0	(\$177.3)	(\$186.9)
<b>Total MRT-2 Available to Fund MTAHQ</b>	<b>\$10.6</b>	<b>\$10.6</b>	<b>\$8.5</b>	<b>\$9.0</b>	<b>\$10.1</b>	<b>\$10.1</b>	<b>(\$1.6)</b>	<b>\$10.7</b>	<b>\$13.3</b>	<b>\$10.7</b>	<b>\$10.7</b>	<b>(\$166.6)</b>	<b>(\$63.9)</b>
<b>Remaining Requirement to Fund MTA HQ, after MRT-2</b>	<b>(\$5.5)</b>	<b>(\$12.2)</b>	<b>(\$27.0)</b>	<b>(\$22.7)</b>	<b>(\$20.3)</b>	<b>(\$44.4)</b>	<b>(\$58.6)</b>	<b>(\$27.6)</b>	<b>(\$37.9)</b>	<b>(\$34.9)</b>	<b>(\$34.2)</b>	<b>(\$200.6)</b>	<b>(\$526.0)</b>
<b>Payroll Mobility Tax for Fund Unallocated MRT-2 Receipts</b>	<b>\$5.5</b>	<b>\$12.2</b>	<b>\$27.0</b>	<b>\$22.7</b>	<b>\$20.3</b>	<b>\$44.4</b>	<b>\$58.6</b>	<b>\$27.6</b>	<b>\$37.9</b>	<b>\$34.9</b>	<b>\$34.2</b>	<b>\$200.6</b>	<b>\$526.0</b>

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

*Other Funding Agreements*

City Subsidy for MTA Bus Company

Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
\$108.3	\$40.4	\$38.2	\$38.2	\$38.2	\$38.2	\$38.2	\$48.6	\$91.6	\$48.6	\$48.6	\$91.3	\$668.6

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**SEPTEMBER 2019**  
**MTA REAL ESTATE**  
**FINANCE COMMITTEE AGENDA ITEMS**

**1. ACTION ITEMS**

**MTA METRO-NORTH RAILROAD**

- a. Amendment of the license with AT&T for a fiber optic cable installation along a portion of the Hudson Line right of way, Poughkeepsie, NY

**MTA LONG ISLAND RAIL ROAD**

- b. Amendment of the license with Neptune Regional Transmission System LLC for right of way along the Montauk and Central Branches
- c. Acquisition of a temporary easement for construction staging in connection with rehabilitation of Colonial Road Bridge in Thomaston, NY
- d. Acquisition of a warehouse at 225 Central Avenue, Bethpage, NY

**MTA NEW YORK CITY TRANSIT**

- e. Lease for delicatessen and grocery store at 1581 Myrtle Avenue, Brooklyn, NY

**METROPOLITAN TRANSPORTATION AUTHORITY**

- f. Amendment of lease for office space for the MTA Government Affairs Department, Albany, NY

**2. INFORMATION ITEMS**

- a. Status report on month-to-month licenses
- b. Status report on agreements entered into directly by the Real Estate Department
- c. Grand Central Terminal Vanderbilt Hall events
- d. Status report on Grand Central Terminal Dining Concourse Retail Kiosks
- e. Short term permit for use of parking spaces at Metro-North's Harriman Station
- f. Permit for one day event at the Cortlandt Station

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

# Staff Summary



Subject <b>AMENDMENT OF LICENSE ALONG METRO-NORTH HUDSON RIGHT OF WAY, POUGHKEEPSIE, NY</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JOHN N. LIEBER</b>
Department Head Signature 
Project Manager Name <b>MARLON HOLFORD</b>

Date <b>SEPTEMBER 25, 2019</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/23/19	X		
2	Board	9/25/19	X		

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

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

LICENSEE: AT&T Corp ("AT&T")

LOCATION: Metro-North's Right of Way ("ROW") on the Hudson Line, Poughkeepsie, NY

ACTIVITY: Amendment of license agreement for the continued operation and maintenance of one (1) 24 Strand fiber optic cable

ACTION REQUESTED: Authorization to amend the license agreement term

TERM: 5 Years, with 2 consecutive 5 year renewals, subject to termination by Metro-North on 60 days' notice

SPACE: Longitudinal occupancy approximately 4,860 linear feet along Metro-North's Hudson Line ROW north of the Poughkeepsie Station

COMPENSATION: \$55,165.68 for first license year with annual CPI increases

## COMMENTS:

Currently, AT&T owns, operates and maintains one existing 24-strand fiber optic cable which runs approximately 4,860 linear feet along Metro-North's ROW on the Hudson Line north of the Poughkeepsie Station. The installation exists under a term agreement which expired on April 13, 2019.


