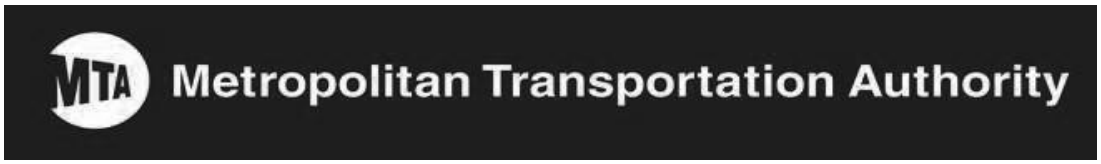

2022 Operations Plan Update in Compliance with PAL §1269-d

"MTA Five-Year Strategic Operations Plan 2022-2026"

New York State Metropolitan Transportation Authority

2 Broadway, New York, NY 10004

Introduction

In accordance with New York State Public Authorities Law §1269-d, the Metropolitan Transportation Authority (MTA) submits to the Governor a "strategic operation plan" for the five-year period commencing January 1 of the following year, to be updated annually. This report contains the 2022 updates required by PAL §1269-d for the MTA transit and commuter rail agencies, consisting of: New York City Transit (NYC Transit) Subways and Buses, including the Staten Island Railway (SIR); the MTA Bus Company (MTA Bus); and the two MTA commuter railways, MTA Long Island Rail Road (LIRR) and MTA Metro-North Railroad (Metro-North). The information contained herein is based on 2022 third-quarter data, financials, performance indicators, and future projections as of November 2022.[1] Annualized future projections are carried out to the best level of accuracy allowable by the MTA Board-approved financial plans, five-year capital plans, project schedules, and fare structures. Five-year projections are not available for some indicators. Information on service schedules, routes, performance indicators, budgets, and capital programs is updated regularly and may be found under "Transparency" on the MTA website at new.mta.info.

Information in this report is excerpted from the following 2022 documents, which are also available under the heading "MTA Info" on the MTA website: MTA 2023 Final Proposed Budget: November Financial Plan 2023-2026 (Nov. 2022), Vol. 1 and Vol. 2; MTA Capital Program 2021-2024; MTA Mission Statement, Measurements, and Performance Indicators Report Covering Fiscal Year 2021, pursuant to PAL §1269-f and §2824-1; and the MTA 2021 Annual Report to the Governor. MTA financial plans are updated quarterly. MTA budget and financial information can be accessed under "Transparency" at the open-data MTA Budget Portal, with new transparency features. The following sections of this Strategic Operations Plan address each of the sections and subsections of PAL §1269-d. An additional section, beginning on page 1, addresses the 2022 impact of the Covid-19 pandemic.

[1] *MTA agency performance indicators, projections, and other data are subject to regular updating and reconciliation. Because of timing, some data in this report may differ from data in the 2021 PAL §2800 and PAL §1269-f reports.*

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Section 1. Statement Regarding Impact of Covid-19

While MTA transportation services saw steady ridership gains in 2022, all operations, performance indicators, and finances continue to be impacted by the Covid-19 pandemic. At the height of the pandemic, in April 2020, the MTA reported the following catastrophic declines in ridership: NYTC Subway down 93 percent; Metro-North down 95 percent; LIRR down 97 percent; and Bridges and Tunnels down 62 percent.

After the rollout of Covid-19 vaccines in 2021, ridership and traffic volume increased gradually, until the outbreak of the Omicron variant near the end of the year. In the spring of 2022, as the sustained effects of the pandemic on travel patterns became apparent, the MTA reengaged McKinsey & Co. to develop an updated post-pandemic recovery analysis. An overview of their report can be found in Section 9 of this report, "Strategies to Improve Productivity, Control Costs, and Coordinate Services," as excerpted from the Executive Summary of the MTA 2023 Final Proposed Budget, November Financial Plan 2023-2026, Vol. 1.

Despite these trends, the MTA has continued to rebuild ridership across the system. On September 14, 2022, Governor Kathy Hochul announced a single-day ridership record of more than 5.6 million riders systemwide. NYCT subways carried over 3.7 million riders, a 28.5 percent increase from the same day the previous year, while buses passed the 1.5 million rider mark. On the same day, both commuter railroads also set post-pandemic records. Metro-North carried over 181,600 riders, while LIRR reported over 202,700 riders. On December 8, 2022, the governor announced yet another subway record, with 3.93 million rides on a single day for the first time since March 2020. Meanwhile, traffic and toll revenue from MTA Bridges and Tunnels, which is not covered in this PAL §1269-d report, has rebounded to around 100 percent of prepandemic levels.

For details on the financial impact of the pandemic, emergency federal funding, and related adjustments, see the *MTA 2023 Final Proposed Budget: Feb. Financial Plan 2023-2026, Vols I and II* under "Transparency," Financial and Budget Statements, at the MTA public website at new.mta.info.

Section 2. Longterm Goals and Performance Standards by Agency

According to its Mission Statement, the longterm objective of the MTA is to "preserve and enhance the quality of life and economic health of the MTA travel region through the cost-efficient provision of safe, on-time, reliable, and clean transportation services." To achieve this, the MTA has set forth the following longterm goals and performance indicators, which are tracked by each of the MTA transit and commuter rail agencies. Monthly 2022 performance data for NYC Transit, LIRR, Metro-North, and MTA Bus are posted on the Performance Metrics Dashboards at the MTA's public website new.mta.info. Annualized data are calculated in the first quarter of the subsequent year. Performance data for 2022 will be published in the MTA 2022 Mission Statements in April 2023.

The MTA's Strategic Priorities for 2022 can be found under "Transparency" on the public website new.mta.info. These priorities are based on the core values of Accessibility, Equity, Sustainability, and Cost-Consciousness. To meet the region's changing transportation needs, the MTA also carries out longterm capital projects under its five-year Capital Programs. The MTA 2020-2024 Capital Program, passed by the MTA Board on Sept. 25, 2019, included an unprecedented $51.5 billion investment in the MTA system. The program was adjusted by Amendment 1 in December 2021 to a total of $52.0 billion. Amendment 2, proposed on July 27, 2022, would bring the current total investment to $52.1 billion. Updates on capital program projects are posted on the Capital Program Dashboards at www.mta.info.

Additionally, the longterm goals of the MTA agencies were guided by the MTA Transformation Plan, a state-mandated consolidation of administrative functions implemented from 2020 to 2022. Finally, in 2022 the MTA published its 2025-2044 "20-Year Needs Assessment" as a roadmap to future capital programs and regional transportation priorities. For agency tracking of the Performance Indicators below, see also Section 5, "Projected Performance for Service Indicators by Agency," and Section 14, "Status Report on Performance Goals and Achievements."

The following MTA longterm goals and agency performance indicators are set forth annually in the Board-approved MTA Mission Statement Mission Statement, Measurements, and Performance Indicators Report, in compliance with New York State Public Authorities Law §1269-f and §2824-a.

MTA Longterm Goals	Agency Performance Indicators
• Provide on-time and reliable services	✓ On-time performance (subway and railroads) ✓ Subway wait assessment ✓ Bus trips completed ✓ Mean distance between failures ✓ Subway major incidents ✓ Subway service delivered ✓ Customer journey time performance ✓ Additional platform time ✓ Additional train time ✓ Bus customer journey time ✓ Additional bus stop time ✓ Additional travel time ✓ Bus service delivered ✓ Bus average speeds.
• Ensure customer and employee safety	✓ Customer injury rates ✓ Bus collision rate ✓ Employee lost time and restricted duty rate
• Maximize system usage	✓ Ridership ✓ Traffic volume
• Perform services in an efficient manner	✓ Farebox operating ratio ✓ Operating cost per customer ✓ Total support to mass transit
• Repair, replace and expand transportation infrastructure	✓ Capital Program commitments ✓ Capital Program completions
• Provide services to people with disabilities	✓ Elevator availability ✓ Escalator availability ✓ Bus passenger wheelchair lift usage
• Maintain a workforce that reflects the regional availability of all races, nationalities, and genders for our industry	✓ Female representation in MTA workforce ✓ Minority representation in MTA workforce

NYC Transit Subways, Buses, SIR: Longterm Goals and Objectives

The longterm objective of NYCT Subways, Buses, Paratransit, and the Staten Island Railway (SIR) is to provide safe, clean, on-time, reliable, cost-efficient transit services throughout the five boroughs of New York City. Pre-pandemic total NYCT ridership was about 2.3 billion passengers per year. The NYCT Subway operates over 6,600 subway cars on 25 subway lines, with 472 stations and 665 miles of mainline track. The subway's pre-pandemic ridership was around 5.5 million per average weekday and nearly 1.7 billion per year. NYCT Bus includes a fleet of over 5,782 vehicles, all of which are ADA accessible. Buses run in all five boroughs on 234 local, 73 express, and 20 Select Bus Service (SBS) routes. Pre-pandemic bus ridership was 2.2 million per weekday and 678 million annually. SIR, the sole rail transit system for Staten Island, operates 29 miles of mainline track, with a pre-pandemic annual ridership of about 4.6 million. In 2022, NYC Transit continued its modernization of the city's aging subway system, with a state-of-the-art signal system, new train cars, and increased ADA access. The agency is also delivering the first major redesign of the city bus system in 50 years. The bus network redesigns for Staten Island and the Bronx have been implemented, with network redesigns for the remaining boroughs in progress. NYCT, in conjunction with MTA Construction & Development (MTA C&D), continues to advance major recovery, resiliency, and expansion projects, including the Second Avenue Subway (SAS), Phase 2; communications-based train control (CBTC) on the Queens Blvd., Eight Ave., and Culver lines; and a major reconstruction of the 42nd Street corridor between Grand Central Terminal and Times Square. The revised 2020-2024 MTA Capital Program proposes $34.6 billion for NYCT, a net decrease of $779 million from the original program. This includes $4.7 billion for subway cars; $1.9 billion for buses; $9.8 billion for passenger stations; $2.6 billion for track; $3.0 billion for line structures; and $6.7 billion for signals and communications. NYCT measures the attainment of these longterm goals by tracking the performance indicators listed above and reporting on capital program progress. The most current data are posted on the Performance Dashboards and the Capital Program Dashboards at www.mta.info. See also: Section 5, "Projected Performance for Service Indicators by Agency" and Section 14, "Status Report on Performance Goals and Achievements."

LIRR: Longterm Goals and Objectives

The longterm objective of LIRR is to provide safe, reliable, highly efficient commuter rail service between New York City and points throughout Long Island. As the nation's busiest commuter railway at the center of the New York metropolitan region, LIRR serves a transportation function of economic significance not only to the region but also to the nation by linking millions of travelers to JFK Airport, NYC Transit subways, and other major transportation hubs. It operates 11 rail branches with 125 stations and 1,151 rail cars and had a pre-Covid annual ridership of over 91.1 million. In addition to the continued modernization of its fleet, facilities, and communications systems, LIRR is augmenting service to meet the region's changing travel needs, including off-peak and reverse-commute services, along with improved ADA accessibility. In 2022, LIRR completed the historic Third Track on the Main Line between Floral Park and finished construction of the new Grand Central Madison terminal at Grand Central Terminal, which was finalizing preparations for revenue service at the time of this report. The amended 2020-2024 MTA Capital Program includes a $3.6 billion investment in LIRR track, signals, rolling stock, stations, and other infrastructure, a net decrease of $114 million from the original program. LIRR measures the attainment of these longterm goals by tracking the performance indicators listed above and reporting on its capital program progress. The most current data is posted on the Performance Dashboards and the Capital Program Dashboards at www.mta.info. See also: Section 5, "Projected Performance for Service Indicators by Agency," and Section 14, "Status Report on Performance Goals and Achievements."

Metro-North: Longterm Goals and Objectives

The longterm mission of Metro-North is to provide safe, reliable, and efficient mobility throughout its travel region, along with excellent customer service. One of the nation's largest commuter railroads, Metro-North operates three main lines East of Hudson—the Hudson, Harlem, and New Haven lines, which run north out of Grand Central Terminal into suburban New York and Connecticut—and two lines West of Hudson, the Port Jervis and Pascack Valley lines. The railroad has 124 stations, including Grand Central Terminal, a major architectural treasure, world destination, and retail hub. The system includes 1,268 rail cars and had a pre-Covid annual

ridership of about 86.6 million. In 2022, Metro-North continued progress on its "Way Ahead" plan, which builds on the railroad's five-year strategic commitment to "Our People, Our Customers, Our Infrastructure." It focuses on customer and employee safety; customer communications and experience; and future growth through infrastructure and capacity investments. To attain these goals, Metro-North continues to modernize its operations with new M8 railcars and new fiber-optic communications. Further initiatives are expanding Metro-North's safety programs and system improvements. The amended 2020-2024 MTA Capital Program includes a $3.5 billion investment in Metro-North, including Penn Station Access for the New Haven Line, with four new rail stations along the East Bronx route. The MTA announced the groundbreaking for this historic project on Dec. 9, 2022. Metro-North measures the attainment of its goals by tracking the Performance Indicators listed above and reporting on its capital program progress. The most current data is posted on the Performance Dashboards and the Capital Program Dashboards at www.mta.info. See also: Section 5, "Projected Performance for Service Indicators by Agency and Section 14, "Status Report on Performance Goals and Achievements."

MTA Bus: Longterm Goals and Objectives

The longterm objective of MTA Bus is to provide safe, clean, on-time, reliable, and cost-efficient bus service on 44 local routes in the Bronx, Brooklyn, and Queens; 43 express routes linking Manhattan to the Bronx, Brooklyn, and Queens; and three Select Bus Service (SBS) routes in Queens. Through the consolidation of seven private franchise bus lines, beginning in late 2005, MTA Bus provides a single, efficient source of citywide express and local bus transportation, with a fleet of more than 1,310 buses and a pre-pandemic annual ridership of about 120.4 million. MTA Bus routes and schedules are integrated into NYC borough bus maps, schedules, and other public information, both in print and on the MTA website. The agency continued to upgrade its vehicles and facilities in 2022, while advancing its safety and training programs. The amended 2020-2024 Capital Program includes a $870.4 million investment in MTA Bus, including investment in all-electric buses, with the longterm goal of a zero-emissions and an all-electric fleet by 2029. MTA Bus measures the attainment of these longterm goals by tracking the performance indicators listed above and reporting on its capital program progress. The most current data is posted on the Performance Dashboards and the Capital Program Dashboards at www.mta.info. See also: Section 5, “Projected Performance for Service Indicators by Agency,” and Section 14, “Status Report on Performance Goals and Achievements.”

Section 3. Standards for Determining Frequency of Service by Agency

The frequency of service offered by MTA transit and rail agencies—also referred to as the headway between vehicles—is determined by the level of customer demand and operational variables, including time of day; the loading guidelines or passenger capacity of cars; equipment and resources constraints; and maintenance and repair schedules. The typical standards for the individual agencies are set out below. Ridership saw continued recovery throughout 2022, while remaining below pre-pandemic levels on most lines and routes. See also, Section 4 of this report, "Current Frequency of Service by Agencies, Lines, and Routes."

NYC Transit Subways: Standards for Determining Frequency of Service

NYC Transit Subways normally operates 24 hours a day, every day of the year, though not every subway route runs around the clock. The minimum service frequencies for subways during peak and off-peak hours are as follows:

- Weekday Rush Hours, Weekday Middays, and Saturday Middays: If service is provided, it should operate at least every 10 minutes (policy headway). *
- Weekday Evenings, Saturday Evenings, and All Day on Sunday: If service is provided, it should operate at least every 12 minutes (policy headway).
- Late Nights (1 a.m. – 5 a.m.): If service is provided, it should operate at least every 20 minutes (policy headway).

The standard measures pertaining to the scheduled frequency of subway service are the vehicle "Loading Guidelines" (ratio of seats to standing passengers per car) and the maximum headway time between trains (in minutes). Service frequency is also determined by the availability of equipment, track scheduling for planned work and maintenance, and operating resources.

**For branching services such as, but not limited to, the A line, which operates to three different terminals at its southern end in Queens, as well as for shuttle services connecting with branching services, the maximum headway is 20 to 24 minutes.*

Subway Loading Guidelines: "A" Division Cars (Numbered Lines)

Weekday Peak (7:00 – 9:30 a.m. / 4:00 – 6:30 p.m.)

Headway	Load/Car	# of Standees	Cars/Train	Trips per Half-Hour	Sq. Ft. per Standee	% Seated	Riders per Half-Hour
2.0	110	70	10	15.0	3.0	36%	16,500
2.5	110	70	10	12.0	3.0	36%	13,200
3.0	110	70	10	10.0	3.0	36%	11,000
4.0	110	70	10	7.5	3.0	36%	8,250
5.0	105	65	10	6.0	3.2	38%	6,300
6.0	100	60	10	5.0	3.5	40%	5,000
7.5	95	55	10	4.0	3.8	42%	3,800
10.0	90	50	10	3.0	4.2	44%	2,700

Midday (10:30 a.m. – 3:00 p.m.), Evening (8:00 p.m. – midnight), Saturday, Sunday

Headway	Load/Car	# of Standees	Cars/Train	Trips per Hour	Sq. Ft. per Standee	% Seated	Riders per Hour
4.0	50	10	10	15.0	21.0	80%	7,500
5.0	50	10	10	12.0	21.0	80%	6,000
6.0	50	10	10	10.0	21.0	80%	5,000
7.5	50	10	10	8.0	21.0	80%	4,000
8.5	50	10	10	7.0	21.0	80%	3,500
10.0	50	10	10	6.0	21.0	80%	3,000
12.0	50	10	10	5.0	21.0	80%	2,500

Owl (1:00 a.m. – 5:00 a.m.)

Headway	Load/Car	# of Standees	Cars/Train	Trips per Hour	Sq. Ft. per Standee	% Seated	Riders per Hour
20.0	50	10	10	3.0	21.0	80%	1,500

Notes: (1) During the transitions between time periods, passenger loads between those shown above are permitted. (2) Division "A" cars seat 38 to 43 passengers. The number of seats varies by car type. (3) The 7 train has 11 cars per train. The 42nd Street Shuttle has six cars per train.

Subway Loading Guidelines: "B" Division, 60-Ft. Cars (Lettered Lines)

Weekday Peak (7:00 – 9:30 a.m. / 4:00 – 6:30 p.m.)

Headway	Load/Car	# of Standees	Cars/Train	Trips per Half-Hour	Sq. Ft. per Standee	% Seated	Riders per Half-Hour
2.0	145	103	10	15.0	3.0	29%	21,750
2.5	145	103	10	12.0	3.0	29%	17,400
3.0	145	103	10	10.0	3.0	29%	14,500
4.0	145	103	10	7.5	3.0	29%	10,875
5.0	135	93	10	6.0	3.4	31%	8,100
6.0	125	83	10	5.0	3.8	34%	6,250
7.5	115	73	10	4.0	4.4	37%	4,600
10.0	115	73	10	3.0	4.4	37%	3,450

Midday (10:30 a.m. – 3:00 p.m.), Evening (8:00 p.m. – midnight), Saturday, Sunday

Headway	Load/Car	# of Standees	Cars/Train	Trips per Hour	Sq. Ft. per Standee	% Seated	Riders per Hour
4.0	53	11	10	15.0	29.4	80%	7,875
5.0	53	11	10	12.0	29.4	80%	6,300
6.0	53	11	10	10.0	29.4	80%	5,250
7.5	53	11	10	8.0	29.4	80%	4,200
8.5	53	11	10	7.0	29.4	80%	3,675
10.0	53	11	10	6.0	29.4	80%	3,150
12.0	53	11	10	5.0	29.4	80%	2,625

Owl (1:00 a.m. – 5:00 a.m.)

Headway	Load/Car	# of Standees	Cars/Train	Trips per Hour	Sq. Ft. per Standee	% Seated	Riders per Hour
20.0	53	11	10	3.0	29.4	80%	1,575

Notes: (1) During the transitions between time periods, passenger loads between those shown above are permitted. (2) C, J, L, M, and Z trains have 8 cars per train; G train has 5 cars per train. (3) The number of seats varies by car type. R143, R160, and R179 60-ft. cars seat 42 to 43 passengers.

Subway Loading Guidelines: "B" Division, 75-Ft. Cars (Lettered Lines)

Weekday Peak (7:00 – 9:30 a.m. / 4:00 – 6:30 p.m.)

Headway	Load/Car	# of Standees	Cars/Train	Trips per Half-Hour	Sq. Ft. per Standee	% Seated	Riders per Half-Hour
2.5	175	103	8	12.0	3.0	41%	16,800
3.0	175	103	8	10.0	3.0	41%	14,000
4.0	175	103	8	7.5	3.0	41%	10,500
5.0	165	93	8	6.0	3.3	44%	7,920
6.0	155	83	8	5.0	3.7	46%	6,200
7.5	145	73	8	4.0	4.2	50%	4,640
10.0	140	68	8	3.0	4.5	51%	3,360

Midday (10:30 a.m. – 3:00 p.m.), Evening (8:00 p.m. – midnight), Saturday, Sunday

Headway	Load/Car	# of Standees	Cars/Train	Trips per Hour	Sq. Ft. per Standee	% Seated	Riders per Hour
4.0	90	18	8	15.0	17.2	80%	10,800
5.0	90	18	8	12.0	17.2	80%	8,640
6.0	90	18	8	10.0	17.2	80%	7,200
7.5	90	18	8	8.0	17.2	80%	5,760
8.5	90	18	8	7.0	17.2	80%	5,040
10.0	90	18	8	6.0	17.2	80%	4,320
12.0	90	18	8	5.0	17.2	80%	3,600

Owl (1:00 a.m. – 5:00 a.m.)

Headway	Load/Car	# of Standees	Cars/Train	Trips per Hour	Sq. Ft. per Standee	% Seated	Riders per Hour
20.0	90	18	8	3.0	17.2	80%	2,160

Notes: (1) During the transitions between time periods, passenger loads between those shown above are permitted. (2) S Rockaway Park Shuttle has four-car trains. S Franklin Ave. Shuttle has two-car trains. (3) The number of seats varies by car type. Division "B" 75-ft. cars seat 70 to 74 passengers.

NYC Transit/MTA Bus: Standards for Determining Frequency of Service

NYC Transit Bus service operates 24 hours a day, every day of the year. The minimum frequencies of service during peak and off-peak hours are as follows:

For Local Buses

- All Times except Late Nights: If service is provided, it should operate at least every 30 minutes, or as warranted by ridership demand.
- Late Nights (1 a.m. – 5 a.m.): If service is provided (as it was pre-Covid), it should operate at least every 60 minutes. Note: Due to Covid-19, Late Night service remains suspended to allow for thorough deep cleaning and sanitization of rolling stock, stations, and frequent touch points.

For Express Buses

- Weekday Rush Hours and Weekday Middays: If service is provided, it should operate at least every 30 minutes.
- Weekday Evenings and Weekends: If service is provided, it should operate at least every 60 minutes. Note: Due to Covid-19, Late Night service remains suspended to allow for thorough deep cleaning and sanitization of rolling stock, stations, and frequent touch points.

The standard measures pertaining to the frequency of buses service are the vehicle loading guidelines (ratio of seats to standing passengers per car) and the maximum headways between buses (in minutes). Loading guidelines were impacted by the Covid-19 pandemic. Service frequency is also determined by operating resources, vehicle types, and weather emergencies. Standard bus loading guidelines by type of vehicle and route are indicated in the charts below:

Local Bus Loading Guidelines: Standard 40-ft. Bus, Weekday Peak					
Grid Routes 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 7:00 p.m.			**Feeder Routes 6:30 a.m. to 8:30 a.m. and 4:30 p.m. to 7:30 p.m.**		
Maximum Riders/1/2 Hour	**Headway (Minutes)**	**Maximum Avg. Load Per Trip**	**Maximum Riders/1/2 Hour**	**Headway (Minutes)**	**Maximum Avg. Load Per Trip**
36	30.0	36	36	30.0	36
54	20.0	36	63	20.0	42
90	15.0	45	94	15.0	47
120	12.0	48	130	12.0	52
156	10.0	52	162	10.0	54
189	8.6	54	189	8.6	54
216	7.5	54	216	7.5	54
243	6.7	54	243	6.7	54
270	6.0	54	270	6.0	54
297	5.5	54	297	5.5	54
324	5.0	54	324	5.0	54
378	4.3	54	378	4.3	54
432	3.8	54	432	3.8	54
486	3.3	54	486	3.3	54
540	3.0	54	540	3.0	54
594	2.7	54	594	2.7	54
648	2.5	54	648	2.5	54
702	2.3	54	702	2.3	54
756	2.1	54	756	2.1	54
810	2.0	54	810	2.0	54
864	1.9	54	864	1.9	54
918	1.8	54	918	1.8	54
972	1.7	54	972	1.7	54
1026	1.6	54	1026	1.6	54
1080	1.5	54	1080	1.5	54

Local Bus Loading Guidelines: Standard 40-ft. Bus, Off-Peak					
Grid Routes **10 a.m. to 2 p.m. and 7 p.m. to 9 p.m. Weekdays** **6 a.m. to 9 p.m. Saturday and Sunday**			**Feeder Routes** **9:30 A.M. to 2 P.M. and 8:30 P.M. to 9 P.M. Weekdays** **6 A.M. to 9 P.M. Saturday and Sunday**		
Maximum Riders/Hour	**Headway (Minutes)**	**Maximum Avg. Load Per Trip**	**Maximum Riders/Hour**	**Headway (Minutes)**	**Maximum Avg. Load Per Trip**
72	30.0	36	72	30.0	36
108	20.0	36	108	20.0	36
144	15.0	36	144	15.0	36
180	12.0	36	190	12.0	38
216	10.0	36	252	10.0	42
234	9.0	36	280	9.0	43
252	8.5	36	315	8.5	45
278	8.0	37	345	8.0	46
296	7.5	37	376	7.5	47
332	7.0	39	408	7.0	48
360	6.7	40	441	6.5	49
400	6.0	40	500	6.0	50
462	5.5	42	550	5.5	50
516	5.0	43	600	5.0	50
585	4.6	45	650	4.5	50
644	4.3	46	700	4.5	50
690	4.0	46	750	4.0	50
752	3.8	47	800	3.8	50
816	3.5	48	867	3.5	51
864	3.3	48	918	3.3	51
912	3.2	48	969	3.2	51
960	3.0	48	1020	3.0	51

Local Bus Loading Guidelines: Standard 40-ft. Bus, Late Evening					
Grid Routes 9:00 P.M. to 1:00 A.M Weekdays, Saturday and Sunday			**Feeder Routes 9:00 P.M. to 1:00 A.M Weekdays, Saturday and Sunday**		
Maximum Riders/Hour	**Headway (Minutes)**	**Maximum Avg. Load Per Trip**	**Maximum Riders/Hour**	**Headway (Minutes)**	**Maximum Avg. Load Per Trip**
72	30.0	36	72	30.0	36
108	20.0	36	73	20.0	36
144	15.0	36	109	15.0	36
180	12.0	36	145	12.0	36
216	10.0	36	181	10.0	36
234	9.0	36	217	9.0	36
252	8.5	36	235	8.5	36
270	8.0	36	253	8.0	36
288	7.5	36	271	7.5	36
306	7.0	36	289	7.0	36
324	6.7	36	307	6.5	36
360	6.0	36	325	6.0	36
396	5.5	36	361	5.5	36
432	5.0	36	397	5.0	36
468	4.5	36	433	4.6	36
504	4.3	36	469	4.3	36
540	4.0	36	505	4.0	36
576	3.8	36	541	3.8	36
612	3.5	36	577	3.5	36
648	3.3	36	613	3.3	36
684	3.2	36	649	3.2	36
720	3.0	36	685	3.0	36

Local Bus Loading Guidelines: Articulated Bus, Weekday Peak					
Grid Routes			**Feeder Routes**		
7:00A.M. to 9:00A.M. and 4:00P.M. to 7:00P.M.			**6:30 A.M. to 8:30 A.M. and 4:30 P.M. to 7:30 P.M.**		
Maximum Riders/1/2 Hour	**Headway (Minutes)**	**Maximum Avg. Load Per Trip**	**Maximum Riders/1/2 Hour**	**Headway (Minutes)**	**Maximum Avg. Load Per Trip**
35	30.0	n/a	n/a	30.0	n/a
53	20.0	n/a	n/a	20.0	n/a
119	15.0	n/a	n/a	15.0	n/a
175	12.0	70	190	12.0	76
225	10.0	75	250	10.0	83
280	8.6	80	310	8.6	89
330	7.5	82	360	7.5	90
380	6.7	84	405	6.7	90
420	6.0	84	450	6.0	90
470	5.5	84	495	5.5	90
505	5.0	84	540	5.0	90
595	4.3	85	650	4.3	93
680	3.8	85	745	3.8	93
765	3.3	85	835	3.3	93
850	3.0	85	930	3.0	93
935	2.7	85	1020	2.7	93
1020	2.5	85	1115	2.5	93
1105	2.3	85	1205	2.3	93
1190	2.1	85	1300	2.1	93
1275	2.0	85	1390	2.0	93

Local Bus Loading Guidelines: Articulated Bus, Off-Peak					
Grid Routes **10 A.M. to 2 P.M. and 7 P.M. to 9 P.M. Weekdays** **6 A.M. to 9 P.M. Saturday and Sunday**			**Feeder Routes** **9:30 A.M. to 2 P.M. and 8:30 P.M. to 9 P.M. Weekdays** **6 A.M. to 9 P.M. Saturday and Sunday**		
Maximum Riders/Hour	**Headway (Minutes)**	**Maximum Avg. Load Per Trip**	**Maximum Riders/Hour**	**Headway (Minutes)**	**Maximum Avg. Load Per Trip**
72	30.0	36	72	30.0	36
108	20.0	36	108	20.0	36
144	15.0	36	144	15.0	36
285	12.0	56	285	12.0	57
336	10.0	56	342	10.0	57
364	9.0	56	377	9.0	58
392	8.5	56	413	8.5	59
420	8.0	56	450	8.0	60
448	7.5	56	496	7.5	62
476	7.0	56	536	7.0	63
504	6.5	56	576	6.5	64
560	6.0	56	650	6.0	65
616	5.5	56	715	5.5	65
684	5.0	57	780	5.0	65
767	4.6	59	845	4.6	65
840	4.3	60	910	4.3	65
915	4.0	61	975	4.0	65
976	3.8	61	1040	3.8	65
1054	3.5	62	1105	3.5	65
1134	3.3	63	1170	3.3	65
1216	3.2	64	1235	32.0	65

Local Bus Loading Guidelines: Articulated Bus, Late Evening					
Grid Routes 9:00 P.M. to 1:00 A.M. Weekdays, Saturday and Sunday			Feeder Routes 9:00 P.M. to 1:00 A.M. Weekdays, Saturday and Sunday		
Maximum Riders/Hour	**Headway (Minutes)**	**Maximum Avg. Load Per Trip**	**Maximum Riders/Hour**	**Headway (Minutes)**	**Maximum Avg. Load Per Trip**
72	30.0	36	72	30.0	36
108	20.0	36	108	20.0	36
144	15.0	36	144	15.0	36
280	12.0	56	280	12.0	56
336	10.0	56	336	10.0	56
364	9.0	56	364	9.0	56
392	8.5	56	392	8.5	56
420	8.0	56	420	8.0	56
448	7.5	56	448	7.5	56
476	7.0	56	476	7.0	56
504	6.5	56	504	6.5	56
560	6.0	56	560	6.0	56
616	5.5	56	616	5.5	56
672	5.0	56	672	5.0	56
728	4.5	56	728	4.5	56
784	4.3	56	784	4.3	56
840	4.0	56	840	4.0	56
896	<4.0	56	896	<4.0	56
952	<4.0	56	952	<4.0	56
1008	<4.0	56	1008	<4.0	56
1064	<4.0	56	1064	<4.0	56

Express Bus Loading Guidelines			
	Trips per 30 minutes	**Headway (Min.)**	**High-Capacity Express Bus: Average Maximum Load**
Peak	1	30	55
	2	15	55
	3	10	55
	4	7.5	55
	5	6	55
	6	5	55
	7.5 or more	4 or less	55
Off-Peak	0.5	60	30
	1	30	40
	1.5	20	45
	2 or more	15	50

NYC Transit Buses: Current Frequency of Service, Peak, and Off-Peak

For NYC Transit Bus frequency of service or headways by borough and route, see Appendix A of this report. NYC Transit Bus operates 190 local routes, 30 express bus routes, and 17 Select Bus Service (SBS) routes throughout New York City. Current frequency of service by bus route and borough can be accessed under "Schedules" at the MTA website at new.mta.info/schedules. The frequency of service varies by route, based on load factors, time of day, and demand. On busy routes, such as the Q58, during peak hours, the headway between buses may be as little as every two minutes. Actual frequency may be affected by operational constraints, traffic delays, and severe weather conditions. NOTE: Service from 2020 to 2022 has been variously impacted by the Covid-19 pandemic. NYC Transit Bus has taken major steps to increase both the frequency of service and availability of service information by introducing the SBS routes and "Bus Time" tracking data, which allows passengers to monitor arrivals through web and mobile apps. Where bus service is provided, the minimum frequencies of service for NYC Transit Bus during peak and off-peak hours are as follows:

- At least every 30 minutes for Local Buses, all times except Late Nights.
- At least every 60 minutes for Local Buses, Late Nights (1 a.m. – 5 a.m.).
- At least every 30 minutes for Express Buses, Weekday Rush and Weekday Middays.
- At least every 60 minutes for Express Buses, Weekday Evenings and Weekends.

For 24-hour current scheduled frequencies on individual bus lines, see the Schedules menu at new.mta.info/schedules. Note that actual service may be affected by traffic incidents, weather, and other factors. Full service has been restored following impact of the Covid-19 pandemic. NYC Transit's "bus service delivered" and "bus wait assessments" (WA) are reported on the Performance Dashboards at www.mta.info. See also, Section 5 of this report, "Projected Performance for Service Indicators by Agency."

LIRR: Standards for Determining Frequency of Service

Service to most LIRR stations is provided 24 hours a day, seven days a week. Criteria for the frequency of service include the assigned level of service— which designates how often trains stop at a particular station; the headway; and the load factors, which track the level of crowding on trains based on the ratio of seats to passengers. Service frequency may also be affected by the availability of equipment; infrastructure limitations; track scheduling; operating resources; and weather emergencies. The levels of service at LIRR stations are a measure of the number of customers who utilize a particular station each weekday and are based on the most current station boarding counts. The five designated service levels are:

LIRR Station Service Levels	
Level 1	More than 6,000 customers per day
Level 2	2,000 - 6,000 customers per day
Level 3	1,000 - 1,999 customers per day
Level 4	Fewer than 1,000 customers per day
Level 5	Fewer than 100 customers per day

The headway, or frequency of scheduled trains, is determined by the time of day and the level of service. Maximum headway differs for peak and off-peak periods, and weekends. The LIRR considers morning peak to be trains arriving at western terminals between 6 a.m. and 10 a.m. weekdays, and the evening peak to be trains departing western terminals between 4 p.m. and 8 p.m. weekdays.

Below are the maximum vehicle headways, based on station, level of service and time of day:

Level of Service	Weekday Peak	Off-Peak	Weekend
Level 1*	20 minutes	30 minutes	30 minutes
Level 2	30 minutes	60 minutes	60 minutes
Level 3	45 minutes	90 minutes	90 minutes
Level 4	60 minutes	120 minutes	120 minutes
Level 5	as warranted	as warranted	as warranted

* These standards do not apply for the time period of midnight to 6 am. Mets-Willets Point and Belmont Park are special events stations and as such receive train service according to the event schedule for the adjacent venue(s). Due to infrastructure constraints, Huntington, Syosset, Deer Park, and Ronkonkoma do not provide service at these headways. These constraints include the existence of only two tracks west of Hicksville, and the lack of a yard east of Huntington. Hunterspoint Avenue Station does not provide service at Level 1 headways because this station is unique, with only weekday peak-period, peak-direction service.

Metro-North: Standards for Determining Frequency of Service

Metro-North's service plan outlines the frequency of service for station groupings and line segments based on existing and projected ridership. Metro-North defines the Morning Weekday Peak to be inbound from 6 a.m. to 10 a.m., and outbound from 6 a.m. to 9 a.m., and Evening Weekday Peak as outbound from 4 p.m. to 8 p.m., based on Grand Central Terminal arrival/departure times. NOTE: Due to Covid-19, service changes remain flexible and off-peak fares remain in effect at the time of this report.

During the morning and evening peaks, Metro-North's headway between trains is approximately 20 to 30 minutes. Branch-line service during the peaks is less frequent. Off-peak and weekend service frequency is typically 30-60 minutes, with the exception of some branch lines (e.g., Danbury, Waterbury, and Wassaic), which operate less frequently.

Service frequency is also based on vehicle type and loading standards. Metro-North operates both diesel and electric vehicles, and the first criterion for assigning vehicles is the type of power

required for a line segment. Diesel locomotives are used for Upper Hudson, Wassaic, Danbury, and Waterbury service, and electric vehicles for all other lines.

To assure a "seat for every passenger," while maximizing cost efficiency, Metro-North sets loading standards and monitors vehicle loads. The load factor is the ratio of a train's maximum ridership divided by its seating capacity. Within operational constraints, (e.g., required short equipment turns, which often dictate that extra equipment be operated on certain trains), these loading standards are used to determine equipment assignments on all Metro-North trains, and may result in either lengthening or shortening of train consists.

Metro-North's loading standards establish criteria for lengthening or shortening trains. Current Metro-North loading standards for all Harlem, Hudson, and New Haven Line trains during the time periods are outlined below. These standards are applied against peak trains consisting of five to 12 cars (based on ridership demand).

The maximum load count is calculated based on when the most riders are on board a train during its scheduled run. For example, the maximum load point for most peak service trains is into Grand Central Terminal in the morning and out of Grand Central Terminal in the evening; in some instances, higher ridership occurs at intermediate stations.

Maximum Recommended Occupancy For:		
Service Type	**Lengthening Trains**	**Shortening Trains**
All Peak and Reverse Peak *	95%	95%
Off-Peak Weekday *	85%	85%
Weekend	75%	75%

**Off-peak weekday and reverse peak consists are largely determined by peak cycle requirements.*

Section 4. Current Frequency of Service by Agencies, Lines, and Routes

NYC Transit Subways: 2022 Frequency of Service, Peak, and Off-Peak

The frequency of service for NYC Transit subway lines is determined by the scheduled headways. Service frequency varies according to the time of day, measured passenger loads, operational capacities, and planned work and maintenance schedules. Where service is provided and where the need to accommodate construction and maintenance work does not require longer intervals between trains, the minimum headways between subways during peak and off-peak hours are as follows:

- At least every 10 minutes for Weekday Rush, Weekday Middays, and Saturday Middays. *
- At least every 12 minutes for Weekday evenings, Saturday evenings, and all-day Sundays.
- At least every 20 minutes for Late Nights (1 a.m. – 5 a.m.).

During peak hours on busy lines, such as the 7 Line, the headway between trains may be as little as every two to two and a half minutes. Frequencies will be improved as NYC Transit installs new communications-based train control (CBTC) systems on its busiest lines, a major long term capital improvement. CBTC is currently in use on the L and 7 lines in their entireties, is in use on portions of the E, F, R, and M lines, and is under construction on additional portions of the E and F lines, as well as on portions of the A, C, and E lines. Additionally, countdown clocks and expanded online communications now allow subway riders to plan their trips before leaving their home and monitor real time service. The current scheduled headways between trains for NYC Transit subway lines are shown below. NOTE: Service in 2022 was impacted by Covid-19-related crew shortages, passenger incidents, equipment failures, planned work, and other factors. NYC Transit Subways reports such delays through the indicators on the MTA Service Performance Metrics dashboard at metrics.mta.info. See also, Section 3 of this report, Standards for Determining Frequency of Service by Agency and Section 5, Projected Performance for Service Indicators by Agency.

**For branching services such as, but not limited to, the A line, which operates to three different terminals at its southern end in Queens, as well as for shuttle services connecting with branching services, the maximum headway is 20 to 24 minutes. This is to ensure that the policy headways are achieved on the shared section of the line.*

Subway Service—Current Frequency: "A" Division (Numbered Lines) Headway in Minutes, by Line, and Times of Day														
Lines		**Weekday**					**Saturday**				**Sunday**			
		8 AM	12 N	5 PM	9 PM	2 AM	10 AM	4 PM	9 PM	2 AM	10 AM	4 PM	9 PM	2 AM
1	**SB**	3.5	6.0	4.0	5.0	20.0	8.0	8.0	8.0	20.0	10.0	8.0	8.0	20.0
1	**NB**	5.0	6.0	4.5	4.5	20.0	8.0	8.0	8.0	20.0	14.0	8.0	8.0	20.0
2	**SB**	5.5	8.0	6.0	11.5	20.0	8.0	8.0	12.0	20.0	12.0	8.0	12.0	20.0
2	**NB**	7.0	8.0	6.0	7.0	20.0	8.0	8.0	12.0	20.0	12.0	8.0	12.0	20.0
3	**SB**	5.0	8.0	8.0	11.5	20.0	12.0	12.0	12.0	20.0	12.0	12.0	12.0	20.0
3	**NB**	7.0	8.0	5.5	8.0	20.0	12.0	12.0	12.0	20.0	12.0	12.0	12.0	20.0
4	**SB**	4.5	8.0	5.0	9.0	20.0	8.0	8.0	12.0	20.0	8.5	8.0	12.0	20.0
4	**NB**	5.0	8.0	5.0	6.5	20.0	8.0	8.0	12.0	20.0	12.0	8.0	12.0	20.0
5	**SB**	4.5	8.0	7.0	9.0	20.0	12.0	12.0	12.0	20.0	12.0	12.0	12.0	20.0
5	**NB**	6.0	8.0	4.5	8.0	20.0	12.0	12.0	12.0	20.0	12.0	12.0	12.0	20.0
6		3.0	4.0	3.5	6.0	20.0	8.0	8.0	8.5	20.0	8.0	8.0	12.0	20.0
7		2.0	5.0	2.5	4.5	20.0	6.0	4.0	7.0	20.0	6.0	5.0	8.0	20.0
S	**42 St.**	3.5	5.0	3.0	5.0	-	5.0	5.0	10.0	-	10.0	5.0	10.0	-

** All scheduled headways are subject to change. NYC Transit Subways routinely adjusts scheduled headways to accommodate maintenance and construction work, as well as for special events.*

Subway Service—Current Frequency: "B" Division (Lettered Lines) Headway in Minutes, by Line and Times of Day														
Lines		**Weekday**					**Saturday**				**Sunday**			
		8 AM	**12 N**	**5 PM**	**9 PM**	**2 AM**	**10 AM**	**4 PM**	**9 PM**	**2AM**	**10 AM**	**4 PM**	**9 PM**	**2 AM**
A	**SB**	6.5	10.0	4.0	11.0	20.0	10.0	10.0	10.0	20.0	12.0	10.0	10.5	20.0
A	**NB**	4.5	8.0	6.5	7.0	20.0	10.0	10.0	10.0	20.0	10.0	10.0	12.0	20.0
B	**SB**	9.5	10.0	6.5	10.0	-	-	-	-	-	-	-	-	-
B	**NB**	6.0	10.0	10.5	10.0	-	-	-	-	-	-	-	-	-
C	**SB**	10.0	10.0	10.0	11.5	-	12.0	12.0	12.0	-	12.0	12.0	12.0	-
C	**NB**	8.0	10.0	10.0	10.0	-	11.5	11.5	12.0	-	12.0	10.0	12.0	-
D	**SB**	7.5	10.0	6.0	9.5	20.0	12.0	12.0	12.0	20.0	12.0	10.0	12.0	20.0
D	**NB**	6.0	10.0	8.5	10.5	20.0	12.0	12.0	12.0	20.0	12.0	12.0	12.0	20.0
E	**SB**	4.0	7.5	5.0	9.0	20.0	12.0	12.0	12.0	20.0	11.5	12.0	12.5	20.0
E	**NB**	5.0	6.0	4.0	6.0	20.0	12.0	12.0	12.0	20.0	12.0	12.0	12.0	20.0
F	**SB**	4.0	7.5	5.0	7.5	20.0	12.0	12.0	12.0	20.0	12.0	12.0	12.0	20.0
F	**NB**	5.5	6.5	4.5	7.0	20.0	12.5	12.5	12.0	20.0	12.0	12.5	12.0	20.0
G		7.0	10.5	8.0	8.0	20.0	10.0	10.0	12.0	20.0	10.0	10.0	12.0	20.0
J/Z		5.5	10.0	7.5	10.0	20.0	10.0	10.0	12.0	20.0	12.0	10.0	12.0	20.0
L		3.0	5.0	4.0	4.0	20.0	4.5	4.0	5.0	20.0	5.0	4.0	5.0	20.0
M	**SB**	7.5	10.0	8.0	10.0	20.0	10.0	10.0	12.0	20.0	12.0	10.0	12.0	20.0
M	**NB**	6.5	10.0	8.0	10.0	20.0	10.0	10.0	12.0	20.0	12.5	10.0	12.0	20.0
N/W	**SB**	4.0	5.0	4.0	6.0	20.0	12.0	12.0	12.0	20.0	12.5	12.0	12.0	20.0
N	**NB**	4.0	5.0	4.0	5.5	20.0	12.0	12.0	12.0	20.0	12.0	12.0	12.0	20.0
Q	**SB**	6.5	8.0	6.5	7.5	20.0	10.0	8.0	8.0	20.0	10.0	8.0	10.0	20.0
Q	**NB**	6.5	7.5	6.5	8.0	20.0	10.0	8.0	10.0	20.0	9.0	8.0	12.0	20.0
R	**SB**	7.0	10.0	6.5	10.0	20.0	12.0	12.0	12.0	20.0	12.0	12.0	12.0	20.0
R	**NB**	7.0	10.0	7.5	9.0	20.0	12.0	12.0	12.0	20.0	12.0	12.0	12.0	20.0
S	**Fkln.**	10.0	10.0	10.0	12.0	20.0	10.0	10.0	13.5	20.0	12.0	12.0	15.0	20.0
S	**Rock**	16.0	17.5	14.5	23.0	20.0	18.0	18.0	20.0	20.0	13.5	20.0	20.0	20.0

** All scheduled headways are subject to change. NYC Transit Subways routinely adjusts scheduled headways to accommodate maintenance and construction work, as well as for special events*

NYC Transit Buses: 2022 Current Frequency of Service, Peak, and Off-Peak

For NYC Transit Bus frequency of service or headways by borough and route, see Appendix A of this report. NYC Transit Bus operates 190 local routes, 30 express bus routes, and 17 Select Bus Service (SBS) routes throughout New York City. Current frequency of service by bus route and borough can be accessed under "Schedules" at the MTA website at new.mta.info/schedules. The frequency of service varies by route, based on load factors, time of day, and demand. On busy routes, such as the Q58, during peak hours, the headway between buses may be as little as every two minutes. Actual frequency may be affected by operational constraints, traffic delays, and severe weather conditions. NOTE: Service from 2020 to 2022 was variously impacted by the Covid-19 pandemic. NYC Transit Bus has taken major steps to increase both the frequency of service and availability of service information by introducing the SBS routes and "Bus Time" tracking data, which allows passengers to monitor arrivals through web and mobile apps. Where bus service is provided, the minimum frequencies of service for NYC Transit Bus during peak and off-peak hours are as follows:

- At least every 30 minutes for Local Buses, all times except Late Nights.
- At least every 60 minutes for Local Buses, Late Nights (1 a.m. – 5 a.m.).
- At least every 30 minutes for Express Buses, Weekday Rush and Weekday Middays.
- At least every 60 minutes for Express Buses, Weekday Evenings and Weekends.

For 24-hour current scheduled frequencies on individual bus lines, see the Schedules menu at new.mta.info/schedules. Note that actual service may be affected by traffic incidents, weather, and other factors. Service from 2020 to 2022 was variously impacted by the Covid-19 pandemic. NYC Transit's "bus service delivered" and "bus wait assessments" (WA) are reported on the Performance Dashboards at www.mta.info. See also, Section 5 of this report, "Projected Performance for Service Indicators by Agency."

LIRR: 2022 Current Frequency of Service, Peak, and Off-Peak

Service to most LIRR stations is provided 24 hours a day, seven days a week. The frequency is determined by the assigned level of service, the headway between trains, the load factors, and the ratio of seats to passengers. Service frequency may also be affected by the availability of equipment, track scheduling, operating resources, and weather emergencies. NOTE: Service in from 2020 through 2022 was variously impacted by the Covid-19 pandemic. The standard level of service for stations on all LIRR branches is shown in the chart below. Complete branch schedules can be accessed under new.mta.info/schedules at www.mta.info.

LIRR Current Frequency of Service (Max. Headway by Station and Time)					
Time	**Level 1**	**Level 2**	**Level 3**	**Level 4**	**Level 5**
Peak	20 Minutes	30 Minutes	45 Minutes	60 Minutes	As warranted
Off Peak	30 Minutes	60 Minutes	90 Minutes	120 Minutes	As warranted
Weekend	30 Minutes	60 Minutes	90 Minutes	120 Minutes	As warranted
	Atlantic Terminal Babylon Baldwin Bayside Bellmore Deer Park Great Neck Hicksville Huntington Jamaica Merrick Mineola Penn Station Port Washington Rockville Centre Ronkonkoma Syosset Valley Stream Woodside	Amityville Auburndale Bethpage Brentwood Broadway Central Islip Cold Spring Harbor Copiague Douglaston Farmingdale Floral Park Flushing- Main St Freeport Hempstead Hunterspoint Ave Lindenhurst Little Neck Long Beach Lynbrook Manhasset Massapequa Massapequa Park New Hyde Park Northport Oceanside Rosedale Seaford Stony Brook Wantagh Westbury Wyandanch	Bay Shore Bellerose Cedarhurst East New York East Rockaway Forest Hills Garden City Gibson Greenlawn Hewlett Island Park Islip Kew Gardens Kings Park Laurelton Locust Manor Merillon Ave. Murray Hill Nassau Blvd Nostrand Ave. Patchogue Plandome Port Jefferson Queens Village Sayville Stewart Manor Woodmere	Albertson Carle Place Centre Ave Country Life Press East Hampton East Williston Far Rockaway Glen Cove Glen Head Glen Street Great River Greenvale Hempstead Gardens Hollis Inwood Lakeview Lawrence Locust Valley Long Island City Malverne Mastic-Shirley Oakdale Oyster Bay Roslyn Sea Cliff Smithtown Speonk St Albans St James West Hempstead Westwood	Amagansett Bellport Bridgehampton Greenport Hampton Bays Mattituck Medford Montauk Pinelawn Riverhead Southampton Southold Westhampton Yaphank
	Special Event Stations Belmont Park Mets-Willets Point Elmont-UBS Arena				

Note: In October 2022, the new Elmont-UBS Arena station opened, providing both eastbound and westbound service on game/special event days. Following the opening of Grand Central Madison service, the Elmont-UBS Arena station will become a full-time station on the Hempstead Branch, serving both commuter and special events customers.

LIRR also bases service on load factors, the ratio of seats to the number of passengers. This determines the likelihood of overcrowding and the need for additional vehicles. It is also a way to determine whether the level of service at a particular time is appropriate to meet passenger demand. The average seating capacity of one train car is 120 for M-3 electric cars and 106 passengers for M-7 electric cars and 108 passengers for M-9 electric cars. Cars within the electric fleet operate as "married" pairs; consists are either 6, 8, 10, or 12 cars. (A "consist" is the equipment type and number of cars that are scheduled to make up an individual train.) For diesel bi-level coaches, average seating capacity is 140 per car. LIRR monitors load data on an ongoing basis.

The chart below displays the customer load point at which the LIRR considers adding or removing a pair of cars from the consist. The decision to change the number of cars in the consist is also affected by the following factors: finite fleet size, car availability, yard capacity, and platform lengths. Where equipment is available, trains at 90 percent or greater seating capacity will be considered for an additional pair of cars. The existence of standees, or the fact that the number of customers falls into the range listed below, does not guarantee that cars will be added to the train. NOTE: The standards indicated below were variously impacted from 2020 through 2022 by the Covid-19 pandemic.

LIRR Electric Fleet				**Customer Load Range**			
	Seating Capacity			**Peak**		**Off Peak**	
Cars	**M-3**	**M-7**	**M-9**	**Reduce Cars**	**Increase Cars**	**Reduce Cars**	**Increase Cars**
6	720	636	648	NA	604	NA	572
8	960	848	864	541	806	509	763
10	1200	1060	1080	721	1007	678	954
12	1440	1272	1296	901	NA	848	NA

LIRR Diesel Fleet			Customer Load Range			
Cars	C-3		Reduce Cars	Increase Cars	Reduce Cars	Increase Cars
1	140		NA	126	NA	119
2	280		119	252	112	238
3	420		238	378	224	357
4	560		357	504	336	476
5	700		476	630	448	595
6	840		595	756	560	714
7	980		714	882	672	833
8	1120		833	1008	784	952
9	1260		952	1134	896	1071
10	1400		1071	1260	1008	1190
11	1540		1190	1386	1120	1309
12	1680		1309	NA	1232	NA

Metro-North: 2022 Current Frequency of Service, Peak, and Off-Peak

Service frequency measures how often a train is scheduled to stop at a particular station. Service frequency is based upon the station's level of service (determined by ridership by station or average ridership within specific operating line segments). When determining service frequency, availability of equipment, track scheduling, and operating resources are also considered.

Metro-North uses the same methodology as LIRR for determining frequencies but designates station levels, as shown below, by geographic line segment rather than ridership. Maximum train headway differs for peak, reverse peak, weekday off-peak, and weekends. The chart below presents the maximum train headway by operating line segment and time of day for Metro-North stations.

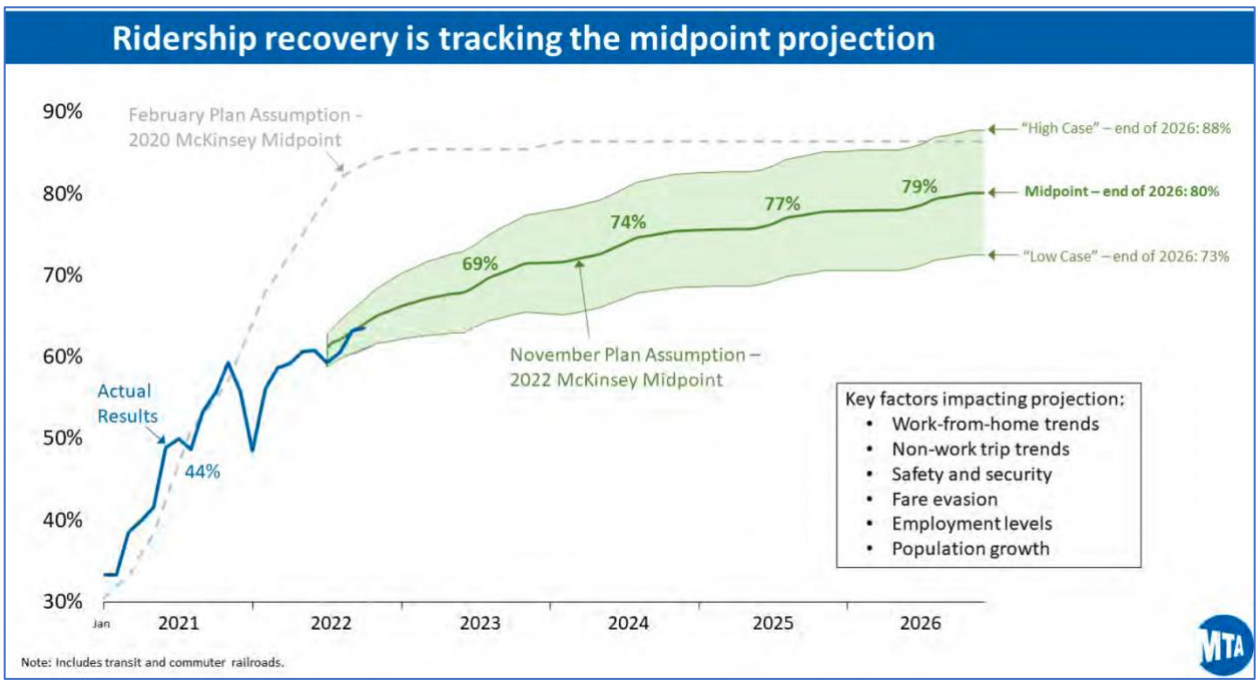
Line Segment	Peak	Rev. Peak	Off-Peak	Weekend
Hudson Line				
Bronx	30 minutes	60 minutes	60 minutes	60 minutes
Mid-Hudson	25 minutes	30 minutes	60 minutes	60 minutes
Upper Hudson	30 minutes	30 minutes	60 minutes	60 minutes
Harlem Line				
Bronx	30 minutes	60 minutes	60 minutes	60 minutes
Mid-Harlem	25 minutes	30 minutes	60 minutes	60 minutes
Upper Harlem	25 minutes	30 minutes	60 minutes	60 minutes
Southeast - Wassaic	45 minutes	60 minutes	120 minutes	120 minutes
New Haven Line				
Inner New Haven	25 minutes	30 minutes	60 minutes	60 minutes
Outer New Haven	25 minutes	30 minutes	60 minutes	60 minutes
New Canaan Branch	30 minutes	60 minutes	60 minutes	60 minutes
Danbury Branch	45 minutes	60 minutes	120 minutes	120 minutes
Waterbury Branch	45 minutes	60 minutes	120 minutes	120 minutes
Pascack Valley Line	45 minutes	60 minutes	120 minutes	120 minutes
Port Jervis Line	30 minutes	60 minutes	60 minutes	60 minutes

Metro-North reduced the frequency of service during the Covid-19 pandemic beginning in March 2020. Over the course of 2021 and 2022, the railroad incrementally increased the train frequencies, which were running at about 93 percent of the prepandemic levels at the time of this report.

Section 5: Projected Performance for Service Indicators by Agency

Impact of Covid-19 on Projected MTA Ridership

Prior to the outbreak of the Omicron variant in late 2021, the MTA region was taking significant strides towards the post-pandemic "new normal." In the spring of 2022, the impact from the pandemic became more entrenched and MTA reengaged with McKinsey & Co. to develop an updated post-pandemic recovery analysis. Two scenarios, which centered around behavioral changes that began during the pandemic, were prepared – a "high case" and a "low case." The "high case" scenario is more optimistic regarding ridership recovery, where in-person work increases during the projection period from current levels. It should be noted that even under this "high case" scenario, a lower "new normal" in ridership, compared with the original McKinsey analysis, is forecast, reflecting the more permanent impact of these factors. The "low case" scenario is more cautious regarding ridership recovery, where higher levels of remote work persist, non-work trips rebound more slowly, and other customer factors lead to slower return to transit over time. Since the July 2022, ridership recovery remained steady at about 61 percent of the pre-pandemic level, then moved upwards to 63 percent in September and 64 percent in October and is tracking the midpoint projection in the recent McKinsey updated analysis.



NYCT Subways and Buses: Projected Performance and Service Quality

The standards typically used to measure performance and quality of transit service include the mean distance between failure (MDBF), on-time performance (OTP), cleanliness, safety, and other factors, as set forth in the Performance Indicators in Section 2 of this report. NYC Transit also tracks four customer-focused performance measures: Major Incidents, Service Delivered, Additional Train Time, and Additional Platform Time.

These and other performance metrics are posted and graphed on a monthly basis at the Subway Performance Metrics Dashboard under "Transparency" on the MTA public website at new.mta.info. Annualized performance data are calculated in the MTA Mission Statements in the first quarter of the subsequent year. Annual performance data for 2021 are presented in the chart below, and 2022 data will be published in April 2023.

While 2022 annualized data are not yet available, the year's trends are indicated in the dashboard's comparative month-to-month metrics. Subways mean distance between failures (MDBF) fell from 151,556 miles in July 2021 to 146,339 miles in July 2022. Customer journey time performance (JTP), the percentage of customers' trips completed within five minutes of the scheduled time, rose slightly from 83.4 percent in July 2021 to 83.6 percent in July 2022.

Additional platform time (APT), the average time customers wait at a station beyond the scheduled wait time, fell from 1:31 minutes in July 2021 to 1:24 minutes in July 2022. Subway ridership in saw continued recovery from an unprecedented low of 300,000 weekday trips in April 2020, during the height of the pandemic, to a post-pandemic record of 3.93 million rides on Dec. 8, 2022. This remains some 29 percent below a pre-pandemic ridership weekday average of 5.5 million subway rides.

As indicated in the table below, NYCT Bus and MTA Bus report combined data in some instances. On Oct. 28, 2021, the MTA reported weekday bus ridership of just under 1.5 million over the course of several days, and on Nov. 24, 2021, the agencies reported that bus ridership generally has recovered to 70 percent of its pre-pandemic average. While 2021 annualized performance

data are not published until the first quarter of 2022, month-to-month comparative trends are indicated in the Bus Performance Dashboard on the MTA public website at new.mta.info. Service delivered, the percentage of scheduled trips provided, fell from 96.2 percent in Oct. 2020 to 93.3 percent in Oct. 2021, due largely to a temporary shortage of bus operators. The MTA Is currently addressing this shortage with an accelerated hiring and training program.

The bus mean distance between failures (MDBF) fell from 8,165 miles in Oct. 2020 to 7,487 miles in Oct. 2021. Customer journey time performance (JTP), the percentage of customer trips completed within 5 minutes of the scheduled time, fell from 80.5 percent in Oct. 2020 to 69.1 percent in Oct. 2021, as post-pandemic traffic returned to city streets. Similarly, additional travel time (ATT), the average time customers spend onboard a bus beyond the schedule time, rose from -0:31 minutes in Oct. 2020 to 0:53 minutes in Oct. 2021. The MTA continues to work with the city to expand the number of dedicated bus lanes and to step up bus lane enforcement. Throughout the year, NYCT/MTA Bus continued a strong focus on safety, with additional training in basic operating procedures around bus stop areas. (See also, MTA Bus Company: Projected Performance and Service Quality)

Indicator	Actual 2021	Actual 2022	Proj. 2023	Proj. 2024	Proj. 2025	Proj. 2026
SAFETY						
Subway Customer Injuries per Million Customers*	4.06	n/a	n/a	n/a	n/a	n/a
Bus Collision Injuries per Million Miles	5.71	n/a	n/a	n/a	n/a	n/a
Bus Customer Accident Injuries per Mill. Customers	2.19	n/a	n/a	n/a	n/a	n/a
Lost-Time/Restricted Duty Cases per 100 Employees*	4.05	n/a	n/a	n/a	n/a	n/a

Indicator	Actual 2021	Actual 2022	Proj. 2023	Proj. 2024	Proj. 2025	Proj. 2026
CUSTOMER SATISFACTION						
Subway Wait Assessment	68.3%	n/a	n/a	n/a	n/a	n/a
Subway Weekday Terminal On-Time Performance	85.2%	n/a	n/a	n/a	n/a	n/a
Subway Mean Distance Between Failures	150,363	n/a	n/a	n/a	n/a	n/a
Bus Service Delivered (NYC Transit & MTA Bus)	93.8%	n/a	n/a	n/a	n/a	n/a
Bus Mean Distance Between Failures	7,480	n/a	n/a	n/a	n/a	n/a
Additional Platform Time	0:01:26	n/a	n/a	n/a	n/a	n/a
Additional Train Time	0:00:12	n/a	n/a	n/a	n/a	n/a
Weekday Service Delivered	92.2%	n/a	n/a	n/a	n/a	n/a
Bus Wheelchair Lift Usage (NYCT Bus)	952,720	n/a	n/a	n/a	n/a	n/a
Elevator Availability	96.6%	n/a	n/a	n/a	n/a	n/a
Escalator Availability	91.3%	n/a	n/a	n/a	n/a	n/a

Notes: For some indicators NYCT and MTA Bus data are combined. Performance data for 2022 is not finalized until the first quarter of 2023. Month-to-month performance metrics for 2022 are posted online at the Performance Metrics Dashboard *under "Transparency" at the MTA website www.new.mta.info. Due to the anomalous impacts of the Covid-19 pandemic, performance projections are not currently available.*

MTA Bus Company: Projected Performance and Service Quality

As indicated in the table above, NYCT Bus and MTA Bus report combined data in some instances. On Sept. 15, 2022, Governor Kathy Hochul reported weekday bus ridership of over 1.5 million or roughly 70 percent of its pre-pandemic average. While 2022 annualized data are not published until the first quarter of 2023, trends are indicated in the month-to-month data posted on the Bus Performance Dashboard on the MTA website at new.mta.info. Service delivered, the percentage of scheduled trips provided, rose from 93.8 percent in July 2021 to 95.6 percent in July 2022. The mean distance between failures (MDBF) fell from 7,868 miles in July 2021 to 7,040

miles in July 2022. Journey time performance (JTP), the percentage of trips completed within 5 minutes of schedule, remained unchanged at 76.8 percent in both July 2021 and July 2022. Additional travel time (ATT), the average time spent onboard a bus beyond the scheduled time, fell from -0:07 minutes in July 2021 to -0:04 minutes in July 2022. The MTA continues to work with the city to expand and enforce dedicated bus lanes. MTA Bus continued to prioritize safety through a Lost-Time Accident Task Force, new safety information programs, auditing of work tasks, and refresher training sessions. In conjunction with labor unions, MTA Bus maintains a zero-tolerance policy banning cell phones and other electronic devices for bus operators.

MTA Bus Company: Projected Performance Indicators

Indicator	Actual 2021	Actual 2022	Proj. 2023	Proj. 2024	Proj. 2025	Proj. 2026
Lost Time Accidents per 100 employees.	7.82	n/a	n/a	n/a	n/a	n/a
Bus Collision Injury Rate (per million miles)	4.45	n/a	n/a	n/a	n/a	n/a
Bus Customer Accident Injury Rate (per million customers)	1.30	n/a	n/a	n/a	n/a	n/a
Mean Distance Between Failures (miles)	7,480	n/a	n/a	n/a	n/a	n/a
Bus Service Delivered (NYCT & MTA Bus, % of peak hours)	95.6%	n/a	n/a	n/a	n/a	n/a

Notes: For some indicators NYCT and MTA Bus data are combined. Performance data for 2022 is not finalized until the first quarter of 2023. Month-to-month performance metrics for 2022 are posted online at the Bus Performance Dashboard under "Transparency" at the MTA website www.new.mta.info. Due to the anomalous impacts of the Covid-19 pandemic, performance projections are not currently available.

LIRR: Projected Performance and Service Quality

LIRR tracks and projects performance and service delivery based on the performance indicators described in Section 2 of this report. The main indicators of service reliability are on time performance (OTP) and mean distance between failures (MDBF). Annualized performance data for MTA agencies are calculated in the first quarter of the subsequent year. While 2022 performance metrics will not be finalized until April 2023, current trends are indicated in the month-to-month metrics posted online at the LIRR Performance Dashboard under "Transparency" on the MTA public website at new.mta.info. The railroad's OTP, trains arriving at their final destination within 5 minutes and 59 seconds of scheduled arrival, fell slightly from 97.8 percent in Oct. 2021 to 95.6 percent in Oct. 2022. The fleet mean distance between failures (MDBF) improved from 146,333 miles in July 2021 to 202,809 miles in July 2022. Ridership rose from 3.94 million per month in Oct. 2021 to 4.94 million in Oct. 2022. While this indicates a steady and substantial recovery during 2022, it remains just 61 percent of the 8.11 million riders in Oct. 2019, prior to the pandemic.

Long Island Rail Road: Projected Performance Indicators

Indicator	Actual 2021	Actual 2022	Proj. 2023	Proj. 2024	Proj. 2025	Proj. 2026
Reportable Employee Injury Rate (per 200,000 work hours)	4.0	n/a	n/a	n/a	n/a	n/a
Reportable Customer Injury Rate (per million customers)	2.2	n/a	n/a	n/a	n/a	n/a
On-Time Performance	96.3%	n/a	n/a	n/a	n/a	n/a
Mean Distance Between Failures (miles)	231,337	n/a	n/a	n/a	n/a	n/a

Notes: OTP may be adversely affected by the many LIRR construction projects planned during the 2020-2023 period. Annual performance data for 2022 will be finalized in April 2023. Monthly performance metrics for 2022 are reported at the LIRR Performance Dashboard under "Transparency" on the MTA public website at new.mta.info. Due to the anomalous impacts of the Covid-19 pandemic, performance projections were not available at the time of this report.

MTA Metro-North: Projected Performance and Service Quality

Metro-North tracks and projects the performance and service standards set forth in the Performance Indicators in Section 2 of this report. Annualized performance data for MTA agencies are calculated in the first quarter of the subsequent year. While 2022 performance metrics will not be finalized until April 2023, current trends are indicated in the month-to-month metrics posted online at the Metro-North Performance Dashboard under "Transparency" on the MTA public website at new.mta.info. The main indicators of the railroad's performance are on time performance (OTP) and mean distance between failures (MDBF). East-of-Hudson OTP improved from 94.7 percent in Sept. 2021 to 96.9 percent in Sept. 2022, while MDBF fell from 308,000 miles in Aug. 2021 to 172,000 in Aug. 2022. East-of-Hudson ridership rose to 4.5 million passengers per month in Sept. 2022 from 3.0 million in Sept. 2021. Metro-North continues a strong focus on system safety with ongoing safety programs that include Safety Focus Days, tests for obstructive sleep apnea, and a close-call reporting system.

Metro-North Railroad: Projected Performance Indicators

Indicator	Actual 2021	Actual 2022	Proj. 2023	Proj. 2024	Proj. 2025	Proj. 2026
Lost Time & Restricted-Duty Rate (per 200,000 work hours)	1.97	n/a	n/a	n/a	n/a	n/a
FRA-Reportable Injuries per Million Customers	1.79	n/a	n/a	n/a	n/a	n/a
On-Time Performance *East of Hudson*	97.1	n/a	n/a	n/a	n/a	n/a
On-Time Performance *West of Hudson*	93.4	n/a	n/a	n/a	n/a	n/a
Mean Distance Between Failures (miles)	190,518	n/a	n/a	n/a	n/a	n/a

Notes: Annual performance data for 2022 will be finalized in April 2023. Monthly performance metrics for 2022 are reported at the Metro-North Performance Dashboard under "Transparency" on the MTA public website at new.mta.info. Due to the anomalous impacts of the Covid-19 pandemic, performance projections were not available at the time of this report.

Section 6. Level and Structures of Transit and Rail Fares

Transit and commuter rail fare structures are adjusted only after public hearings and the approval of the MTA Board. Fare increases are determined by many variables, including the levels of state and local funding, the annual levels of dedicated state revenues, ridership (generating fare revenue), support from B&T, and operational costs. The following 2022 fare structures are excerpted from the MTA Comprehensive Annual Financial Report. The complete report can be accessed under at the MTA website as www.mta.info in the menu under "MTA Info." Details of current fares and tolls may be found under Fares & Tolls at the MTA website.

NYC Transit/MTA Bus: Subway and Bus Fares*

Year ended December 31	Base Fare		MetroCard Discounts					
	Subway & Local Bus	Express Bus	Pay-Per-Ride MetroCard† Percent Added/ Min. Purchase	Unlimited Ride MetroCard** 1-Day	7-Day	14-Day	30-Day	7-Day Exp. Bus Plus
2022	$2.75	$6.75	5%/ $5.50		$33		$127	$62
2021	$2.75	$6.75	5%/ $5.50		$33		$127	$62
2020	$2.75	$6.75	5%/ $5.50		$33		$127	$62
2019	$2.75	$6.75	5%/$5.50	—	$33	—	$127	$62
2018	$2.75††	$6.50	5%/$5.50	—	$32	—	$121	$60
2017								$59.50
2016 2015			11%/$5.50	—	$31	—	$116.50	$57.25
2014 2013	$2.50	$6.00	5%/$5.00	—	$30	—	$112	$55
2012 2011 2010	$2.25	$5.50	7%/$10.00	—	$29	—	$104	$50

*Source: MTA 2021 Comprehensive Annual Financial Report, and, for 2022 fares, the MTA website "Fares & Tolls." * The MTA has a reduced-fare program for people with qualifying disabilities and senior citizens. The base reduced fare is $1.35, and purchasers receive Pay-Per-Ride MetroCard bonuses described above. The reduced-fare price for 30-Day and 7-Day cards is one-half the regular price. Reduced fare is not available on express buses from 6-10 a.m. and from 3-7 p.m. Effective March 3, 2013, a $1.00 fee is charged for each new MetroCard purchased at a MetroCard Vending Machine, station booth, or commuter rail station. † Pay-Per-Ride MetroCard includes a free transfer between a bus and subway (subject to certain restrictions). Upon request, bus customers paying cash are issued a free paper transfer to another local bus.** Unlimited Ride cards permit unlimited subway and local bus rides for the period indicated. Express Bus Plus allows unlimited express bus rides as well. ††The cost for a Single Ride subway ticket, available only at MetroCard Vending Machines, is $3.00. Cash payment is not accepted for subways. A cash payment of $2.75 may be made on buses.*

Long Island Rail Road and Metro-North Railroad Commuter Rail Fares – One-Way Peak Fare Formulas				
Year Ended Dec. 31	Long Island Rail Road	Metro-North Railroad		
		East of Hudson, New York State	East of Hudson, Connecticut	West of Hudson
2022 2021 2020 2019	$7.472 + 24.84¢/mile	$7.467 + 24.89¢/mile	$6.917 + 23.05¢/mile	$5.342 + 15.64¢/mile
2018 2017	$7.185 + 23.88¢/mile	$7.180 + 23.93¢/mile		
2016 Dec	$6.909 + 22.96¢/mile	$6.904+23.01¢/mile	$6.848 + 22.83¢/mile	$5.238 + 15.33¢/mile
2016 Jan			$6.461 + 21.54¢/mile	
2015			$6.397 + 21.32¢/mile	
2014	$6.643 + 22.08¢/mile	$6.638 + 22.13¢/mile	$6.334 + 21.11¢/mile	$5.036 + 14.74¢/mile
2013			$6.030 + 20.10¢/mile	

The following projections and tables relating to MTA fares are excerpted from the Board-approved November Financial Plan 2023-2026. The complete budget can be found at the MTA website, www.mta.info, in the menu under "MTA Info," and then under "Budget and Financial Statements." For additional information relating to agency revenues, see also Section 12 of this report, "Operating/ Capital Costs Compared to System Revenues."

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

	November Financial Plan				
	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
Toll Revenue					
Bridges & Tunnels	$2,322.776	$2,322.793	$2,332.317	$2,335.350	$2,337.687
Fare Revenue					
Long Island Rail Road	451.398	540.661	577.547	603.136	627.002
Metro-North Railroad [1]	430.898	508.372	503.468	509.968	517.287
MTA Bus Company	156.300	170.684	172.348	177.954	184.099
New York City Transit [2]	2,946.875	3,288.699	3,395.012	3,476.762	3,579.693
Staten Island Railway	3.508	4.510	4.864	5.011	5.165
	$3,988.979	*$4,512.925*	*$4,653.238*	*$4,772.831*	*$4,913.245*
Total Toll/Fare Revenue	***$6,311.755***	***$6,835.718***	***$6,985.555***	***$7,108.181***	***$7,250.932***

Source: From the MTA 2023 Final Proposed Budget: November Financial Plan, 2023-2026. Vol. 2. Section II, pg. II-19. Assumptions, "MTA Consolidated Utilization" in $ Millions. [1.] Metro-North utilization figures include both East of Hudson and West of Hudson services. [2] NYC Transit utilization figures include Paratransit and Fare Media Liability.

The following table, excerpted from the November Plan, projects fare operating and recovery ratios for the MTA agencies. The fare recovery ratio has a longterm focus. It includes costs that are not funded in the current year — except in an accounting-ledger sense, but which are, in effect, passed on to future years. Those costs include depreciation and interest on longterm debt.

Approximately 20 percent (and sometimes more) of MTA costs are not recovered in the current year from fare 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 MTA Inspector General, MTA Diversity and Civil Rights, MTA Audit Services, MTA Risk Management, MTA Legal, and other shared services.

The fare operating ratio focuses on agency operating financial performance. It reflects the way MTA meets its statutory and bond-covenant budget-balancing requirements, and it excludes certain costs that are not subject to agency control but are provided centrally by MTA. In the agenda materials for the meeting of the Metro-North and LIRR committees, the calculations of the fare operating and recovery ratios for Metro-North and the LIRR 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. For additional information relating to agency revenues, see also Section 12 of this report, "Operating/Capital Costs Compared to System Revenues."

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2023 - 2026
Farebox Recovery and Operating Ratios

FAREBOX RECOVERY RATIOS

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	Plan 2024	Plan 2025	Plan 2026
New York City Transit	22.4%	21.9%	23.7%	24.3%	24.3%	24.5%
Staten Island Railway	3.1%	4.7%	4.7%	5.2%	5.2%	5.3%
Long Island Rail Road (3,4)	13.3%	14.8%	15.3%	16.3%	16.6%	17.2%
Metro-North Railroad (3)	14.3%	20.7%	23.2%	22.6%	22.0%	22.0%
MTA Bus Company	15.6%	14.2%	14.8%	14.9%	15.0%	15.2%
MTA-Wide Farebox Recovery Ratio	**19.7%**	**20.2%**	**21.6%**	**22.1%**	**22.1%**	**22.4%**

FAREBOX OPERATING RATIOS

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	Plan 2024	Plan 2025	Plan 2026
New York City Transit	28.4%	32.5%	35.0%	35.6%	35.3%	35.3%
Staten Island Railway	4.6%	7.0%	7.8%	8.9%	8.7%	8.9%
Long Island Rail Road	19.8%	26.4%	24.8%	26.0%	26.4%	26.9%
Metro-North Railroad (3)	20.4%	30.8%	33.6%	32.7%	32.1%	31.6%
MTA Bus Company	17.6%	17.8%	18.9%	18.8%	19.0%	19.2%
MTA-Wide Farebox Operating Ratio	**25.7%**	**30.3%**	**32.0%**	**32.6%**	**32.4%**	**32.4%**

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

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

(3) In the meeting 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.

(4) Long Island Rail Road farebox operating and recovery rations include expenses associated with the Grand Central Madison Concourse Operating Company (GCMCOC), which is responsible for the LIRR-operated portion of Grand Central Terminal.

Source: From the MTA 2022 Preliminary Budget: November Financial Plan 2023-2026. Vol. 2. Section I, page I-7. Farebox Recovery and Operating Ratios.

Section 7. Projected Operating Resources and Agency Allocations

The MTA operating and capital budgets are segregated, with the operating resources and allocations reflected in the MTA Board-approved Financial Plans; and the capital resources and allocations covered in the MTA five-year Capital Programs, approved by the MTA Board and the New York State Capital Program Review Board (CPRB).

The following section presents estimated operating resources for the period 2023-2026 from both internal revenue sources and from federal, state, regional, and local sources, as well as projected 2023-2026 operating costs. In accordance with PAL §1269-d, the report covers the transit and commuter rail agencies. Tables also include toll revenues from B&T and operating costs for MTA Headquarters, as indicated. The information is excerpted from the "MTA 2023 Final Proposed Budget: November Financial Plan, 2023-2026," which is available in full on the MTA website at www.mta.info.

Capital Program allocations are presented in Section 8 of this report, "Projected Capital Resources and Agency Allocations." See also, Section 10, "Specific Allocation of Operating and Capital Resources."

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2023 - 2026
MTA Consolidated Accrued Statement of Operations By Category
($ in millions)

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
Non-Reimbursable						
Operating Revenues						
Farebox Revenue	$3,048	$3,989	$4,513	$4,653	$4,773	$4,913
Toll Revenue	2,170	2,323	2,323	2,332	2,335	2,338
Other Revenue	4,706	679	996	1,059	845	822
Capital and Other Reimbursements	0	0	0	0	0	0
Total Revenues	**$9,924**	**$6,991**	**$7,832**	**$8,045**	**$7,953**	**$8,073**
Operating Expenses						
Labor:						
Payroll	$5,214	$5,516	$5,934	$6,103	$6,237	$6,392
Overtime	965	1,129	911	877	908	927
Health and Welfare	1,405	1,479	1,693	1,807	1,922	2,049
OPEB Current Payments	722	764	846	918	995	1,079
Pension	1,410	1,368	1,386	1,313	1,256	1,195
Other Fringe Benefits	816	1,051	1,071	1,119	1,173	1,228
Reimbursable Overhead	(372)	(399)	(440)	(443)	(432)	(437)
Total Labor Expenses	***$10,160***	***$10,909***	***$11,402***	***$11,694***	***$12,060***	***$12,433***
Non-Labor:						
Electric Power	$430	$587	$655	$619	$622	$634
Fuel	163	287	260	231	219	221
Insurance	26	43	68	101	124	157
Claims	426	433	449	458	469	483
Paratransit Service Contracts	346	407	475	505	527	561
Maintenance and Other Operating Contracts	765	903	1,007	940	984	960
Professional Services Contracts	499	711	641	633	618	627
Materials and Supplies	486	610	755	830	867	861
Other Business Expenses	200	251	262	254	266	267
Total Non-Labor Expenses	***$3,341***	***$4,232***	***$4,572***	***$4,570***	***$4,696***	***$4,770***
Other Expense Adjustments:						
Other	$21	$17	$28	$23	$24	$25
General Reserve	(335)	185	190	195	200	205
Total Other Expense Adjustments	***($314)***	***$202***	***$218***	***$218***	***$224***	***$230***
Total Expenses Before Non-Cash Liability Adjs.	**$13,187**	**$15,343**	**$16,192**	**$16,482**	**$16,980**	**$17,433**
Depreciation	$3,159	$3,176	$3,203	$3,249	$3,299	$3,349
GASB 75 OPEB Expense Adjustment	1,075	1,405	1,456	1,455	1,451	1,445
GASB 68 Pension Expense Adjustment	(917)	(69)	(53)	(147)	(73)	(124)
Environmental Remediation	37	6	6	6	6	6
Total Expenses After Non-Cash Liability Adjs.	**$16,541**	**$19,861**	**$20,804**	**$21,045**	**$21,663**	**$22,109**
Conversion to Cash Basis: Non-Cash Liability Adjs.	($3,354)	($4,518)	($4,611)	($4,563)	($4,683)	($4,676)
Debt Service	2,787	3,145	3,210	3,320	3,464	3,339
Total Expenses with Debt Service	**$15,974**	**$18,488**	**$19,402**	**$19,802**	**$20,444**	**$20,771**
Dedicated Taxes & State and Local Subsidies	$7,679	$8,689	$8,562	$8,680	$9,072	$9,210
Net Surplus/(Deficit) After Subsidies and Debt Service	**$1,628**	**($2,808)**	**($3,009)**	**($3,077)**	**($3,419)**	**($3,488)**
Conversion to Cash Basis: GASB Account	$0	$0	$0	$0	$0	$0
Conversion to Cash Basis: All Other	(961)	865	0	252	132	291
Cash Balance Before Prior-Year Carryover	**$668**	**($1,943)**	**($3,008)**	**($2,825)**	**($3,287)**	**($3,197)**
Below the Line Adjustments	$0	$776	$3,008	$1,635	$2,048	$1,575
Prior Year Carryover Balance	499	1,166	0	0	0	0
Net Cash Balance	**$1,166**	**$0**	**$0**	**($1,190)**	**($1,239)**	**($1,622)**

Source: MTA 2023 Final Proposed Budget: November Financial Plan, 2023-2026. Vol. 1, Sec. II pg. 2.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2023 - 2026
Consolidated Subsidies
Accrual Basis
($ in Millions)

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
MMTOA, PBT, Real Estate Taxes and Other						
Metropolitan Mass Transportation Operating Assistance (MMTOA)	$2,247.5	$2,601.0	$2,763.4	$2,763.4	$2,763.4	$2,763.4
Petroleum Business Tax (PBT)	525.7	590.4	610.8	611.6	611.6	611.6
Mortgage Recording Tax (MRT)	657.5	656.7	634.3	651.1	675.5	685.6
MRT Transfer to Suburban Counties	(20.9)	(11.6)	(12.0)	(12.4)	(12.4)	(12.4)
Interest on MRT Receipts	0.3	6.2	6.2	6.2	6.2	6.2
Urban Tax	512.7	659.5	503.1	540.4	578.1	593.9
	$3,922.7	***$4,502.3***	***$4,505.9***	***$4,560.3***	***$4,622.5***	***$4,648.3***
PMT and MTA Aid						
Payroll Mobility Tax (PMT)	$1,715.3	$1,781.6	$1,785.9	$1,829.8	$1,874.3	$1,916.6
Payroll Mobility Tax Replacement Funds	293.1	244.3	244.3	244.3	244.3	244.3
MTA Aid	263.9	258.9	282.7	282.9	283.1	283.3
	$2,272.3	***$2,284.8***	***$2,312.8***	***$2,357.0***	***$2,401.7***	***$2,444.2***
For-Hire Vehicle (FHV) Surcharge						
Subway Action Plan Account	248.3	300.0	300.0	300.0	300.0	300.0
Less: Transfer to Committed to Capital for SAP	0.0	0.0	0.0	0.0	0.0	0.0
Outerborough Transportation Account (OBTA)	0.0	41.4	50.0	50.0	50.0	50.0
Less: OBTA Projects	0.0	(41.4)	(50.0)	(50.0)	(50.0)	(50.0)
General Transportation Account	0.0	0.0	28.7	47.6	67.5	69.6
	$248.3	***$300.0***	***$328.7***	***$347.6***	***$367.5***	***$369.6***
Bus Lane Violations (General Transportation Account)	***$4.4***	***$2.9***	***$2.9***	***$2.9***	***$2.9***	***$2.9***
Capital Program Funding from Lockbox Revenues						
Central Business District Tolling Program (CBDTP)	$0.0	$0.0	$0.0	$1,000.0	$1,000.0	$1,000.0
Real Property Transfer Tax Surcharge (Mansion Tax)	374.5	495.2	311.7	320.6	332.8	335.7
Internet Marketplace Tax - NYS	173.6	152.6	154.2	155.7	157.3	158.8
Internet Marketplace Tax - NYC	171.3	173.0	174.7	176.5	178.2	180.0
Subtotal:	***719.4***	***820.8***	***640.6***	***1,652.8***	***1,668.3***	***1,674.5***
Less: Debt Service on Lockbox Bonds	*(2.3)*	*(13.4)*	*(130.6)*	*(175.6)*	*(440.7)*	*(816.4)*
Less: Lockbox Allocated to PAYGO	*(714.7)*	*(809.7)*	*(509.9)*	*(1,477.2)*	*(1,227.5)*	*(858.1)*
	$2.3	***($2.3)***	***$0.0***	***$0.0***	***$0.0***	***$0.0***
State and Local Subsidies						
State Operating Assistance	$187.9	$187.9	$187.9	$187.9	$187.9	$187.9
Local Operating Assistance	187.9	187.9	187.9	187.9	187.9	187.9
Station Maintenance	177.6	197.6	202.7	206.6	211.1	215.7
	$553.5	***$573.4***	***$578.6***	***$582.5***	***$586.9***	***$591.6***
Investment Income	***$0.3***	***$0.3***	***$0.3***	***$0.3***	***$0.3***	***$0.3***
Subtotal: Taxes & State and Local Subsidies	**$7,003.9**	**$7,661.4**	**$7,729.1**	**$7,850.6**	**$7,981.8**	**$8,056.8**
Other Funding Agreements						
City Subsidy for MTA Bus Company	$358.7	$719.2	$522.9	$508.0	$727.6	$785.1
City Subsidy for Staten Island Railway	24.4	52.7	59.5	53.7	77.9	76.0
CDOT Subsidy for Metro-North Railroad	291.8	255.6	250.0	267.9	284.4	292.5
	$674.9	***$1,027.5***	***$832.4***	***$829.6***	***$1,090.0***	***$1,153.6***
Subtotal, including Other Funding Agreements	**$7,678.8**	**$8,688.8**	**$8,561.5**	**$8,680.2**	**$9,071.7**	**$9,210.4**
Inter-agency Subsidy Transactions						
B&T Operating Surplus Transfer	$1,037.0	$1,101.3	$965.4	$974.7	$897.3	$858.0
	$1,037.0	***$1,101.3***	***$965.4***	***$974.7***	***$897.3***	***$858.0***
GROSS SUBSIDIES	**$8,715.8**	**$9,790.1**	**$9,526.9**	**$9,654.9**	**$9,969.0**	**$10,068.4**

Source: MTA 2023 Final Proposed Budget: November Financial Plan, 2023-2026. Vol. 2, Sec. II pg. 44. Major Assumptions, Consolidated Subsidies, Accrual Basis.