According to the MTA Real Estate Department Policies and Procedures, this license does not have to be awarded pursuant to a Request for Proposals because it is a non-exclusive fiber agreement.

The compensation to Metro-North for the first license year will be \$55,165.68, with annual increases based on CPI. The proposed compensation meets market value for the number of strands in the fiber optic cable, based on a comparative utility rate analysis conducted by Kingston Cole & Associates in December 2010, as adjusted by the CPI.

Based on the foregoing, MTA Real Estate requests authorization to amend the license agreement with AT&T on the above-described terms and conditions.


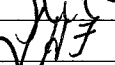
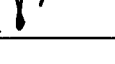
# **MTA LONG ISLAND RAIL ROAD**

# Staff Summary

<b>Subject</b> <b>AMENDMENT OF LICENSE ALONG MONTAUK AND CENTRAL BRANCHES, MONTAUK, NY</b>
<b>Department</b> <b>REAL ESTATE</b>
<b>Department Head Name</b> <b>JOHN N. LIEBER</b>
<b>Department Head Signature</b> 
<b>Project Manager Name</b> <b>MARLON HOLFORD</b>

<b>Date</b> <b>SEPTEMBER 25, 2019</b>
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref. #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/23/19	X		
2	Board	9/25/19	X		

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

**AGENCY:** MTA Long Island Rail Road ("LIRR")

**LICENSEE:** Neptune Regional Transmission System LLC ("Neptune")

**LOCATION:** Portions of the LIRR's Right of Way ("ROW") on the Montauk and Central Branches, Montauk, NY

**ACTIVITY:** Amendment of license to grant Neptune the ability to sublicense portions of its fiber optic cable system to telecommunications service providers.

**ACTION REQUESTED:** Authorization to amend the license agreement.

**TERM:** 16 Years, subject to termination by the LIRR on 60 days' notice

**SPACE:** Longitudinal occupancy comprised of 30 feet along the Montauk Branch and 63.87 feet along the Central Branch for a total of 93.87 feet

**COMPENSATION:** 25% of Neptune's gross revenue collected from sublicenses

## COMMENTS:

Neptune has a non-exclusive license agreement with the LIRR (the "License Agreement") to install, construct, operate and maintain a system of DC, AC and Fiber Optic cables ("Cable System"), that run along portions of LIRR's ROW on the Montauk and Central Branches. The License Agreement has a 30 year term that commenced on June 29, 2005, which was prior to the effective date of Sections 2895 et seq. of the Public Authorities Law (the "P.A.L.") applicable to dispositions of property by Public Authorities. The license fee was a one-time upfront payment in the amount of \$605,483.07 which was paid in full on the Commencement Date.

Pursuant to Sections 1.2 (b) and (c) of the License Agreement, Neptune is to use the Location solely and exclusively for communication in connection with its Cable System and is not permitted to sublicense to any telecommunications service providers.

The proposed amendment will grant Neptune the ability to sublicense its Cable System to telecommunications services providers non-exclusively, subject to a 60 day termination/revocation right, in consideration for paying to the LIRR, as additional license fees, 25% of Neptune's gross revenue collected from sublicenses. The LIRR will reserve the right on 60 days' prior notice to terminate Neptune's right to sublicense its Cable System and require that Neptune terminate/revoke any then existing sublicense agreements.

Neptune's cable network path runs from a converter station in Sayreville, New Jersey to another converter station in North Hempstead, New York. The approximate length used along portions of the LIRR's ROW is 30 feet along the Montauk Branch and 63.87 feet along the Central Branch for a total of 93.87 feet, which is .00026% of Neptune's entire cable network path. Therefore, 25% of the revenue collected would be equivalent to the occupancy of 16.55 miles of LIRR right of way, and as

# Staff Summary

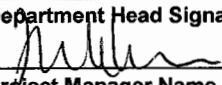
## **FINANCE COMMITTEE MEETING AMENDMENT OF LICENSE ALONG MONTAUK AND CENTRAL BRANCHES**

Page 2 of 2

such this percentage formula will result in the LIRR receiving more revenues via the sublicenses than the LIRR would receive using its standard rate schedule based on linear footage.

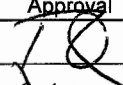
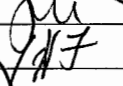
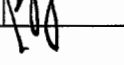
Based on the foregoing, MTA Real Estate requests authorization to amend the License Agreement on the above described terms and conditions.