Projected Operating Revenue and Expenditures by Agency

The following information is excerpted from the "MTA 2022 Final Proposed Budget: Novembers Financial Plan, 2022-2025. Vol. 2, Sec. I." It includes current and projected allocations of operating funds and personnel costs by MTA agencies. In accordance with PAL §1269-d, it covers all MTA transit and commuter rail agencies: NYC Transit Subways and Buses, MTA Bus, SIR, LIRR, and Metro-North. Unless otherwise specified, it does not include financial estimates from B&T, MTACD, and MTA Headquarters. The complete financial report and amendments can be found on the MTA website (www.mta.info) under the heading "MTA Info," and then under "Financial Information."

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2023 - 2026
Accrued Statement of Operations by Agency
($ in millions)

		Actual 2021	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
Non-Reimbursable							
Total Revenues							
New York City Transit		$5,611	$3,468	$3,848	$3,975	$4,073	$4,196
Long Island Rail Road		945	483	569	606	632	656
Grand Central Madison Concourse Operating Company		0	0	0	0	2	2
Metro-North Railroad		646	464	548	559	567	576
MTA Headquarters		1	67	70	73	63	63
First Mutual Transportation Assurance Company		(8)	(50)	10	10	10	10
MTA Bus Company		455	192	421	446	247	207
Staten Island Railway		35	24	25	25	7	7
Construction and Development		44	0	0	0	0	0
Bridges and Tunnels		2,194	2,344	2,342	2,351	2,354	2,357
	Total	**$9,924**	**$6,991**	**$7,832**	**$8,045**	**$7,953**	**$8,073**
Total Expenses before Non-Cash Liability Adjs.*							
New York City Transit		$8,562	$9,329	$9,645	$9,774	$10,083	$10,384
Long Island Rail Road		1,482	1,679	2,070	2,121	2,188	2,226
Grand Central Madison Concourse Operating Company		0	20	85	88	90	92
Metro-North Railroad		1,294	1,418	1,486	1,546	1,613	1,658
MTA Headquarters		722	1,063	1,010	1,037	1,046	1,077
First Mutual Transportation Assurance Company		54	42	48	49	48	48
MTA Bus Company		804	965	981	997	1,017	1,037
Staten Island Railway		62	74	79	74	77	77
Construction and Development		74	13	4	7	7	7
Bridges and Tunnels		447	537	565	572	587	596
Other		(314)	202	218	218	224	230
	Total	**$13,187**	**$15,343**	**$16,192**	**$16,482**	**$16,980**	**$17,433**

Source: MTA 2023 Final Proposed Budget: Novembers Financial Plan, 2023-2026. Vol. 2, Sec. I. MTA Consolidated Accrued Statement of Operations by Agency: MTA Total Operating Expenses Before Non-Cash Liability Adjustments. [1]Excludes debt service. Note: First Mutual Transportation Assurance Company is the captive insurance company of the MTA.

NYCT Subways and Buses: Projected Operating Revenues and Expenditures

The following table of projected operating revenues and expenses is excerpted from the "MTA 2023 Preliminary Budget: Nov. Financial Plan, 2023-2026. Vol. 2, Sec. V. Agency Financial Plans: New York City Transit."

MTA NEW YORK CITY TRANSIT
November Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
($ in millions)

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
Non-Reimbursable						
Operating Revenue						
Farebox Revenue:						
Subway	*$1,717.046*	*$2,260.567*	*$2,554.085*	*$2,639.282*	*$2,710.244*	*$2,794.178*
Bus	*553.612*	*614.790*	*687.637*	*711.507*	*732.841*	*758.396*
Paratransit	*15.231*	*18.923*	*23.426*	*24.598*	*25.827*	*27.119*
Fare Media Liability	*60.820*	*52.595*	*23.550*	*19.625*	*7.850*	*0.000*
Farebox Revenue	$2,346.709	$2,946.875	$3,288.699	$3,395.012	$3,476.762	$3,579.693
Other Operating Revenue:						
Fare Reimbursement	*89.066*	*84.016*	*84.016*	*84.016*	*84.016*	*84.016*
Paratransit Reimbursement	*211.288*	*246.748*	*276.400*	*293.111*	*308.717*	*326.102*
Other	*2,963.565*	*190.060*	*198.501*	*202.473*	*203.105*	*206.599*
Other Operating Revenue	$3,263.919	$520.825	$558.916	$579.600	$595.837	$616.717
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	**$5,610.628**	**$3,467.699**	**$3,847.616**	**$3,974.612**	**$4,072.600**	**$4,196.410**
Operating Expense						
Labor:						
Payroll	*$3,415.656*	*$3,537.347*	*$3,791.153*	*$3,901.370*	*$3,997.664*	*$4,085.792*
Overtime	*626.644*	*731.692*	*501.721*	*474.023*	*488.279*	*498.155*
Total Salaries and Wages	$4,042.300	$4,269.039	$4,292.875	$4,375.392	$4,485.943	$4,583.947
Health and Welfare	*1,003.095*	*1,017.897*	*1,174.274*	*1,265.242*	*1,357.166*	*1,456.001*
OPEB Current Payments	*541.402*	*553.115*	*615.887*	*676.423*	*742.768*	*814.452*
Pension	*932.046*	*908.727*	*878.437*	*814.059*	*755.028*	*695.967*
Other Fringe Benefits	*435.563*	*609.583*	*602.815*	*638.924*	*682.665*	*723.879*
Total Fringe Benefits	$2,912.106	$3,089.322	$3,271.413	$3,394.648	$3,537.627	$3,690.300
Reimbursable Overhead	(218.091)	(213.993)	(245.103)	(245.079)	(239.217)	(240.073)
Total Labor Expenses	***$6,736.315***	***$7,144.368***	***$7,319.184***	***$7,524.961***	***$7,784.353***	***$8,034.173***
Non-Labor:						
Electric Power	$275.302	$367.356	$403.210	$375.246	$378.046	$387.312
Fuel	98.046	164.390	149.053	133.010	126.478	127.098
Insurance	71.570	74.156	84.288	103.466	114.372	134.157
Claims	230.201	213.082	225.810	230.373	235.028	239.777
Paratransit Service Contracts	345.758	407.284	474.888	504.693	527.291	561.090
Maintenance and Other Operating Contracts	321.721	361.564	331.886	261.460	285.288	261.149
Professional Services Contracts	149.305	161.561	183.827	173.719	161.381	165.100
Materials and Supplies	247.578	322.006	350.032	352.016	351.341	355.303
Other Business Expenses	86.087	113.518	123.156	115.499	119.084	119.146
Total Non-Labor Expenses	***$1,825.568***	***$2,184.919***	***$2,326.149***	***$2,249.482***	***$2,298.309***	***$2,350.131***
Other Expense Adjustments:						
Other Expense Adjustments	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Total Expenses Before Depreciation and GASB Adjs.	**$8,561.883**	**$9,329.286**	**$9,645.333**	**$9,774.443**	**$10,082.662**	**$10,384.305**
Depreciation	$2,098.700	$2,096.000	$2,138.000	$2,181.000	$2,225.000	$2,269.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	669.195	973.000	1,001.000	989.000	973.000	954.000
GASB 68 Pension Expense Adjustment	(860.153)	(63.281)	(64.547)	(65.838)	(67.154)	(68.498)
Environmental Remediation	35.227	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$10,504.852**	**$12,335.005**	**$12,719.786**	**$12,878.606**	**$13,213.508**	**$13,538.807**
Net Surplus/(Deficit)	**($4,894.224)**	**($8,867.306)**	**($8,872.171)**	**($8,903.994)**	**($9,140.908)**	**($9,342.397)**

Source: MTA 2023 Final Proposed Budget: Nov. Financial Plan, 2023-2026. Vol. 2, Sec. V, pg. V-193. Agency Financial Plans, NYC Transit. Accrual Statement of Operations by Category, Nonreimbursable.

The following information is excerpted from "MTA 2023 Final Proposed Budget: November Financial Plan 2023-2026, Vol. II, Section V, pgs. V-189-192. Agency Financial Plans: New York City Transit."

NYCT FINANCIAL OVERVIEW

The COVID-19 pandemic continues to have a dramatic and sustained impact on NYCT's finances. While farebox revenue and ridership have gradually grown, they remain well below pre-pandemic levels. The November Plan adjusts farebox revenue to incorporate April-August 2022 favorable results and higher anticipated yield per passenger for 2022 and 2023. Farebox revenue and ridership continue to reflect the midpoint of the 2022 McKinsey ridership recovery scenarios through December 2026, consistent with the July Plan.

Despite fiscal uncertainty, NYCT remains committed to delivering safe, secure, reliable transportation and first-class customer service. NYCT's service schedules are 100% of pre-pandemic levels for both subways and buses with actual service running at approximately 94% of the current schedule on the subways and 95% on buses. The November Financial Plan contains the resources necessary for NYCT to accomplish its fundamental mission.

Financial Plan Highlights

- **Non-Reimbursable Revenue:** The Plan reflects $240.7 million in additional revenue over the Financial Plan period. Farebox Revenue increases by $278.3 million, all in 2022 and 2023, primarily due to a revised estimate of average yield per passenger. Other Operating Revenue decreases by $37.6 million due to lower City reimbursements to correspond to lower-than-expected paratransit costs and reduced advertising and retail income.

- **Non-Reimbursable Expenses:** The Plan reflects $245.9 million in lower expenses over the Financial Plan period. Several factors contribute to these net changes including vacancy savings in 2022, lower health and welfare costs due to lower than anticipated rates and reduced electric power and fuel costs, partially offset by higher capital overhead rates, increased overtime costs in 2022 and higher maintenance contract and materials and supplies costs.

- **Headcount:** Compared to the July Plan, the November Plan reflects a headcount increase of 50 positions in 2022, 1,218 positions in 2023, 962 positions in 2024, 941 positions in 2025 and 849 positions in 2026. The vast majority of this adjustment relates to the addition of 674 positions from 2023 to 2026 to reset the baseline to address declining employee availability. Another significant change is the addition of 286 positions from 2023 to 2026 to reflect the impacts of providing Subways enhanced cleaning using in-house forces rather than a third party.

Ridership

The November Plan is based on the midpoint of the 2022 McKinsey ridership recovery scenarios and reflects actuals through August 2022. Ridership is expected to reach 1.362 billion in 2022 and grow steadily thereafter to 1.532 billion in 2023, 1.661 billion in 2024, 1.712 billion in 2025 and 1.766 billion in 2026.

Subway ridership is expected to reach 1.006 billion in 2022 with increases of 12.8% in 2023, 8.7% in 2024, 3.0% in 2025 and 3.1% in 2026. Bus ridership is expected to reach 346 million in 2022 with increases of 11.4% in 2023, 7.6% in 2024, 3.3% in 2025 and 3.4% in 2026. Paratransit ridership is expected to reach 9 million in 2022, with increases of 18.1% in 2023, and 5.0% annually from 2024 to 2026.

Expenses

The November Plan includes funding for several initiatives deemed essential to providing safe and reliable service to customers. These include the following:

- **Security Initiatives**: Additional staffing in the Security Command Center to respond to requests for video stemming from Laser Intrusion Detection Sensor System alarms and the formation of a Deployable Camera Unit.

- **Rail Control Center**: Addition of staff to bolster 24/7 operations at the Power Control Center.

- **Maintenance Management Improvements:** Application of predictive maintenance strategies to signal, bus telematics and on-board bus technology assets.

- **Availability Unit**: Re-establishment of the Unit dedicated to studying employee availability and developing/implementing opportunities for improvement.

2022 NOVEMBER FORECAST

The November Forecast includes non-reimbursable revenue totaling $3,467.7 million and non-reimbursable expenses, including Government Accounting Standards Board (GASB) adjustments and depreciation of $12,335.0 million. November Forecast reimbursable revenues and expenses each total $1,057.9 million.

Non-reimbursable revenue is higher than the Mid-Year Forecast $113.8 million due primarily to a higher average fare per passenger than previously projected, partially offset by lower New York, City reimbursement for paratransit services (fewer trips) and lower advertising and retail/rental income.

Non-reimbursable expenses are higher by $3.3 million. This is primarily driven by higher overtime, workers compensation and maintenance contracts and a reduction in the amount of capital reimbursement for fringe benefits costs due to reduced capital project activity, largely offset by lower payroll expenditures due to the existence of vacant positions, health and welfare rate reductions, favorable re-estimates of electric power, and lower materials, and professional contracts costs.

Full-time positions total 48,627 in the November Forecast, which includes 43,850 non-reimbursable positions and 4,777 reimbursable positions. This total is largely unchanged from the July Plan.

2023 FINAL PROPOSED BUDGET

The 2023 Final Proposed Budget includes revenue totaling $5,112.8 million, of which $3,847.6 million is non-reimbursable revenue and $1,265.2 million is reimbursable revenue, primarily from the Capital program. Total expenses are $13,985.0 million, of which $10,910.5 million is for operating expenses and the remainder for non-cash items such as depreciation and GASB adjustments. Non-reimbursable operating expenses are $9,645.3 million (excluding non-cash items), and reimbursable operating expenses are $1,265.2 million.

The 2023 Final Proposed Budget's cash budget incorporates $4,898.6 million in cash receipts and $10,644.4 million in cash expenditures.

On an accrued basis, total revenues are $216.0 million higher than the Mid-Year Forecast, and total expenses are $82.0 million greater. Before GASB Adjustments and Depreciation, total 2023 expenses reflect an increase of $523.3 million when compared to 2022. Non-reimbursable expenses increase by $316.0 million, and reimbursable expenses increase by $207.3 million. Total 2023 revenues increase by $587.2 million versus 2022, with non-reimbursable revenue increasing by $379.9 million, and reimbursable revenue increasing by $207.3 million.

Full-time positions total 49,534 in the 2023 Final Proposed Budget, which includes 44,747 non-reimbursable positions and 4,787 reimbursable positions. Compared to the Mid-Year Forecast, this represents an increase of 1,218 positions. Non-reimbursable positions grow by 745 and reimbursable positions grow by 473. The primary driver of the non-reimbursable increase is the addition of 674 positions from 2023 to 2026 to reset the baseline to address declining employee availability and the addition of 286 positions from 2023 to 2026 to reflect the impacts of providing Subways enhanced cleaning using in-house forces rather than a third party.

FINANCIAL PLAN 2024-2026 PROJECTIONS

The baseline projections for 2024-2026 reflect NYCT's most recent estimates of revenues and expenses, based on MTA-wide inflation and rate assumptions as well as the impact of initiatives unique to NYCT.

Non-reimbursable revenues grow by 3.3% from $3,847.6 million in 2023 to $3,974.6 million in 2024. They continue to rise by 2.5% in 2025 and 3.0% in 2026, reflecting the region's anticipated recovery from the pandemic and an associated farebox revenue increase as ridership returns to the subway and bus systems.

Non-reimbursable expenses before depreciation and GASB adjustments grow by 1.3% from $9,645.3 million in 2023 to $9,774.4 million in 2024. They continue to rise by 3.2% in 2025 and 3.0% in 2026.

Compared to the July Plan, non-reimbursable revenues are lower by $6.7 million in 2024, $9.2 million in 2025 and $8.6 million in 2026. These unfavorable changes are primarily due to lower than anticipated advertising and retail/rental income. Non-reimbursable expenses before depreciation and GASB adjustments are lower by $90.9 million in 2024, $86.7 million in 2025 and $89.1 million in 2026. This is due primarily to reduced overtime as a result of the optimization of enhanced cleaning efforts on buses, lower health and welfare rates and lower OPEB current payments

Total headcount remains relatively steady at 49,461 in 2024, 49,417 in 2025 and 49,380 in 2026. When compared to the July Plan, headcount increases by 962 positions in 2024, 941 positions in 2025 and 849 positions in 2026. Approximately one-third of the increases each year are non-reimbursable positions, the majority of which are due to the addition of staff to address declining employee availability and to providing in-house forces rather than a third party for Subways enhanced cleaning.

Note, that to reflect recent information provided in the City of New York's November 2022 Financial Plan, which anticipates higher NYCERS pension costs, a Provision for Increased Pension Costs has been included as a Plan Adjustment in Volume 1 of this Plan.

Here ends the excerpt from "MTA 2023 Final Proposed Budget: Nov. Financial Plan 2023-2026, Vol. 2, Sec. V. Agency Financial Plans: New York City Transit."

Staten Island Railway: Projected Operating Revenues and Expenditures

The following table of projected operating revenues and expenses is excerpted from the "MTA 2023 Final Proposed Budget: Nov. Financial Plan, 2023-2026. Vol. 2, Sec. V. Agency Financial Plans: Staten Island Railway."

MTA STATEN ISLAND RAILWAY
November Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
($ in millions)

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	$2.376	$3.508	$4.510	$4.864	$5.011	$5.165
Other Operating Revenue	32.140	20.146	20.407	20.263	1.855	1.870
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	**$34.516**	**$23.654**	**$24.917**	**$25.127**	**$6.865**	**$7.035**
Operating Expense						
Labor:						
Payroll	$25.734	$28.626	$30.139	$29.478	$30.489	$30.546
Overtime	3.333	3.226	3.096	3.035	3.200	3.208
Health and Welfare	6.481	8.269	8.886	8.808	9.046	9.037
OPEB Current Payments	2.933	2.949	3.094	3.245	3.282	3.300
Pension	7.887	8.000	8.450	8.360	8.440	8.400
Other Fringe Benefits	3.499	3.958	4.050	4.710	5.604	5.616
Reimbursable Overhead	0.014	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	***$49.881***	***$55.028***	***$57.714***	***$57.636***	***$60.061***	***$60.107***
Non-Labor:						
Electric Power	$3.634	$5.473	$5.377	$4.841	$4.806	$4.875
Fuel	0.278	0.444	0.365	0.332	0.315	0.318
Insurance	1.299	1.537	1.887	2.270	2.865	3.315
Claims	(0.458)	0.882	0.873	0.885	0.887	0.887
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.514	4.411	2.809	3.295	3.228	2.703
Professional Services Contracts	2.402	2.931	7.822	2.862	2.894	2.900
Materials and Supplies	2.312	2.176	1.767	1.278	1.351	1.343
Other Business Expenses	0.737	1.115	0.150	0.144	0.135	0.131
Total Non-Labor Expenses	***$11.718***	***$18.970***	***$21.050***	***$15.909***	***$16.483***	***$16.473***
Other Expense Adjustments:						
Other Expense Adjustments	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Total Expenses Before Depreciation and GASB Adjs.	**$61.600**	**$73.997**	**$78.764**	**$73.545**	**$76.544**	**$76.581**
Depreciation	$11.472	$12.000	$17.500	$17.500	$17.500	$17.500
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	3.478	1.800	1.800	1.900	1.900	2.100
GASB 68 Pension Expense Adjustment	1.380	0.500	0.850	(0.560)	0.560	(0.300)
Environmental Remediation	0.733	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$78.663**	**$88.297**	**$98.914**	**$92.385**	**$96.504**	**$95.881**
Net Surplus/(Deficit)	**($44.147)**	**($64.643)**	**($73.997)**	**($67.258)**	**($89.638)**	**($88.846)**

Source: MTA 2023 Final Proposed Budget: Nov. Financial Plan, 2023-2026. Vol. 2, Sec. V, pg. V-255. Agency Financial Plans, SIR. Accrual Statement of Operations by Category, Nonreimbursable.

The following information is excerpted from "MTA 2023 Final Proposed Budget: Nov. Financial Plan 2023-2026, Vol. II, Section V, Agency Financial Plans: SIR."

SIR FINANCIAL OVERVIEW

The COVID-19 pandemic continues to have a dramatic and sustained impact on SIR's finances on the revenue side, as lower ridership has decreased farebox revenue. The SIR November plan projection continues to reflect the "low case" scenario of the McKinsey analysis and incorporates lower than projected ridership through August. With the financial outlook remaining precarious, SIR continues with vigilance to control costs and contain spending without risking operations or the health and safety of our customers nor employees.

Financial Plan Highlights

- **Revenue** The SIR Plan includes a decrease in farebox revenue of $0.779 million in 2022 resulting from lower ridership through August than projected in the Mid-Year Forecast. Farebox revenue projections remain based on the "low case" scenario of the McKinsey analysis for 2023 to 2026. Higher other operating revenue of $18.231 each year from 2022 to 2024 reflects the receipt of American Rescue Plan Act (ARPA) funds.

- **Expenses** The Plan reflects $11.259 million in net unfavorable changes in total expenses over the five-year period. New needs resulted in a projected increase in expense of $11.577 million over the plan period, mainly due to increased staffing in maintenance and cyber security solutions.

- **Headcount:** The plan reflects an increase of 12 positions to support growth in maintenance for SIR expanded operational requirements. This includes positions in Infrastructure for major new improvements, electronic maintenance to support the new Clifton shop and administrative offices, Signal support for training, and Information technology for cyber security projects.

Ridership

The SIR 2022 November Plan projects 0.553 million less riders than the Mid-Year Forecast, factoring in actual ridership underruns from April to August and the lower growth rates in the revised McKinsey projections. Revised ridership is estimated at 2.194 million.

November Plan ridership forecasts for 2023 through 2026 projects lower growth in the revised McKinsey analysis, with ridership projected to be 2.667 million in 2023, 3.103 million in 2024, and 3.212 million in 2025 and 3.311 million in 2026.

Expenses

The November Plan includes funding for several initiatives deemed essential to providing safe and reliable service to customers. These include the following:

- **Security Initiatives:** Hardware and software solutions to upgrade and protect SIR networks from cyber intrusions. Two positions will be added to assist with this program.

- **Infrastructure Support:** Operating budget impacts of various capital and operating projects spanning multiple years. Six positions will be added to assist in the maintenance and repair of station expansion, substation support, trailers, and high security fencing.

- **Electronic Maintenance Support**: Two additional staffing to support efforts at the Clifton mechanical shop and administrative offices.

- **Signal Support:** One additional staffing to assist in the in-house curriculum-based training.

2022 NOVEMBER FORECAST

The SIR 2022 November Plan includes total expenses before Depreciation, GASB 75 OPEB, and GASB 68 Pension Adjustment of $81.800 million, consisting of $73.997 million of non-reimbursable expenses and $7.803 million of reimbursable expenses. Total revenues are projected to be $31.457 million, of which $3.508 million are operating revenues, $20.146 million are other operating revenue and $7.803 million are capital reimbursements. Total baseline full-time and full-time equivalent positions are 397 (344 non-reimbursable positions and 53 reimbursable positions).

The 2022 net operating deficits are projected to decrease by a net $17.091 million from the Mid-Year Forecast mainly due to ARPA receipts of $18.231 million.

Major changes compared to the July Financial Plan include:

- Lower farebox revenue of $0.779 million, as recovery to pre-pandemic levels has been slower than expected.

- Higher other operating revenue of $18.231, due to the recognition of the receipt of ARPA funds.

- Higher payroll expenses of $0.175 million associated with staffing increases for the Infrastructure, Electrical and Signals department to manage operational growth.

- Higher overtime expenses of $0.030 million.

- Higher health and welfare expenses of $0.032 million.

- Lower electric power expenses of $0.184 million due to lower-than-expected consumption.

- Higher professional service contract expenses of $0.300 million to support cyber security technology projects.

There are no changes to reimbursable expenses from the Mid-Year Forecast. Plan-to-Plan, total baseline positions increased by one position from the Mid-Year Forecast.

FINAL 2023 PROPOSED BUDGET

The 2023 Final Proposed Budget includes total expenses before depreciation, GASB 75 other post-employment benefits, and GASB 68 Pension Adjustment of $86.846 million, consisting of $78.764 million of non-reimbursable expenses and $8.081 million of reimbursable expenses. Total revenues are projected to be $32.998 million, of which $4.510 million are operating revenues, $20.407 million are other operating revenue and $8.081 million are capital reimbursements. Total baseline full-time and full-time equivalent positions are 409, including 355 non-reimbursable positions and 54 reimbursable positions.

The 2023 net operating deficits are projected to decrease by a net $10.506 million from the Mid-Year Forecast mainly due to ARPA receipts of $18.231 million.

Major changes compared to the July Financial Plan include:

- Higher other operating revenue of $18.231 million due to the recognition of the receipt of ARPA funds.
- Higher payroll expenses of $1.920 million associated with staffing increases for the Infrastructure, Electrical and Signals departments to support expansion in operations.
- Higher overtime expenses of $0.404 million related to programmatic new needs listed above.
- Higher health and welfare expenses of $0.489 million.
- Higher other fringe benefits expenses of $0.143 million.
- Higher professional service contracts of $4.981 million primarily due to cyber security projects.
- Higher materials and supplies of $0.582 million primarily for R44 fleet maintenance.

Reimbursable expenses increased by $1.759 million from the Mid-Year Forecast due to retention of reimbursable capital projects support. Plan-to-Plan, total baseline positions increased by 23 positions from the Mid-Year Forecast.

FINANCIAL PLAN 2024 - 2026 PROJECTIONS

Major changes when compared to the July Financial Plan include:

- Higher other operating revenue of $18.231 million due to the recognition of the receipt of ARPA funds
- Higher payroll expenses of $1.958 million in 2024, $1.084 million in 2025 and $1.105 million in 2026 due to staffing increases for the Infrastructure, Electrical and Signals departments to retention of reimbursable capital project support.
- Higher overtime expenses of $0.412 million in 2024, $0.188 million in 2025 and $0.191 million in 2026 is related to the retention of reimbursable capital project support in 2024 and operational staffing increases.

- Higher health and welfare expenses of $0.525 million in 2024, $0.235 million in 2025 and $0.251 million in 2026.

- Higher other fringe benefits expenses of $0.146 million in 2024, $0.078 million in 2025 and $0.080 million in 2026.

Reimbursable expenses increased by $1.794 million from the Mid-Year Forecast in 2024 due to retention of reimbursable capital projects support and remain unchanged in 2025 and 2026.

The net operating deficits are projected to decrease by $16.423 million in 2024, and increase by $1.990 million in 2025, and by $1.836 million in 2026 compared with the July Financial Plan. Plan-to-Plan, total baseline positions increased by 23 positions in 2024 and 11 positions in both and 2026.

Here ends the excerpt from "MTA 2023 Final Proposed Budget: Nov. Financial Plan 2023-2026, Vol. 2, Sec. V. Agency Financial Plans: SIR."

LIRR: Projected Operating Revenues and Expenditures

The following table of projected operating revenues and expenses is excerpted from "MTA 2023 Final Proposed Budget: Nov. Financial Plan 2023-2026, Vol. II, Section V, pg. V-58. Agency Financial Plans: Long Island Rail Road."

MTA LONG ISLAND RAIL ROAD
November Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
($ in millions)

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	$295.755	$451.398	$540.661	$577.547	$603.136	$627.002
Other Operating Revenue	649.714	31.224	28.058	28.661	28.551	28.830
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	**$945.468**	**$482.622**	**$568.719**	**$606.208**	**$631.687**	**$655.832**
Operating Expense						
Labor:						
Payroll	$550.059	$614.726	$703.580	$720.358	$734.661	$752.722
Overtime	123.130	151.395	165.926	154.879	166.403	171.447
Health and Welfare	111.430	131.319	161.552	171.092	181.635	192.177
OPEB Current Payments	61.153	73.414	87.822	93.196	98.895	104.938
Pension	180.194	156.711	190.193	187.406	190.478	190.475
Other Fringe Benefits	142.843	167.452	179.114	183.323	187.852	192.946
Reimbursable Overhead	(40.238)	(40.769)	(30.830)	(35.337)	(36.132)	(37.843)
Total Labor Expenses	***$1,128.571***	***$1,254.248***	***$1,457.357***	***$1,474.917***	***$1,523.794***	***$1,566.861***
Non-Labor:						
Electric Power	$80.487	$103.664	$127.307	$124.854	$125.573	$126.710
Fuel	20.434	36.903	32.545	28.901	27.531	27.895
Insurance	18.403	21.834	25.728	30.321	35.866	42.605
Claims	7.283	4.682	4.755	4.851	4.937	4.937
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	80.209	81.644	127.903	121.529	119.067	118.547
Professional Services Contracts	34.076	40.619	50.659	45.952	43.056	43.692
Materials and Supplies	99.455	119.792	222.580	268.716	278.905	264.919
Other Business Expenses	13.111	16.042	20.894	20.824	29.386	29.944
Total Non-Labor Expenses	***$353.457***	***$425.182***	***$612.372***	***$645.949***	***$664.319***	***$659.249***
Other Expense Adjustments:						
Other Expense Adjustments	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Total Expenses Before Depreciation and GASB Adjs.	**$1,482.028**	**$1,679.429**	**$2,069.728**	**$2,120.866**	**$2,188.113**	**$2,226.110**
Depreciation	$458.588	$472.622	$443.558	$447.993	$452.473	$456.997
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	122.928	180.000	183.600	187.272	191.017	194.838
GASB 68 Pension Expense Adjustment	(6.813)	(4.350)	(14.350)	(64.190)	(30.690)	(59.010)
Environmental Remediation	1.071	2.000	2.000	2.000	2.000	2.000
Total Expenses	**$2,057.802**	**$2,329.702**	**$2,684.536**	**$2,693.941**	**$2,802.913**	**$2,820.935**
Net Surplus/(Deficit)	**($1,112.334)**	**($1,847.080)**	**($2,115.817)**	**($2,087.733)**	**($2,171.226)**	**($2,165.103)**
Cash Conversion Adjustments						
Depreciation	$458.588	$472.622	$443.558	$447.993	$452.473	$456.997
Operating/Capital	(8.467)	(8.277)	(25.075)	(11.748)	(9.036)	(15.355)
Other Cash Adjustments	(55.890)	273.626	177.090	130.063	163.029	143.027
Total Cash Conversion Adjustments	**$394.231**	**$737.972**	**$595.573**	**$566.309**	**$606.466**	**$584.668**
Net Cash Surplus/(Deficit)	**($718.102)**	**($1,109.109)**	**($1,520.244)**	**($1,521.424)**	**($1,564.760)**	**($1,580.434)**

Source: MTA 2023 Final Proposed Budget: Nov. Financial Plan, 2023-2026. Vol. 2, Sec. V pg. V-58. Agency Financial Plans, LIRR, Accrual Statement of Operations by Category, Nonreimbursable.

The following information is excerpted from "MTA 2023 Final Proposed Budget: Nov. Financial Plan 2023-2026, Vol. II, Section V, Agency Financial Plans: LIRR."

LIRR FINANCIAL OVERVIEW

The Long Island Rail Road's (LIRR) financial outlook remains fragile due to the lingering impacts of the pandemic. While Farebox Revenue and ridership have gradually grown, both have been adjusted downwards in the November Financial Plan to reflect the extension of fare promotion discounts, partially offset by April-August favorable results in 2022 and higher yield per passenger for 2022 and 2023.

Given the gradual increase in ridership with travel increasing on both weekdays and weekends, as of November 2022 LIRR is providing 88% of pre-pandemic weekday levels.

Despite this uncertainty, the LIRR remains committed to delivering safe, secure, reliable transportation and first-class customer service. The November Financial Plan contains the resources necessary for the LIRR to accomplish its fundamental mission. Notably, the November Financial Plan recognizes the completion of the third track between Floral Park and Hicksville and opening day service to Grand Central Madison (GCM) to begin by the end of 2022.

Financial Highlights

- **Non-Reimbursable Revenue:** The Plan reflects $50.4 million less revenue over the Financial Plan period. Farebox Revenue decreased by approximately $47.4 million and other operating revenue decreased by $3.0 million. Approximately $71.4 million decrease in Farebox Revenue is due to the extension of fare promotion discounts for all years of the Financial Plan, partially offset by $12.5 million due to the impact of a higher yield per passenger for 2022 and 2023, and $11.6 million by reflecting April-August actuals in 2022. Other Operating Revenue decrease of $3.0 million is due to lower rental revenue.
- **Non-Reimbursable Expenses:** The Plan reflects $74.2 million in lower expenses over the Financial Plan period. Optimized COVID-19 sanitization costs primarily drive this expense decrease, as well as vacancy savings in 2022, and higher capital overhead rates, partially offset by an extension of the current eTix mobile application contract, higher security-related costs, fuel, and electric rates, Penn Station maintenance, M3 life extension, and increased maintenance costs associated with new infrastructure.
- **Headcount:** Compared to the July Plan, the November Plan reflects a headcount increase of 215 positions in 2022, 178 positions in 2023, 265 in 2024 and 2025, and 254 in 2026. The increase in all years of the Financial Plan is primarily due to the recognition that GCM right-of-way maintenance and platform cleaning will be performed in house by 246 staff, partially offset by optimized sanitization efforts. Open positions partially offset the increase in 2022, and the increase in 2023 is partially offset by reduced capital project activity. Additional increases from 2023 through 2026 are due to new infrastructure maintenance and a small expansion of the Safety Department.

Ridership and Revenue

The November Plan reflects revised forecasts based on the "midpoint" of the 2022 McKinsey ridership recovery scenarios and reflects actuals through August 2022. In addition, the November Plan reflects the extension of fare promotion discounts for 2022-2026 and a higher yield per ride for 2022 and 2023.

Expenses

The November Plan includes funding for the following new initiatives deemed essential to providing sale and reliable service to customers.

GCM Non-Payroll: Funding for one-time costs and ongoing right-of-way maintenance of the new GCM territory. The ongoing costs include materials and contracts (storm pumps, SCADA systems, etc.).

- **New Facilities/Infrastructure:** Additional investment to support the significant increase in infrastructure in the areas of vertical equipment, fire systems, and HVAC that require inspection, preventive and reactive maintenance in order to remain in compliance with local, state, and federal mandates.

- **GCM-M3 Life/Maintenance Expansion- Additional 20 Cars**: Based on the latest M9 delivery schedule and historical MDBF of the M3's, LIRR will utilize an additional 20 M3s that previously were mothballed to meet service requirements.

- **Safety Department Requirements**: Three positions are required to support new facilities, new equipment and infrastructure, new service and additional employees, to assure safe operation of the new territory/infrastructure in compliance with federal and state regulations as well as industry standards.

By the end of 2022, LIRR trains will be running to GCM, a new train concourse below Grand Central Terminal (GCT). This transformative rail service is the first expansion of LIRR service in more than a century. It will result in significant system-wide changes and benefits, which include a more than 40% overall increase in LIRR service; more evenly spaced trains and fewer large gaps in service; more trains in early-morning and late-evening rush hours; better reverse commuting options to Long Island; an additional entry point to Manhattan's Central Business District which will also result in less crowding at Penn Station.

The incremental annual operating budget impact for the LIRR is anticipated to be $75 million in 2022, $201 million in 2023, $199 million in 2024, $220 million in 2025, and $239 million in 2026. A separate company, Grand Central Madison Concourse Operating Company (GCMCOC), has been created for the maintenance of the LIRR-operated section of GCT. The budget for this entity is approximately $20 million in 2022, $85 million in 2023, $88 million in 2024, $90 million in 2025, and $92 million in 2026. Additional support costs are in the Metro-North Railroad budget for such services as the fire brigade and unified trash facility and in the MTA Headquarters budget for MTA Police services.

The LIRR continuously reviews its business practices, identifying efficiencies and re-evaluating priorities.

2022 NOVEMBER FORECAST

The 2022 November Forecast includes non-reimbursable revenue totaling $482.6 million and non-reimbursable expenses, including Government Accounting Standards Board (GASB) adjustments and depreciation of $2,329.7 million. 2022 November Forecast reimbursable revenue and expenses each total $451.1 million.

Total non-reimbursable revenue is higher than the Mid-Year Forecast by $7.6 million due to higher ridership for April-August and higher yield per passenger, partially offset by lost revenue due to extending fare promotion discounts.

Total non-reimbursable expenses compared to the Mid-Year Forecast (excluding non-cash liabilities) are lower by $174.5 million primarily due to the timing of various non-payroll, RCM and fleet modification activities, GCM, vacancies, and optimized sanitization efforts, partially offset by higher Electric Power and Fuel rates.

Compared to the Adopted Budget, total revenues were $122.0 million lower. Non-Reimbursable revenue was $101.4 million lower due to lower Farebox Revenue, and reimbursable revenue was $20.7 million lower. Total expenses before Depreciation and GASB adjustments were $193.9 million lower. Non-Reimbursable expenses were $173.2 million lower due to vacant positions and associated fringe costs and the timing of various initiatives. Reimbursable expenses were lower by $20.7 million due to capital project activity.

Full-time positions total 7,976 in the 2022 November Forecast, with 6,849 non-reimbursable positions and 1,127 reimbursable positions.

2023 FINAL PROPOSED BUDGET

The 2023 Final Proposed Budget includes revenue totaling $948.6 million, of which $568.7 million is non-reimbursable revenue and $379.9 million is reimbursable revenue, primarily from the Capital Program. The total expense budget is $3,064.4 million, of which $2,449.6 million is for operating expenses, and the balance is associated with non-cash items such as the GASB Adjustments and Depreciation. Non-reimbursable operating expenses total $2,069.7 million (excluding non-cash items), while reimbursable expenses are $379.9 million.

The 2023 Final Proposed Budget's cash budget incorporates $927.4 million in cash receipts and $2,447.7 million in cash expenditures. The baseline cash requirement of $1,520.2 million is driven by operating expenses and revenues anticipated in the 2023 Final Proposed Budget and other cash flow adjustments.

On an accrued basis, revenues and expenses are higher compared with the 2022 Mid-Year Forecast. Total revenues for 2023 are $948.6 million, $14.9 million higher than in 2022, with non-reimbursable revenues increasing by $86.1 million and reimbursable revenues decreasing by $71.2 million. Before GASB Adjustments and Depreciation of $2,449.6 million, total expenses reflect an increase of $319.1 million over 2022. Non-reimbursable expenses increase by $390.3 million, and reimbursable expenses decrease by $71.2 million.

Total revenues in the 2023 Final Proposed Budget are higher than the 2023 Preliminary Budget by $19.4 million, driven by higher capital and other reimbursements of $20.5 million and Farebox

Revenue of $0.1 million, partially offset by lower other operating revenue of $1.2 million. Total expenses, excluding non-cash items, are $46.7 million higher. Non-reimbursable expenses increase by $26.2 million, and reimbursable expenses increase by $20.5 million. The non- reimbursable increase results from the timing of various non-payroll initiatives shifted from 2022, GCM-related costs, and the cost to maintain 20 additional M3 cars to support GCM service, partially offset by savings due to optimized sanitization efforts and the timing of RCM and fleet modification activities. The reimbursable increase is driven by higher capital project activity.

Compared to the 2023 forecast in the February Plan, total revenue is $67.5 million lower in the Final Proposed Budget. Non-Reimbursable revenue is $92.0 million lower, and Reimbursable revenue is higher by $24.5 million. The Non-Reimbursable revenue decrease is due to lower Farebox Revenue due to the extension of the fare promotion discounts. Total expenses, excluding Depreciation and GASB are $91.9 million higher. Reimbursable expenses are $24.5 million higher and Non-Reimbursable expenses are $67.4 million higher. The Reimbursable revenue/expense increase is due to capital project activity.

Full-time positions total 7,995 in the 2023 Final Proposed Budget, with 6,910 non-reimbursable positions and 1,085 reimbursable positions. Compared to the 2022 November Forecast, this reflects a net increase of 19 positions -- an increase of 61 non-reimbursable positions and a decrease of 42 reimbursable positions. The non-reimbursable projected headcount increase is due to the anticipated filling of certain craft positions that were vacant in 2022 but remain budgeted for 2023, GCM (30 position increase), and various other headcount changes. Reimbursable positions decrease due to anticipated changes in capital project activity. The remaining changes in year-end non-reimbursable and reimbursable headcount are due to the timing of capital and maintenance activity.

Compared with the July Financial Plan, non-reimbursable positions increased by 66, and reimbursable positions increased by 112. The increase in year-end non-reimbursable headcount is primarily due to the conversion of non-payroll to positions for GCM right-of-way maintenance and platform cleaning and various new needs, including positions for maintenance of new infrastructure and Safety Department expansion, partially offset by a flip between non- reimbursable and reimbursable headcount due to latest project schedules, and optimized sanitization efforts. Reimbursable headcount is due to changes in capital activity.

FINANCIAL PLAN 2024 - 2026 PROJECTIONS

The baseline projections for 2024 through 2026 reflect continued initiatives launched in 2022 and 2023 and the gradual recovery from the COVID-19 pandemic. During this period, investments in the RCM program increase as many components enter critical maintenance stages.

The baseline projections for 2024 through 2026 reflect these various impacts. Non-reimbursable revenues grow by 6.6% from $568.7 million in 2023 to $606.2 million in 2024 and continue to rise by 4.2% in 2025 and 3.8% in 2026, reaching $655.8 million with the continued recovery from theCOVID-19 pandemic and service to GCM beginning in 2022. Reimbursable revenues increase by 0.1% in 2024, and increase by 0.7% in 2025, and 3.1% in 2026.

Non-reimbursable expenses grow by 2.5% from $2,069.7 million in 2023 to $2,120.9 million

in 2024. They continue to rise by 3.2% in 2025 and 1.7% in 2026, reaching $2,226.1 million. Reimbursable expenses increase by 0.1% in 2024, 0.7% in 2025, and 3.1% in 2026.

Compared to the July Financial Plan, total revenues are higher by $0.2 million in 2024 and lower by $2.5 million in 2025 and $5.1 million in 2026. Non-reimbursable revenue is lower by $18.9 million in 2024, $18.9 million in 2025, and $19.0 million in 2026. Reimbursable revenues are higher by $19.2 million, $16.5 million, and $13.8 million, respectively. Non-reimbursable revenue is due to lower Farebox and rental revenue for all years. Reimbursable revenue changes are due to higher capital project activity. Total expenses before Depreciation and other non-cash items are higher by $46.6 million in 2024, $45.9 million in 2025, and $31.1 million in 2026. Non-reimbursable expenses are higher by $27.4 million in 2024, $29.5 million in 2025, and $17.3 million in 2026. These expense increases are due to increased costs for security-related initiatives, costs related to GCM, higher Fuel, and the timing of RCM and fleet modification activities. Reimbursable expenses are higher by $19.2 million in 2024, $16.5 million in 2025, and $13.8 million in 2026 based on changes in capital project activity.

Compared to the February Financial Plan, total revenues are lower by $53.2 million in 2024, $43.8 million in 2025, and $33.4 million in 2026. Reimbursable revenues are higher by $20.3 million, $16.8 million, and $14.2 million, respectively. Non-Reimbursable revenue is lower by $73.6 million in 2024, $60.6 million in 2025, and $47.6 million in 2026. Reimbursable revenue changes are due to higher capital project activity. Non-Reimbursable revenue is primarily due to lower Farebox Revenue. Total expenses before Depreciation and other non-cash items are higher by $79.5 million in 2024, $69.2 million in 2025, and $47.1 million in 2026. Non-Reimbursable expenses are higher by $59.1 million in 2024, $52.5 million in 2025, and $32.9 million in 2026. Reimbursable expenses are higher by $20.3 million in 2024, $16.8 million in 2025, and $14.2 million in 2026.

On a year-to-year basis, baseline positions will increase by 124 positions in 2024, followed by 57 positions in 2025, and 40 in 2026. Non-reimbursable positions will increase by 218 in 2024, 62 in 2025, and 51 in 2026. The 2024 non-reimbursable increase is primarily due to the reimbursable headcount requirement fluctuations from year to year and the monthly timing of those positions. The 2025 non-reimbursable increase is primarily due to GCM and an increase in headcount related to revenue fleet RCM programs and fleet modification activities. The 2026 non- reimbursable increase is due to GCM (52 positions). Reimbursable positions decrease by 94 in 2024, by 5 in 2025, and by 11 in 2026.

Here ends the excerpt from “MTA 2023 Final Proposed Budget: Nov. Financial Plan 2023-2026, Vol. 2, Sec. V. Agency Financial Plans: LIRR.” Note that beginning in 2023, LIRR will be running trains into Grand Central Madison, the new concourse below Grand Central Terminal. Operation and maintenance of the concourse will be managed by a separate MTA subsidiary, Grand Central Madison Concourse Operating Company. Financial information on the new entity may be found in the “MTA 2023 Final Proposed Budget: Nov. Financial Plan 2023-2026, Vol. 2, Sec. V. Agency Financial Plans, GCMOC,” pages V-87 to V-89.

Metro-North: Projected Operating Revenues and Expenditures

The following table of projected operating revenues and expenses is excerpted from "MTA 2023 Final Proposed Budget: Nov. Financial Plan 2023-2026, Vol. II, Section V. Agency Financial Plans: Metro-North Railroad."

MTA METRO-NORTH RAILROAD
November Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
($ in millions)

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	$262.660	$430.898	$508.372	$503.468	$509.968	$517.287
Other Operating Revenue	383.824	33.169	39.453	55.134	56.734	58.293
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	**$646.484**	**$464.067**	**$547.825**	**$558.602**	**$566.702**	**$575.580**
Operating Expense						
Labor:						
Payroll	$518.805	$546.886	$577.475	$598.367	$618.583	$643.761
Overtime	85.958	93.927	94.939	96.410	98.298	100.223
Health and Welfare	105.648	117.507	122.575	127.533	132.236	138.391
OPEB Current Payments	41.774	45.000	46.000	47.000	48.000	49.000
Pension	121.741	122.347	125.254	123.304	123.505	123.431
Other Fringe Benefits	122.310	138.480	142.192	146.651	151.083	156.526
Reimbursable Overhead	(57.296)	(80.577)	(88.707)	(85.818)	(78.507)	(79.912)
Total Labor Expenses	***$938.939***	***$983.569***	***$1,019.728***	***$1,053.447***	***$1,093.197***	***$1,131.421***
Non-Labor:						
Electric Power	$58.969	$92.875	$101.008	$97.290	$96.709	$96.806
Fuel	17.927	34.133	33.996	29.832	27.667	28.236
Insurance	17.421	18.939	24.023	28.807	34.640	41.792
Claims	1.553	1.000	1.000	1.000	1.000	1.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	111.037	119.060	128.607	127.280	129.947	125.198
Professional Services Contracts	32.169	43.365	41.946	45.102	41.504	41.135
Materials and Supplies	95.268	100.401	113.014	140.622	166.431	170.109
Other Business Expenses	20.432	24.463	22.765	22.491	22.186	22.081
Total Non-Labor Expenses	***$354.776***	***$434.236***	***$466.359***	***$492.425***	***$520.084***	***$526.357***
Other Expense Adjustments:						
Other Expense Adjustments	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Total Expenses Before Depreciation and GASB Adjs.	**$1,293.716**	**$1,417.805**	**$1,486.087**	**$1,545.871**	**$1,613.281**	**$1,657.779**
Depreciation	$315.715	$301.941	$298.566	$297.429	$298.709	$300.789
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	119.812	70.202	69.844	72.135	74.581	77.217
GASB 68 Pension Expense Adjustment	10.427	2.380	11.610	(13.080)	6.190	(11.690)
Environmental Remediation	(0.230)	4.000	4.000	4.000	4.000	4.000
Total Expenses	**$1,739.439**	**$1,796.327**	**$1,870.106**	**$1,906.356**	**$1,996.762**	**$2,028.094**
Net Surplus/(Deficit)	**($1,092.955)**	**($1,332.260)**	**($1,322.282)**	**($1,347.754)**	**($1,430.060)**	**($1,452.514)**
Cash Conversion Adjustments						
Depreciation	$315.715	$301.941	$298.566	$297.429	$298.709	$300.789
Operating/Capital	(37.777)	(27.635)	(74.798)	(41.204)	(26.265)	(28.921)
Other Cash Adjustments	64.431	78.490	45.463	49.065	59.931	32.770
Total Cash Conversion Adjustments	**$342.369**	**$352.795**	**$269.231**	**$305.290**	**$332.375**	**$304.638**
Net Cash Surplus/(Deficit)	**($750.586)**	**($979.465)**	**($1,053.051)**	**($1,042.463)**	**($1,097.685)**	**($1,147.877)**

Source: MTA 2023 Final Proposed Budget: Nov. Financial Plan, 2023-2026. Vol. 2, Sec. V, pg. V-106. Agency Financial Plans, Metro-North, Accrual Statement of Operations by Category, Nonreimbursable.

The following information is excerpted from "MTA 2023 Final Proposed Budget: Nov. Financial Plan 2023-2026, Vol. II, Section V, pgs. V-101-105. Agency Financial Plans: New York City Transit."

FINANCIAL OVERVIEW

Metro-North Railroad's (Metro-North) financial outlook remains fragile due to the significant challenges that still lay ahead with reduced ridership as a result of the pandemic. While Farebox Revenue and ridership have gradually grown, both have been adjusted downwards in the November Financial Plan to reflect the extension of fare promotion discounts, partially offset by April-August favorable results in 2022 and higher yield per passenger for 2022 and 2023. This translates into farebox revenue reaching 55.2% of the pre-pandemic level by the end of 2022 and 64.9% of the pre-pandemic level by the end of 2026. This situation makes it incumbent on the agency to carefully manage its expenses and operate efficiently.

Given a gradual increase in ridership with travel increasing on both weekdays and weekends, as of November 2022 Metro-North is providing 93% of pre-pandemic weekday levels.

Metro-North's November Financial Plan reflects the resources required to sustain current operations and fund strategic investments that further promote safe, secure, and reliable transportation service for our customers, a safe and secure working environment for our employees, and continuing improvements in our infrastructure.

Financial Highlights

- **Non-Reimbursable Revenue**: The Plan reflects $53.9 million lower revenue over the Financial Plan period. Farebox revenue decreases by $51.3 million reflecting the extension of fare promotion discounts partially offset by higher average yields in 2022 and 2023. Other Operating Revenue decreases by $2.6 million due to lower Grand Central Terminal (GCT) retail and parking revenues.
- **Non-Reimbursable Expenses:** The Plan reflects $84.6 million in higher expenses over the Financial Plan period. This expense increase is primarily driven by higher energy, maintenance and other operating contracts, payroll and OPEB current payment costs partially offset by optimized sanitization efforts, lower other business expense, and lower health and welfare costs.
- **Headcount:** The Plan reflects a budgeted increase of 52 positions for new initiatives related to the New Haven Line (NHL) Drainage Gang, Locomotive Engineer Workforce Restoration, Transportation Trainmasters, Transportation Fleet Management Clerks, Safety Support, Schedule Delivery Support, Equipment Engineer for Near Term Fleet Integration, and Crew Data Management System Support.

Ridership and Revenue

The November Plan continues to reflect the revised forecast based on the "midpoint" of the 2022 McKinsey ridership recovery scenarios and reflects actuals through August 2022. In addition, the November Plan reflects the extension of fare promotion discounts for 2022-2026 and a higher yield per ride for 2022 and 2023.

Consequently, Metro-North's November Financial Plan baseline adjusts 2022 ridership upward to 47.0 million trips, which is 1.1 million higher than the July Financial Plan, 16.3 million higher than 2021 year-end actuals and 39.6 million lower than 2019 year-end pre-pandemic levels. The revenue impact of this update is an increase of farebox revenue of $16.0 million in 2022.

Expenses

The November Financial Plan includes the following new initiatives deemed essential to providing safe and reliable service for our customers as well as meet service demands:

- **Locomotive Engineer Workforce:** In order to meet service requirements, maintain a qualified workforce and provide outstanding customer service, Metro-North is taking a focused effort to increase Locomotive Engineer headcount that will enable the Transportation Department to address short-term and long-term staffing needs, meet training standards, and address overall staffing shortages.

- **Increase Transportation Trainmasters to Increase Supervisory Oversight of Train Crew:** Hire eight trainmasters to increase supervisory oversight of train crews. This program will bring Metro-North closer in alignment with the supervisory oversight and span of control in place at the Long Island Rail Road.
- **Dedicated Connecticut/NHL Drainage Gang:** Create a dedicated Connecticut drainage gang that is needed to methodically address drainage issues on a programmatic basis to reduce adverse track conditions, such as mud spots and flooding, which negatively impacts equipment and causes service disruptions. Repairs and upgrades to drainage will improve the integrity of the system and promote a stable track structure, which will help to remove speed restrictions. The Connecticut Department of Transportation (CDOT) supports this initiative.

- **Rolling Stock Predictive Maintenance Application:** Maintenance of Equipment will implement predictive maintenance solutions powered by artificial intelligence and machine learning to help shift from a reactive to a proactive approach. Predictive Maintenance forecasts the right part at the right time thereby reducing unscheduled maintenance and rolling stock failures leading to increased reliability and fleet availability.

Metro-North continuously reviews its business practices, identifying efficiencies and re-evaluating priorities.

2022 NOVEMBER FORECAST

The 2022 November Forecast includes non-reimbursable revenue totaling $464.1. million and non- reimbursable expenses, including Government Accounting Standards Board (GASB) adjustments and depreciation of $1,796.3 million. The 2022 November Forecast reimbursable revenue and expenses each total $297.7 million.

Total non-reimbursable revenue includes farebox revenue of $430.9 million and other operating revenue of $33.2 million. Farebox revenue is higher than the Mid-Year Forecast by $16.0 million due to higher average yield per passenger partially offset by the extension of

fare promotion discounts. Other operating revenue is $2.2 million higher than the Mid-Year Forecast driven by higher GCT retail revenue.

Total non-reimbursable expenses compared to the Mid-Year Forecast (excluding non-cash liabilities) are lower by $55.7 million primarily due to the timing of RCM materials and supplies, energy, and payroll costs.

Compared to the Adopted Budget, total revenues were $70.5 million lower. Non-reimbursable revenue was $79.4 million lower primarily due to lower farebox revenue, while reimbursable revenue was $8.9 million higher. Total expenses, before depreciation and GASB adjustments, were $5.2 million higher. Non-reimbursable expenses were $3.7 million lower due to the timing of RCM materials and supplies and lower reimbursable overhead costs, partially offset by higher energy expenses. Reimbursable expenses were higher by $8.9 million due to capital project activity.

Full-time positions total 7,080 in the 2022 November Forecast, with 6,518 non-reimbursable positions and 562 reimbursable positions.

2023 FINAL PROPOSED BUDGET

The 2023 Final Proposed Budget includes revenue totaling $880.3 million, of which $547.8 million is non-reimbursable revenue and $332.5 million is reimbursable revenue, primarily from the Capital Program. The total expense budget is $2,202.6 million, of which $1,818.5 million is for operating expenses, and the balance is associated with non-cash items such as depreciation, the GASB Adjustments and environmental remediation. Non-reimbursable operating expenses total $1,486.1 million (excluding non-cash items), while reimbursable expenses are $332.5 million.

The 2023 Final Proposed Budget's cash budget incorporates $899.4 million in cash receipts and $1,952.5 million in cash expenditures. The baseline cash requirement of $1,053.1 million is driven by operating expenses and revenues anticipated in the 2023 Final Proposed Budget and other cash flow adjustments.

On an accrued basis, revenues and expenses are higher compared with the 2022 Mid-Year Forecast. Total revenues for 2023 are $880.3 million, $118.5 million higher than in 2022, with non- reimbursable revenues increasing by $83.8 million and reimbursable revenues increasing by $34.8 million. Before GASB Adjustments and depreciation of $384.0 million, total expenses reflect an increase of $103.0 million over 2022. Non-reimbursable expenses increase by $68.3 million, and reimbursable expenses increase by $34.8 million.

Total revenues in the 2023 Final Proposed Budget are higher than the 2023 Preliminary Budget by $46.3 million, driven by higher capital and other reimbursements of $30.0 million and farebox revenue of $19.9 million, partially offset by lower other operating revenue of $3.5 million. Total expenses, excluding non-cash items, are $26.1 million higher. Non-reimbursable expenses decrease by $3.8 million, and reimbursable expenses increase by $30.0 million. The non- reimbursable decrease results from the timing of RCM material and supplies and lower labor costs, partially offset by higher energy, maintenance and other operating contracts, and professional services contracts. The reimbursable increase is driven by higher capital project activity

Compared to the 2023 forecast in the February Plan, total revenue is $68.0 million lower in the Final Proposed Budget. Non-reimbursable revenue is $93.0 million lower, and reimbursable revenue is higher by $25.0 million. The non-reimbursable revenue decrease is due to lower farebox revenue due to the extension of the fare promotion discounts, lower GCT retail revenue due to continued rent abatements and tenant vacancies, and lower advertising and parking revenues. Total expenses, excluding depreciation and GASB, are $74.8 million higher. Reimbursable expenses are $25.0 million higher and non-reimbursable expenses are $49.8 million higher. The reimbursable revenue/expense increase is due to capital project activity.

Full-time positions total 7,144 in the 2023 Final Proposed Budget, with 6,343 non-reimbursable positions and 801 reimbursable positions. Compared to the 2022 November Forecast, this reflects a net increase of 64 positions, representing a decrease of 175 non-reimbursable positions and an increase of 239 reimbursable positions. The non-reimbursable projected headcount decrease reflects positions shifted to capital partially offset by the addition of positions related to the NHL Drainage Gang, Locomotive Engineer Workforce Restoration, and Transportation Trainmasters as well as several other critical new needs. Reimbursable positions increase due to anticipated changes in capital project activity.

Compared with the July Financial Plan, an increase of 52 positions is comprised of 41 non-reimbursable positions and 11 reimbursable positions. The increase in year-end non-reimbursable positions is related to the NHL Drainage Gang, Locomotive Engineer Workforce Restoration, and Transportation Trainmasters as well as several other critical new needs, partially offset by a shift of 3 to reimbursable. The reimbursable headcount increase is due to changes in capital activity.

FINANCIAL PLAN 2024-2026 PROJECTIONS

The baseline projections for 2024 through 2026 reflect continued initiatives launched in 2022 and 2023 and the gradual recovery from the pandemic.

The baseline projections for 2024 through 2026 reflect these various impacts. Non-reimbursable revenues grow by $10.8 million from $547.8 million in 2023 to $558.6 million in 2024 and continue to rise by $8.1 million in 2025 and $8.9 million in 2026, reaching $575.6 million with the continued recovery from the pandemic generating gradual ridership increases and a GCT recovery. Reimbursable revenues decrease by $22.3 million in 2024 and by $23.6 million in 2025, then increase by $5.6 million in 2026.

Non-reimbursable expenses, including non-cash liability adjustments, grow by $36.2 million from $1,870.1 million in 2023 to $1,906.4 million in 2024. They continue to rise by $90.4 million in 2025 and $31.3 million in 2026, reaching $2,028.1 million. Reimbursable expenses decrease $22.3 million in 2024 and by $23.6 million in 2025, then increase by $5.6 million in 2026.

Compared to the July Financial Plan, total revenues are lower by $13.8 million in 2024, $28.7 million in 2025, and $22.6 million in 2026. Non-reimbursable revenue is lower by $29.5 million in 2024, $30.0 million in 2025, and $29.0 million in 2026. Reimbursable revenues are higher by $15.7 million, $1.3 million, and $6.4 million, respectively. Non-reimbursable revenue is due to lower farebox and advertising revenue for all years. Reimbursable revenue changes are due to higher capital project activity. Total expenses before depreciation and other non-cash items are higher by $43.4 million in 2024, $46.5 million in 2025, and $40.2 million in 2026. Non-

reimbursable expenses are higher by $18.6 million in 2024, $37.3 million in 2025, and $28.0 million in 2026. These expense increases are due to increased costs related to the timing of RCM materials and supplies, increased energy rates, and higher maintenance and other operating contracts. Reimbursable expenses are higher by $15.7 million in 2024, $1.3 million in 2025, and $6.4 million in 2026 based on changes in capital project activity.

Compared to the February Financial Plan, total revenues are lower by $111.5 million in 2024, $95.8 million in 2025, and $91.4 million in 2026. Reimbursable revenues are lower by $24.5 million, $9.1 million, and $9.3 million, respectively. Non-reimbursable revenue is lower by $87.0 million in 2024, $86.8 million in 2025, and $82.1 million in 2026. Lower reimbursable revenues are due to lower capital project activity. Non-reimbursable revenue is primarily due to lower farebox revenue. Total expenses before depreciation and other non-cash items are higher by $47.4 million in 2024, $70.5 million in 2025, and $49.2 million in 2026. Non-reimbursable expenses are higher by $71.8 million in 2024, $79.5 million in 2025, and $58.5 million in 2026. Reimbursable expenses are lower by $24.5 million in 2024, $9.1 million in 2025, and $9.3 million in 2026.

On a year-to-year basis, baseline positions increase by 4 positions in 2024, remain flat in 2025, and decrease by two in 2026. Non-reimbursable positions increase by 14 in 2024, decrease by 22 in 2025, and increase by 21 in 2026. The 2024 non-reimbursable increase is due to the addition of four positions for Penn Station Access as well as the reimbursable headcount requirement fluctuations from year to year and the monthly timing of those positions. Changes in 2025 and 2026 positions reflect primarily reimbursable headcount requirement fluctuations. Reimbursable positions decrease by 10 in 2024, increase by 22 in 2025, and then decrease by 23 in 2026.

This Plan allows Metro-North to continue initiatives that maintain appropriate train service levels, continue service reliability programs that maintain rolling stock and the right-of-way, and incorporate projected cost changes in labor, energy, employee benefits, insurance, consulting, and material, as well as capital projects.

Here ends the excerpt from “MTA 2023 Final Proposed Budget: Nov. Financial Plan 2023-2026, Vol. 2, Sec. V. Agency Financial Plans: Metro-North.”

MTA Bus: Projected Operating Revenues and Expenditures

The following table of projected operating revenues and expenses is excerpted from the "MTA 2023 Final Proposed Budget: Nov. Financial Plan, 2023-2026. Vol. 2, Sec. V. Agency Financial Plans: MTA Bus."

MTA BUS COMPANY
November Financial Plan 2023 - 2026
Accrual Statement of Operations By Category
($ in millions)

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
Non-Reimbursable						
Operating Revenue						
Farebox Revenue	$140.164	$156.300	$170.684	$172.348	$177.954	$184.099
Other Operating Revenue	315.114	35.254	249.906	273.368	68.760	23.018
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	**$455.278**	**$191.555**	**$420.590**	**$445.716**	**$246.714**	**$207.117**
Operating Expense						
Labor:						
Payroll	$303.619	$314.872	$317.598	$326.023	$332.165	$338.719
Overtime	86.277	98.196	100.812	102.472	104.183	106.209
Health and Welfare	91.476	95.295	99.974	104.697	109.660	114.835
OPEB Current Payments	27.939	33.143	34.722	36.324	37.983	39.737
Pension	61.629	61.614	62.778	62.098	62.463	62.399
Other Fringe Benefits	66.730	75.851	76.348	77.325	78.080	78.930
Reimbursable Overhead	(2.627)	(0.935)	(0.932)	(0.930)	(0.928)	(0.926)
Total Labor Expenses	***$635.044***	***$678.036***	***$691.299***	***$708.010***	***$723.606***	***$739.904***
Non-Labor:						
Electric Power	$2.139	$2.264	$2.258	$2.088	$2.100	$2.147
Fuel	23.657	42.312	35.914	31.881	30.322	30.586
Insurance	5.212	7.314	8.472	10.168	12.583	14.664
Claims	40.094	77.992	79.909	81.829	83.710	83.994
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	28.960	44.025	45.328	45.848	45.706	45.964
Professional Services Contracts	26.954	46.125	47.639	47.758	48.057	47.951
Materials and Supplies	37.990	61.478	63.555	62.863	64.462	65.151
Other Business Expenses	4.258	5.360	6.644	6.700	6.770	6.775
Total Non-Labor Expenses	***$169.263***	***$286.870***	***$289.719***	***$289.136***	***$293.711***	***$297.232***
Other Expense Adjustments:						
Other Expense Adjustments	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Total Expenses Before Depreciation and GASB Adjs.	**$804.307**	**$964.906**	**$981.018**	**$997.146**	**$1,017.317**	**$1,037.136**
Depreciation	$47.062	$56.163	$56.163	$56.163	$56.163	$56.163
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	40.083	80.000	89.600	92.396	95.361	98.534
GASB 68 Pension Expense Adjustment	(10.425)	45.600	54.000	40.100	49.800	49.400
Environmental Remediation	0.011	0.000	0.000	0.000	0.000	0.000
Total Expenses	**$881.039**	**$1,146.668**	**$1,180.780**	**$1,185.805**	**$1,218.641**	**$1,241.232**
Net Surplus/(Deficit)	**($425.761)**	**($955.114)**	**($760.191)**	**($740.089)**	**($971.927)**	**($1,034.116)**

Source: MTA 2023 Final Proposed Budget: Nov. Financial Plan, 2023-2026. Vol. 2, Sec. V, pg. V-224. Agency Financial Plans, MTA Bus Company, Accrual Statement of Operations by Category, Nonreimbursable.

The following information is excerpted from "MTA 2023 Final Proposed Budget: Nov. Financial Plan 2023-2026, Vol. II, Section V, Agency Financial Plans: MTA Bus."

FINANCIAL OVERVIEW

The COVID-19 pandemic has had a dramatic impact on MTA Bus Company's (MTA Bus) finances, most notably on the revenue side, as ridership remains far below pre-pandemic levels. With the financial outlook remaining precarious, MTA Bus continues to focus and identify opportunities to maximize efficiency and minimize costs.

Financial Plan Highlights

- **Non-Reimbursable Revenue:** The Plan reflects $563.7 million in additional revenues over the Financial Plan period. Farebox Revenue increases by $20.5 million, all in 2022 and 2023, primarily due to a revised estimate of average yield per passenger that is anticipated to return to the pre-pandemic level in 2024. Other Operating Revenue increases by $543.2 million due to the recognition of the receipt of American Rescue Plan Act (ARPA) funds.

- **Non-Reimbursable Expenses:** The Plan reflects $83.5 million in higher expenses over the Financial Plan period. Several factors contribute to these net changes including higher rates and related assumptions in Maintenance Contracts, Professional Services, Other Business Expenses and Materials and Supplies. Higher payroll costs are attributable to several programmatic changes partially offset by lower overtime costs.

- **Headcount:** Compared to the July Plan the November Plan reflects a headcount increase of seven positions in 2023 and 2024, and four positions in 2025 and 2026 reflecting staffing required for training, finance, OMNY maintenance, and bus system technology.

Ridership

The November Plan is based on the 2022 McKinsey analysis and reflects actuals through August 2022. Ridership is expected to reach 80.7 million in 2022, an increase of 4.1% from the Mid-Year Forecast, and thereafter grow steadily and consistently with the Mid-Year Forecast to 85.1 million in 2023, 91.6 million in 2024, 94.6 million in 2025 and 97.8 million in 2026.

Expenses

The November Plan includes funding for several initiatives deemed essential to providing safe and reliable service to customers. These include the following:

- **OMNY Hosting Fees**: Credit Card hosting fees to support the OMNY system.
- **New Jamaica Terminal**: Creation of a new Jamaica Terminal due to lease termination at the existing location.

- **Automated Bus Lane Enforcement (ABLE):** Operating costs for the Notice of Liability (NOL) processing, professional services, vendor oversight, warranty and warranty services.

- **Training School Trainers**: Staffing required to support additional training and certification needs.

2022 NOVEMBER FORECAST

MTA Bus Company's 2022 November Forecast includes total expenses before Depreciation and Other Post-Employment Benefits of $971.9 million, consisting of $964.9 million of non-reimbursable expenses and $7.0 million of reimbursable expenses. Total revenue is projected to be $198.5 million, of which $156.3 million is Farebox Revenue, $35.3 million is Other Operating Revenue, and $7.0 million in Capital and Other Reimbursements.

Non-reimbursable revenue is higher than the Mid-Year Forecast by $25.1 million due primarily to the recognition of the receipt of ARPA funds and higher average fare per passenger than projected.

Non-reimbursable expenses are higher by $9.8 million, primarily driven by higher rates and related assumptions in Maintenance Contracts, Professional Services, Other Business Expenses and Materials and Supplies. Payroll and Fringe benefits expenses also increase due to the impact of vacation buyouts.

Full-time positions total 4,014 in the November Forecast, which includes 3,976 non-reimbursable positions and 38 reimbursable positions. This total changed by seven positions from the July Plan.

Major changes compared to the July Financial Plan include:

- Total revenue increased by $25.1 million consisting of $9.6 million in Farebox Revenue, attributable to higher revenues from May to August due to greater ridership and favorable average fare, and $15.5 million in Other Operating Revenue due to recognition of the receipt of ARPA funds.

- Total labor expenses increased by $0.3 million primarily due to the impacts of the vacation buy-back program.

- Total non-labor expenses increased by $9.6 million primarily due to changes in rates and related assumptions.

The 2022 total baseline change is projected to decrease by $15.3 million compared to the July Financial Plan.

2023 FINAL PROPOSED BUDGET

MTA Bus Company's 2023 Final Proposed Budget includes total expenses before Depreciation and Other Post-Employment Benefits of $988.1 million, consisting of $981.0 million of non-reimbursable expenses and $7.1 million of reimbursable expenses.

Total revenue is projected to be $427.6 million, of which $170.7 million is from Farebox Revenue, $249.9 million is from Other Operating Revenue, and $7.1 million from Capital and Other Reimbursements.

On an accrued basis, total revenues are $240.8 million greater than the Mid-Year Forecast, and total expenses are $17.6 million greater. Before GASB Adjustments and Depreciation, total 2023 expenses reflect an increase of $16.2 million when compared to 2022. Non-reimbursable expenses increase by $16.1 million, and reimbursable expenses increase by $0.1 million. Total 2023 revenues increase by $229.1 million versus 2022, with non-reimbursable revenue increasing by $229.0 million, and reimbursable revenue increasing by $.01 million.

Full-time positions total 3,906 in the 2023 Final Proposed Budget, which includes 3,868 non-reimbursable positions and 38 reimbursable positions. Compared to the Mid-Year Forecast, this represents an increase of seven non-reimbursable positions. The primary driver of the increase is the addition of four positions from 2023-2026 to support training, finance, and OMNY maintenance and the addition of two positions from 2023-2024 for bus system technology.

FINANCIAL PLAN PROJECTIONS 2024 – 2026

Major changes compared to the July Financial Plan include:

- Total revenue increase by $251.9 million in 2024, $45.9 million in 2025 and remain constant in 2026. Total expenses before Depreciation increase by $16.7 million in 2024, $17.4 million in 2025 and $21.8 million in 2026.
- Total labor expenses decrease by $0.7 million in 2024, $1.2 million in 2025, and $1.5 million in 2026 primarily due to programmatic changes related to training, finance, OMNY maintenance, and bus system technology. Total non-labor expenses increase by $17.4 million in 2024, $18.6 million in 2025, and $23.3 million in 2026 due to changes in rates and related assumptions.

- Total baseline changes are projected to decrease by $235.1 million in 2024, $28.4 million in 2025 and increase by $21.8 million in 2026 compared to the July Financial Plan.

Full-time positions total of 3,906 in the November Forecast in 2024, which includes 3,868 non-reimbursable positions and 38 reimbursable positions; and 3,903 in 2025 and 2026 which includes 3,865 non-reimbursable positions. This total changed by seven positions from the July Plan in 2024 and by four in 2025 and 2026.

Here ends the excerpt from “MTA 2023 Final Proposed Budget: Nov. Financial Plan 2023-2026, Vol. II, Section V, Agency Financial Plans: MTA Bus.”

Section 8. Projected Capital Resources and Agency Allocations

The following section presents resources and allocations set forth in the 2020-2024 MTA Capital Program. MTA Capital Programs cover five-year periods and are subject to CPRB approval. Infrastructure capital projects are managed for the operating agencies by MTA Construction & Development. The 2020-2024 program went into effect in January 2020, though much of it was paused during that year, due to the Covid-19 pandemic. Projects resumed in 2021. The program was adjusted by the December 2021 Letter Amendment and by Amendment 2 of July 27, 2022. This section covers major allocations for NYCT Subways and Buses; MTA Bus; LIRR; and Metro-North. Unless otherwise indicated, it does not include B&T, which is not subject to PAL §1269-d. The full program is available under the "MTA Info" at www.mta.info, which also posts regular updates on the Capital Program Dashboard. See also Section 10 of this report, "Specific Allocations of Operating and Capital Resources." The following table of Capital Program funding and sources is excerpted from the 2020-2024 Capital Program Amendment 2, page 13.

Program Funding Plan	Dec 2019 Approved Program	Proposed Program	Change
Capital from Central Business District Tolling	$15,000	$15,000	0
Sources			
Capital from New Revenue Sources	10,000	10,000	0
MTA Bonds & PAYGO	9,792	8,037	(1,755)
Federal Formula	7,500	9,171	1,671
State of New York	3,000	3,100	100
City of New York	3,000	3,007	7
Federal New Starts (2 Ave Subway Phase 2)	2,905	2,905	0
Federal Flexible	275	275	0
Federal Other	0	79	79
Other Contributions	0	542	542
Total CPRB Program	$51,472	$52,115	$643
Bridges and Tunnels Bonds & PAYGO/Cash	3,327	3,327	0
Total 2020-2024 Program	$54,799	$55,442	$643

Agency Capital Allocations and Investment Overview

The original 2020-2024 Capital Program provided for a total investment of $51.5 billion for modernization of the MTA system, plus another $3.3 billion for MTA Bridges and Tunnels, the largest capital investment in MTA history. Following Amendment 2, as proposed July 27, 2022, the program now encompasses $55.442 billion, including not only modernization of fleets, signals, communications, stations, ADA accessibility, and infrastructure, but major transit and rail system expansions as well. The CPRB portion is subdivided into "core" investments that renew and enhance, and "expansion" investments that extend the MTA network. The following All Agency Summary is from the 2020-2024 MTA Capital Program, Amendment 2, page 9.

December 2019 Approved Program	December 2021 Letter Amendment	Amendment #1 Changes	Proposed Program	Amendment #2 Changes
CPRB Core				
NYC Transit	$35,389	$35,133	($256)	$34,610	($523)
LIRR	3,737	3,710	(27)	3,623	(87)
Metro-North	3,558	3,536	(22)	3,457	(79)
MTA Bus	871	870	(1)	870	0
MTA Interagency	119	142	23	142	0
Core Subtotal	$43,674	$43,391	($283)	$42,703	($689)
Expansion	7,798	8,616	818	9,413	797
CPRB Total	$51,472	$52,007	$535	$52,116	$108
B&T	3,327	3,327	0	3,327	0
Total Program	$54,799	$55,334	$535	$55,442	$108

Source: 2020-2024 MTA Capital Program, Amendment 2, as proposed to the MTA Board, July 27, 2022. Numbers may not total due to rounding. Numbers may not total due to rounding.

MTA Capital Allocations by Agency

The following agency summaries are excerpted from the 2020-2024 MTA Capital Program, Amendment 2, proposed July 27, 2022. This section covers major allocations for NYC Transit Subways and Buses, including Staten Island Railway; MTA Bus Company; Long Island Rail Road; and Metro-North Railroad. All infrastructure capital projects at the operating agencies are managed by MTA Construction & Development. The full MTA 2020-2024 Capital Program with complete project details can be accessed under "MTA Info" at www.mta.info.

NYC TRANSIT SUBWAYS AND BUSES - $34.610 BILLION

The proposed Capital Program for NYC Transit totals $35.389 billion. It includes:

- Accelerated investments in state-of-the-art signal systems, and associated fleets and infrastructure, to transform the reliability and capacity of the subway system.
- Accelerated investments in accessibility for customers with disabilities.
- Accelerated state of good repair investments in critical subway infrastructure and stations.
- An enhanced, zero-emission bus fleet to serve a reimagined route network.

NYCT PROPOSED 2020-2024 CAPITAL PROGRAM BY CATEGORY ($ IN MILLIONS)

Category	December 2019 Approved Program	Proposed Program	Change
Subway Cars	$6,056.8	$4,659.4	($1,397.4)
Buses	1,820.0	1,865.9	46.0
Passenger Stations	9,203.7	9,777.9	574.2
Track	2,558.2	2,558.2	0.0
Line Equipment	412.3	380.6	(31.7)
Line Structures	2,383.9	3,004.8	620.9
Signals & Communications	7,119.4	6,743.1	(376.3)
Traction Power	2,600.4	1,792.8	(807.6)
Shops & Yards	562.8	561.2	(1.6)
Depots	821.0	857.2	36.2
Service Vehicles	353.7	226.4	(127.3)
Miscellaneous	1,123.2	1,809.9	686.6
Staten Island Railway	373.5	372.7	(0.8)
Total New York City Transit Program	$35,389.0	$34,610.2	($778.9)

Source: proposed 2020-2024 MTA Capital Program, Amendment 2, proposed July 27, 2022, page 20. Numbers may not total due to rounding.

LIRR PROPOSED 2020-2024 CAPITAL PROGRAM - $3.623 BILLION

The LIRR's proposed 2020-2024 Capital Program demonstrates the agency's ongoing commitments to maintaining and enhancing mobility, economic health, and quality of life in the region.

The 2020-2024 Capital Program Amendment 2, proposed July 27, 2022, includes a total value of $3.623 billion, a net decrease of $114 million from the originally approved program. Among the largest factors in this reduction is revised rolling stock schedules, which put the purchase of Dual-Mode Locomotives out of this capital program's timeframe. Central Branch electrification has also been removed from the plan, leading to a significant reduction in the power category.

LIRR riders stand to gain from the amendment, however. Most prominently, 11 stations will be made ADA-accessible, an increase of four from the plan as adopted. As a result of these changes, the net decrease in the LIRR's envelope allows for a transfer of budgets to support Network Expansion needs for Penn Station Access.

LIRR PROPOSED 2020-2024 CAPITAL PROGRAM BY CATEGORY ($ IN MILLIONS)

Category	December 2019 Approved Program	Proposed Program	Change
Rolling Stock	$242.2	$155.2	($87.0)
Stations	909.5	868.6	(40.9)
Track	1,018.0	1,077.3	59.3
Line Structures	343.5	329.5	(14.0)
Communications and Signals	363.9	451.5	87.6
Shops and Yards	202.9	200.2	(2.7)
Power	426.0	313.0	(113.0)
Miscellaneous	231.0	227.6	(3.4)
Total Long Island Rail Road Program	$3,737.0	$3,622.9	($114.1)

Source: proposed 2020-2024 MTA Capital Program, Amendment 2, proposed July 27, 2022, pg. 82. Numbers may not total due to rounding.

METRO-NORTH PROPOSED 2020-2024 CAPITAL PROGRAM - $3.457 BILLION

Metro-North's original investment of $3.558 billion for the 2020-2024 Capital Program is reduced in the proposed Amendment 2 to $3.457 billion. This reflects the transfer of $127 million to support Network Expansion needs for Penn Station Access and another $2 million to support MTA-wide capital program administrative initiatives. These reductions are partially offset by the addition of $28 million from the CTDOT for administrative assets, $20 million of which was included in the December 2021 Letter Amendment and $8 million is included in this current amendment. The amendment modifies the original plan to focus on critical needs in line with customer benefits, to reflect recent bids, and to align resources for updated funding, project schedules, track access, and updated procurement processes. Replacement of the Park Avenue Viaduct is being accelerated. Metro-North is also adding a $40 million project to address state of good repair on the Port Jervis Branch. Some planned work is rescheduled into a future capital program. This includes construction of additional power substations on the Harlem Line, the construction phase of the Centre Avenue bridge replacement in New Rochelle, and the construction phase of Park Avenue Tunnel egress improvements. Work already underway in this program, such as the replacement of the Grand Central Terminal (GCT) train shed, will also continue in the next capital program.

MNR Proposed 2020-2024 Capital Program by Category ($ in millions)

Category	December 2019 Approved Program	Proposed Program	Change
Rolling Stock	$852.7	$725.7	($127.0)
Stations	1,129.2	899.1	(230.1)
Track and Structures	1,021.4	1,226.6	205.2
Communications and Signals	182.2	315.6	133.4
Power	202.2	154.5	(47.7)
Shops and Yards	23.0	12.8	(10.3)
Miscellaneous	147.5	123.3	(24.2)
Total Metro-North Railroad Program	$3,558.2	$3,457.4	($100.8)

Source: proposed 2020-2024 MTA Capital Program, Amendment 2, proposed July 27, 2022, pg. 56. Numbers may not total due to rounding.