# Staff Summary

Subject <b>ACQUISITION OF TEMPORARY EASEMENTS IN THOMASTON, NY</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JOHN N. LIEBER</b>
Department Head Signature 
Project Manager Name <b>SELINA STORZ/ANTHONY CAMPBELL</b>

Date <b>SEPTEMBER 25, 2019</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/23/19	X		
2	Board	9/25/19	X		

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

AGENCY: MTA Long Island Rail Road ("LIRR")

GRANTOR: 333 East Shore Road Realty, LLC ("Grantor")

LOCATION: 310-333 East Shore Road, Section 2, Block 375, Lot 25A, Village of Thomaston, Town of North Hempstead, Nassau County, New York ("the Property")

ACTIVITY: Acquisition of temporary exclusive easement by the LIRR for construction staging together with temporary non-exclusive easement for access to the staging area needed in connection with the LIRR's Colonial Road Improvement Project

ACTION REQUESTED: Authorization to enter into temporary easement agreement

TERM: 29 Months with a right to extend on a Month to Month basis, if necessary, for the duration of project

SPACE: 5,193 square feet for the non-exclusive temporary easement area  
8,146 square feet for the exclusive temporary easement

COMPENSATION: \$142,285.00 (one time up-front lump sum payment) for the 29 month term, and \$5,445.00 per month for any month-to-month extensions

## COMMENTS:

LIRR requires both an exclusive temporary easement (the "Exclusive Easement Area") and a non-exclusive temporary easement (the "Non-Exclusive Easement Area") across the parking area of the Property. These easements are required to facilitate ongoing rehabilitation by LIRR of the Colonial Road Bridge and the pocket track.

The Property contains a two-story commercial office building and is adjacent to the LIRR right-of-way. The only feasible access to the Port Washington Branch right-of-way in the vicinity of the Colonial Road Bridge is across the Property's parking lot. As a result, the LIRR requires an exclusive temporary easement, for staging, with respect to the portion of Grantor's parking lot that is directly adjacent to the right-of-way. The LIRR also requires a non-exclusive temporary easement across other portions of the Property to access the exclusive temporary easement area.

An easement agreement between the LIRR and the Grantor for the temporary easements on the Property (the "Easement Agreement") was approved by the MTA Board on April 28, 2014 and executed July 1, 2014. In addition, an

# Staff Summary

## **FINANCE COMMITTEE MEETING ACQUISITION OF TEMPORARY EASEMENTS IN THOMASTON, NY (Cont'd.)**

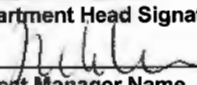
extension was approved by the Board on May 20, 2015. The Easement Agreement as extended expired December 31, 2018 although the staging area continued to be used. Due to labor resource issues, the pocket track installation was deferred until November 2019 and, as such, the LIRR is now looking for an amendment and extension through May 30, 2021 (a total of 29 months from the prior agreement expiration).

After negotiations with the Grantor, the Grantor has agreed to accept as compensation \$142,285.00 for the fixed 29 month extended term, and \$5,445.00 per month for month-to-month extensions, if any. The proposed compensation is below the fair market value for the easement as estimated by an independent appraisal performed for MTA Real Estate. The LIRR will also restore the Property, at its expense, to its previous condition at the end of the term.

Based on the foregoing, authorization is requested for the LIRR to enter into a new temporary exclusive and non-exclusive easement with the owners of 333 East Shore Road, based on the terms and conditions herein described.

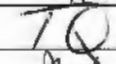
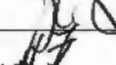
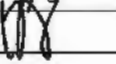
# Staff Summary

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Subject <b>ACQUISITION OF WAREHOUSE BUILDING AT 225 CENTRAL AVENUE SOUTH, BETHPAGE</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JOHN N. LIEBER</b>
Department Head Signature 
Project Manager Name <b>ANDREW D. GREENBERG</b>

Date <b>SEPTEMBER 25, 2019</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/23/19	X		
2	Board	9/25/19	X		

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

AGENCY: MTA Long Island Rail Road ("LIRR") and the Metropolitan Transportation Authority ("MTA")

SELLER: Cascelta Company LLC, a New York limited liability company

LOCATION: 225 Central Avenue South, Bethpage, New York  
Nassau County Tax Map Section 49, Block 294, Lot 2 (the "Property")

ACTIVITY: Acquisition of fee simple title to the Property including early occupancy of a portion of the warehouse space

ACTION REQUESTED: Authorization to acquire the Property

SPACE: Approximately 86,374 square foot warehouse and office building configured with 78,082 square feet on the ground floor and an 8,292 square foot mezzanine situated on approx. 10.5 acres of improved and unimproved land.

COMPENSATION: \$20,000,000 plus early occupancy at a rental rate of \$1 per square foot per annum for the warehouse portion of the building until closing (detailed below).

## COMMENTS:

LIRR's Procurement and Logistics Stores Department requires approximately 40,000 - 60,000 SF of additional warehouse and back of house office space to create a more efficient warehouse operation in the east end of Long Island. Currently, the Hillside Support Facility, which houses LIRR's main warehouse and stores facilities, has had its footprint reduced due to other critical operational space requirements and is at 100% capacity. Handling of material, which oftentimes requires multiple moves to access the required items, has become inefficient and time consuming. The Property, with its rail siding, is strategically located on LIRR's Main Line near the Main Line 2nd Track's westerly limits and Main Line 3rd Track's easterly limits.

The rail siding and overall location of the Property will provide convenient access to LIRR's south shore through Babylon at the easterly limits of the Central Branch. Furthermore, once reopened, the rail siding will serve as a Maintenance of Way equipment staging and material handling area to support LIRR operations and maintenance, construction,



# Staff Summary

## FINANCE COMMITTEE MEETING ACQUISITION AND LEASE-IN OF WAREHOUSE BUILDING AT 225 CENTRAL AVENUE SOUTH, BETHPAGE (CONT'D.)

inspection, and weather management functions. In the short term, this new warehouse will alleviate current space constraints and support rolling stock and infrastructure and maintenance projects from mid-Nassau County through Suffolk County. The LIRR's long term plan is to consolidate materials currently stored at the 610 Hicksville Road, Bethpage warehouse (the lease for which expires December 21, 2024) into this location. The LIRR's long term plan is to consolidate offices, shops and materials currently stored at the 610 Hicksville Road, Bethpage warehouse (the lease for which expires December 21, 2024) into this location. In addition, this acquisition permits the LIRR to consolidate many outlying headquarter facilities that will produce savings and efficiencies including:

- Utilities and biometrics (fewer devices/locations);
- Consolidated management and oversight of employee time and attendance, including inventory control and use efficiency;
- Increased equipment resource sharing and utilization;
- Increased security/control due to less locations;
- More efficient situational response, including the pooling of vehicles (vehicle fleet efficiencies);
- Manpower allocation and management for significant events (i.e. storms; area to support holding personnel on property during emergencies, rather than hotels); and
- Improved vehicle maintenance (less down time with vendor access to site for basic maintenance).

Lastly, the LIRR will also realize improved efficiency and sustainability of its operations by enabling storage in eastern Nassau instead of requiring all material and equipment storage to occur further west, thus saving time, fuel and costs.

The LIRR will also realize improved efficiency and sustainability of its operations by enabling storage in eastern Nassau instead of requiring all material and equipment storage to occur further west, thus saving time, fuel and costs.

The MTA's exclusive broker, Newmark & Company Real Estate, Inc. d/b/a Newmark Grubb Night Frank ("Newmark"), narrowed the search to three locations of which locations: 225 Central Avenue South, in Bethpage, 999 South Oyster Bay Road in Bethpage, and 125 New South Road in Hicksville. The MTA and LIRR determined that 225 Central Avenue South provided superior rail access, significant land area for outdoor storage and was already improved with an existing warehouse and office building, and thus focused on acquiring 225 Central Avenue South as the most suitable for its needs.

The Property is currently used and occupied by an affiliate of the Seller, Kravet Inc, a Delaware corporation, which will continue to require the use of a portion of the Property comprised of the office space (approximately 38,516 square feet) and a fenced in portion of the warehouse space (approximately 6,974 square feet) for storage use through no later than October 31, 2021. It is anticipated that the closing of title to the Property will occur approximately six months after the contract of sale is entered into but in any event not later than June 30, 2020. However, Seller has agreed to accommodate the MTA's initial space requirements and provide early access and occupancy to the LIRR of the entire warehouse space (approximately 47,858 square feet) excluding the 6,974 square feet of fenced in warehouse, prior to the closing.

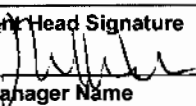
The negotiated purchase price of \$20,000,000, which was the lowest amount that Seller was willing to accept for the Property, is consistent with the estimated value of the Property as appraised by MTA Real Estate's independent appraiser. MTA Real Estate believes the proposed purchase of this particular property is desirable given that the Property, together with the rail spur, is ideally located, there are no environmental issues, and it has all the necessary amenities to accommodate LIRR's short and long-term needs, including the future consolidation of LIRR's facility at 610 Hicksville Road, Bethpage which expires 12/1/24, at a current rental rate of \$12.15 per square foot per annum. Moreover, MTA Real Estate confirmed with its condemnation counsel that acquiring the Property by condemnation, rather than through negotiation at the proposed purchase price, would be costlier for the MTA, in terms of compensation, expense and delay attributable to proceeding with a taking.