MTA BUS PROPOSED 2020-2024 CAPITAL PROGRAM - $870.4 MILLION

The original MTA Bus Company 2020-2024 Capital Program investment of $870.7 million is not substantially changed by Amendment 2 but reflects a slight decrease reflecting an administrative change. The total value of the revised program is $870.4 million.

MTA Bus Company 2020-2024 Capital Program by Category ($ in millions)

Category	December 2019 Approved Program	Proposed Program	Change
MTA Bus Company Projects	$870.7	$870.4	($0.3)
Total MTA Bus Program	$870.7	$870.4	($0.3)

Source: proposed 2020-2024 MTA Capital Program, Amendment 2, proposed July 27, 2022, pg. 67. Numbers may not total due to rounding.

MTA C&D NETWORK EXPANSION PROPOSED 2020-2024 CAPITAL PROGRAM - $9.41 BILLION

As of January 2020, MTA C&D manages capital infrastructure projects for all MTA operating agencies, as well as expansion megaprojects. The original total in the 2020-2024 Capital Program of $7.798 billion increases in the proposed Amendment 2 to $9.413 billion. The $1.615 billion increase reflects the increased cost for the Penn Station Access (PSA) project and an associated transfer of surplus funds from the LIRR Expansion Project. In Letter Amendment the Network Expansion program had a net increase of $818 million, as budget needs for PSA were initially addressed. In Amendment 2, $797 million is added. The additional funding for PSA reflects additional scope. This includes exercising the option on the New Rochelle Yard, a critical piece of the project, as well as beginning the purchase of rolling stock necessary for Metro-North service into Penn Station. In addition, a $100 million budget has been established to support Penn Reconstruction in a new capital program category. The amendment also reflects a reduction to the Miscellaneous/ Administration project and transfers to a new MTA Interagency element and project.

Network Expansion Proposed 2020-2024 Capital Program by Category ($ in millions)

Category	December 2019 Approved Program	Proposed Program	Change
East Side Access	$798.2	$798.2	$0.0
Second Avenue Subway Phase 2	4,555.0	4,555.0	0.0
Penn Station Access	1,131.1	2,748.7	1,617.6
LIRR Expansion Project	538.5	438.5	(100.0)
Regional Investments	540.5	540.5	0.0
Penn Reconstruction	0.0	100.0	100.0
Miscellaneous/Administration	234.6	231.8	(2.9)
Total MTA Network Expansion Program	$7,798.0	$9,412.7	$1,614.7

Source: proposed 2020-2024 MTA Capital Program, Amendment 2, proposed July 27, 2022, pg. 79. Numbers may not total due to rounding.

Section 9. Strategies to Improve Productivity, Control Costs, and Coordinate Services

A number of longterm strategies relating to cost-controls, revenue, and productivity across the MTA were addressed in the MTA Transformation Plan, a major reorganization of the MTA's administrative functions that was largely implemented in 2021. Through centralization of agency support functions under all-agency departments at MTAHQ, the plan consolidates staff, streamlines departments, eliminates overlaps, and establishes a structure for systemwide cost efficiencies. In addition, the MTA implemented various ongoing cost-controls covered in the quarterly financial plans, along with cost reductions in 2022 relating to the financial impacts of the Covid-19 pandemic. The following is excerpted from the November Plan. This summary represents the most current strategies relating to cost-saving, revenue, and productivity, as well as policies instituted to address those issues. Specific cost-saving initiatives undertaken by the MTA transit and commuter rail agencies, as summarized in the MTA 2020 Annual Report to the Governor, appear after this excerpt. The complete November Plan can be found at www.mta.info. From "Executive Summary," November Financial Plan 2023-2026, Vol. 1, pgs. I-1 through I-5:

> **The 2022 MTA November Financial Plan**
> The "November Plan" (or "Plan"), which includes the 2022 November Forecast, the 2023 Final Proposed Budget and a Financial Plan for the years 2023 to 2026, updates the 2022 July Financial Plan (the "July Plan"). This Plan, as with all plans beginning with the 2020 July Plan, reflects the ongoing financial impact of the novel coronavirus (COVID-19) outbreak and the ensuing pandemic on the MTA Region, with the MTA providing the service needed to keep the region moving while focusing on financial survival.
>
> Prior to the outbreak of the Omicron variant in late 2021, the MTA region was taking significant strides towards the post-pandemic "new normal." The rollout of COVID-19 vaccines, in combination with continued measures to control the spread of the virus, allowed businesses to reopen throughout 2021; New York City public schools began the 2021-2022 school year in September with full in-person instruction, while Broadway theaters and other entertainment, sports, dining, and cultural venues returned to operating at capacity. Over the course of 2021, ridership and traffic volumes continued to gradually increase until close to year end, when Omicron took hold.
>
> In the spring of 2022, the impact from the pandemic became more entrenched and MTA re- engaged with McKinsey & Co. to develop an updated post-pandemic recovery analysis.

Two scenarios, which centered around behavioral changes that began during the pandemic and the degree to which those changes become more permanent or longer lasting were prepared – a "high case" and a "low case".

The "high case" scenario is more optimistic regarding ridership recovery, where in-person work increases during the projection period from current levels for the sectors that have the ability for hybrid work arrangements. Non-work trips from factors such as e- commerce, telehealth, etc. also resume over time. Additional consumer sentiment factors, such as COVID concerns and safety perception, also improve over time. It should be noted that even under this "high case" scenario, a lower "new normal" in ridership, compared with the original McKinsey analysis, is forecast reflecting the more permanent impact of these factors. The "low case" scenario is more cautious regarding ridership recovery, where higher levels of remote work persist, non-work trips rebound more slowly, and other customer factors lead to slower return to transit over time.

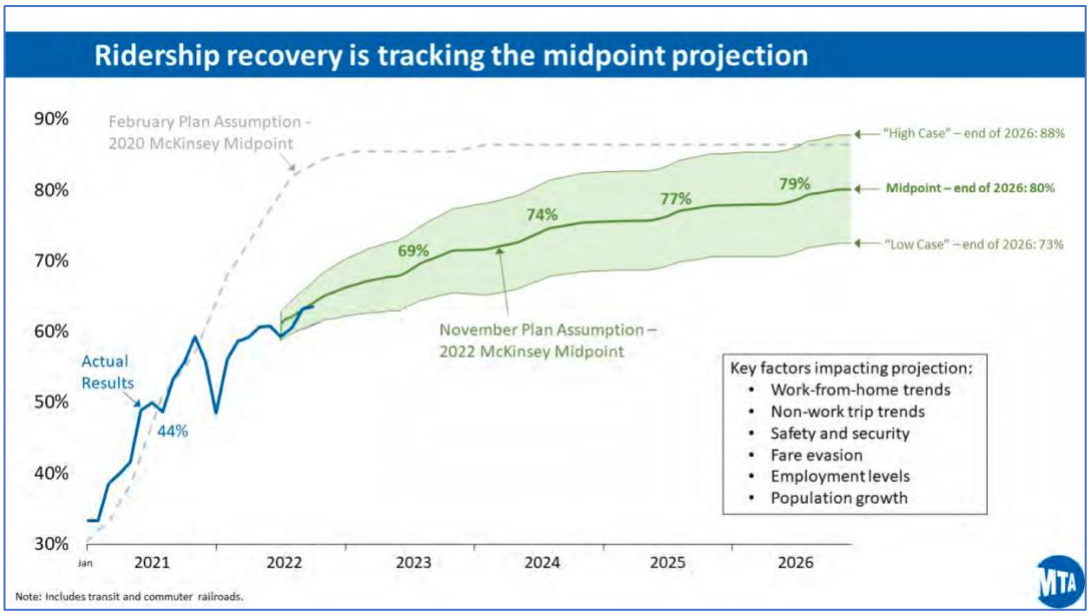
The new "midpoint" of these two recovery scenarios was incorporated in the July Plan for transit and commuter rail farebox revenue; due to the full recovery with respect to bridge and tunnel traffic, toll revenue is forecast based on traffic at approximately 100% of pre-pandemic levels. The result of these revisions were lower consolidated fare and toll revenue compared with the February Plan totaling $3.9 billion from 2022 through 2026.

The July Plan

The July Plan projected annual balanced budgets through 2024, with unfunded deficits of approximately $2.5 billion in both 2025 and 2026. The balanced budgets were only achieved with the federal COVID relief funds awarded to the MTA, which totaled $15.1 billion since the start of the pandemic. MTA received $4.0 billion in 2020 from the Coronavirus Aid, Relief and Economic Security (CARES) Act, $4.1 billion in 2021 from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and $7.0 billion in 2022 from the American Rescue Plan Act of 2021 (ARPA).

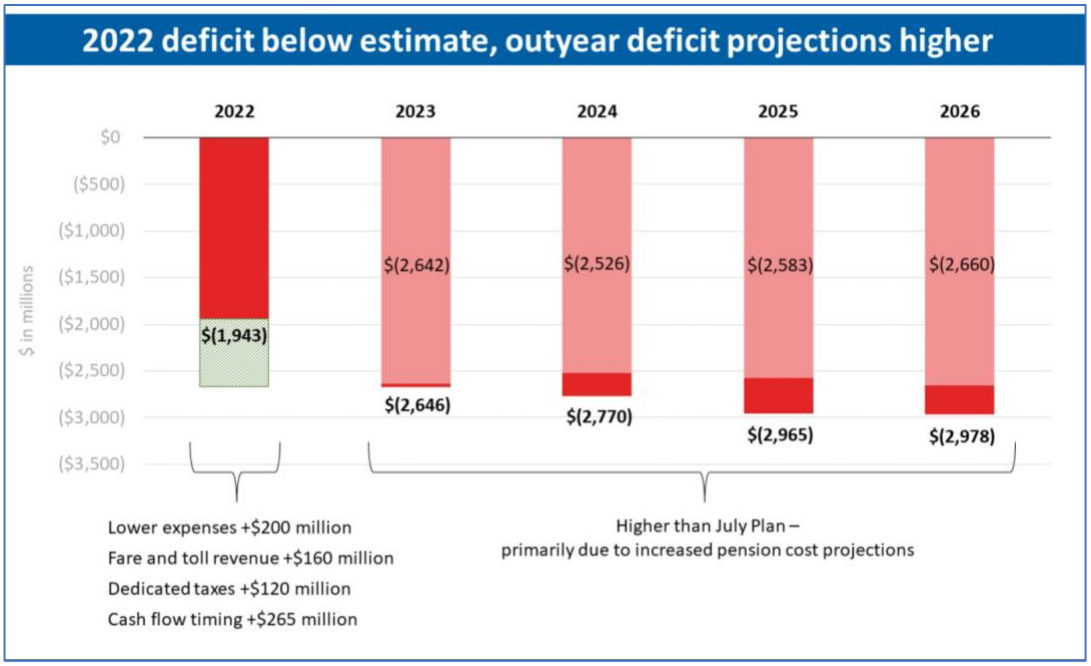
This federal funding covers the structural imbalance in MTA's finances in the near-term. Without federal COVID relief funds, each year of the Plan would be in substantial deficit. In addition, the deficits in the July Plan would have been higher without the assumed 4% fare and toll increases in 2023 and 2025 that were built into the Plan. The 2026 annual deficit would have reached approximately $3 billion without such increases being implemented.

Since the July Plan, ridership recovery remained steady at about 61% of the pre-pandemic level through the summer, and then moved upwards to 63% in September and 64% in October and is tracking the midpoint projection based on the recent McKinsey updated analysis.



The November Plan

Before the use of federal COVID relief funds to offset deficits, the July Plan had projected deficits of $2.6 billion in 2022, $2.4 billion in 2023, $2.3 billion in 2024, $2.6 billion in 2025, and $2.6 billion in 2026. These deficits included the favorable impacts from two actions proposed in the July Plan: fare and toll yield increases of four percent effective in both March 2023 and March 2025, which were expected to generate $1.5 billion through 2026; and operating efficiency savings ("Fiscal Baseline Reset") expected to generate $400 million in lower expenses through 2026. The November Plan will use the same ridership forecast that was set forth in the July Plan based on the midpoint ridership recovery derived from the McKinsey analysis dated July 2022. The November Plan, before the use of federal COVID aid, shows improvement in 2022, but worsening deficits in the out-years of the Plan, as illustrated below:



At the start of 2023, approximately $5.6 billion of COVID funds will remain. This funding will cover only a portion of the deficits projected for 2023 through 2026, which total $11.4 billion. The November Plan proposes to lower these deficits through a series of MTA actions, including applying COVID funds to offset MTA liabilities and cover a portion of the deficits in each year of the Plan. Alternatively, the remaining federal COVID funds could be spent to fully cover deficits in 2023 and 2024. This would result in much larger deficits starting in 2025. To close the 2023 deficit, and reduce the deficits in the out-years, several actions are being proposed beyond the actions proposed in the July Plan:

MTA Operating Efficiencies MTA operating agencies are engaged in an ambitious effort to identify innovative ways of doing business more efficiently and as a result reduce expenses and improve service to customers. Operating Agency and Headquarters leadership have identified concrete initiatives to generate sizeable savings and help address the fiscal cliff. The operating efficiency initiatives will generate $100 million in 2023, increasing to $400 million in 2024, $408 million in 2025 and $416 million in 2026.

Savings from Deficit Note Repayment MTA will use a portion of federal COVID aid to repay, rather than long-term bond, the Federal Reserve Municipal Liquidity Facility Bond Anticipation Note at maturity, eliminating debt service costs of $558 million during the Plan period.

Increase 2023 Fare and Toll Revenue Targets MTA is proposing a 2023 fare and toll increase yielding approximately 5.5% in additional fare and toll revenue. This action is estimated to generate a total of $1,309 million, which includes an additional $350 million over the Plan period and is reflected in Other Below-the-Line Adjustments in the Plan Adjustments section.

Applying federal COVID funds to reduce debt and operating costs through 2026 MTA is proposing to use the remaining federal COVID funds to both offset a portion of the deficits in 2023 and reduce debt and liability costs throughout the entire financial plan period.

New Government Funding or Additional MTA Actions The 2023 budget assumes $600 million in additional government funding and/or additional MTA actions, both of which have not yet been specified. If no additional government funding is made available, MTA actions could include further expense reduction, additional revenues, or acceleration of federal COVID aid to achieve balance for 2023 that would have otherwise been used to reduce deficits in the years after 2023.

Proposed actions to reduce deficits

$ millions	November Forecast 2022	Proposed Budget 2023	Plan 2024	Plan 2025	Plan 2026
Projected Deficits Before Actions	**($1,943)**	**($2,646)**	**($2,770)**	**($2,965)**	**($2,978)**
MTA Actions to Close Deficit					
MTA Operating Efficiencies		100	400	408	416
Savings from Deficit Note Repayment*		111	178	190	190
Additional Fare and Toll Revenue Above Base Assumption		50	100	100	100
Federal COVID Funds for Operating and Debt Costs	1,943	1,785	902	1,028	650
MTA Actions to Close Deficit	**1,943**	**2,046**	**1,580**	**1,726**	**1,356**
Remaining Deficit	**$0**	**($600)**	**($1,190)**	**($1,239)**	**($1,622)**
New Government Funding or Additional MTA Actions		600	*TBD*	*TBD*	*TBD*
Net Surplus/(Deficit)	**$0**	**$0**	**($1,190)**	**($1,239)**	**($1,622)**

* Includes proposed redemption account earnings.

The "Bottom Line"

The cumulative impact of changes since the July Plan is a balanced budget in 2023 assuming $600 million of additional government funding or MTA actions as discussed above. Annual deficits of $1.2 billion in 2024 and 2025, and a deficit of $1.6 billion in 2026 remain. The deficit reductions are achieved through MTA operating efficiencies, the use of federal COVID funds to reduce debt and operating costs throughout the Plan period, and the cash repayment (rather than long-term bonding) of the Federal Reserve loan. The MTA Board will be updated in February on the outlook for legislative actions with respect to the assumed $600 million of additional funding and whether additional cost savings actions, revenue generation, or a rescheduling of the use of federal COVID funds over the financial plan period is required.

Risks to MTA's Financial Future

Even with federal funding, the financial plan is out of balance, with ridership forecast to recover slowly over the Plan period and remain substantially below pre-pandemic levels. Additional risks to the Plan include:

New government funding does not materialize. The Plan anticipates $600 million in new government funding to balance the 2023 budget, but if that does not materialize the MTA will need to take actions to replace this assumed funding in order to achieve budget balance in 2023.

Ridership improvements can fall short of projections. Should ridership be lower than the midpoint forecast between the "high case" and "low case" McKinsey scenarios, loss of projected revenue could be significant.

Economy slows or falls into recession. The dedicated taxes MTA relies on to cover its operating budget are sensitive to economic downturns, and a significant and sustained decline in economic activity could reduce dedicated tax receipts.

Inflation remains stubbornly high. The Plan assumes inflation subsides to just under 5 percent in 2023 and reverts to about two percent annually in 2024 from current levels.

Achieving affordable wage settlements. The MTA is committed to honoring the terms of its existing contracts and is committed to negotiating affordable wage settlements with its unions. At the conclusion of existing labor contracts, the Plan assumes annual wage increases of two percent.

Implementation of biennial fare and toll increases in 2023 and 2025. Through 2026, the Plan assumes a combined $1.8 billion in additional fare and toll revenue from the projected 2023 and 2025 fare and toll increases, including an approximate 5.5% fare and toll increase in 2023, followed by a 4% fare and toll increase in 2025.

Finding and implementing innovative operational efficiencies. The MTA must remain control efforts, not only to avoid "backsliding" but also address the expectation of achieving operational efficiencies.

Here ends the excerpt from the "Executive Summary," Nov. Financial Plan 2023-2026, Vol. 1.

AGENCY COST-CUTTING/REVENUE INITIATIVES

The year-end summary of 2022 agency performance indicators and initiatives, including "Cost Cutting/Revenue Initiatives" will be published in the MTA 2022 Annual Report to the Governor, pursuant to PAL 2800, in April 2023. Below are separate cost-saving and revenue generating initiatives from the MTA transit and commuter rail agencies, along with interagency initiatives, excerpted from the MTA 2021 Annual Report to the Governor, pursuant to PAL 2800, "Accomplishments and Initiatives: Cost-Cutting/Revenue Initiatives." The complete report can be found at www.mta.info.

INTERAGENCY—COST CUTTING/REVENUE INITIATIVES

- Continued to work with state representatives and other transit agencies nationwide in efforts to seek emergency federal relief from a loss of revenue during the height of the Covid-19 pandemic. On March 11, 2021, the MTA announced $6.5 billion in federal support from President Biden's American Rescue Plan, thereby avoiding drastic service and workforce cuts. The MTA had previously received $4.0 billion from the CARES Act in March 2020 and second appropriation of $4.0 billion in December 2020.

- Completed implementation of the state-mandated MTA Transformation Plan in 2021. Despite the pandemic, the Transformation Management Office (TMO) made significant progress over the course of the year, completing an MTA-wide reorganization and consolidation of agency support functions, and achieving goal of reducing 2,700 positions, largely through workforce attrition. The new organizational structure provide a platform for ongoing interagency efficiencies and recurring annual savings.

- Consolidated and streamlined essential functions that had previously operated within each agency, thereby eliminating overlaps, improving resource allocations, and realizing greater cost efficiencies. The consolidated functions are: Communications & External Affairs; Compliance; Diversity & EEO; Finance (incl. Budget & Accounting); Legal; People (incl. Labor Relations & Human Resources); Police & Security; Procurement (incl. Supply Chain). The reorganization was completed in 2021 and the Transformation team wound down as planned.

NYC TRANSIT (SUBWAYS)—COST-CUTTING/REVENUE INITIATIVES

- Continued to closely monitor overtime, which is approved only when necessary to fill crewed jobs that cannot be left vacant or to ensure adequate response to critical repair work and emergencies including storm responses.
- Supported efforts to increase ridership and revenue with the #TakeTheTrain campaign to encouraging New Yorkers and visitors to use the subway to reach all of New York's many destinations.

MTA BUS OPERATIONS (NYCT DOB, MTA BUS, AAR)—COST-CUTTING/REVENUE INITIATIVES

- Developed a major interagency initiative that is significantly reducing bus maintenance costs. The new plan transitions the Central Maintenance Shop Overhaul Program from four-year and eight-year overhauls to a single six-year overhaul. The first fleet of buses scheduled for this new program are now in process. To mitigate any impact on bus reliability, a related EAM program is being piloted to proactively detect failures and adapt maintenance strategies as needed.
- Maintained an agency-wide hiring freeze on all nonessential personnel in 2020, then resumed selective hiring of administrative personnel in 2021.

LONG ISLAND RAIL ROAD—COST CUTTING/REVENUE INITIATIVES

- Adjusted to declining ridership due to the Covid-19 pandemic and a continuing impact on LIRR revenues in 2021. While the railroad finished 2021 with a 15.6 percent increase in ridership to 35.0 million customers, this remained well below prepandemic levels and LIRR's record 91.3 million ridership in 2019.
- Received $621 million from the Coronavirus Response and Relief Supplemental Appropriations Act 2021 (CRRSAA) to offset 2021 farebox revenue losses as a result of Covid-19.
- Generated savings throughout 2021 through a program of "additional savings actions" identified and implemented at the end of 2020. These measures reduced reliance on outside contractors, non-service-related expenses, and overtime.
- Continued to maintain tight controls on hiring and non-payroll spending in 2021, despite lifting the agencywide hiring freeze on all nonessential personnel in the second quarter of the year. The LIRR remains aggressive in reviewing all hiring decisions, including simple backfills for existing vacant positions.

METRO-NORTH—COST-CUTTING/REVENUE INITIATIVES

- Generated $511,334.50 in revenue through Metro-North's Group Travel Bulk Ticket Sales Service. The Target outlet in Mount Kisco continues to be the biggest bulk ticket account,

purchasing over $358,000 in monthly and 10-trip tickets.

- Generated $4.7 million in 2021 through the Outfront media contract for advertising displays in Grand Central Terminal and other agency venues.
- Continued to generate additional revenue, even during the pandemic, including roughly $9,000 from ATM machines on Metro-North properties; $21,000 from the Zipcar License agreement, and $262,000 from soda and snack vending machines.
- Reduced train service at 63 percent of pre-pandemic levels continued from January 1 through August 28. On August 29, Metro-North increased service to 82 percent of pre-pandemic levels, which continued through the end of the year. Metro-North also incurred ongoing costs as the agency continued cleaning and disinfecting protocols on rolling stock and at Grand Central Terminal and outlying stations
- Experienced overall operating expenses nearly $8 million higher than the 2021 Adopted Budget. The main drivers for these budget variances were higher fringe benefit costs and increased energy costs for train service. Train service energy costs reflect both increased consumption due to August service increase, as well as volatile energy rates in electric and fuel markets. Favorable budget variances in contracts and materials offset a portion of the worse-than-budget impacts noted above.
- Rolled back the MTA-mandated hiring freeze in place through 2020 pertaining to operations positions in 2021. Hiring challenges across all MTA agencies continued throughout 2021. The struggle to bring on new staff at all levels combined with continuing staff departures resulted in Metro-North posting a lower employee count than at the start of the year.

Here ends the excerpt from the MTA 2021 Annual Report to the Governor, pursuant to PAL 2800, “Accomplishments and Initiatives: Cost-Cutting/Revenue Initiatives.” The 2022 initiatives will be included in the MTA 2022 Annual Report to the Governor, to be published in April 2023.

Section 10. Specific Allocation of Operating and Capital Resources

The most recent data on agency allocations of operating and capital resources are described in Section 6 of this report, “Projected Operating Resources and Agency Allocations” and Section 7, “Projected Capital Resources and Agency Allocations.” Detailed project allocations are reported in the “MTA 2023 Final Proposed Budget, November Financial Plan 2023-2026,” and in the proposed “MTA Capital Program, 2021-2024, Amendment 2.” Updates on capital projects can be tracked on the Capital Program Dashboard, which can be found at www.mta.info. See Appendix B for Specific Capital Allocations.

Section 11. Configuration of Services by Mode, Operation, and Route

The MTA transit and commuter rail agencies cover 5,000 square miles of service area, with 737 rail and subway stations and 2,080 miles of track. They operate 8,863 rail and subway cars and 5,725 buses. The configuration of MTA services by modes, operations, and routes is specified in the service maps published by the MTA transit and commuter rail agencies. The most detailed and current maps for each agency are accessible under "Maps" at www.mta.info. Reference copies of the agency maps are presented in Appendix C of this report. See Appendix C: "Configuration of Services by Mode, Operation, and Route: MTA Agency Route Maps"

Ongoing service changes are reported daily by agency and route on the website homepage under "Service Status" and "Special Service Notices." Longterm changes to specific routes are studied and proposed to the MTA Board by each agency on an ongoing basis, as determined by funding, local changes in ridership, demographics, economic development, and other factors. Proposed changes are announced and, when required, presented in public hearings. At the time of this report, the subway system has resumed 24/7 service after the interim overnight closures during the pandemic. The MTA's Bus Network Redesign has also resumed. The redesigned express bus routes in Staten Island have been operational since 2018; the Bronx network redesign went into effect in June 2022; and work is underway on the remaining boroughs. Other interim changes and projections relating to the Covid-19 pandemic are discussed in Section 1 of this report and under the Schedules tab at www.mta.info.

Section 12. Identification of Operating and Capital Costs as Compared to System Revenues

The MTA budgets identify in-system revenues, including transit fares, commuter rail fares, and tolls from MTA Bridges and Tunnels, as well as federal, state, regional, and local supports, including dedicated tax revenues. Operating and capital costs are specified separately.

Operating costs are identified in the "MTA 2023 Final Proposed Budget: Nov. Financial Plan, 2023-2026,"and capital costs in the "MTA 2020-2024 Capital Program, Amendment No. 2." Both documents can be accessed at www.mta.info. In keeping with PAL §1269-d, the following information describes revenues "anticipated from system users," based on projected ridership and farebox/toll revenue, along with projected farebox recovery and operating ratios.

This information is excerpted from "MTA 2023 Final Proposed Budget, Nov. Financial Plan 2023-2026." For information on the impact of the Covid-19 pandemic on ridership and revenue projections, see Section 1 and 9 of this report. See also, Section 7 of this report, "Projected Operating Resources and Agency Allocations" and Section 8 of this report, "Projected Capital Resources and Agency Allocations."

The following tables and information are excerpted from the "MTA 2023 Final Proposed Budget: Nov. Financial Plan, 2023-2026. Vols 1 and 2.

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2023 - 2026
MTA Consolidated Accrued Statement of Operations By Category
($ in millions)

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	2024	2025	2026
Non-Reimbursable						
Operating Revenues						
Farebox Revenue	$3,048	$3,989	$4,513	$4,653	$4,773	$4,913
Toll Revenue	2,170	2,323	2,323	2,332	2,335	2,338
Other Revenue	4,706	679	996	1,059	845	822
Capital and Other Reimbursements	0	0	0	0	0	0
Total Revenues	**$9,924**	**$6,991**	**$7,832**	**$8,045**	**$7,953**	**$8,073**
Operating Expenses						
Labor:						
Payroll	$5,214	$5,516	$5,934	$6,103	$6,237	$6,392
Overtime	965	1,129	911	877	908	927
Health and Welfare	1,405	1,479	1,693	1,807	1,922	2,049
OPEB Current Payments	722	764	846	918	995	1,079
Pension	1,410	1,368	1,386	1,313	1,256	1,195
Other Fringe Benefits	816	1,051	1,071	1,119	1,173	1,228
Reimbursable Overhead	(372)	(399)	(440)	(443)	(432)	(437)
Total Labor Expenses	***$10,160***	***$10,909***	***$11,402***	***$11,694***	***$12,060***	***$12,433***
Non-Labor:						
Electric Power	$430	$587	$655	$619	$622	$634
Fuel	163	287	260	231	219	221
Insurance	26	43	68	101	124	157
Claims	426	433	449	458	469	483
Paratransit Service Contracts	346	407	475	505	527	561
Maintenance and Other Operating Contracts	765	903	1,007	940	984	960
Professional Services Contracts	499	711	641	633	618	627
Materials and Supplies	486	610	755	830	867	861
Other Business Expenses	200	251	262	254	266	267
Total Non-Labor Expenses	***$3,341***	***$4,232***	***$4,572***	***$4,570***	***$4,696***	***$4,770***
Other Expense Adjustments:						
Other	$21	$17	$28	$23	$24	$25
General Reserve	(335)	185	190	195	200	205
Total Other Expense Adjustments	***($314)***	***$202***	***$218***	***$218***	***$224***	***$230***
Total Expenses Before Non-Cash Liability Adjs.	**$13,187**	**$15,343**	**$16,192**	**$16,482**	**$16,980**	**$17,433**
Depreciation	$3,159	$3,176	$3,203	$3,249	$3,299	$3,349
GASB 75 OPEB Expense Adjustment	1,075	1,405	1,456	1,455	1,451	1,445
GASB 68 Pension Expense Adjustment	(917)	(69)	(53)	(147)	(73)	(124)
Environmental Remediation	37	6	6	6	6	6
Total Expenses After Non-Cash Liability Adjs.	**$16,541**	**$19,861**	**$20,804**	**$21,045**	**$21,663**	**$22,109**
Conversion to Cash Basis: Non-Cash Liability Adjs.	($3,354)	($4,518)	($4,611)	($4,563)	($4,683)	($4,676)
Debt Service	2,787	3,145	3,210	3,320	3,464	3,339
Total Expenses with Debt Service	**$15,974**	**$18,488**	**$19,402**	**$19,802**	**$20,444**	**$20,771**
Dedicated Taxes & State and Local Subsidies	$7,679	$8,689	$8,562	$8,680	$9,072	$9,210
Net Surplus/(Deficit) After Subsidies and Debt Service	**$1,628**	**($2,808)**	**($3,009)**	**($3,077)**	**($3,419)**	**($3,488)**
Conversion to Cash Basis: GASB Account	$0	$0	$0	$0	$0	$0
Conversion to Cash Basis: All Other	(961)	865	0	252	132	291
Cash Balance Before Prior-Year Carryover	**$668**	**($1,943)**	**($3,008)**	**($2,825)**	**($3,287)**	**($3,197)**
Below the Line Adjustments	$0	$776	$3,008	$1,635	$2,048	$1,575
Prior Year Carryover Balance	499	1,166	0	0	0	0
Net Cash Balance	**$1,166**	**$0**	**$0**	**($1,190)**	**($1,239)**	**($1,622)**

Source: MTA 2023 Final Proposed Budget: Nov. Financial Plan, 2023-2026. Vol. 1, Nov. 2022 Sec. II pg. 2

METROPOLITAN TRANSPORTATION AUTHORITY
November Financial Plan 2023 - 2026
Farebox Recovery and Operating Ratios

FAREBOX RECOVERY RATIOS

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	Plan 2024	Plan 2025	Plan 2026
New York City Transit	22.4%	21.9%	23.7%	24.3%	24.3%	24.5%
Staten Island Railway	3.1%	4.7%	4.7%	5.2%	5.2%	5.3%
Long Island Rail Road (3,4)	13.3%	14.8%	15.3%	16.3%	16.6%	17.2%
Metro-North Railroad (3)	14.3%	20.7%	23.2%	22.6%	22.0%	22.0%
MTA Bus Company	15.6%	14.2%	14.8%	14.9%	15.0%	15.2%
MTA-Wide Farebox Recovery Ratio	**19.7%**	**20.2%**	**21.6%**	**22.1%**	**22.1%**	**22.4%**

FAREBOX OPERATING RATIOS

	Actual 2021	November Forecast 2022	Final Proposed Budget 2023	Plan 2024	Plan 2025	Plan 2026
New York City Transit	28.4%	32.5%	35.0%	35.6%	35.3%	35.3%
Staten Island Railway	4.6%	7.0%	7.8%	8.9%	8.7%	8.9%
Long Island Rail Road	19.8%	26.4%	24.8%	26.0%	26.4%	26.9%
Metro-North Railroad (3)	20.4%	30.8%	33.6%	32.7%	32.1%	31.6%
MTA Bus Company	17.6%	17.8%	18.9%	18.8%	19.0%	19.2%
MTA-Wide Farebox Operating Ratio	**25.7%**	**30.3%**	**32.0%**	**32.6%**	**32.4%**	**32.4%**

Source: MTA 2023 Final Proposed Budget: Nov. Financial Plan, 2023-2026. Vol.2, Sec. I pg. 7.

Fare Recovery Ratio has a longterm focus. It includes costs 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 longterm debt. Approximately 20 percent (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.

Fare Operating Ratio focuses on Agency operating financial performance. It reflects the way MTA meets its statutory and bond-covenant budget-balancing requirements, and it excludes certain costs that are not subject to Agency control but are provided centrally by MTA. In the agenda materials for the Meeting of the Metro-North and Long Island Committees, the calculations of the farebox operating and recovery ratios for the LIRR and Metro-North 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.

Section 13. Analysis of Capital Program Plans, Performance Standards, and Achievements

The relationship—stipulated in PAL §1269-d—between the MTA's planned capital elements and the achievement of the agencies' planned service and performance standards, as set forth in Section 1 of this Plan, can be determined from the "Capital Completions" listed annually for specific lines, routes, rolling stock, and facilities by agency in the MTA Financial Plans. All capital expenditures contribute directly to the achievement of improved service, on-time performance, passenger safety, reliability, and other performance standards. The 2022 project completions are identified by agency, facility, and/or route and line. As of January 2020, capital projects for the operating agencies are managed by MTA Construction & Development, which utilizes design-build contracts and other cost-saving program efficiencies. A list of capital program completions from the November Plan is attached in Appendix D of this report. The complete November Plan and the Capital Program can be found at www.mta.info. The current status of capital projects can be found at the website's Capital Program Dashboard. See also in this report Section 5 "Projected Performance for Service Indicators by Agency" and Section 8 "Projected Capital Resources and Agency Allocations." See Appendix D: Capital Project Completions by Agency.

Section 14. Status Report on Performance Goals and Achievements

The MTA transit and commuter rail agencies provide annual status reports "summarizing the extent to which planned service and performance standards were achieved," as specified by Item 2 in PAL §1269-d, in several published and online sources. The primary performance indicators are set forth in Section 2 of this report, "Longterm Goals and Performance Standards by Agency." The status and attainment of those standards are summarized in Section 4 of this report, "Current Frequency of Service by Agencies, Lines, and Routes," and in Section 5 of this report, "Projected Performance for Service Indicators by Agency." The most current measures of performance indicators are posted by agency on the Performance Dashboards at www.mta.info.

In addition, the MTA publishes and files in April of each year a status report on performance goals under the agency "Mission Statement, Measurement, and Performance Indicators," as required by PAL §1269-f and PAL §2824-a as part of the MTA Annual Report to the Governor. The complete 2021 Annual Report to the Governor, published in April 2022, can be accessed at www.mta.info. The final agency performance indicators for 2022 will be included in the 2022 Annual Report to the Governor, which is published in April 2023. The relevant sections for transit and commuter rail agencies from the most recent Board-approved MTA Annual Report are duplicated below. Due to the timing of the report and the approval process, some data may be subject to later adjustment. The following sections covering performance for MTA transit and commuter rail operations are excerpted from the latest *MTA Mission Statement, Measurements, and Performance Indicators Report Covering Fiscal Year 2021 in Compliance with New York State Public Authorities Law §1269-f and §2824-a.* Data for 2022 will be published in April 2023.

NYC TRANSIT: PERFORMANCE GOALS AND ACHIEVEMENTS

NYCT GOAL: Ensure Customer Safety
PERFORMANCE INDICATORS: Customer Injury Rate

The "customer injury rate" for NYCT Subways was 4.06 per million customers in 2021, down 7.5 percent from the previous year. This remains much higher than the typical prepandemic rates of 2.94 per million in 2019 rate and 2.99 per million in 2018. This increase is attributable to the impact of low ridership during the pandemic on the relative number of injuries. NYCT Subways continues its efforts to improve customer safety

through safety messaging, train announcements, incident reports, and the training and deployment of station staff. In 2021, NYCT Subways continued its systemwide car and station disinfection program, provision of masks and sanitizer to customers, Covid-19 safety messaging, and other initiatives to combat the pandemic and maximize customer safety.

For NYCT Department of Buses (NYCT DOB), the "customer accident injury rate" increased by 15.3 percent in 2021, from 1.90 per million customers to 2.19 per million. The actual number of customer injuries increased from 595 in 2020 to 684 in 2021. The agency uses accident trends to improve safety programs, training, and messaging.

NYCT DOB saw an increase in its 2021 "collision injury rate" of 15.4 percent over the previous year to 5.71 injuries per million vehicle miles. This rise was largely due to the rise in citywide traffic volume caused by the recovery from Covid-19 and the gradual reopening of New York City. NYCT DOB continued to incorporate relevant accident findings into its safety and training initiatives. These initiatives focus on basic operating procedures in bus stop areas, including scanning mirrors, observing all sides of the bus, pulling in and out of bus stops properly, and positioning the bus correctly in the bus stop.

NYCT DOB continued its Vision Zero IV class, an eight-hour training session that emphasizes the challenges in dealing with pedestrians and cyclists. In 2020, the class was combined with de- escalation training, which now addresses assaults on bus operators related to Covid-19 rules. All bus operators will be cycled through this new curriculum over a two-year period. A de- escalation "trailer" video is being circulated on the FYI Network at all MTA and NYCT locations.

To monitor bus operators, the agency uses indicators such as speed-camera violations, red-light violations, cellphone infractions, and customer complaints. In a joint agreement with all labor unions, NYCT DOB continues its "zero-tolerance" policy on use of cellphones and electronic devices while operating a bus. The agency also worked with its labor representatives to see that operators who receive speed-camera violations are disciplined and must pay the fine.

NYCT GOAL: Provide On-Time and Reliable Services
PERFORMANCE INDICATORS: On-Time Performance, Mean Distance Between Failures, Major Incidents, Service Delivered, Terminal Delays, Wait Assessment, Bus Trips Completed, Bus Average Speeds, Bus Additional Travel Time

Prior to the pandemic, NYCT Subways had seen significant year over year improvements in key metrics, due largely to the success of the Subway Action Plan and the "Save Safe Seconds" campaign. The pandemic brought drastic changes to the operating environment, both in ridership and employee availability. Due to the related fiscal challenges, the MTA implemented a hiring freeze for operational positions in April 2020. Subsequently, operator vacancies and availability impacted NYCT performance metrics. The freeze was lifted early in 2021, and both subway and bus operations have instituted an aggressive hiring plan to fill vacancies and return to pre-pandemic vacancy levels by the middle of 2022.

For NYCT Subways, some favorable measures in 2021 included a faster "additional train time" — down to just 12 seconds—as speed improvements allowed trains to run faster. Weekday "on- time performance" (OTP), while lower than 2020, remains higher than prepandemic levels at 85.2 percent. "Mean distance between failures" (MDBF) also rose by over 22,000 miles, due to longterm investments in the car fleet, coupled with less wear on equipment. Employee availability has caused some metrics to worsen, including "additional platform time," up 15 seconds on average per customer since last year, and "service delivered," down 4.2 percent from last year's peak periods.

As indicated on the performance chart above, NYCT DOB and MTA Bus report combined data in some instances. For complete MTA Bus performance data, see page 28 of this report. The combined agencies posted an MDBF of 7,480 miles in 2021, a decrease of 9.5 percent from the previous year. The percentage of NYCT DOB "trips completed" decreased to 95.3 percent in 2021.

For both bus agencies, "additional travel time" fell to zero in 2021; "customer journey time" decreased by 1.8 percent to 75.5 percent; and "wait assessment" decreased by 4.1 percent to
75.9 percent. "Service delivered" decreased by 2.3 percent in 2021 to 93.8 percent, and average bus speeds decreased by 2.4 percent to 8.2 mph. Performance continued to be impacted by Covid-19 and the Omicron variant surge toward the end of 2021.

NYCT GOAL: Provide Services to People with Disabilities
PERFORMANCE INDICATORS: Elevator Availability, Escalator Availability, Bus Passenger Wheelchair Lift Usage, Paratransit Ridership, AAR Service Indicators

Industrywide driver shortages, exacerbated by the 2021 Omicron surge, continue to pose challenges for AAR services. The agency is ramping up broker services to increase capacity and regularly engages with brokers and carriers to work out innovative solutions.

Overall AAR ridership (which includes customers, personal-care attendants, and guests) increased by 10.1 percent from 7,117,057 in 2020 to 7,835,975 in 2021. The number of
registrants increased by 2.7 percent from 161,776 in 2020 to 166,100 in 2021. Demand in April 2020 had fallen to 64.6 percent of prepandemic levels, then gradually rose to 70 percent of prior levels in 2021. Complaints increased from 2.8 per 1,000 completed trips in 2020 to 7.4 per 1,000 in 2021. Pick-up OTP decreased from 98 percent to 93 percent within the 30-minute window, and from 91 percent to 80 percent within the 15-minute window. Due to the suspension of appointment-time bookings, the "customer experience" metric cannot be calculated for comparative purposes.

To address customer demand and service issues, AAR restored shared rides in July of 2021. The agency limited shared riding distances to under seven miles, and 85 percent of rides continued to be non-shared. As of December 27, 2021, all AAR drivers are required to have at least one dose of a Covid-19 vaccine and to receive a second dose within 45 days, in accordance with the

New York City workplace mandates. MTA continues to encourage all AAR customers who can do so to get their vaccines and boosters. Masks are required across the MTA system, including for AAR customers, personal-care attendants, guests, and drivers. In addition, all dedicated paratransit vehicles have installed driver safety barriers, which are disinfected prior to revenue service. In 2021, the MTA Board awarded three five-year service contracts for AAR Eligibility Assessment Services. With these new contracts, AAR Assessment Centers will be located in Staten Island, Brooklyn, Queens, and the Bronx, with the search for a Manhattan contract and location ongoing.