The purchase price will be paid for out of capital funds which were set aside for this project under the 2015-2019 capital budget.

Based on the foregoing, MTA Real Estate requests authorization for MTA on behalf of LIRR to acquire the Property on the above terms and conditions.

# **MTA NEW YORK CITY TRANSIT**

# Staff Summary

<b>Subject</b> <b>LEASE AGREEMENT AT 1581 MYRTLE AVENUE</b>
<b>Department</b> <b>REAL ESTATE</b>
<b>Department Head Name</b> <b>JOHN N. LIEBER</b>
<b>Department Head Signature</b> 
<b>Project Manager Name</b> <b>ARTURO ESPINOZA</b>

<b>Date</b> <b>SEPTEMBER 25, 2019</b>
<b>Vendor Name</b>
<b>Contract Number</b>
<b>Contract Manager Name</b>
<b>Table of Contents Ref. #</b>

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/23/19	X		
2	Board	9/25/19	X		

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

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

LESSEE: Musaid Nagi, Waleed Nagi, Fouad Mused (or an entity to be formed owned and controlled by said individuals)

LOCATION: 1581 Myrtle Avenue, Brooklyn, New York

ACTIVITY: Operation of a delicatessen and grocery store

ACTION REQUESTED: Authorization to enter into a lease

TERM: 10 years, with one 5-year option term at Lessee's sole discretion

SPACE: Approximately 1,500 square feet

RENT: \$42,000 in Lease Year 1 escalating each Lease Year thereafter as detailed below

## COMMENTS:

The Location is a new, vacant, street-level space at 1581 Myrtle Avenue in Brooklyn. It was created following a 2009 rehabilitation of the Myrtle-Wyckoff Avenues subway station complex on the Canarsie and Jamaica Lines. It is a raw and unfinished space requiring significant capital improvements to utilize for commercial retail purposes. 1581 Myrtle Avenue was publicly offered by a Request for Proposals ("RFP") in May, 2018, seeking a 10-year lease term with one 5-year renewal option term. The property was competitively offered, and two proposals were submitted, both proposing below the appraised value.

Two proposals were received, and their offers are summarized below:

Proposer Name	Present Value at 7%
Musaid Nagi, Waleed Nagi, Fouad Mused	\$378,137
Murad Mused	\$345,972

At a 7% discount rate, the net present value of the rent proposed by Mr. Nagi's and his partners' is \$378,137, which was the higher of the two proposals. In addition, Messrs. Musaid Nagi, and his partners proposed to make capital improvements to the space costing at least \$325,000. While the fair market rental value estimated by an independent appraisal for the space was higher than the base rent proposed by Messrs. Nagi, Nagi and Mused, MTA Real Estate has determined that the proposed transaction will yield to NYCT the fair market value, taking into account the immediate and continuing value of permanent improvements that the tenant will pay for and the fact that the

# Staff Summary

## FINANCE COMMITTEE MEETING

### Lease agreement at 1581 Myrtle Avenue (Cont'd.)



Location was competitively bid with two or more motivated potential tenants proposing which serves as reliable evidence of the true fair market value of the Location.

The rent schedule is summarized in the table below:

Lease Year	Annual Rent	PSF	Escalation
1	\$42,000.00	\$28.00	--
2	\$45,000.00	\$30.00	7.1%
3	\$48,000.00	\$32.00	6.7%
4	\$51,000.00	\$34.00	6.3%
5	\$54,000.00	\$36.00	5.9%
6	\$57,000.00	\$38.00	5.6%
7	\$60,000.00	\$40.00	5.3%
8	\$63,000.00	\$42.00	5.0%
9	\$66,000.00	\$44.00	4.8%
10	\$69,000.00	\$46.00	4.5%
<b>Option Term</b>			
11	\$72,000.00	\$48.00	4.3%
12	\$75,000.00	\$50.00	4.2%
13	\$78,000.00	\$52.00	4.0%
14	\$81,000.00	\$54.00	3.8%
15	\$84,000.00	\$56.00	3.7%

Mr. Musaid Nagi and his partners have operated a deli, Family Community Deli & Luncheonette Corp., in Manhattan since 2013.

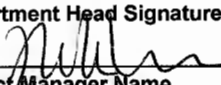
Background and credit investigations were performed on Family Community Deli & Luncheonette Corp. and on the individuals, Messrs. Musaid Nagi, Waleed Nagi, and Fouad Mused. They have good credit and sufficient, liquid financial resources to complete the proposed improvements and pay the rent offered.

A corporate entity will be formed following award in which each individual proposer will have approximately one-third ownership. In addition to providing the standard security deposit equal to three (3) month's base rent, Mr. Musaid Nagi will provide a limited guaranty of the tenant's obligations under the lease, including the obligation to perform the initial capital improvements.

Based on the foregoing, MTA Real Estate requests authorization for NYCT to enter into a lease agreement on the above-described terms and conditions.

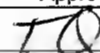
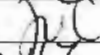
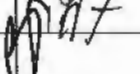
# **METROPOLITAN TRANSPORTATION AUTHORITY**

# Staff Summary

Subject <b>LEASE AMENDMENT FOR OFFICE SPACE IN ALBANY, NEW YORK</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JOHN N. LIEBER</b>
Department Head Signature 
Project Manager Name <b>MICHAEL DANIELS</b>

Date <b>SEPTEMBER 25, 2019</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/23/19	X		
2	Board	9/25/19	X		

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

AGENCY: Metropolitan Transportation Authority ("MTA")

LANDLORD: 111 Washington Avenue, LLC ("Landlord")

LOCATION: 111 Washington Avenue, Suite 209, Albany, NY ("Office Space")

USE: Office Space for MTA Government Affairs

ACTION REQUESTED: Authorization to enter into an amendment to extend the office lease

TERM: Five (5) years, with two additional one-year options to renew

SPACE: Approximately 720 square feet of office space and 80 square feet of storage space

BASE RENT: 1st year \$11,160.00 per annum / \$ 930.00 per month (\$15.50 per sf)

RENT COMMENCEMENT: December 1, 2019

RENT ESCALATION: 2% per annum starting the 2nd Year

TAX ESCALATION: MTA to pay its proportionate share over base year 2019.

OPERATING EXPENSES: MTA to pay its proportionate share over base year 2019.

PARKING SPACES: Landlord will provide two (2) parking spaces for the MTA's sole use, at a monthly charge of \$200.00 per space.

ELECTRICITY: At the MTA's expense, billed by the Landlord at a flat rate of approximately \$1,483.00 per annum for Year 2019, subject to annual CPI increases capped at 3% per annum.

WATER & SEWER: Landlord's responsibility (no separate metering).

HEAT & AIR CONDITIONING: Landlord will provide HVAC to the Office Space during scheduled business hours.

REPAIRS and MAINTENANCE: The MTA is responsible for all repairs and maintenance within the Office Space. Landlord is responsible for all repairs and maintenance of the building's structure, building systems and common areas.

# Staff Summary

## FINANCE COMMITTEE MEETING LEASE AMENDMENT FOR MTA GOVERNMENT AFFAIRS (Cont'd)

### COMMENTS:

The MTA Government Affairs legislative office in Albany has occupied the Office Space at 111 Washington Avenue since 1987. The current lease will expire on November 31, 2019.

The Office Space is located across from the State Capitol/Governor's office and Legislative office building. The Office Space, which provides convenient, difficult to find parking, is also utilized for meetings and/or conferences by many MTA agency executives and staff when in Albany. MTA Real Estate conducted market research using LoopNet and CoStar real estate market data websites and determined that \$15.50 per sf is market rent.

Based on the foregoing, MTA Real Estate requests authorization to enter into an amendment to extend the lease on the above described terms and conditions.

# **INFORMATION ITEMS**



# Memorandum



## Metropolitan Transportation Authority

State of New York

**Date** September 25, 2019

**To** Members of the Finance Committee

**From** John N. Lieber, Chief Development Officer

**Re** **Status of Month-to-Month Licenses for Passenger Amenities**

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In June 1988 and later modified November 12, 2013, the MTA Board adopted policy #9, which allows the Real Estate Department to enter into month-to-month agreements for “passenger service oriented concessions without individual Committee or Board approval”. Attached is a status report of month-to-month agreements, which were executed pursuant to the policy.

**NEW HOLDOVER TENANTS WHOSE AGREEMENTS HAVE RECENTLY BEEN EXTENDED**

**PENDING A REQUEST FOR PROPOSALS**

**Month: September 2019**

NONE TO REPORT

# Memorandum



## Metropolitan Transportation Authority

State of New York

**Date** September 25, 2019

**To** Members of the Finance Committee

**From** John N. Lieber, Chief Development Officer

**Re** **Report on Agreements Entered into Directly by the Real Estate Department via the RFP or negotiation process with tenants in good standing or through the RFP process when 3 or more proposals have been received from responsible proposers for a standard retail location**

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Attached is a listing of agreements entered into directly by the Real Estate Department during preceding months, pursuant to the Board's resolutions dated November 13, 2013 (Real Estate Policy #33).