In other metrics, "wheelchair lift usage" at NYCT DOB decreased by 1.7 percent in 2021 to a total of 0.95 million customers. Improving accessibility to the bus network remains a top priority at both bus agencies. The MTA rolled out over 260 new buses in 2021 with wider doors and ramps for easier access.

NYCT GOAL: Repair, Replace, and Expand Transportation Infrastructure
PERFORMANCE INDICATORS: Capital Program Commitments and Completions

Third-party construction projects in the MTA Capital Program are now managed by MTA Construction & Development (MTA C&D). The agency committed $3.7 billion of its Capital Program funds for NYC Transit in 2021, or 96 percent of the annual goal. Major commitments included: purchase of standard and hybrid-electric standard buses; mainline track and switch replacement at multiple locations; and a number of station improvements, including several major ADA projects and elevator-escalator replacements. Additionally, the agency awarded Phase 1 of the Livonia Maintenance Facility rehabilitation project, which will reconstruct high-priority components at the facility. Commitments in 2021 also included repairs to NYCT facilities and infrastructure damaged by Superstorm Sandy, along with resiliency projects to prevent future storm damage.

Also in 2021, MTA C&D achieved capital program completions for NYCT projects worth $1.8 billion, representing 50 percent of the annual goal. Major completions included: switch and interlocking modernization on the Culver Line and a number of station improvements, including ADA projects and numerous elevator and escalator replacements.

Completions in 2021 also included multiple repairs to NYCT facilities and infrastructure damaged by Superstorm Sandy, along with resiliency projects to prevent future storm damage. Project sites included the Rutgers Tube between Brooklyn and Manhattan and 148th Street Yard in upper Manhattan.

NYCT GOAL: Perform Services in an Efficient Manner
PERFORMANCE INDICATORS: Farebox Operating Ratio, Operating Cost per Passenger

The NYCT financial indicators combine NYCT Subways, NYCT Buses, and Paratransit. Despite plummeting ridership, NYCT has continued to operate throughout the pandemic, carrying essential workers to wherever they are needed. The subsequent loss of revenue has had a major impact on both 2020 and 2021 financial indicators. The preliminary 2020 indicators were adjusted slightly subsequent to last year's report.

The 2020 farebox operating ratio went from 23.6 percent to 25.2 percent, less than half that of the prepandemic ratio in 2019. The 2021 ratio rose by 3.1 percent to 28.3 percent. Preliminary operating cost per passenger, or cost per ride, is calculated in the second quarter of each year, prior to the July Financial Plan. The preliminary 2020 cost per passenger of $11.63 was adjusted to $11.29, still over double that of the prepandemic cost. The cost fell in 2021 to a preliminary $9.14 per passenger. The operating cost per passenger excludes debt service.

NYCT GOAL: Maximize System Usage
PERFORMANCE INDICATORS: Ridership

Ridership on NYCT Subways increased by nearly 19.0 percent in 2021 over the previous year to 759.8 million rides. This remains well below prepandemic levels, which were trending upward to 1.697 billion rides in 2019, pushing back towards the record levels of 2015. Under the impact of the pandemic, subway ridership fell by an unprecedented 62.3 percent over the course of 2020. The 19.0-percent gain for 2021 comes as NYCT undertakes vigorous efforts to recapture lost ridership, which is continuing to rise steadily at the time of this report, as the Omicron surge subsides across the region. Total NYCT DOB ridership decreased by 0.5 percent in 2021 to around 312 million riders, compared to 313 million riders the previous year.

NYCT GOAL: Ensure Our Employees' Safety
PERFORMANCE INDICATORS: Employee Lost Time and Restricted-Duty Rate

The NYCT Subways employee "lost-time and restricted-duty" accident rates fell by 17.6 percent in 2021 to 4.05 per 100 employees. This remains above the prepandemic rate of 3.73 per 100 employees in 2019. Throughout the pandemic, the MTA has made extensive efforts to safeguard employees, including free vaccines and boosters, teleworking programs, distribution of PPE; safety messaging and training; a Covid-19 hotline; temperature screenings; social distancing protocols; schedule adjustments; and more.

In October 2021, the MTA began requiring all employees to submit proof of vaccination or undergo weekly testing. In addition, NYCT Subways continues its regular safety program for employees, including safety communications, safety audits, training, and accident investigations, along with the FASTRACK program to provide a safer working environment for maintenance and repair crews.

At NYCT DOB, the "lost-time and restricted-duty" rate decreased to 6.36 per 100 employees from 7.01 the previous year. The 9.3-percent decrease of is mainly due to the reduction of Covid- 19 related incidents in 2021. The agency experienced a significant 17-percent increase in injuries associated with assaults. Both NYCT and MTA Bus continued to undertake extensive efforts to safeguard employees during the pandemic, including safety protocols, distribution of PPE, disinfection of buses and facilities, testing and vaccination programs, and more.

Both bus agencies also continued initiatives aimed at protecting bus operators from assault, including installation of bus operator shields across the entire fleet, installation of onboard security cameras, training in de-escalation tactics, and review of customer complaints to identify employees for further counseling or training. Both agencies maintain robust safe-driving campaigns and continue to analyze employee injury data to identify trends and reduce lost-time accidents.

NYCT GOAL: Maintain a Workforce that Reflects Regional Availability of All Races, Nationalities, and Genders
PERFORMANCE INDICATORS: Female and Minority Representation in the Workforce

Female representation agency-wide fell incrementally in 2021 from 18.6 percent to 18.3 percent. This continues to fall below the estimated percentage of women available for work within NYCT's recruiting area. A contributing factor is the low percentage of women who apply for what are generally considered non-traditional jobs. NYCT will continue to increase its outreach and recruitment efforts to improve female representation within its workforce. Minority representation grew slightly from 79.3 percent in 2020 to 80.3 percent in 2021.emale representation agency-wide fell incrementally in 2021 from 18.6 percent to 18.3 percent. This continues to fall below the estimated percentage of women available for work within NYCT's recruiting area. A contributing factor is the low percentage of women who apply for what are generally considered non-traditional jobs. NYCT will continue to increase its outreach and recruitment efforts to improve female representation within its workforce. Minority representation grew slightly from 79.3 percent in 2020 to 80.3 percent in 2021.

LIRR: PERFORMANCE GOALS AND ACHIEVEMENTS

LIRR GOAL: Ensure Customer Safety
PERFORMANCE INDICATORS: Customer Injury Rate

In 2021, LIRR's "customer injury rate" decreased by 29 percent compared to the previous year. Penn Station remains the location with the greatest number of customer injuries. This is due to the volume of customers traveling through the busiest terminal in the LIRR system, as well as the infrastructure and operating constraints at this location. LIRR's "Let's Travel Safely Together" information campaign, produced in partnership with Amtrak, New Jersey Transit, and NYC Transit, remained an integral part of LIRR's safety program in 2021.

LIRR GOAL: Provide On-Time and Reliable Services
PERFORMANCE INDICATORS: On-Time Performance, Mean Distance Between Failures

LIRR's "on-time performance" (OTP) for 2021 was 96.3 percent, making it the highest OTP the LIRR has seen since modern record keeping began in 1979. Compared to 2020, there was a reduction in engineering delays which can be attributed to progress made on infrastructure improvements. Capital delays were prevalent in 2021 as many projects were amped up after being slowed down in the previous year.

The agency's 2021 "mean distance between failures" (MDBF) decreased by 4.1 percent to 231,337 miles from 241,175 in 2020. The MDBF for both diesel and electric fleets performed well above the expected MDBF targets. The railroad continues to optimize fleet performance through its Reliability Centered Maintenance (RCM) program, thorough utilization of its Corporate Asset Management System, acquisition of the new M-9 fleet, and other performance initiatives.

LIRR GOAL: Provide Services to People with Disabilities
PERFORMANCE INDICATORS: Elevator Availability, Escalator Availability

Elevator availability in 2021 was 98.7 percent, an increase of 0.7 percent compared to the prior year. Escalator availability decreased slightly to 95.3 percent, down 1.7 percent from 2020. The decrease in the escalator availability was due to major escalator outages at Penn Station, caused by emergency stop switch activation.

LIRR GOAL: Repair, Replace, and Expand Transportation Infrastructure
PERFORMANCE INDICATORS: Capital Program Commitments and Completions

The LIRR's 2021 capital commitments totaled more than $345.4 million, or 71 percent of the year's goal. The railroad's 2021 capital completions totaled more than $364.3 million, or 78 percent of the year's goal. Major completions during the year included: Jamaica Capacity Improvements (JCI's) Platform F construction, Moynihan Station Phase II construction and the 2021 Annual Track Program.

LIRR GOAL: Perform Services in an Efficient Manner
PERFORMANCE INDICATORS: Farebox Operating Ratio, Operating Cost per Passenger

The LIRR's "farebox operating ratio" increased from 18.4 percent in 2020 to 18.9 percent in 2021, as estimated in the "MTA 2022 February Financial Plan, 2021 Final Estimate." The LIRR's operating cost per passenger decreased from $48.91 in 2020 to $45.16 in 2020. Both ratios reflect the continuing impacts of the Covid-19 pandemic. While both 2021 revenues and passengers are higher than 2020, the overall metrics are still way below typical rates. The more farebox operating ratio in 2019, for example, was 50.2 percent and operating cost per passenger was $16.80.

LIRR GOAL: Maximize System Usage
PERFORMANCE INDICATORS: Ridership

The LIRR finished 2021 with ridership growth, rebounding from the significant drop in 2020 due to the Covid-19 pandemic. Total ridership for 2021 was over 35.0 million customers, up 15.6 percent above over the previous year. However, this remains 61.6 percent lower than LIRR's ridership prior to the pandemic. A trend towards noncommuter ridership continued. The railroad's noncommutation ridership increased by 58.6 percent in 2021 to 25.3 million passengers, outperforming 2021 commutation ridership, which declined by 9.7 million passengers or about 32.3 percent.

LIRR GOAL: Ensure Our Employees' Safety
PERFORMANCE INDICATORS: Employee Lost Time Case Rate

The rate of "FRA-reportable employee lost-time injuries" increased 17.6 percent in 2021 compared to the previous year. The highest number of employee accidents continues to be in the "slips, trips, and falls" category. Most injuries are soft tissue injuries. To maximize employee safety, LIRR continues its efforts to raise awareness among employees and encourage collaborative problem solving. These efforts have involved many labor-management initiatives, including a Confidential Close Call Reporting System (C3RS) and monthly department safety meetings.

LIRR also conducts quarterly Safety FOCUS Day meetings, during which employees take time to discuss specific safety issues provided by the LIRR Corporate Safety and other departments. The aim is to engage employees in the field and improve safety performance based on their feedback. Along with the other MTA agencies, LIRR undertook extensive efforts to protect employees during the Covid-19 pandemic, including safety messaging and education, distribution of PPE, facilities sanitization, and free vaccination and booster programs. In October 2021, the MTA began requiring all employees to submit proof of vaccination or undergo weekly testing.

LIRR GOAL: Maintain a Workforce that Reflects Regional Availability of All Races, Nationalities, and Genders
PERFORMANCE INDICATORS: Female and Minority Representation in the Workforce

The percentage of women in LIRR's workforce decreased slightly in 2021 to 13.0 percent from 14.6 percent the previous year. This falls below the estimated percentage of women available for work in LIRR's recruitment area. Many of the positions available in 2021 are considered

nontraditional jobs for women and, as a result, attract a low percentage of female applicants. The percentage of minority representation increased slightly from 37 percent in 2020 to 38 percent in 2021. This is above the estimated percentage of minorities available in LIRR's recruitment area. LIRR continues to focus on efforts to improve the representation of women and minorities in its workforce.

METRO-NORTH: PERFORMANCE GOALS AND ACHIEVEMENTS

METRO-NORTH GOAL: Ensure Customer Safety
PERFORMANCE INDICATORS: Customer Injury Rate

The "FRA-reportable customer injury rate" at Metro-North increased from 1.39 per one million customers in 2020 to 1.79 in 2021. To support customer safety, Metro-North continued both in-person and virtual outreach through its TRACKS (Together Railroads and Communities Keeping Safe) public education program on grade-crossing and rail safety, with more than 27,000 contacts made in 2021.

Metro-North also trained 1,571 first responders in 2021 for rail emergencies through classes and simulations. Other safety efforts included employee training in mental health issues and suicide prevention, ongoing partnerships with the National Suicide Prevention Lifeline and Crisis Text Line to support suicide prevention, and a partnership with Waze to alert drivers of Metro-North grade crossings through the Waze GPS navigation app.

Throughout the Covid-19 pandemic, Metro-North has carried out extensive customer protection efforts, such as safety messaging, mask distribution, disinfection of trains and stations, and social distancing protocols.

METRO-NORTH GOAL: Provide On-Time and Reliable Services
PERFORMANCE INDICATORS: On-Time Performance, Mean Distance Between Failures

Metro-North's systemwide "on-time performance" (OTP) for 2021 was above goal at 97.1 percent. This marks only the second time since the railroad's founding in 1983 that OTP has topped 97 percent for two consecutive years. The railroad modified its operating schedule in June and August 2021 to respond to growing ridership. The August schedule change brought service levels up to 82 percent of prepandemic levels. The Hudson Line performed at 97.4 percent OTP, the Harlem Line at 97.2 percent, and the New Haven Line at 96.9 percent. West-of-Hudson OTP for 2021 was just below goal at 93.4 percent.

The railroad's "mean distance between failures" (MDBF) for 2021 was above goal at 190,518 miles. The decrease in MDBF from the previous year was primarily caused by a Positive Train Control (PTC) system software issue, which resulted in delays on the M-8 fleet in the first half of 2021. Once corrected, MDBF improved in the second half of the year. Discounting delays caused by that software issue, MDBF for the M-8 fleet would have been 729,316, which would have increased the overall fleet MDBF for 2021 to 272,169 instead of 190,518. Car availability was excellent, resulting in a 100-percent "consist compliance rate," which is the percentage of cars required for daily service and customer seating.

METRO-NORTH GOAL: Provide Services to People with Disabilities
PERFORMANCE INDICATORS: Elevator Availability, Escalator Availability

Elevator and escalator availability were both excellent in 2021. Elevator availability was 99.8 percent, up slightly from 2020. Escalator availability remained the same in 2021 at 99.9 percent.

METRO-NORTH GOAL: Repair, Replace, and Expand Transportation Infrastructure
PERFORMANCE INDICATORS: Capital Program Commitments and Completions

All MTA Capital Program projects for Metro-North are managed by the Metro-North Business Unit of MTA Construction & Development (MTA C&D). Despite ongoing interruptions to the business sector caused by the Covid-19 pandemic, the Business Unit continued its ongoing capital projects in 2021 and was able to proceed with significant project commitments during the year. Major commitments in 2021 included: the Grand Central Terminal Train Shed Sector 1 roof replacement; preliminary engineering and project management for the replacement of a segment of the Park Avenue Viaduct; the rehabilitation of the North White Plains Station; the purchase of new locomotives; the repaving of commuter parking lots at Beacon, Cold Spring, New Hamburg, and Croton Falls; the roof replacement at Tuckahoe and Hastings stations; and design of the replacement retaining wall at Marble Hill.

Significant completions in 2021 included the replacement of three vehicular bridges over the New Haven Line tracks in Mount Vernon; the rehabilitation of the White Plains Station; rock slope stabilization on both the Hudson and Port Jervis lines; completion of three substations at Riverdale, Tarrytown, and Brewster; and the replacement of the Grand Central Terminal PA/VIS system, as well as the installation of the terminal's new information boards or "big boards."

METRO-NORTH GOAL: Perform Services in an Efficient Manner
PERFORMANCE INDICATORS: Farebox Operating Ratio, Operating Cost per Passenger

Metro-North's preliminary 2021 "farebox operating ratio" was 20.4 percent, representing a 1.0 percentage point increase over the previous year. Farebox revenues in 2021 increased 7.9 percent over 2020 but were down 65.3 percent compared to 2019. The lower revenue was due low ridership during the pandemic. The 2021 "operating cost per passenger" was $41.95, an improvement of $4.13 over the previous year. This reflects the year-over-year increase in ridership. However, 2021 ridership remains around 65 percent lower than 2019 prepandemic levels.

METRO-NORTH GOAL: Maximize System Usage
PERFORMANCE INDICATORS: Ridership

Metro-North's systemwide ridership increased from 27.2 million in 2020 to 30.7 million in 2021. While trending upward 2021, ridership decreased dramatically due to the pandemic and remains around 65 percent lower than the 2019 prepandemic ridership of 86.6 million. Ridership on the railroad's connecting services—Haverstraw-Ossining Ferry, the Newburgh-Beacon Ferry, and the Hudson Rail Link— fell even further in 2021 to a combined low of 106,375.

METRO-NORTH GOAL: Ensure Our Employees' Safety
PERFORMANCE INDICATORS: Employee Lost Time and Restricted-Duty Rate

The "FRA-reportable employee lost-time case rate" decreased from 2.17 per 200,000 worker hours in 2020 to 1.97 in 2021. Throughout the Covid-19 pandemic, Metro-North has prioritized employee safety through protocols such as distribution of masks and other PPE, disinfection of

railcars and facilities, testing and vaccination programs, temperature checks, safety messaging, and training. In October 2021, the MTA introduced measures requiring all employees to show proof of vaccination or undergo weekly testing for Covid-19. In addition, Metro-North continues to participate in the Confidential Close Call Reporting System (C3RS), which has logged more than 6,300 calls since 2015, and monitor locomotive engineers and conductors for obstructive sleep apnea. Other ongoing safety programs include regular safety meetings in each district, a safety focus week held each quarter, safety cleanup days, and an employee awards program for safety excellence.

METRO-NORTH GOAL: Maintain a Workforce that Reflects Regional Availability of All Races, Nationalities, and Genders
PERFORMANCE INDICATORS: Female and Minority Representation in the Workforce

The percentage of minority employees in Metro-North's workforce remained constant in 2021 at 39.0 percent. The percentage of female representation decreased slightly to 12.0 percent. The railroad maintains a program aimed at achieving workforce representation based on the availability of women and minorities within the relevant labor markets serviced by the MTA. Through targeted outreach recruitment and developmental programs, Metro-North will continue to focus on improving minority and female representation in our workforce.

MTA BUS: PERFORMANCE GOALS AND ACHIEVEMENTS

MTA BUS GOAL: Ensure Customer Safety
PERFORMANCE INDICATOR: Customer Injury Rate

MTA Bus saw a decrease of 9.1 percent in its "customer accident injury rate" for 2021, as compared to 2020. This was despite a 9.9 percent increase in ridership, caused by the easing of restrictions and gradual reopening of NYC due to the Covid-19 pandemic. The actual number of customer injuries stayed the same at 93 in 2020 and 2021. Between March and August, MTA Bus implemented free rear-door boarding to ensure safer social distancing between customers and bus operators. Since ridership data is linked to fareboxes, data during this period was based on estimates. The agency uses accident trends to improve safety programs, training, and messaging.
The "collisions with injury rate" increased from 3.45 per million vehicle miles in 2020 to 4.54 per million vehicle miles in 2021, up 31.6 percent from the previous year. This rise was largely due to the increase in citywide traffic volume caused by recovery from Covid-19 and the gradual reopening of New York City. MTA Bus continued to incorporate relevant accident findings into its safety and training initiatives. These initiatives focus on basic operating procedures in bus stop areas, including scanning mirrors, observing all sides of the bus, pulling in and out of bus stops properly, and positioning the bus correctly in the bus stop.

In 2021, MTA Bus continued its Vision Zero IV class in collaboration with NYCT DOB. Vision Zero IV is an eight-hour training session which emphasizes the challenges in dealing with pedestrians and cyclists. In 2020, the class was combined with de-escalation training, which now addresses assaults on bus operators related to Covid-19 rules. All bus operators will be cycled through this new curriculum over a two-year period. A de-escalation "trailer" video is being circulated on the FYI Network at all MTA and NYCT locations. To monitor bus operators, the agency uses indicators such as speed-camera violations, red-light violations, cellphone infractions, and customer complaints.

In a joint agreement with all labor unions, NYCT DOB continues its "zero-tolerance" policy on use of cellphones and electronic devices while operating a bus. The agency also worked with its labor representatives to see that operators who receive speed-camera violations are disciplined and must pay the fine.

MTA BUS GOAL: Provide On-Time and Reliable Services
PERFORMANCE INDICATORS: Mean Distance Between Failures, Bus Trips Completed
As indicated on the performance chart above, NYCT DOB and MTA Bus report combined data in some instances. For complete MTA Bus performance data, see page 4 of this report. The combined agencies posted an MDBF of 7,480 miles in 2021, a decrease of 9.5 percent from the previous year.

The percentage of MTA Bus "trips completed" decreased to 95.6 percent in 2021. In 2019, the MTA launched its comprehensive Bus Plan, which entails a complete reimagining of New York's entire public bus system. As part of that plan, the MTA launched a new Bus Performance Dashboard at www.mta.info, which combines data for the two bus agencies. The dashboard also provides new metrics to better reflect the customer experience. For combined NYCT and MTA Bus metrics, see pages 4 and 5 of this report.

MTA BUS GOAL: Provide Services to People with Disabilities
PERFORMANCE INDICATORS: Bus Customer Wheelchair Lift Usage

The "bus passenger wheelchair lift usage" for MTA Bus in 2021 was 66,881 customers, an increase of 4.3 percent from 64,134 customers the previous year. The increase in wheelchair lift usage was mainly caused by recovery from the Covid-19 pandemic and the gradual reopening of New York City.

MTA BUS GOAL: Repair, Replace, and Expand Transportation Infrastructure PERFORMANCE INDICATORS: Capital Program Commitments and Completions

MTA Bus committed $113.3 million in capital project funds in 2021, representing 197.9 percent of goal. This was due largely to the award of 85 standard diesel buses that were not anticipated when the 2021 goals were set. Besides this project, other notable 2021 commitments included the Clean Natural Gas (CNG) upgrade and rehabilitation projects at the Spring Creek Depot, and the purchase of 50 standard diesel buses. Notable completions for the year included the Automated Passenger Count phase 1 roll-out.

MTA BUS GOAL: Perform Services in an Efficient Manner
PERFORMANCE INDICATORS: Farebox Operating Ratio, Operating Cost per Customer
The "farebox operating ratio" (which includes farebox revenue, student fares, and senior citizen fares) was 17.9 percent in 2021, up from 13.1 percent in 2020. This increase was due to the availability of Covid-19 vaccines and regional recovery from the pandemic. The same factors contributed to a 32.9 percent decrease in the "operating cost per customer," from $16.30 in 2020 to $10.94 in 2021.

MTA BUS GOAL: Maximize System Usage
PERFORMANCE INDICATORS: Ridership
Due to the Covid-19 vaccine rollout and the easing of related restrictions, total MTA Bus ridership increased 55.6 percent in 2021 to 71.4 million riders, as compared to 45.9 million riders in 2020.

Throughout the pandemic, both MTA Bus and NYCT DOB have continued to provide the transit services critical to essential workers and the welfare of the entire region.

MTA BUS GOAL: Ensure Our Employees' Safety
PERFORMANCE INDICATORS: Employee Lost Time and Restricted-Duty Rate
MTA Bus saw 2.5 percent increase in the "employee lost-time accident rate" in 2021 due to the significant increase in injuries associated with motor vehicle accidents. Both NYCT and MTA Bus continued to undertake extensive efforts to safeguard employees during the pandemic, including safety protocols and messaging, distribution of PPE, disinfection of buses and facilities, testing and vaccination programs, and more.
The agency continues a robust program of safety messaging and training in safe driving techniques. Both bus operations continued Vision Zero programs and the incorporation of accident findings into safety and training initiatives. Efforts to protect bus operators from assault continued in 2021, including installation of bus operator shields, onboard security cameras, training in de-escalation tactics, and review of customer complaints to identify employees for further counseling or training. Both bus agencies regularly analyze employee injury data to identify trends and reduce lost-time accidents.

MTA GOAL: Maintain a Workforce that Reflects Regional Availability of All Races, Nationalities, and Genders
PERFORMANCE INDICATORS: Female and Minority Representation in the Workforce

Female representation agencywide continues to be below the estimated percentage of women available to work within MTA Bus's recruiting area. The percentage of women in the agency's workforce remained unchanged at 13.0 percent during this reporting period. MTA Bus will continue to increase its outreach and recruitment efforts to improve female representation within its workforce. The percentage of minority representation increased slightly in 2021 from 80.0 percent to 81.0 percent, exceeding the estimated percentage of minorities available to work within MTA Bus's recruiting area.

Here ends the excerpt from the MTA Mission Statement, Measurements, and Performance Indicators Report Covering Fiscal Year 2021. The 2022 Mission Statement and indicators will be published in April 2023.

Section 15. Response to Petitions by Local Officials

In keeping with PAL §1269-d, the MTA transit and commuter rail agencies maintain regular contact with local officials through direct responses to inquiries, public hearings, community outreach, government liaisons, and official communications. To better accommodate official inquiries and concerns, each agency runs its own governmental and public affairs departments, as described below. In addition, the MTA Press Office, the MTA Legal Department, the MTA executive management, and the MTA Board all interact with and respond to elected and appointed officials across the MTA travel region on a regular basis.

NEW YORK CITY TRANSIT SUBWAYS AND BUSES

To handle inquiries and petitions from local officials, NYC Transit maintains the Division of Government and Community Relations, with a full-time staff of between 10 and 13 liaisons to interact with elected and appointed officials throughout the five boroughs. In general, the division is responsible for facilitating NYC Transit goals by cultivating public understanding and support for transit issues, policies, and capital projects through interface with elected officials, governmental agencies, community boards, local development corporations, business groups, and community civic organizations. The division provides liaison with and prepares correspondence to elected officials, community boards, and community-based organizations for executive staff; it assesses and reports to the executive staff on the impact of NYC Transit actions on these groups. In addition, the division represents NYC Transit at public meetings and networks with city, state, and federal agencies and other public authorities. It frequently acts as a troubleshooter, seeking to resolve potential controversies that could delay construction projects or the implementation of service initiatives. In 2022, the division handled in excess of 1,000 written, emailed, and phoned inquiries and responses. The majority of these concerned service delivery and construction project issues, along with pandemic-related issues and mandates. In addition, the NYC Transit Office of Government and Community Relations maintains a mailing list of over 230 elected officials, community boards, and advocacy groups, who are routinely

apprised of NYC Transit initiatives, service diversions, bus and subway schedule changes, and capital construction projects.

LONG ISLAND RAIL ROAD

LIRR receives hundreds of inquiries annually from elected and appointed officials, legislative bodies, community representatives, and representatives of public-interest groups in the LIRR travel area. Such inquiries are handled by the LIRR Department of Government and Community Affairs, with a full-time staff of three. The department responds directly to all inquiries and maintains regular contact with local officials through direct communications, meetings, informal briefings, and public hearings. In addition, the department provides ongoing analysis of regulatory and public issues relating to the railroad, issuing reports, advisories, hearing notices, and comments to local officials. The department also acts as liaison between LIRR, connecting transportation services, and MTA Board members.

METRO-NORTH RAILROAD

MTA Metro-North Railroad‘s Corporate and Public Affairs Department has three staff members who interact with federal, state and local elected officials and community representatives throughout Metro-North’s service area, which includes the following counties: New York, the Bronx, Westchester, Putnam, Dutchess, Orange, Rockland and Fairfield and New Haven in the state of Connecticut. The office acts as the liaison between Metro-North and MTA Board Members, public officials, transportation organizations, and other railroads. This includes overseeing the monthly MTA Board/Committee agenda process, monitoring and analyzing relevant issues before legislative bodies, agencies, and municipalities, directing the railroad’s response to these matters – both internally and externally – and managing public outreach on the railroad’s planning studies and capital projects. Metro-North’s Corporate and Public Affairs department is also responsible for distributing Metro-North’s monthly customer newsletters Mileposts (East of Hudson) and Mileposts West (West of Hudson) and information on service-related enhancements to all elected officials in our service area.

See Also, 2022 MTA 1269-d Appendices A, B, C, and D

Appendices For

MTA "Strategic Operation Plan"

2022 Update in Compliance with PAL §1269-d

- **Appendix A. NYCT Bus Headways by Borough and Route as of Sept. 2022**
- **Appendix B. Capital Program Allocations by Agency**
- **Appendix C. Configuration of Services by Mode, Operation, and Route: MTA Agency Service Maps**
- **Appendix D. 2022 Capital Project Completions by Agency**

Appendix A: NYC Transit Current Bus Headways by Borough and Route as of November 2022

Bus Network Redesign

The MTA is undertaking a borough-by-borough redesign of its entire bus network as part of the NYC Transit Fast Forward Plan. The plan was paused in 2020 due to the Covid-19 pandemic and resumed in 2021. The Staten Island bus network redesign has been fully implemented, and the Bronx bus network redesign was launched in June 2022. These efforts represent the first complete revision of New York City bus routes and frequencies in nearly 50 years. Find out more about the bus plans and proposed bus headways at Bus Network Redesign under "Modernization" at the MTA public website at new.mta.info.

Current Frequency of Bus Service by Route

The frequency of service for MTA's 326 bus routes (including MTA Bus) is detailed by borough and route at New York City Bus Schedules under Schedules on the MTA public website at new.mta.info. Below are links to the current schedules and frequencies by borough:

Bronx Bus Schedules

Manhattan Bus Schedules

Staten Island Bus Schedules

Brooklyn Bus Schedules

Queens Bus Schedules

Appendix B: 2020-2024 Capital Program Allocations by Agency

The following allocations by project type and agency are excerpted from the MTA 2020-2024 Capital Program, as approved by the MTA Board. These excerpts, from the November Financial Plan 2023-2026 Vol. 2, exclude MTA Bridges and Tunnels, which is not covered by PAL 1269-d. A complete listing of Capital Program Commitments and Completions can be accessed on the MTA public website under "Transparency" and "Capital Programs."

2022 Commitments by Agency

New York City Subways and SIR 2022 Commitments - $5.48 billion

ACEP	Project Description	2022 Commitments Goal
ET060338	Sandy Resiliency: 2 Pump Rooms (Steinway Tube)	$ 12.3
	Element Total	**$ 12.3**
ET070308	Sandy Mitigation: Steinway Portal(9 Stns Bk/Q Initiative)	$ 23.7
ET070310	Sandy Mitigation: ROW Debris Shielding / RKY	$ 35.5
ET070311	Sandy Mitigation: New Crossovers at Beach 105 St / RKY	$ 82.7
ET070312	Sandy Mitigation: Rockaway Line Long-Term Protection	$ 48.1
ET070313	Rockaway Park Yard Compressor Room Flood Mitigation	$ 11.3
	Element Total	**$ 201.4**
ET090307	Sandy Mitigation: Hardening of Substations - 24 Locs	$ 96.9
ET090310	Sandy Mitigation: Back-up Power Control Center (PCC)	$ 12.6
ET090313	Sandy Mitigation: West Bdwy/Murray Substn Flood Protection	$ 2.4
ET090314	Sandy Mitigation: Tudor Substation Flood Protection	$ 2.9
	Element Total	**$ 114.8**
ET160312	Sandy Mitigation: Tiffany Central Warehouse	$ 22.5
	Element Total	**$ 22.5**
S7070104	SIR: UHF T-Band Radio System Replacement	$ 39.2
	Element Total	**$ 39.2**
T6030227	Digital Information Signs - Ph 2 Rollout	$ 11.1
T6080336	Steinway Tube Cathodic Protection	$ 1.1
T6080337	Walkway for 8 Bridges / Dyre	$ 2.2
	Element Total	**$ 14.4**
T6100427	Car Washer Repairs: Concourse Yard	$ 5.7
	Element Total	**$ 5.7**
T70412	Two SBDP Projects	$ 5.8
T7041210	111 Street / Flushing	$ 52.2
T7041211	103 St-Corona Plaza / Flushing	$ 42.8
T7041212	82 Street-Jackson Heights / Flushing	$ 42.0
T7041214	85 Street-Forest Parkway / Jamaica	$ 48.9
T7041215	75 Street - Elderts Lane / Jamaica	$ 47.2
T7041216	Cypress Hills / Jamaica	$ 50.0
T7041217	69 Street / Flushing	$ 42.5
T7041218	61 Street-Woodside / Flushing	$ 111.8
T7041219	52 Street / Flushing	$ 52.5
	Element Total	**$ 495.8**
T7041322	ADA: 95th St / 4AV	$ 47.3
	Element Total	**$ 47.3**
T7041429	Sutphin Blvd-Archer Ave: Comm and Security Upgrades [SBDP]	$ 1.0
	Element Total	**$ 1.0**
T7070301	Elev Struct Reh:Boston Rd-Abut of 180th St-WPR/Paint 90 bent	$ 71.0
T7070310	Overcoating: 17 Bridges / Dyre Av	$ 62.8
T7070343	Repair Track/Structure Supporting Steel, 61 St-Woodside-FLS	$ 120.0
T7070357	Overcoating: East 180 Street Flyover / Dyre Av	$ 5.1
	Element Total	**$ 259.0**

T7080604	Fiber Optic Cable Replacement PH2 Balance (2022)	$	4.3
T7080607	UHF T-Band Radio System Replacement	$	38.1
T7080648	Police Radio System: Enhanced Coverage (Steinway Tube)	$	6.3
	Element Total	**$**	**48.7**
T7090219	New Substation: Canal Street / 8th Avenue	$	69.5
	Element Total	**$**	**69.5**
T7130213	Non-Revenue Vehicles 2022 (2015-19)	$	8.5
	Element Total	**$**	**8.5**
T71606	Decommission Remediation System: Flatbush Depot [SBMP]	$	1.2
	Element Total	**$**	**1.2**
T7160723	Priority Repairs of Tiffany Central Warehouse Exterior Walls	$	18.5
T7160727	Roof Replacement: Tiffany Central Warehouse	$	17.3
	Element Total	**$**	**35.8**
T80302	AEB Charging Infrastructure: Jamaica Depot	$	6.4
T8030215	5 Standard Battery Electric Buses for Testing + Evaluation	$	7.5
T8030216	5 Express Battery Electric Buses for Testing + Evaluation	$	8.3
	Element Total	**$**	**22.1**
T8040709	Replace 4 Escalators / Flushing	$	39.3
T8040715	Replace 14 Elevators at 5 Stations (P3)	$	102.3
	Element Total	**$**	**141.6**
T80412	Reserve for 27 separate SBDP projects (to be broken out)	$	40.0
T8041209	Livonia - Junius Connection	$	37.8
T8041213	Platform Components: 111 Street / Flushing	$	7.4
T8041224	Water Remediation - Renewal: Borough Hall / Lexington	$	186.5
T8041227	Platform Components: 137 St / BW7	$	8.7
T8041235	Station Ventilators: Phase 20 - 4 Locations, Manhattan	$	10.5
	Element Total	**$**	**290.9**
T8041311	ADA: Borough Hall / Lexington	$	59.2
T8041312	ADA: Junius Street / New Lots (P3)	$	80.8
T8041314	ADA: Sheepshead Bay / Brighton	$	95.6
T8041321	ADA: Kings Highway / Culver	$	47.5
T8041331	ADA: Parkchester-E.177 St / Pelham	$	43.1
T8041333	ADA: Mosholu Parkway / Jerome	$	83.2
T8041336	ADA: Rockaway Blvd / Liberty Ave.	$	83.8
T8041338	ADA: Woodhaven Boulevard / Queens	$	129.8
T8041339	ADA: Steinway Street / Queens	$	104.5
T8041347	ADA: Northern Boulevard / Queens Boulevard	$	59.5
T8041348	ADA: Church Avenue / Brighton	$	77.2
T8041371	ADA: 137th Street / 7th Ave-Bway	$	84.0
	Element Total	**$**	**948.4**
T80502	Track Force Account - 2022	$	35.0
T8050217	Mainline Track Replacement 2020 / 63rd St	$	8.6
T8050247	Mainline Track Replacement 2022 / 6th Ave-Culver	$	26.0
T8050248	Mainline Track Replacement 2022 / 8th Avenue	$	26.3
T8050249	Mainline Track Replacement 2022 / 7th Avenue	$	16.0
T8050250	Mainline Track Replacement 2022 / Brighton	$	33.0
T8050251	Mainline Track - 2022 DES/EFA	$	24.8
T8050252	Mainline Track Replacement 2022 / Myrtle	$	9.2
T8050253	Mainline Track Replacement 2022 / Jamaica	$	4.0
T8050254	Mainline Track Replacement 2022 / Astoria	$	18.6
	Element Total	**$**	**201.4**

T81203	Jamaica Depot Replacement Property Acquisition	$	16.2
T81203	New Depot: Jamaica	$	426.9
T81203	Chassis Wash at Tuskegee Airmen Depot [SBMP]	$	2.9
T81203	Chassis Wash at West Farms Depot [SBMP]	$	2.9
T81203	Vertical Platform Lifts at Fresh Pond Depot [SBMP]	$	4.6
T8120306	Zero Emission Fleet Transformation (ZEFT) Study, Phase 1	$	6.0
T8120307	Jamaica Depot: Construct Bus Parking Lot at York College	$	11.4
	Element Total	**$**	**470.9**
T81204	Automated Fuel Management System Upgrade: 15 Depots	$	7.7
T8120405	Automated Bus Lane Enforcement (ABLE), Ph 2A (230 Buses)	$	8.0
	Element Total	**$**	**15.7**
T8130205	Upgrade of Critical Systems of Track Geometry Cars 3 & 4	$	5.1
	Element Total	**$**	**5.1**
T8160205	2020-2024 Owner Controlled Insurance Program	$	83.9
T8160209	Capital Revolving Fund (CRF) - 2022	$	5.0
	Element Total	**$**	**88.9**
T81604	Enterprise Asset Management - EAM (2022)	$	20.1
	Element Total	**$**	**20.1**
T81605	2020-2024 Concrete Cylinder Testing	$	3.8
T8160505	Small Business Mentoring Reserve (2022) [SBMP]	$	6.0
T8160506	GO Support - Traffic Checkers 2022	$	10.0
	Element Total	**$**	**19.8**
T8160602	Engineering Services: 2022	$	22.2
	Element Total	**$**	**22.2**
Various	NYCT 2022 Design / Scope Development Reserve (to be allocated)	$	100.0
	Element Total	**$**	**100.0**
	Total 2022 NYCT/SIR Commitment Plan	**$**	**5,480.1**
U70302	Environmental Remediation: Underground Storage Tanks (MTABC)	$	2.2
U7030215	2016 Project Administration	$	2.6
U7030216	Design/Engineering Services 2015-19	$	3.1
	Element Total	**$**	**8.0**
U80302	Facade Repair: Baisley Park	$	3.6
U80302	Facade Repair: JFK	$	5.9
U80302	Facade Repair: LGA	$	5.9
U80302	Portable Bus Lift / Equipment Replacement	$	5.4
U8030215	Automated Bus Lane Enforcement (ABLE), Phase 2A - MTABC	$	1.3
	Element Total	**$**	**22.0**
	Total 2022 MTA Bus Commitment Plan	$	30.0

Long Island Rail Road 2022 Commitments - $343 million

ACEP	Project Description	2022 Commitments Goal	
E61405PT	ERT Manhattan Portal	$	0.1
	Element Total	**$**	**0.1**
EL0303ZH	Emergency Equipment-Equipment purchases	$	1.4
	Element Total	**$**	**1.4**
EL0502ZC	Long Beach Branch Restoration	$	0.1
	Element Total	**$**	**0.1**
EL0603ZP	West Side Yd/East Rvr Tnl	$	60.0
EL0603ZS	Long Island City Yard Res	$	0.9
	Element Total	**$**	**60.9**
L60101MF	Work Locomotives	$	48.0
	Element Total	**$**	**48.0**
L70604YJ	Mentor Allowance - Shops & Yards	$	3.0
	Element Total	**$**	**3.0**
L70701XX	Hall-Bab Signal Motor Gen Replacement	$	7.1
	Element Total	**$**	**7.1**
L8020402	3P Reserve-Station accessability components	$	17.0
L8020404	3P Reserve-Escalator Replacement	$	2.0
L8020405	3P Reserve-Elevator Replacement	$	3.0
L8020408	SBMP Stations	$	1.3
L8020413	Amityville, Copiague, Lindenhurst New Elevators	$	40.0
L8020414	3P Reserve-St. Albans New Elevator	$	7.0
L8020416	Locust Manor Column	$	2.0
L8020419	Northport Pltfm Replace	$	4.3
L80204RR	3P Reserve-Locust Manor Elevator	$	8.5
	Element Total	**$**	**85.1**
L8020603	Penn Station Platform Replacement	$	26.2
	Element Total	**$**	**26.2**
L8040103	SBMP - LS - Bridge Painting & Hatchways	$	2.9
L8040104	SBMP - LS - Bridge Painting & Hatchways	$	4.3
	Element Total	**$**	**7.2**
L8060401	Atlantic Term rehab of employee fac	$	4.0
	Element Total	**$**	**4.0**
	Total 2022 LIRR Commitment Plan	**$**	**243.1**

Does not include $448 million for LIRR Rolling Stock budgeted in Network Expansion

Metro-North Railroad 2022 Commitments - $665 billion

ACEP	Project Description	2022 Commitments Goal
M7010101	Purchase Locomotives	$ 3.0
	Element Total	**$ 3.0**
M7030109	Purchase MoW Equipment	$ 4.0
	Element Total	**$ 4.0**
M7030201	F/A Overhead Bridges East of Hudson	$ 0.6
M7030203	Scarsdale / Fleetwood Bridge Trusses	$ 3.1
M7030207	Bridge Walkways	$ 0.7
	Element Total	**$ 4.4**
M7030304	Moodna Timber Replacement	$ 9.2
	Element Total	**$ 9.2**
M7040101	Node House Roof Replacement	$ 2.7
M7040105	PBX Replacement	$ 1.4
	Element Total	**$ 4.1**
M7060105	Harmon Shop Replacement Ph V	$ 0.5
	Element Total	**$ 0.5**
M7080109	GCT/ESA Investments	$ 1.6
M7080110	GCT Security Cameras	$ 1.5
	Element Total	**$ 3.1**
M8010101	M3 Replacement [M9A]	$ 448.0
	Element Total	**$ 448.0**
M8020102	Park Ave tunnel F/A Structural Repairs	$ 10.1
M8020103	GCT Fire Stand Pipe Phase II Design	$ 1.0
M8020107	SBMP PAT Emergency Exit Hatches & Stairs W59th St.	$ 2.3
	Element Total	**$ 13.3**
M8020201	Upper H&H Stations Priority Repairs	$ 31.0
M8020202	Harlem Line Station Renewals (3 Bronx Stations Design)	$ 7.1
	Element Total	**$ 38.2**
M8030103	GCT Turnouts 2022	$ 6.0
M8030104	Rock Slope Remediation East of Hudson	$ 3.0
M8030107	MoW Equipment	$ 8.0
	Element Total	**$ 17.0**
M8030201	Park Avenue Viaduct	$ 2.4
M8030202	Undergrade Bridge Repair East of Hudson	$ 4.7
M8030203	Fulton / South Street Bridges Design-Build	$ 46.7
M8030204	Railtop Culverts	$ 0.5
M8030206	Undergrade Bridge Timber Replacement	$ 1.7
	Element Total	**$ 55.9**
M8030302	WoH Track Program - Pt Jervis Line	$ 8.0
M8030304	Moodna/Woodbury Viaduct Inspection/Design	$ 2.8
M8030305	WoH Improvements (NJT annual contribution)	$ 0.7
	Element Total	**$ 11.5**
M8050101	Design Replace Motor Alternators Croton-Harmon	$ 2.0
M8050106	Hudson Line Track 1 Electrification Design	$ 2.7
M8050109	NHL Pelham Substation Replacement	$ 29.7
	Element Total	**$ 34.4**
M8060101	Upgrade Automotive Fuel System	$ 4.0
M8080104	Independent Engineer	$ 0.7
M8080105	Program Administration	$ 10.0
M8080106	Program Scope Development	$ 4.0
	Element Total	**$ 18.7**
	Total 2022 Metro-North Railroad Commitment Plan	**$ 665.3**

MTA Bus Company 2022 Commitments – $57 million

U70302	Environmental Remediation: Underground Storage Tanks (MTABC)	$	2.2
U7030215	2016 Project Administration	$	2.6
U7030216	Design/Engineering Services 2015-19	$	3.1
	Element Total	**$**	**8.0**
U80302	Facade Repair: Baisley Park	$	3.6
U80302	Facade Repair: JFK	$	5.9
U80302	Facade Repair: LGA	$	5.9
U80302	Portable Bus Lift / Equipment Replacement	$	5.4
U8030215	Automated Bus Lane Enforcement (ABLE), Phase 2A - MTABC	$	1.3
	Element Total	**$**	**22.0**
	Total 2022 MTA Bus Commitment Plan	$	30.0

Network Expansion 2022 - $1.133 billion

ACEP	Project Description	Commitments Goal	
G5100108	Contract 3 - 63rd St Station Rehab	$	1.1
G51001	SAS Phase 1 - wrap up work	$	0.7
	Element Total	**$**	**1.9**
G6100102	Contract 4C - Station Finishes/MEP 72nd St	$	2.8
G6100104	5C: Station Finishes/MEP 86 St	$	1.0
G6100113	Contract 6 - SAS Systems	$	1.0
	Element Total	**$**	**4.8**
G6150101	Rolling Stock Reserve (M9A for ESA/LIRR)	$	410.0
	Element Total	**$**	**410.0**
G7090103	MTA Management	$	1.0
G7090134	Protection Engines –Procure LIRR Protection Engines	$	0.9
G7090139	Utilities	$	0.5
G7090150	Operational Readiness Training	$	1.3
	Element Total	**$**	**3.7**
G7100101	SAS 2 PE, Design & Environmental	$	2.4
G7100104	SAS 2 Construction Management	$	50.0
G7100105	SAS 2 Project Support	$	10.0
G7100107	SAS 2 Prelim Const/Utilities	$	75.0
	Element Total	**$**	**137.4**
G7100198	SAS 2 Real Estate	$	35.8
	Element Total	**$**	**35.8**
G7130113	Force Account Reserve	$	10.4
	Element Total	**$**	**10.4**
G8090101	Vertical Circulation Elements in CM014A	$	8.5
G8090102	Mid-Day Storage Yard Facility	$	3.7
G8090103	Tunnel Systems Package 4 – Traction Power	$	58.9
G8090105	Force Account EAC Needs - Direct	$	0.9
G8090106	Force Account EAC Needs - Indirect	$	3.4
G8090107	Soft Costs EAC Needs - Design/CPS	$	9.2
G8090108	Soft Costs EAC Needs - Design/CPS	$	13.7
G8090111	OCIP - EAC Needs	$	12.8
G8090112	Rolling Stock	$	38.0
G8090115	LIRR Force Account - Harold Stage 4	$	3.9
G8090118	Utility Allowance Package	$	1.3
G8090119	LIRR Operating Support Services	$	2.4
G8090120	FA System Testing & Commissioning	$	1.8
G8090121	LIRR Force Account - Harold Stage 3	$	2.4
G8090123	CM Office Costs (Northern Blvd)	$	1.8
G8090125	Arts in Transit	$	0.1
G8090126	Amtrak Operating Support Services	$	2.0
	Element Total	**$**	**165.0**

G81001	SAS2 Construction Management	$	137.6
G81001	SAS2 OCIP	$	6.4
G81001	SAS 2 Real Estate	$	93.0
	Element Total	**$**	**237.0**
G8110103	Construction Management	$	3.0
G8110113	Owner Controlled Insurance Program (OCIP)	$	83.0
G8140101	Eastbound Reroute	$	3.1
G8140103	Loop & T Interlocking	$	0.9
G8140104	Amtrak Direct Force Account	$	3.4
G8140105	LIRR Direct Force Account	$	1.8
G8140106	PM/CM	$	2.6
G8140107	Design/CPS	$	0.3
G8140110	OCIP - EAC Needs	$	3.4
G8140117	B/C Approach	$	3.5
G8140118	Amtrak Access and Protection	$	2.4
G81401	Harold Utilities	$	2.1
G8140119	LIRR Access and Protection	$	2.0
	Element Total	**$**	**111.5**
G8160101	Misc Engineering/Prog Support	$	12.3
	Element Total	**$**	**12.3**
L70206EG	PSNY-33rd Corridor (Phase 2 Construction)	$	0.6
L70206VN	PSNY-33rd Corridor (Ph1A Constr. & Shared Support)	$	1.0
	Element Total	**$**	**1.6**
L8020604	PSNY-33rd Phase 2 LIRR 20-24 Plan Contribution	$	1.2
	Element Total	**$**	**1.2**
T8040707	Replace 3 Hydraulic Elevators: 34 St / BW7 PSNY-33rd	$	0.2
	Element Total	**$**	**0.2**
	Total 2022 Network Expansion Commitment Plan	**$**	**1,132.8**

Includes $448 million for LIRR Rolling Stock

Appendix C: Configuration of Services by Mode, Operation, and Route: MTA Agency Service Maps

Detailed service maps for Subways, Buses, and Commuter Rail agencies can be accessed, downloaded, and enlarged at the MTA website under “Maps” at mta.info.

At the time of this report, NYCT/MTA Bus networks are undergoing a complete borough-by-borough review and redesign of route systems, the first comprehensive bus network redesign in 50 years. Bus network redesigns have been implemented for express routes in Staten Island, and for the Bronx network in June 2022.

Details of the new bus routes can be accessed at the MTA website under "System Modernization" and "Bus Network Redesign."

MTA 2022 Service Configurations and Routes: NYC Transit Subways, Bronx & Manhattan, North

MTA 2022 Service Configurations and Routes: NYC Transit Subways, Manhattan, South

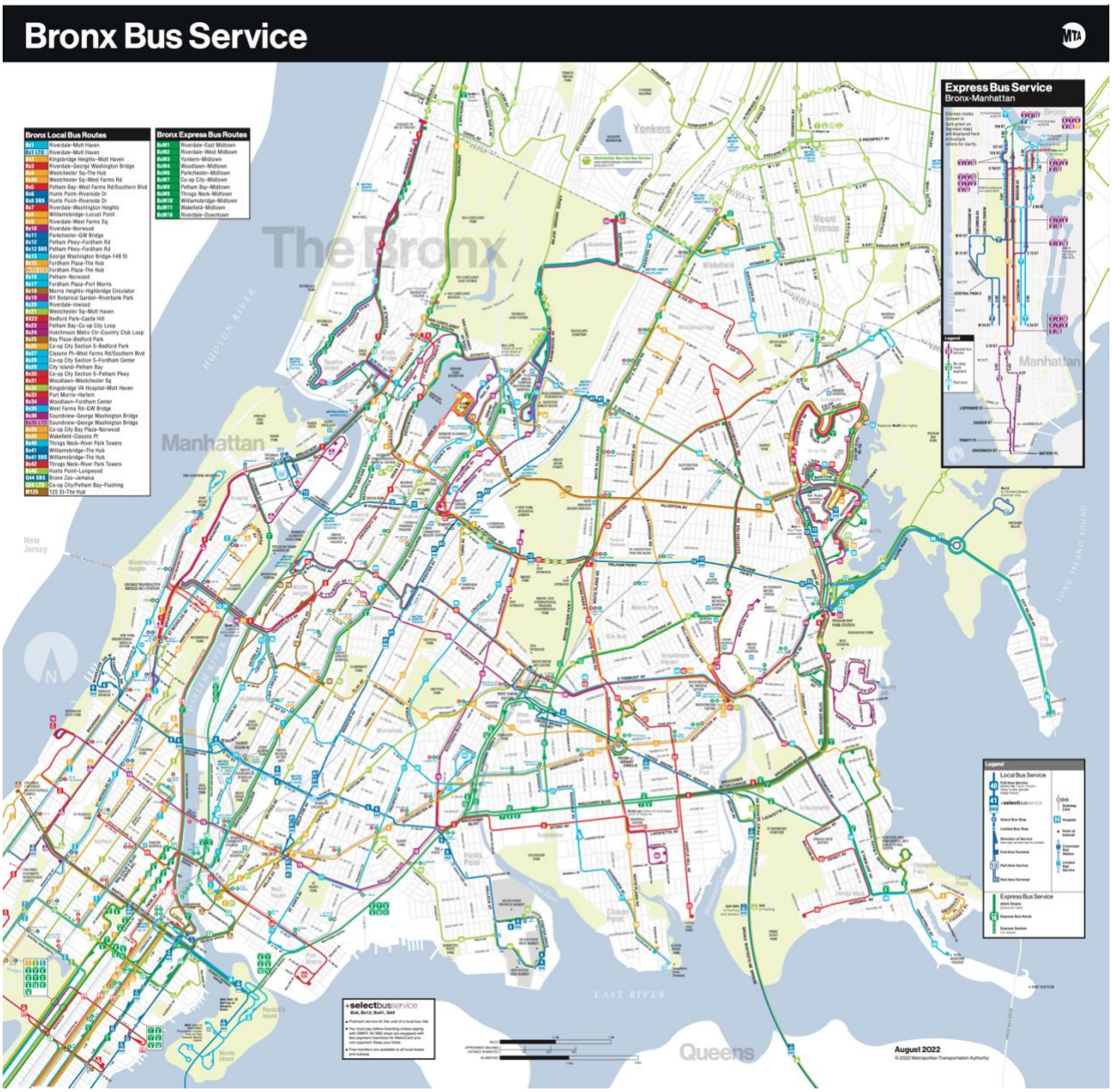
MTA 2022 Service Configurations and Routes: NYC Transit Subways, Queens

MTA 2022 Service Configurations and Routes: NYC Transit Subways, Brooklyn

MTA 2022 Service Configurations and Routes: NYC Transit Subways, Staten Island

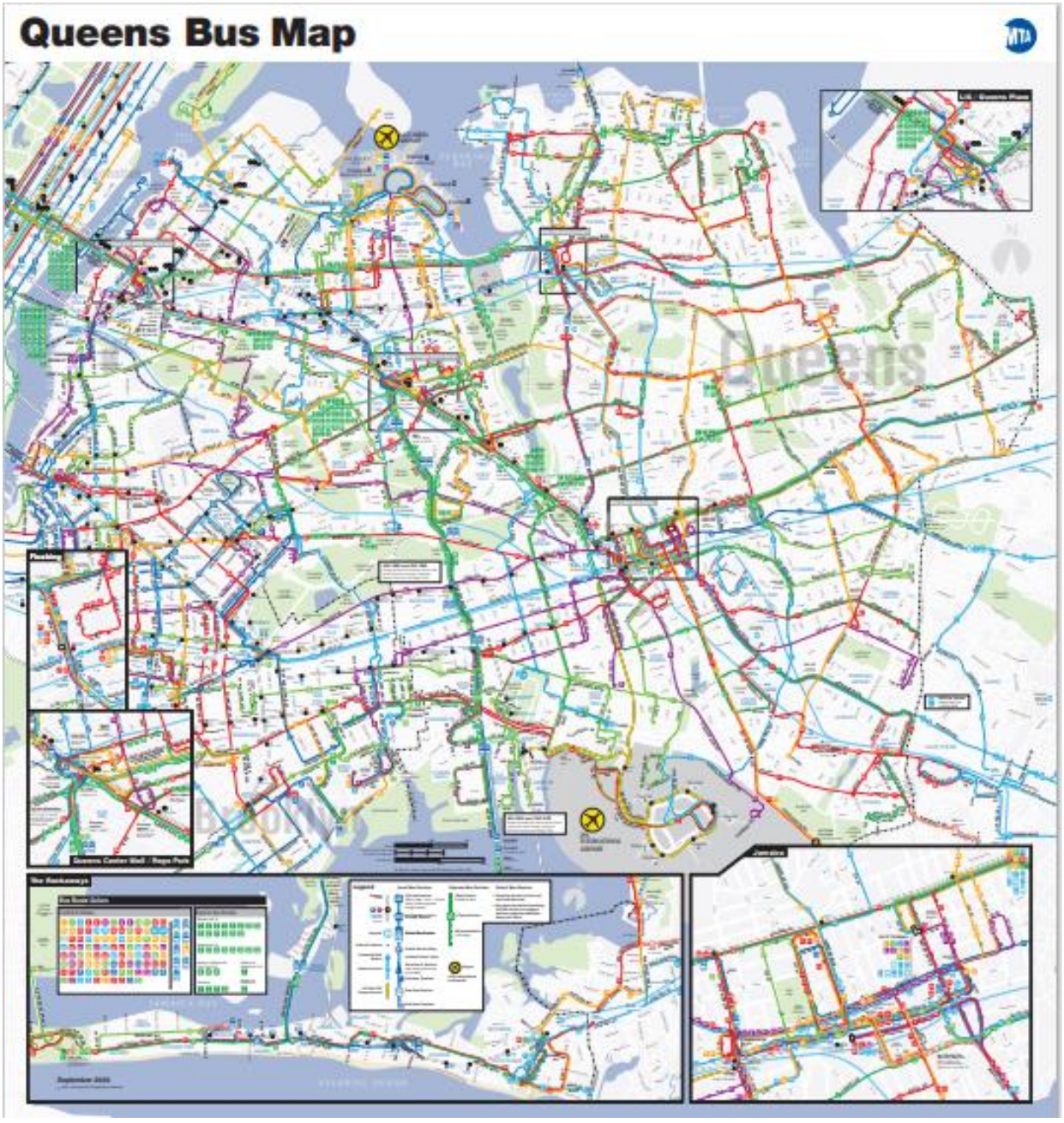
MTA 2022 Configurations and Routes: NYC Transit Buses, Bronx

See details of the MTA/NYCT Bus Network redesigns at the MTA website under "System Modernization" and "Bus Network Redesign." The Bronx Bus Network Redesign was approved by the MTA Board on Dec. 15, 2021, and implemented in June 2022.



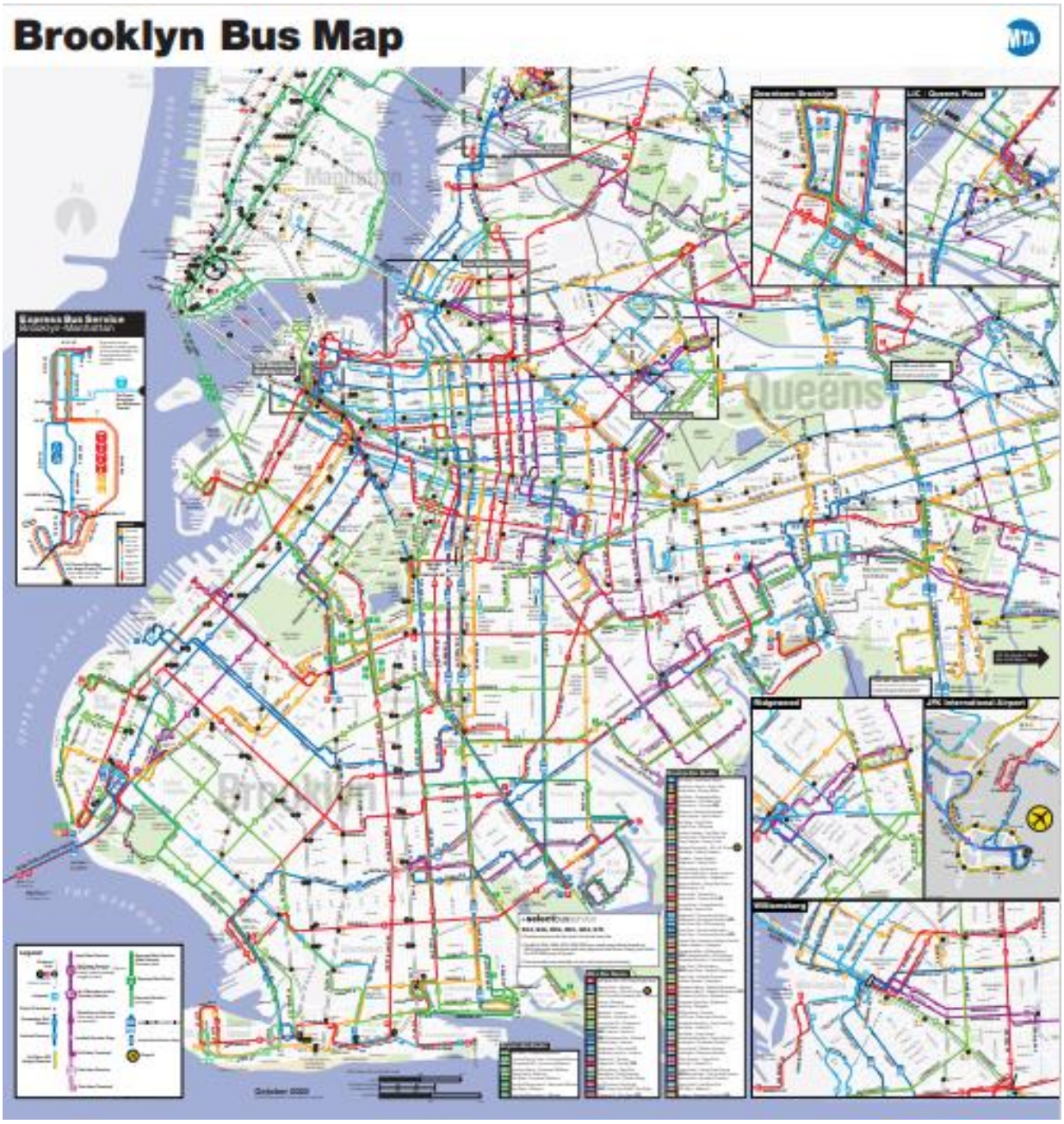
MTA 2022 Configurations and Routes: NYC Transit Buses, Queens

See details of the MTA/NYCT Bus Network redesigns at the MTA website under "System Modernization" and "Bus Network Redesign."



MTA 2022 Configurations and Routes: NYC Transit Buses, Brooklyn

See details of the MTA/NYCT Bus Network redesigns at the MTA website under "System Modernization" and "Bus Network Redesign."

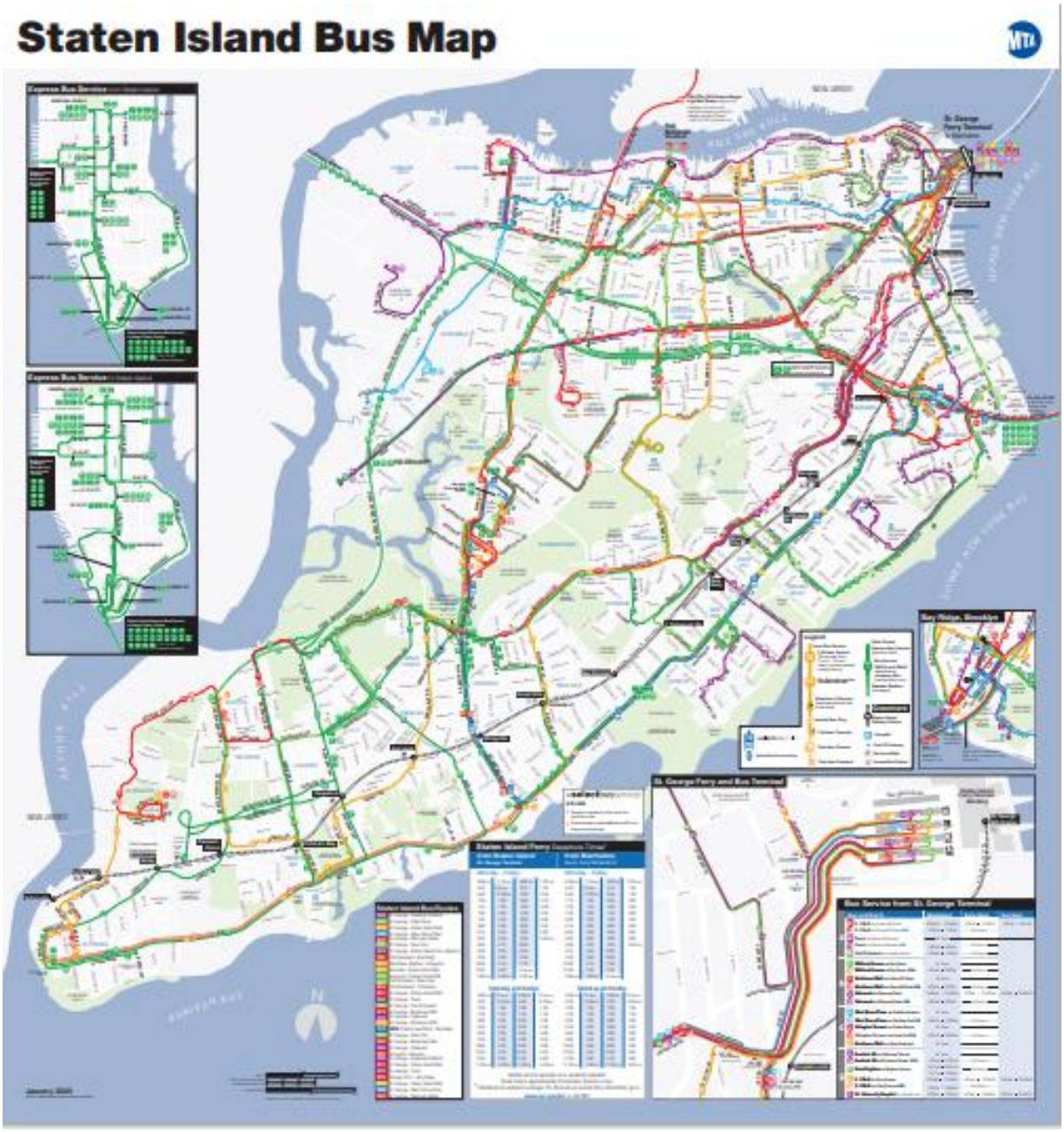


MTA 2022 Configurations and Routes: NYC Transit Buses, Manhattan

Redesign of the Manhattan Bus Network was completed in 2020. See the planned and proposed MTA/NYCT Bus Network redesigns at the MTA website under "System Modernization" and "Bus Network Redesign."

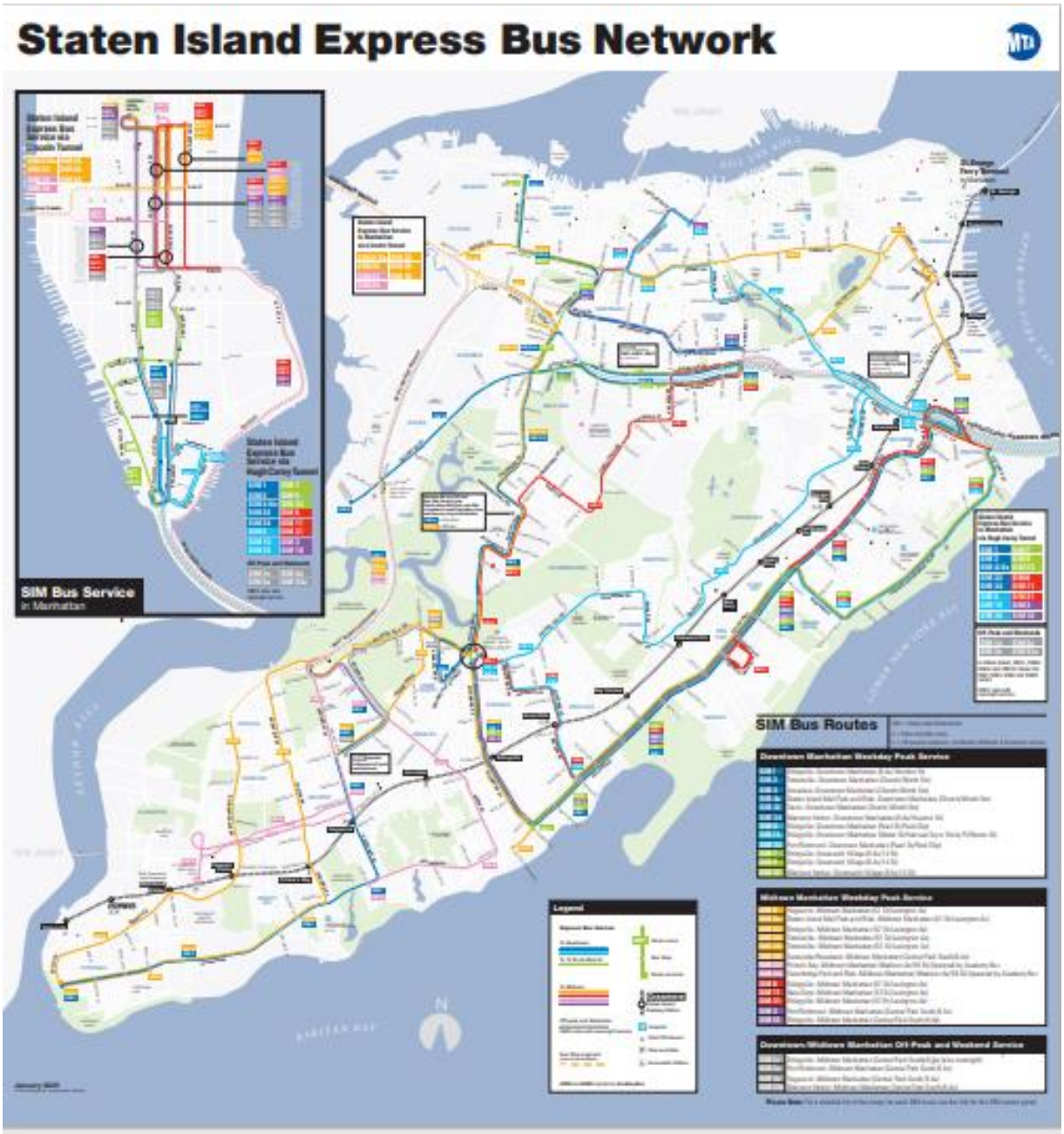
MTA 2022 Configurations and Routes: NYC Transit Buses, Staten Island

See details of the MTA/NYCT Bus Network redesigns at the MTA website under "System Modernization" and "Bus Network Redesign."



MTA 2022 Configurations and Routes: NYC Transit Buses, Staten Island Express

Redesign of the Staten Island Express Bus Network was completed in 2018. See the planned and proposed MTA/NYCT Bus Network redesigns at the MTA website under "System Modernization" and "Bus Network Redesign."

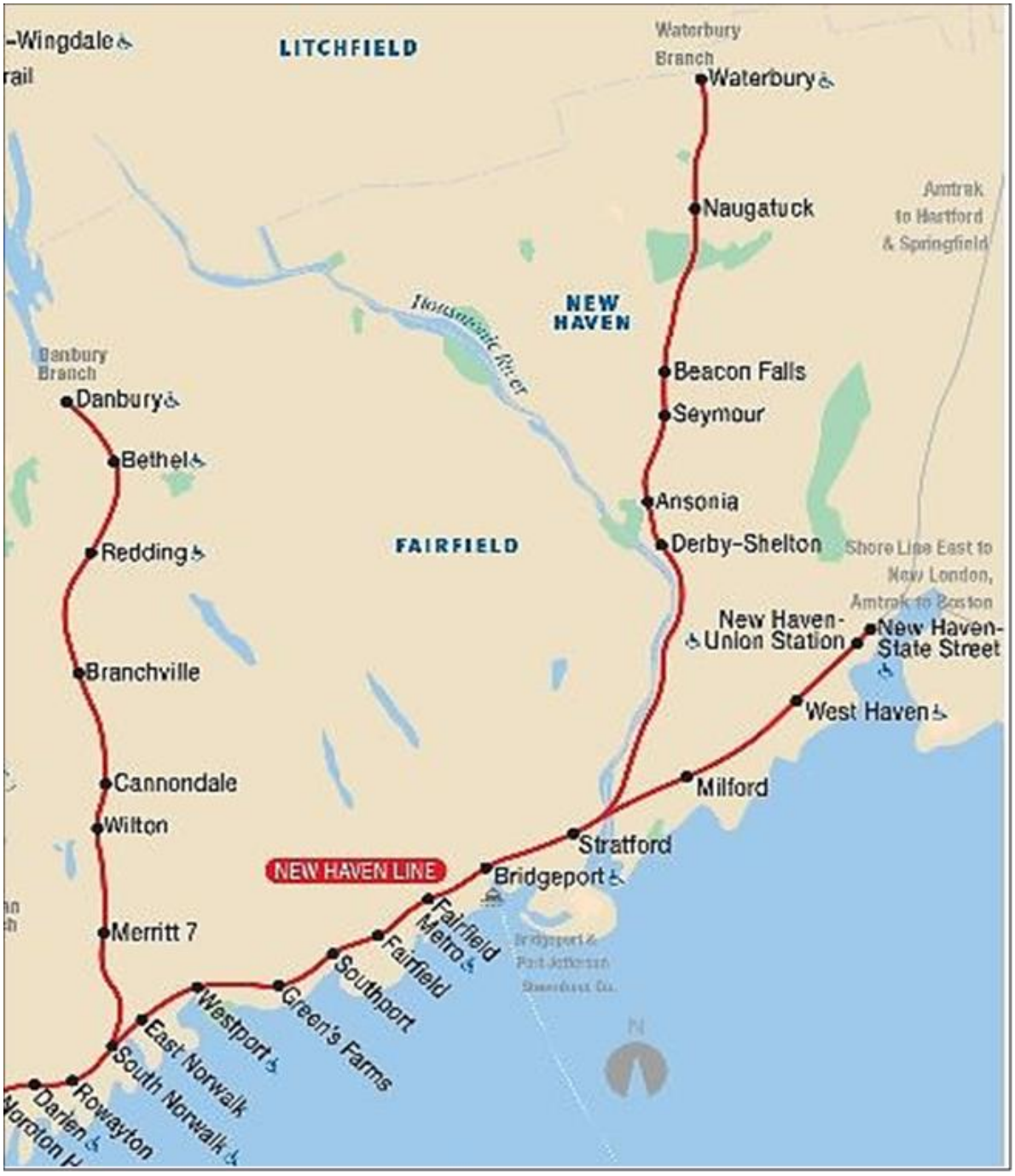


MTA 2022 Configurations and Routes: Long Island Rail Road, West

MTA 2022 Configuration and Routes: Long Island Rail Road, East

MTA 2022 Configurations and Routes: Metro-North, West

MTA 2022 Configurations and Routes: Metro-North, East



Appendix D: 2022 Capital Project Completions by Agency

The following scheduled "Capital Project Completions" 2022-2025 by agency are excerpted from Capital Program and the 2023 Final Proposed Budget November Financial Plan 2023-2026 Vol. 2.

NYC TRANSIT/STATEN ISLAND RAILWAY

MTA New York City Transit / MTA Staten Island Railway
2022-2025 Completions
($ in millions)

ACEP	Project Description	Value	Date Completed
T70413/32	ADA Enhancements: 170 Street / Jerome Avenue	$ 58.8	1/30/2022
T80703/16	Overcoat: Culver Line Pilot Section 2	$ 3.2	1/31/2022
T80703/15	Overcoat: Culver Line Pilot Section 1	$ 2.9	1/31/2022
T70302/23	110 Hybrid-Electric Standard Buses (New Flyer)	$ 99.3	1/31/2022
T80502/31	Mainline Track Replacement 2021 / Broadway-7th Ave	$ 23.6	1/31/2022
T51607/50	Perimeter Hardening: 130 Livingston Plaza (Outstanding Work)	$ 8.9	2/28/2022
T61607/17	Livingston Plaza: Facade (Outstanding Work)	$ 24.6	2/28/2022
T70806/36	Connection-Oriented Ethernet (COE), Ph 3A Station Expansion	$ 25.5	2/28/2022
T71203/06	Generator: Yukon Depot NYPA	$ 11.4	2/28/2022
T70806/04	Fiber Optic Cable Replacement PH2 Balance	$ 10.6	2/28/2022
T70902/23	New Substation: Harrison Pl / Canarsie	$ 51.3	2/28/2022
T71607/16	Power Upgrade: RCC, PCC - Phase 2	$ 63.4	2/28/2022
T60806/61	ISIM B-Div: Module 3A RCC Build Out	$ 25.4	2/28/2022
T80412/06	Subway Str Stairs: Vernon Blvd-Jackson Av / FLS (S6) [SBMP]	$ 0.9	2/28/2022
T80806/11	Comm Room Upgrade: Longwood Av / PEL (#372A) [SBMP]	$ 0.7	2/11/2022
T71605/04	MTA Independent Engineering Consultant 2015-2019	$ 15.8	2/28/2022
T70404/03	AFC Replacement, Phase 2: Electronic Boards	$ 1.7	2/28/2022
T80502/08	Mainline Track Replacement 2020 / Flushing	$ 59.9	2/28/2022
T80502/38	Mainline Track Replacement 2021 / Jamaica (Crescent-Cypress)	$ 3.7	2/28/2022
T80502/13	Mainline Track Replacement 2020 / 6th Avenue	$ 19.9	2/28/2022
T80503/10	Mainline Track Switches 2020 / White Plains Rd	$ 21.1	2/28/2022
T80502/21	Mainline Track Replacement 2020 / Pelham	$ 4.3	2/28/2022
T80502/09	Mainline Track Replacement 2020 / Lexington	$ 28.0	2/28/2022
T80502/07	Mainline Track Replacement 2020 / Broadway-7th Ave	$ 35.3	2/28/2022
T71602/05	Capital Revolving Fund (CRF) - 2017	$ 5.0	3/1/2022
T80412/06	1 Subway Street Stair: Ralph Av / FUL (S6) [SBMP]	$ 0.9	3/1/2022
T61204/44	New East New York Tower - NYCT	$ 5.9	3/1/2022
T70413/31	ADA: Livonia Avenue / Canarsie	$ 84.3	3/11/2022
T80413/70	ADA Emergency Elevator Two-Way Communications System (EE2CS)	$ 1.3	3/11/2022
T70703/03	Elev Structural Rehab:Livonia Yard Overpass & Retaining Wall	$ 25.6	3/19/2022
T71203/26	Roof: Fresh Pond Depot	$ 4.6	3/22/2022
T61004/39	2-Ton Overhead Crane - Concourse	$ 0.9	3/30/2022
T61004/53	2-Ton Overhead Crane 207th Street Shop	$ 0.9	3/30/2022
T61004/54	207th St Overhaul Shop: Soil Remediation and Boiler Upgrade	$ 12.7	3/30/2022
T70413/07	ADA: Times Square, Phase 3 - Shuttle	$ 191.9	3/31/2022
T70414/04	Station Reconstruction: Times Square, Phase 3 - Shuttle	$ 21.7	3/31/2022
T70502/86	Mainline Track Replacement 2018 / Times Sq Shuttle	$ 5.7	3/31/2022
T71607/29	RTO Facility: 3 Avenue-138 Street / Pelham	$ 14.1	3/31/2022
T80803/13	CBTC: Flushing - Equip. Removals, Ph 2 (Times Sq - Main St)	$ 19.8	3/31/2022
T60803/06	CBTC: Flushing - Equip. Removals, Ph 2 (Times Sq - Main St)	$ 4.3	3/31/2022
T80803/15	Signal Enhancements (TIP)	$ 0.4	3/31/2022
T61604/02	Replace Server Hardware: RCC and BCC	$ 3.2	3/31/2022
T80503/13	Mainline Switches - 2020 DES/EFA	$ 6.4	3/31/2022
T80503/18	Mainline Track Switches 2021 / 6th Ave-Culver	$ 9.0	3/31/2022
T61604/06	Upgrade Penta Voice Communication System	$ 1.4	3/31/2022
T80302/10	84 Hybrid-Electric Standard Buses (New Flyer)	$ 71.2	3/31/2022
T60302/32	Digital Information Signs: Depot Wi-Fi	$ 2.5	3/31/2022
T80302/06	19 Express Buses (SIM23/24)	$ 14.3	3/31/2022
T60404/01	AFC Replacement, Phase 2: Electronic Boards	$ 16.3	3/31/2022
T80412/06	1 Sbwy St & 1 Interior Stair: Rector St/BWY (S4/P5,P7)[SBMP]	$ 0.9	4/3/2022
T80412/06	1 Subway Interior Stair: 23 St / BWY (P1) [SBMP]	$ 0.8	4/6/2022
T80412/06	1 Sbwy St Stair & 1 Interior Stair:8 St/BWY (S8, P6AB)[SBMP]	$ 0.7	4/9/2022
T71605/12	Test Pit Services	$ 10.6	4/16/2022
T71203/21	East New York Depot Windows and Facade	$ 18.1	4/18/2022
T80412/06	1 Subway Street Stair: 79 St / BW7 (S3) [SBMP]	$ 0.9	4/27/2022
T80412/06	2 Elevated St Stairs:Brighton Beach/Brighton (S7,S8) [SBMP2]	$ 2.0	4/29/2022
S70701/06	New Power Substation: New Dorp	$ 22.4	4/30/2022
S70701/07	New Power Station: Clifton	$ 28.0	4/30/2022
T81607/06	EMD Facility: Hoyt-Schermerhorn / Fulton	$ 14.0	4/30/2022
T70803/24	Code Cable Replacement / BW7	$ 39.5	4/30/2022
T70302/03	165 Hybrid-Electric Standard Buses (Nova)	$ 145.9	4/30/2022
T80302/08	126 Hybrid-Electric Standard Buses (Nova)	$ 107.9	4/30/2022
T80502/27	Mainline Track Replacement 2021 / 11 St Cut	$ 19.9	4/30/2022