For each such agreement entered into pursuant to Real Estate Policy #33, MTA Real Estate must have received at least three responsive bids from responsible proposers, and must have entered into agreement with the responsible proposer which offered the highest guaranteed rent, on a present value basis.

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

**September 2019**

Agency/Project Manager	Renewal/RFP Generated	Lessee	Location/Use	Term	Rental		Annual Increase	Size/Weekday Ridership	Price/SF	
					Year	Rent			Year	PSF
Leah Bassknight	RFP	BT TO GO GCT LLC dba Beer Table	MC-36 (305 sf) at Grand Central Terminal Retail Sale of high quality bottled and canned craft beers, ciders and non-alcoholic beverages	7 years	1	\$183,000.00	--	N/A	1	\$600.00
					2	\$188,490.00	3%		2	\$618.00
					3	\$194,144.70	3%		3	\$636.54
					4	\$199,969.04	3%		4	\$655.63
					5	\$205,968.11	3%		5	\$675.30
					6	\$212,147.15	3%		6	\$695.56
					7	\$218,511.56	3%		7	\$716.43
					Proposer name:		NPV @ 7% discount rate:			
BT TO GO LLC		\$1,070,991.00								
Beer World		\$866,418.00								
Alphabet City Beer		\$854,488.00								
Top Hops		\$632,019.00								

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

**September 2019**

Agency/Project Manager	Renewal/RFP Generated	Lessee	Location/Use	Term	Rental		Annual Increase	Size/Weekday Ridership	Price/SF	
					Year	Rent			Year	PSF
Leah Bassknight	RFP	TUMI Stores Inc.	MC-80 (760 sf) at Grand Central Terminal Retail Sale of luggage, travel bags, and travel related accessories	10 years	1	\$361,000.00	--	N/A	1	\$475.00
					2	\$371,830.00	3%		2	\$489.25
					3	\$382,984.90	3%		3	\$503.92
					4	\$394,474.45	3%		4	\$519.04
					5	\$406,308.68	3%		5	\$534.61
					6	\$418,497.94	3%		6	\$550.65
					7	\$431,052.88	3%		7	\$567.17
					8	\$443,984.47	3%		8	\$584.19
					9	\$457,304.00	3%		9	\$601.71
					10	\$471,023.12	3%		10	\$619.76
Proposer name:		NPV @ 7% discount rate:								
TUMI Stores Inc		\$2,859,310.07								
Krystal Klear Optical Inc.		\$2,618,526.06								
Hills Avenue		\$2,007,749.90								
Namaste Enterprises Inc.		\$601,960.01								

# Memorandum



## Metropolitan Transportation Authority

State of New York

**Date** September 25, 2019  
**To** Members of the Finance Committee  
**From** John N. Lieber, Chief Development Officer  
**Re** **GCT's Vanderbilt Hall Events Forecast**

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The following report will be presented to the Real Estate Committee by GCT Development on a monthly basis. The events forecast will show events planned for Vanderbilt Hall in the next three to four month period. This calendar will always be subject to last minute changes for technical or scheduling reasons.

2019 Vanderbilt Hall Events – September through December			
Event	Date	Description	Use
ADT	Septmeber 13	The event will include a smart tiny home that spotlights many of ADT's smart home offerings.	Public
Interfaith Alliance for Safer Communities	September 16 - 27, 2019	The Exposition of Child Dignity in the Digital World will consist of informative displays that provide an interactive yet simple way of communicating the different aspects of online sexual abuse and exploitation of children.	Public
SmileDirectClub	September 29 - 30, 2019	The activation will include a live performance by Improv Everywhere. September 29: Load in September 30: Event	Public
Huggies	October 5, 2019	This event for Huggies new premium diaper line, with giveaways, massages for new parents, baby races, and playarea.	Public
Customer Appreciation Day	October 8, 2019	MNR Customer Service Event	Public

Santa Margherita	October 13 - 15, 2019	Wine tasting event. There will be a maze made out of faux grape vines, where guests can sample the wines. October 13: Load In October 14 - 15: Event Open	Public
Fujifilm	October 16 - 20, 2019	Similar to their event in 2018, FujiFilm will host a photo exhibition with over 10,000 photos. The photos will be on display in Vanderbilt Hall and on the Bridge.	Public
Universal Japan	October 31, 2019	Universal Studios Japan is hosting an event in 2020 and a private test of their prototype (4 Mario boxes hung from a truss). This test will include, lighting, sound, pipe and drape, and projection.	Private
Car Event	November 1 - 7, 2019	Luxury car event with 5 cars on display	Public
2019 Holiday Fair	November 8 - December 29, 2019	Annual Holiday Fair with 40 vendors. November 8 - 15: Booth installation November 16 - 17: Vendor load in November 18 - December 24: Holiday Fair Open December 26 - 29: Load out	Public



# Memorandum



## Metropolitan Transportation Authority

State of New York

**Date** September 25, 2019  
**To** Members of the Finance Committee  
**From** John N. Lieber, Chief Development Officer  
**Re** **GCT – Graybar Passage Retail Kiosks**

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The following report will be presented by GCT Development office of the Real Estate Department whenever a new retail Permit Agreement has been entered into under the Retail Kiosk program approved by the MTA Board in January 2006.

**GRAND CENTRAL TERMINAL**  
**GRAYBAR PASSAGE RETAIL KIOSK PROGRAM**  
**August through October 2019**

<b>LICENSEE</b>	<b>LICENSE DATES</b>	<b>USE</b>	<b>MONTHLY COMPENSATION</b>
<b>Lo Ella</b>	09/01/19-10/31/19	Retail sale of Licensee produced jewelry.	\$3,100.00
<b>Piq</b>	08/01/19-10/31/19	Retail sale of Licensee branded collectibles, toys, gag gifts and souvenirs	\$3,100.00
<b>Lazy Jack</b>	08/01/19-10/31/19	Retail sale of licensee produced men's and boy's accessories	\$3,100.00
<b>Victoria Bekerman</b>	08/01/19-10/31/19	Retail sale of licensee produced jewelry	\$3,100.00
<b>Carnelian Knoll</b>	09/01/19-10/31/19	Retail sale of Licensee produced jewelry	\$3,100.00
<b>AJ Designs</b>	08/01/19-10/31/19	Retail sale of Licensee produced jewelry	\$3,100.00

# Staff Summary

Subject <b>SHORT TERM PERMIT FOR USE OF PARKING SPACES AT METRO-NORTH'S HARRIMAN STATION</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JOHN N. LIEBER</b>
Department Head Signature
Project Manager Name <b>STEPHEN BROWN</b>

Date <b>SEPTEMBER 25, 2019</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/23/19		X	

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

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

PERMITTEE: Premium Outlet Partners, LP

LOCATION: Metro-North's Harriman Station Parking Facility

ACTIVITY: Short-term permit for parking spaces at Metro-North's Harriman Station

TERM: Three days, Saturday August 31 to Monday September 2, 2019

SPACE: 700 parking spaces located at Harriman Station

COMPENSATION: \$7,308

## COMMENTS:

Pursuant to the Board-approved Real Estate Department Policy #26 governing temporary use of station parking facilities by for-profit corporations in connection with short-term parking activities, the Permittee, which owns the Woodbury Common outlet mall, was granted permission to use up to 700 spaces at the Location and to operate a shuttle bus for its employees from Saturday, August 31 to Monday, September 2, 2019.

Compensation was calculated pursuant to the aforementioned Board policy.

MTA Legal approved the Permit as to form and Permittee provided appropriate insurance coverage and indemnification.

# Staff Summary

Subject <b>PERMIT FOR ONE DAY EVENT AT THE CORTLANDT STATION</b>
Department <b>REAL ESTATE</b>
Department Head Name <b>JOHN N. LIEBER</b>
Department Head Signature
Project Manager Name <b>ALICIA BIGGS</b>

Date <b>SEPTEMBER 25, 2019</b>
Vendor Name
Contract Number
Contract Manager Name
Table of Contents Ref. #

Board Action					
Order	To	Date	Approval	Info	Other
1	Finance Committee	9/23/19		X	

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

AGENCY: MTA Metro-North Railroad ("Metro-North")  
PERMITTEE: Town of Cortlandt ("Town")  
LOCATION: Cortlandt Station parking facility, Cortlandt, New York  
ACTIVITY: Use of the parking lot for the Town's "Family Fun Day" event  
TERM: Saturday, September 7, 2019, 2:00pm to 11:00pm  
SPACE: Parking Lots 1 and 2 on the east side of the Cortlandt Station  
COMPENSATION: \$1, payment waived

## COMMENTS:

Pursuant to the Board-approved Real Estate Department Policy #25 governing the use of railroad facilities by municipal and not-for-profit corporations for non-commercial activities, the Town was granted permission to utilize the east side parking lots at the Cortlandt Station in connection with its "Family Fun Day" event, which was held on Saturday, September 7<sup>th</sup>, 2019.

MTA Legal approved the Permit as to form and Permittee provided appropriate insurance coverage and indemnification.