T80703/20	Rehabilitation of Emergency Exits - (2021)	$ 7.5	4/30/2022
T80502/36	Mainline Track Replacement 2021 / Pelham	$ 12.7	4/30/2022
T70407/02	Replace 12 Traction Elevators / Broadway-7th Avenue	$ 105.3	5/6/2022
ET0403/35	Sandy Mitigation: Coastal Storm MCD Wrap-Up	$ 1.2	5/13/2022
ET0403/36	Sandy Mitigation: Street Level Opening - 8 Stations Wrap-Up	$ 5.1	5/13/2022
T71605/11	Boring Services: Manhattan & Bronx	$ 2.0	5/14/2022
T71605/10	Boring Services: Brooklyn, Queens and Staten Island	$ 1.9	5/14/2022
T70806/37	Connection-Oriented Ethernet (COE), PSIM on Blade Servers	$ 13.3	5/31/2022
ET0403/39	Sandy Mitigation: 138 St - Gr Concourse/JER (Vent Battery A)	$ 8.1	5/31/2022
T70302/13	Automatic Passenger Counting (APC) - Phase 1 Rollout	$ 5.6	5/31/2022
T80502/23	Continuous Welded Rail 2020	$ 35.0	5/31/2022
T80503/14	Mainline Track Switches 2021 / 8th Avenue	$ 4.6	5/31/2022
T70412/A9	2 Street Stairs: 34 St / BWY (S4/M4, S8/M8) [SBFP]	$ 2.2	6/2/2022
T80502/29	Mainline Track Replacement 2021 / Broadway	$ 5.7	6/28/2022
ET0903/04	Sandy Mitigation: Montague-Furman Substation / BWY	$ 6.9	6/29/2022
T60902/18	Montague-Furman Substation (Core)	$ 0.7	6/30/2022
ES0703/02	Sandy Mitigation: Clifton Shop	$ 157.5	6/30/2022
S70701/11	SIR: Relocate HQ to Clifton Shop	$ 9.1	6/30/2022
ES0702/11	Sandy Repairs: Clifton Shop	$ 34.6	6/30/2022
T70806/02	Upgrade of Asynchronous Fiber Optic Network -SONET Rings A,C	$ 29.6	6/30/2022
T70806/51	Help Point: Wrap-Up and CAI Removals	$ 21.0	6/30/2022
T80407/10	Install PSLAN Connectivity at Escalator Stations - Package 1	$ 0.7	6/30/2022
T80407/10	Install PSLAN Connectivity at Elevator Stations - Package 1	$ 0.7	6/30/2022
T80413/69	Install PSLAN Connectivity at ADA Stations - Package 1	$ 3.1	6/30/2022
T70703/16	Overcoating: Broadway - End of Line / Myrtle	$ 54.8	6/30/2022
T71203/07	HVAC: Fresh Pond Depot (NYPA)	$ 14.1	6/30/2022
T71004/03	DCE Shop Components, Phase 2: 239 St, Concourse, ENY	$ 46.3	6/10/2022
T70407/01	Replace 11 Hydraulic Elevators / Various	$ 69.2	6/30/2022
T50803/QB	CBTC Queens Blvd West - 50 St to Union Tpke: Ph 1 - Thales	$ 52.1	6/30/2022
T60803/19	CBTC Queens Boulevard West - 50 St to Union Tpke: Phase 1	$ 202.7	6/30/2022
T70803/42	CBTC: 8 Avenue, Equip 112 R160 cars (26 units)	$ 11.9	6/30/2022
T61204/02	TSP: Traffic Signal Priority Rollout 1100 Buses (SBS)	$ 3.1	6/30/2022
T71204/04	TSP: Traffic Signal Priority, Phase 2	$ 4.2	6/30/2022
T70302/06	50 Express Buses	$ 33.5	6/30/2022
T70414/01	Station Signage (2016)	$ 9.7	6/30/2022
T80502/45	Track Force Account - 2021	$ 35.0	6/30/2022
T80502/22	Mainline Track - 2020 DES/EFA	$ 8.5	6/30/2022
T71004/02	207 St Maintenance & Overhaul Shop Roof & Component Repair	$ 57.6	7/6/2022
T61004/55	207 St Boiler House Structural Repairs	$ 2.3	7/6/2022
T80412/06	2 Subway Street Stairs: 65 St / QBL (S1/M1AB, S2/M2AB)[SBMP]	$ 1.1	7/8/2022
T80412/06	2 Elevated St Stairs: Ocean Parkway/Brighton (S5,S6) [SBMP2]	$ 1.8	7/20/2022
T80806/11	Comm Room Upgrade: Chambers St / 8th Ave MR#170 [SBMP2]	$ 0.9	7/28/2022
T80806/11	Comm Room Upgrade: 14th St / 8th Ave MR#166 [SBMP2]	$ 0.7	7/29/2022
T80806/11	Comm Room Upgrade: Beach 116th St / Rockaway MR#203 [SBMP]	$ 1.1	7/29/2022
T80806/11	Comm Room Upgrade: Astor Place / LEX (#407) [SBMP]	$ 0.6	7/30/2022
T71602/04	Capital Revolving Fund (CRF) - 2016	$ 5.0	7/31/2022
ET0603/17	Sandy Resiliency: Conversion of 2 Pump Trains	$ 28.3	7/30/2022
T80502/14	Mainline Track Replacement 2020 / Astoria	$ 21.0	7/31/2022
	Station Ventilators: Ph 16 - 2 Locations / CNR - Brooklyn	$ 4.8	7/31/2022
T80502/11	Mainline Track Replacement 2020 / Jamaica	$ 28.1	7/31/2022
T80502/06	Mainline Track Replacement 2020 / 8th Avenue	$ 20.7	7/31/2022
T80503/16	Mainline Track Switches 2021 / Jerome	$ 3.9	7/31/2022
T80806/11	Comm Room Upgrade: Winthrop St / Nostrand MR#355 [SBMP]	$ 1.2	8/4/2022
T80412/06	1 Subway Street Stair: 79 St / BW7 (S4) [SBMP]	$ 1.0	8/6/2022
T80806/11	Comm Room Upgrade: 28 St / LEX (#404) [SBMP]	$ 0.7	8/8/2022
T80806/11	Comm Room Upgrade: Morris Park / DYR (#446B) [SBMP]	$ 0.7	8/9/2022
T70605/03	Replace Supervisory Vent Controls - 11 Locs / Various	$ 28.2	8/27/2022
T80605/07	Replace Supervisory Vent Controls - 2 Locs #7203, #7204 -FLS	$ 5.8	8/27/2022
T81203/05	Roof Topping & Expansion Joints: Kingsbridge Depot	$ 5.5	8/30/2022
ET0403/17	Sandy Mitigation: Upgrade Emergency Booth Comm System (EBCS)	$ 74.1	8/31/2022
T61606/11	Fire Alarm Systems: 15 DOS Locations	$ 22.7	8/31/2022
T70803/26	Life Cycle Replacement of Code Systems - Phase 1	$ 50.1	8/31/2022
T80502/34	Mainline Track Replacement 2021 / Jerome	$ 8.6	8/31/2022
T80502/35	Mainline Track Replacement 2021 / Flushing	$ 29.1	8/31/2022
T80806	Passenger ID CCTV - 90 St Station / FLS [SBMP]	$ 1.0	9/30/2022
T70803/01	CBTC Queens Boulevard West - 50 St to Union Tpke: Phase 2	$ 463.6	9/30/2022
ET0603/32	Sandy Resiliency: 3 Pump Rooms (53rd St Tube)	$ 25.6	9/30/2022
T70407/03	Replace 8 Traction Elevators / Various	$ 50.0	9/30/2022

T70806/04	Fiber Optic Cable Replacement PH2 Balance (2022)	$ 4.3	9/30/2022
T70101/02	Purchase 20 Open Gangway Prototype Cars (R211)	$ 79.9	9/30/2022
T80502/17	Mainline Track Replacement 2020 / 63rd St	$ 8.7	9/30/2022
T80503/17	Mainline Track Switches 2021 / Pelham	$ 10.5	9/30/2022
T80502/43	Mainline Track Replacement 2021 / Lexington	$ 19.1	9/30/2022
T80502/10	Mainline Track Replacement 2020 / Brighton	$ 15.2	9/30/2022
T80502/30	Mainline Track Replacement 2021 / Concourse	$ 15.6	9/30/2022
T80502/32	Mainline Track Replacement 2021 / Jamaica	$ 27.0	9/30/2022
T80502/47	Mainline Track Replacement 2022 / 6th Ave-Culver	$ 26.0	9/20/2022
ET0603/28	Sandy Resiliency: Purchase Mobile Pumps and Generators	$ 0.3	9/30/2022
T70302/15	Paratransit AVLM: System Replacement - Purchase/Install	$ 17.5	9/30/2022
T70302/15	Paratransit AVLM: Real-Time Dispatch and Scheduling Engine	$ 9.3	9/30/2022
T70902/03	Central Substation Renewal Including New Rectifier / 6AV	$ 35.5	10/10/2022
T80904/05	Rebuild Ducts: Central Substation / 6AV	$ 7.3	10/10/2022
T60902/17	Reconstruct 6 Negative Manholes - Central Substation / 6AV	$ 1.7	10/10/2022
T80412/06	2 Subway Interior Strs:Utica Av/FUL(P6/P8, P10/P12) [SBMP2]	$ 2.8	10/15/2022
T80503/23	Mainline Track Switches 2022 / Canarsie	$ 6.5	10/15/2022
T71606/05	Consultant Services: UST Remediation - 2017	$ 6.5	10/24/2022
T80412/06	2 Subway Street Stairs: Elmhurst Av / QBL (S1, S4) [SBMP]	$ 1.0	10/28/2022
T80703/07	Rehab Emergency Exits: 2 Locations (#16W and #46E) [SBMP]	$ 2.0	10/30/2022
T61606/10	Asbestos/Lead: Air Monitor	$ 8.4	10/30/2022
T70902/06	Replace High Tension Switchgear at 7 Substations	$ 26.9	10/31/2022
T80806/11	Passenger ID CCTV - Prince St Station / BWY [SBMP]	$ 1.2	10/31/2022
T80806/11	Passenger ID CCTV - 103 St Station / FLS [SBMP]	$ 1.1	10/31/2022
T80806/11	Passenger ID CCTV - 28 St Station / BWY [SBMP]	$ 1.3	10/31/2022
T80806/43	Fiber Optic Cable Replacement (2021)	$ 4.6	10/31/2022
T80803/14	Single Chip UWB Interoperability (Proof of Concept) (Thales)	$ 13.4	10/31/2022
T80803/14	Single Chip UWB Interoperability (Proof of Concept)(Siemens)	$ 21.7	10/31/2022
T80302/11	135 Standard Diesel Production Buses (New Flyer)	$ 96.0	10/31/2022
T80302/11	139 Standard Diesel Buses (New Flyer) - 4 Pilot Buses	$ 2.8	10/31/2022
T40404/M6	AFC System Wrap-Up	$ 8.1	10/31/2022
T81607/09	EFR Bathroom and Breakroom Ph1	$ 3.0	10/31/2022
T70412/29	3 Street Stairs: 59 St / 4AV (S2, S4, S6) SBMF	$ 2.2	11/12/2022
T80806/42	PA/CIS Upgrade: Canarsie Line, Phase 2 (I/H PSLAN)	$ 7.5	11/30/2022
T70902/02	Avenue Z Substation Renewal / CUL	$ 28.9	11/30/2022
T81607/08	EDR Water Remedy and Equipment Replacement - Prospect Pk/BRT	$ 6.2	11/30/2022
T80302/09	209 Standard Diesel Buses (Nova)	$ 141.2	11/30/2022
T61607/05	RTO Fac: Chambers St / Nassau Loop	$ 18.7	11/30/2022
T71605/03	Structural Testing (Subway)	$ 10.6	12/4/2022
T71605/03	Structural Testing (Elevated)	$ 8.6	12/15/2022
T80503/06	Mainline Track Switches 2020 / Queens	$ 7.5	12/15/2022
T81204/04	Artic Chassis Wash & Platform Lift: Ulmer Park Depot [SBMP2]	$ 2.1	12/16/2022
T70806/14	ISIM B-DIV: Module 3	$ 98.9	12/16/2022
S70701/03	SIR Mainline Track Rehabilitation	$ 47.2	12/19/2022
S70701/13	Clifton Yard Track and Switch Reconfiguration	$ 14.8	12/19/2022
S80701/09	Track and Switch Rehabilitation: SIR Mainline (Addtnl Work)	$ 15.1	12/19/2022
S80701/09	Track and Switch Rehabilitation: SIR Mainline (2021)	$ 35.2	12/19/2022
T70803/49	Signal Quality Enhancements (SAP)	$ 18.2	12/24/2022
T81004/13	Tiffany Iron Shop Emergency Roof Repairs [SBMP2]	$ 2.6	12/28/2022
T61004/25	207 St Overhaul: Equipment for Car HVAC Repair & Maintenance	$ 2.2	12/30/2022
ET1003/07	Sandy Mitigation: Long Term Perimeter Protctn-ConeyIsland Yd	$ 302.2	12/31/2022
ET1002/11	Sandy Repairs: Coney Island Yd Cables & Communication Eqpmnt	$ 146.3	12/31/2022
T80904/09	Rehab 4 CBH Enclosures - Coney Island Yard	$ 5.6	12/31/2022
T61004/27	Car Washer Repairs: Concourse Yard	$ 5.7	12/31/2022
T80806/37	Columbus Circle Electronic Security System	$ 14.1	12/31/2022
T70806/03	PBX Upgrade: Phase 2	$ 47.6	12/31/2022
T80503/25	Mainline Track Switches 2022 / Jamaica	$ 8.2	12/31/2022
T80502/53	Mainline Track Replacement 2022 / Jamaica	$ 4.0	12/31/2022
T71606	Decommission Remediation System:Kingsbridge Depo[SBMP Tier2]	$ 0.6	12/30/2022
T71606	Decommission Remediation System: Flatbush Depot [SBMP]	$ 0.6	12/2/2022
ET1603/10	Sandy Mitigation: Consolidated Revenue Facility	$ 8.8	2023
T61203/23	Window Replacement Flatbush & Ulmer Park Depots	$ 8.9	2023
T80412/22	Station Ventilators: Phase 18 - 2 Locations / Fulton	$ 5.2	2023
T80502/37	Mainline Track Replacement 2021 / Lenox-WPR	$ 8.1	2023
T80502/48	Mainline Track Replacement 2022 / 8th Avenue	$ 26.3	2023
T80502/52	Mainline Track Replacement 2022 / Myrtle	$ 9.2	2023
T80503/26	Mainline Track Switches 2022 / Myrtle	$ 13.5	2023
T70806/50	Connection-Oriented Ethernet (COE) at 265 Stations, Ph 3B-2	$ 19.7	2023

T70302/24	New / Improved AEB Chargers for 5 Bus Depots [CIP 7 Portion]	$ 48.2	2023
T71607/23	Priority Repairs of Tiffany Central Warehouse Exterior Walls	$ 18.5	2023
T71607/27	Roof Replacement: Tiffany Central Warehouse	$ 17.3	2023
T80502/49	Mainline Track Replacement 2022 / 7th Avenue	$ 16.0	2023
T80703/30	LSCRP: Repair of Priority Column Bases /JER & WPR (In-House)	$ 7.5	2023
T80806	Passenger ID CCTV - 49 St and 8 St / BWY [SBMP Tier2]	$ 3.9	2023
T80806	Passenger ID CCTV - 135 St / LNX [SBMP]	$ 1.5	2023
T80806	Passenger ID CCTV - 23 St and Rector St / BWY [SBMP Tier2]	$ 4.0	2023
T81204/05	Automated Bus Lane Enforcement (ABLE), Ph 2A (230 Buses)	$ 8.0	2023
T81607/10	EFR Bathroom and Breakroom Ph2	$ 4.0	2023
T81607/11	EFR Consolidation: 2 Avenue / 6th Avenue	$ 17.9	2023
ET1603/12	Sandy Mitigation: Tiffany Central Warehouse	$ 22.5	2023
T70407/14	Replace One Hydraulic Elevator at GC / Flushing	$ 6.3	2023
T80806/41	Upgrade Async Fiber Optic Network to SONET Ring F	$ 27.04	2023
T80502/18	Mainline Track Replacement 2020 / West End	$ 6.68	2023
T70803/42	CBTC: 8 Avenue, Equip 316 R179 cars (73 units)	$ 34.87	2023
T60302/27	Digital Information Signs - Ph 2 Rollout	$ 11.07	2023
T80404/03	44 End Cabinets: Procurement	$ 1.11	2023
T80503/27	Mainline Track Switches 2022 / 6th Ave-Culver	$ 17.64	2023
T70413/50	Additional Elevator: 34 St / BW7 PSNY- 33rd	$ 16.54	2023
T80407/07	Replace 3 Hydraulic Elevators: 34 St / BW7 PSNY-33rd	$ 21.59	2023
T80412/19	Leak Remediation: 34 St / BW7 PSNY-33rd	$ 2.41	2023
T80806/13	Comm Room Upgrade: 34 St / BW7 (#318A)	$ 1.48	2023
T60806/23	Passenger Station LAN: Solarwinds Network Management System	$ 5.00	2023
T71602/06	Capital Revolving Fund (CRF) - 2018	$ 5.00	2023
T80502/50	Mainline Track Replacement 2022 / Brighton	$ 32.98	2023
T80806	Passenger ID CCTV -103 St/8AV&138 St-Grand Conc/JER [SBMP]	$ 1.46	2023
T80806	Passenger ID CCTV-Myrtle-Willoughby&Fulton St/BCT [SBMP T2]	$ 2.08	2023
T81004/12	Livonia Maintenance Facility Rehab/Reconstruct Phase 1	$ 21.89	2023
T60407/06	Replace 2 Hydraulic Elevators: GC-42 Street / Lexington	$ 17.23	2023
T80806	Passenger ID CCTV - Bdwy / BCT and Pelham Pkwy / DYR [SBMP]	$ 1.46	2023
T80502/54	Mainline Track Replacement 2022 / Astoria	$ 18.59	2023
T80503/24	Mainline Track Switches 2022 / 8th Avenue	$ 32.64	2023
T80503/28	Mainline Track Switches 2022 / Brighton	$ 21.32	2023
T80703/28	Critical Ventilators Between Stations - Constr I/H	$ 4.78	2023
T70803/07	Ditmas Interlocking: CBTC Culver	$ 124.07	2023
T70803/32	CBTC: Culver (Church Ave to W8th St)	$ 100.81	2023
T70803/33	Ave X Interlocking: CBTC Culver	$ 185.49	2023
T70803/43	Mainline Track Switches 2018 / CBTC Culver	$ 39.23	2023
T71302/13	6 Non-Revenue Vehicles 2021 (2015-19)	$ 1.12	2023
T70407/08	Replace 2 Escalators / Pelham Parkway/ White Plains Road	$ 14.70	2023
T70407/09	Replace 6 Escalators / Various	$ 42.96	2023
T71602/98	2015-2019 Owner Controlled Insurance Program	$ 165.35	2023
T80502	Track Force Account - 2022	$ 35.00	2023
T80502/40	Mainline Track - 2021 DES/EFA	$ 11.41	2023
T80503/20	Mainline Switches - 2021 DES/EFA	$ 7.53	2023
T81004/15	Yard Track - 2022	$ 2.80	2023
T61204/03	Bus Radio System - NYCT	$ 214.72	2023
T70413/15	ADA: 149 Street - Grand Concourse Complex	$ 109.74	2023
T70413/38	ADA: Tremont Avenue / Concourse	$ 50.40	2023
S80701/01	Station Components: New Dorp / SIR	$ 3.74	2023
S80701/08	ADA: New Dorp / SIR	$ 31.37	2023
T80412/15	Platform Components: Metropolitan Ave / BCT	$ 6.97	2023
T80413/03	ADA: Dyckman Street (northbound) / 7th Ave-Bway	$ 18.24	2023
T80413/17	ADA: Grand Street / Canarsie	$ 24.73	2023
T80413/19	ADA: 7th Avenue / 6th Ave	$ 35.04	2023
T80413/27	ADA: Lorimer St / CNR	$ 54.94	2023
T80413/28	ADA: Metropolitan Ave / BCT	$ 42.42	2023
T80413/32	ADA: East 149th Street / Pelham	$ 35.43	2023
T80413/37	ADA: Beach 67th St (Gaston) / Far Rockaway	$ 38.32	2023
T71204/03	Select Bus Service 2015-19	$ 15.60	2023
T80806/05	Antenna Cable Replacement: Manhattan Bridge	$ 10.35	2023
T60404/05	New Fare Payment System, Phase 2	$ 98.49	2023
T70404/01	New Fare Payment System, Ph2	$ 463.32	2023
S70701/01	Purchase 75 SIR Passenger Railcars -R211	$ 257.48	2023
T71302/15	Convert 10 R77E Locomotives	$ 34.27	2023
T80302/16	5 Express Battery Electric Buses for Testing + Evaluation	$ 8.27	2023
T80605/17	Deep Wells Back-flushing: Lenox Line	$ 11.72	2023

ET0502/17	Sandy Repairs: Mainline Track - 200 St - 207 St / 8th Ave	$ 44.17	2023
ET0502/18	Sandy Repairs: Mainline Switches 200 St - 207 St / 8 Ave	$ 31.98	2023
ET0802/07	Sandy Repairs: Signals: 200 St - 207 St / 8th Ave	$ 64.12	2023
T80806/15	Liftnet Transition to Ethernet, Phase 2 - Package 1	$ 8.90	2023
T80404/04	Wide Turnstiles: Procurement / Installation (2021)	$ 3.28	2023
T71302/08	Purchase of 12 3-Ton Crane Cars	$ 30.82	2023
T70302/16	45 Standard Electric Buses	$ 55.21	2023
T80302/13	15 Standard All-Electric Buses (AEB)	$ 17.26	2023
T80703	LSCRP: Brooklyn (4AV)	$ 15.00	2023
T70101/01	Purchase 440 B-Division Cars - R211	$ 1,393.61	2023
T70703/23	LSCRP: Brooklyn (EPK)	$ 76.60	2023
T80703/11	Plenum Plate Demolition & Structure Rehab on EPK	$ 0.50	2023
T70414/22	Station Circulation Enhancements: Main Street / Flushing	$ 51.54	2023
T80412/13	Station Components: Main Street / Flushing	$ 4.09	2023
ET1002/10	Sandy Repairs: Power Cable Replacement - 207th St Yard	$ 40.28	2023
ET1002/18	Sandy Repairs: 207 St Yard Signals	$ 249.98	2023
ET1002/19	Sandy Repairs: 207 St. Yard Track	$ 62.02	2023
ET1002/20	Sandy Repairs: 207 St. Yard Switches	$ 30.41	2023
ET1003/10	Sandy Mitigation: Long-Term Perimeter Protection, 207 St Yd	$ 143.85	2023
ET1003/12	Sandy Mitigation: 207th Street Yard Portal	$ 51.59	2023
T70605/06	Rehabilitate Forsyth St. Fan Plant	$ 87.71	2023
T70703/08	Structural Rehab: Emergency Exit 302N - 168 St/BW7	$ 16.08	2023
T71604/08	Enterprise Asset Management (EAM)	$ 41.00	2023
T80412/10	Water Conditions Remedy - 2021	$ 7.34	2023
T80605/06	Rehab Fan Plant Damper Systems - 7 Locations	$ 33.77	2023
T81607/05	Livingston Plz Elec and Mech Sys Improvements, Ph B	$ 69.03	2023
T80904/08	Rehab CBH Enclosure: CBH 301 - Pennsylvania Av / EPK	$ 1.78	2023
T61004/08	Heavy Shop Equipment Replacement (2010-14)	$ 5.72	2023
T70502/A3	Mainline Track / Myrtle Ave Line (RF-U69 Plates)	$ 0.41	2023
T71004/09	Heavy Shop Equipment Purchase & Replacement 2015-19	$ 0.34	2023
T80502/41	Mainline Track - Direct Fixation (3rd Party) - Jamaica LL	$ 57.62	2023
T80502/42	Mainline Track - Direct Fixation (3rd Party) - 63rd St	$ 107.55	2023
T80703/26	LSCRP: Jamaica	$ 2.20	2023
T80703/27	LSCRP: 63 St	$ 1.56	2023
T80902/11	New 84C Contact Rail - Jamaica	$ 3.57	2023
T80902/12	New Negative Side Feeders - Jamaica	$ 0.43	2023
T80902/13	New 84C Contact Rail - 63 St	$ 9.55	2023
T80902/14	New Negative Side Feeders - 63 St	$ 0.95	2023
T80703/23	Replacement of Elec/Mech Eqpmnt of South Channel Bridge	$ 70.00	2024
T80302	AEB Charging Infrastructure: Jamaica Depot	$ 6.40	2024
T80803/16	CBTC General Engineering Consultant (GEC)	$ 45.09	2024
ET1003/14	Sandy Mitigation: Sewer 207th Street	$ 130.88	2024
T81203/04	Roof Topping & Expansion Joints: Michael J Quill Depot	$ 15.42	2024
T80605/05	Deep Wells: Nostrand Ph 2: Rehabilitate	$ 22.70	2024
T70803/27	Life Cycle Replacement of Speed Enforcement Systems	$ 63.49	2024
T70803/42	CBTC: 8 Avenue, Equip 460 R211 Cars (92 units)	$ 33.77	2024
T71602/07	Capital Revolving Fund (CRF) - 2019	$ 5.00	2024
T80703	Repair St. Marks Bridge - Franklin Avenue Shuttle	$ 17.42	2024
T80703	Repair Abutment Wall: Coney Island Yard	$ 11.52	2024
T80407/11	Replace 4 Escalators at 161 St / BXC and DeKalb Av / 4AV	$ 51.13	2024
T80502	Track Force Account - 2023	$ 35.00	2024
T80502/51	Mainline Track - 2022 DES/EFA	$ 24.78	2024
T80503/22	Mainline Switches - 2022 DES/EFA	$ 15.71	2024
T81302	Purchase of 27 Refuse Flat Cars	$ 49.58	2024
ET0702/09	Sandy Repairs: Rockaway Line Wrap-Up	$ 45.08	2024
T80412/23	Station Ventilators:Phase 21 - 3 Locs, Manhattan & Bronx	$ 10.26	2024
T80605/14	Fan Plant SCADA Head-End Upgrade	$ 18.76	2024
T70407/07	Replace 1 Escalator at Intervale Av / WPR	$ 7.48	2024
T70407/07	Replace 6 Escalators / Various (Bronx & Manhattan)	$ 44.84	2024
T70407/13	Replace 5 Escalators / Various (Brooklyn & Manhattan)	$ 31.47	2024
ET0603/36	Sandy Resiliency: 4 Pump Rooms (Jerome/Pelham Tube)	$ 11.38	2024
ET0603/38	Sandy Resiliency: 2 Pump Rooms (Steinway Tube)	$ 12.32	2024
ET0703/08	Sandy Mitigation: Steinway Portal(9 Stns Bk/Q Initiative)	$ 23.69	2024
ET0903/07	Sandy Mitigation: Hardening of Substations - 24 Locs	$ 96.92	2024
ET0903/13	Sandy Mitigation: West Bdwy/Murray Substn Flood Protection	$ 2.41	2024
ET0903/14	Sandy Mitigation: Tudor Substation Flood Protection	$ 2.87	2024
T60803/36	Steinway Tube Cathodic Protection	$ 1.09	2024
T70806/48	Police Radio System: Enhanced Coverage (Steinway Tube)	$ 6.29	2024

T81302	Purchase 2 Signal Supply Cars	$ 12.93	2024
T70413/27	ADA and Station Improvements: Westchester Square / PEL	$ 113.08	2024
T80502/46	Mainline Track Replacement: Westchester Square / PEL	$ 1.19	2024
T81004	Component Repairs: 207 St OH Facility	$ 23.00	2024
T71204/18	Automated Fuel Management System Upgrade: 4 Depots	$ 2.02	2024
T60803/37	Walkway for 8 Bridges / Dyre	$ 2.23	2024
T70703/01	Elev Struct Reh:Boston Rd-Abut of 180th St-WPR/Paint 90 bent	$ 71.05	2024
T70703/10	Overcoating: 17 Bridges / Dyre Av	$ 62.77	2024
T70703/57	Overcoating: East 180 Street Flyover / Dyre Av	$ 5.14	2024
T80703	Demolish Abandoned Structures - Ph2: WPR	$ 1.00	2024
T80904/10	Installation of Second Negative Rail / Dyre	$ 32.75	2024
T70413/24	ADA: 68 St-Hunter College / Lexington	$ 138.57	2024
T80412/25	Platform Components: 68 Street-Hunter College / Lexington	$ 6.23	2024
T80502/44	Mainline Track Replacement - 68 St-Hunter College / LEX	$ 3.96	2024
T81004	Yard Fencing: Fresh Pond Yard	$ 10.65	2024
T71004/41	Rail Car Acceptance and Testing Facility, Brooklyn	$ 84.86	2024
T80605	Fan Plant Computer Aided Decision Support (CADS) Pilot	$ 5.57	2024
T80703/18	LSCRP: The Bronx (BXC)	$ 120.58	2024
T80703/19	Vents Between Stations: E 161 St - E 192 St / Concourse	$ 11.38	2024
T80806/40	Antenna Cable Upgrade/Replacement - Concourse	$ 9.42	2024
T81004	Component Repairs: 215 St Signal Shop (Reserve)	$ 27.69	2024
T70803/04	CBTC: 8 Avenue (59 St to High Street)	$ 208.62	2025
T70803/35	2 Interlockings: 30 St & 42 St North/ 8Ave	$ 253.23	2025
T70803/44	8th Ave Switch Replacement	$ 27.56	2025
T80412	Station Ventilators: Phase 20 - 4 Locations, Manhattan	$ 10.48	2025
T80605/18	Tunnel Lighting: 50 St to 7 Av / 8AV	$ 23.07	2025
T80605/19	Fan Plant Component Repairs - 8 Av (Fiber Only)	$ 22.68	2025
T80703/29	LSCRP: Downtown Manhattan / 8AV	$ 97.41	2025
S80701	Rehabilitate: Garretson Ave. Bridge	$ 10.08	2025
S80701	Overcoat: 6 SIR Bridges	$ 13.07	2025
S80701	2020-2024 SIR Station Component Program	$ 33.35	2025
T70412/51	Platform Components: 6 Avenue / Canarsie	$ 36.05	2025
T70412/F4	Stairs: 14th St-6th Ave (S2/M4,S5/M11,S7/M13)	$ 3.50	2025
T70412/L2	Platform Components: 14th Street / 6AV	$ 11.82	2025
T70413/30	New Stair: Street to Mezzanine - 14 St / 6th Ave	$ 1.14	2025
T70413/46	ADA: 6 Ave / Canarsie	$ 87.14	2025
T70413/47	ADA: 14 St / 6th Ave	$ 27.96	2025
T70413/48	ADA: 14 St / Broadway/7th Ave	$ 79.80	2025
T80412/21	Station Ventilator Reconstruction: 8 Avenue/Canarsie	$ 2.05	2025
T80412/24	Water Remediation - Renewal: Borough Hall / Lexington	$ 186.50	2025
T80413/11	ADA: Borough Hall / Lexington	$ 59.23	2025
T80703/12	LSCRP: Outstanding Locations - West (14 St / 8 Av to 1 Av)	$ 34.98	2025
T80902/07	Negative Cables: 4th Ave Line - 36 St to Pacific St (Ph 3)	$ 51.26	2025
ET0903/10	Sandy Mitigation: Back-up Power Control Center (PCC)	$ 12.55	2025
T80904/06	Upgrade SCADA System (BMT)	$ 46.10	2025
T81602/03	Capital Revolving Fund (CRF) - 2020	$ 5.00	2025
T81004	Yard Lighting: Fresh Pond Yard	$ 4.60	2025
T81204	Elevator Replacement at Kingsbridge & MJQ	$ 8.32	2025
ET1003/15	Sandy Mitigation: Resiliency Improvements at Corona Yard	$ 14.17	2025
T80412	Grand Central: Center Core East / Flushing	$ 90.00	2025
T80412	Grand Central: Widening Stairs U2/U6 / Lexington	$ 5.00	2025
T70413/22	ADA: 95th St / 4AV	$ 47.33	2025
T80412/27	Platform Components: 137 St / BW7	$ 8.72	2025
T80413/31	ADA: Parkchester-E.177 St / Pelham	$ 43.15	2025
T80413/47	ADA: Northern Boulevard / Queens Boulevard	$ 59.52	2025
T80413/71	ADA: 137th Street / 7th Ave-Bway	$ 84.03	2025
ET0603/27	Sandy Mitigation: Existing Pump Room Enhancements	$ 16.89	2025
ET0903/12	Sandy Resiliency: Site Improvements at 2 Locations (SBFP)	$ 2.26	2025
ET0903/15	Sandy Resiliency: Deployable Substations	$ 46.15	2025
S70701/04	SIR: UHF T-Band Radio System Replacement	$ 39.18	2025
T70412/14	85 Street-Forest Parkway / Jamaica	$ 49.84	2025
T70412/15	75 Street - Elderts Lane / Jamaica	$ 47.19	2025
T70412/16	Cypress Hills / Jamaica	$ 49.96	2025
T80412	Station Ventilators: Phase 19 - 4 Locations, Brooklyn	$ 9.18	2025
T80412/13	Platform Components: 111 Street / Flushing	$ 7.45	2025
T80502	Track Force Account - 2024	$ 35.00	2025
T71203/03	HVAC: Queens Village Depot	$ 26.36	2025
T71203/27	Rooftop HVAC: East New York Depot	$ 12.00	2025

S80701	Track and Switch Rehabilitation: SIR Mainline (Switches)	$ 32.12	2025
T80605	Construct Pump Room: Rockwell Place / 4AV	$ 42.00	2025
T80703/06	Overcoating: Portal to West 8 St / Culver	$ 206.03	2025
T70414/02	Grand Central: Main Mezzanine Finishes / Lexington	$ 16.69	2025
T80407/13	Replace 8 Escalators: Grand Central - 42 St / FLS	$ 82.29	2025
T80412/26	Station Ventilators: Grand Central / FLS	$ 16.92	2025
T70902/19	New Substation: Canal Street / 8th Avenue	$ 69.50	2025
T80703	Overcoating:Williamsburg Bridge - Myrtle Ave/ Jamaica	$ 79.29	2025
T80703	Overcoating: East New York Yard & Shop Leads & Loops	$ 50.35	2025
T80703	Overcoating: Myrtle Avenue - DeSales Place / Jamaica	$ 85.06	2025
T81606	Consultant Services: UST Remediation - 2021	$ 7.12	2025
ET0703/10	Sandy Mitigation: ROW Debris Shielding / RKY	$ 35.53	2025
ET0703/11	Sandy Mitigation: New Crossovers at Beach 105 St / RKY	$ 82.70	2025
ET0703/12	Sandy Mitigation: Rockaway Line Long-Term Protection	$ 48.11	2025
ET0703/13	Rockaway Park Yard Compressor Room Flood Mitigation	$ 11.34	2025
T80902	Rehab Substation Roofs & Enclosures - 3 Locations	$ 32.62	2025
T80902	Rehab Substation Roofs & Enclosures - 4 Locations	$ 43.49	2025
T71302/11	Purchase 25 Hybrid Locomotives	$ 257.84	2025
T80412	Station Components 39 Locations	$ 266.33	2025
T80412	Station Components 44 Locations	$ 354.72	2025

LONG ISLAND RAIL ROAD

MTA Long Island Rail Road
2022-2025 Completions
($ in millions)

ACEP	Project Description	Value	Date Completed
L70904/NJ	PROGRAM DEVELOPMENT	$ 4.9	01/2022
L60701/AR	RICHMOND HILL SUBSTATION REPLACEMENT	$ 7.3	01/2022
L60304/TU	JAMAICA CAPACITY IMPROVEMENTS - PHASE ONE	$ 3.2	02/2022
L70502/LH	BABYLON INTERLOCKING RENEWAL	$ 1.1	03/2022
L70701/XA	SUBSTATION REPLACEMENTS	$ 3.2	03/2022
L70204/EJ	HUNTINGTON STATION E. PEDESTRIAN OVERPASS [SBDP]	$ 3.6	04/2022
L60304/TU	JAMAICA CAPACITY IMPROVEMENTS - PHASE ONE	$ 5.7	05/2022
L80204/06	FARE COLLECTION PROGRAM	$ 20.6	06/2022
L60304/TU	JAMAICA CAPACITY IMPROVEMENTS - PHASE ONE	$ 66.6	06/2022
EL0702/ZE	SYSTEMWIDE SUBSTATION RESTORATION	$ 7.0	06/2022
L70204/UW	GCT/ESA UNIFIED TRASH FACILITY	$ 2.9	06/2022
L70701/XB	SUBSTATION COMPONENTS	$ 1.9	08/2022
L70701/XB	SUBSTATION COMPONENTS	$ 12.4	08/2022
L70502/LP	LIGHTNING PROTECTION	$ 3.4	09/2022
L80205/02	RONKONKOMA PARKING GARAGE REHABILITATION	$ 2.3	09/2022
L60304/TW	EXTEND GREAT NECK POCKET TRACK	$ 5.4	10/2022
L70204/VZ	NEW ELMONT STATION	$ 70.1	12/2022
L70604/68	HSF LOADING DOCK AND PINE AIRE PARKING GRP D SBDP	$ 1.3	12/2022
L70604/65	MORRIS PK BUILDING 3 ELEVATOR RENEWAL [SBDP]	$ 2.3	12/2022
L80205/02	RONKONKOMA PARKING GARAGE REHABILITATION	$ 2.0	12/2022
L80301/07	2022 Track Program	$ 82.0	12/2022
L80204/03	STATION BUILDING COMPONENTS REPLACEMENT DES	$ 1.1	2023
EL0303/ZH	EMERGENCY MANAGEMENT EQUIPMENT MITIGATION	$ 7.7	2023
L60304/TU	JAMAICA CAPACITY IMPROVEMENTS - PHASE ONE	$ 35.0	2023
L80604/05	HILLSIDE SUPPORT FACILITY - 4TH FLOOR WINDOWS (SBMP)	$ 2.7	2023
L70701/XU	SUBSTATION REPL PKG 2: CONSTRUCTION	$ 17.4	2023
L80604/05	REHABILITATION OF ATLANTIC TERMINAL	$ 3.8	2023
L80204/18	METS-WILLETS EIC RELOCATION	$ 7.0	2023
L80204/18	METS-WILLETS EIC RELOCATION	$ 3.2	2023
L80204/08	STATION CANOPY ROOF REHABILITATION	$ 1.3	2023
L80402/04	SMALL BUSINESS MENTORING PROGRAM - TUNNELS	$ 2.2	2023
L70204/U8	ESA - BILTMORE ROOM GCT	$ 3.0	2023
L80401/07	CHERRY VALLEY RD BRIDGE REPLACEMENT (HEMPSTEAD)	$ 17.5	2023
L70604/YX	FIRE PROTECTION IMPROVEMENTS	$ 2.4	2024
L70701/XU	SUBSTATION REPL PKG 2: CONSTRUCTION	$ 1.9	2024
EL0603/ZS	LONG ISLAND CITY YARD RESILIENCY - CR	$ 23.5	2024
L70502/LN	BABYLON TO PATCHOGUE	$ 10.4	2024
L70502/LN	BABYLON TO PATCHOGUE	$ 26.3	2024
L80301/10	CONCRETE TIE PROGRAM	$ 23.3	2024

L80604/05	REHABILITATION OF JAMAICA CORPORATE BUILDING	$	3.2	2024
L80301/02	RETAINING WALLS / RIGHT OF WAY PROJECTS	$	1.9	2024
L70204/UW	GCT/ESA UNIFIED TRASH FACILITY	$	1.8	2024
L80204/DD	ADA ACCESSIBILITY AND COMPONENTS 24 STATIONS DES	$	1.0	2024
L80204/DD	ADA ACCESSIBILITY AND COMPONENTS 24 STATIONS DES	$	5.7	2024
L80301/12	TRACK REHAB- WEST SIDE STORAGE YARD	$	3.9	2024
L80501/01	COMM. POLE LINE	$	2.1	2024
L80502/05	POSITIVE TRAIN CONTROL	$	3.4	2024
L80701/02	ATLANTIC AVENUE TUNNEL LIGHTING	$	6.5	2024
L80701/03	SIGNAL POWER MOTOR GENERATOR REPLACEMENT	$	1.0	2024
L80701/03	STATION & BUILDING ELECTRICAL SYSTEMS AND PLATFORM	$	1.0	2024
L80701/04	3RD RAIL - 2000 MCM & FEEDER CABLE UPGRADE	$	1.8	2024
L80701/04	3RD RAIL - PROTECTION BOARD & ALUMINUM RAIL	$	2.4	2024
L80701/06	SUBSTATION COMPONENT RENEWAL	$	1.5	2024
L80904/06	CENTRALIZED VIDEO STORAGE/MANAGEMENT SOLUTION	$	1.1	2024
N40905/FX	PATCHOGUE SIDING	$	1.5	2024
EL0603/ZP	WEST SIDE YARD & EAST RIVER TUNNEL MITIGATION	$	44.7	2024
L80502/05	QUEENS INTERLOCKING	$	8.4	2025
L60904/N6	SMITHTOWN VIADUCT REMEDIATION	$	1.6	2025
L60701/AS	PENN STATION SUBSTATION REPLACEMENT	$	27.7	2025
L80502/05	SIGNAL REPLACEMENT AND INTERLOCKING IMPROVEMENTS	$	11.6	2025
L80502/01	BABYLON INTERLOCKING RENEWAL & NEW SIDINGS	$	30.0	2025
L80304/03	HALL INTERLOCKING EXPANSION	$	83.4	2025
EL0603/ZP	WEST SIDE YARD & EAST RIVER TUNNEL MITIGATION	$	28.5	2025
L60101/MF	WORK LOCOMOTIVES	$	20.5	2025

METRO-NORTH RAILROAD

MTA Metro-North Railroad
2022-2025 Completions
($ in millions)

ACEP	Project Description		Value	Date Completed
M7030106	Turnouts - Yards/Sidings	$	2.2	1/15/2022
M7030212	Catenary Painting	$	1.0	1/15/2022
M7020205	SBMP Nanuet Shelter	$	2.3	2/28/2022
M7040109	Fire Suppression Systems	$	0.7	3/15/2022
M6050101	Bridge 23	$	63.2	3/22/2022
M6050103	86th / 110th Substations	$	30.3	3/31/2022
M7020211	Customer Communication: Systems	$	17.3	4/1/2022
M7080113	Customer Communication-CM	$	12.8	4/1/2022
EM050208	Power Infrastructure Restoration-Substations - Sandy	$	45.9	4/1/2022
M6020208	Customer Communication / Connectivity Improvements	$	16.8	4/1/2022
M7050102	Transformer Rehabilitation	$	3.0	4/15/2022
M7040101	Network Infrastructure Replacement	$	44.4	4/22/2022
M5030212	Clearance Inventory and Video	$	2.2	4/29/2022
M7030203	Willet/Highland Bridges	$	37.2	5/15/2022
M7030107	Rebuild Retaining Walls	$	4.4	5/30/2022
M6040104	Replace Field Code System - Mott Haven	$	1.4	5/30/2022
M8020302	SBMP New Hamburg Paving	$	2.4	5/31/2022
M7080109	GCT/ESA Unified Trash Facility	$	33.3	6/2/2022
M8030110	2021 Cyclical Track Program	$	23.9	6/15/2022
M6030210	Replace / Repair Undergrade Bridges	$	21.7	6/15/2022
EM050209	Power Infrastructure Restoration-HRLB Facility Houses-Sandy	$	8.3	6/30/2022
M8030211	Park Avenue Viaduct Interim Repairs	$	10.6	7/15/2022
M8030103	GCT Turnout/Switch Renewal 2021	$	4.1	7/15/2022
M7030203	Park Avenue Viaduct Master Plan Study	$	6.2	7/29/2022
M7030209	Harlem River Lift Bridge	$	29.6	8/15/2022
M8030103	Mainline Turnouts 2021	$	11.4	8/15/2022
M7050104	Harlem & Hudson Power Rehabilitation DC Switchgear	$	15.0	8/30/2022
EM040301	Power/Signal Mitigation - High Level Platforms	$	27.7	9/30/2022

EM040302	Hudson Line Power and Signal Resiliency	$ 35.2	9/30/2022
EM040205	Comm & Signal Infrastructure Restoration Ph 1 and 2 - Sandy	$ 98.6	9/30/2022
EM050206	Power Infrastructure Restoration-Ph 1and 2 - Sandy	$ 176.7	9/30/2022
EM050210	Power Infrastr Restoration-Remote Terminal Houses-Sandy	$ 1.3	9/30/2022
M7020301	Croton Falls Parking	$ 23.3	11/3/2022
M7040112	Harlem Wayside Comm & Signal Improvements	$ 81.6	11/15/2022
M7060103	Brewster YD Improvements - Design	$ 7.5	11/30/2022
M6010102	M-8 Acceptance 56 Cars	$ 229.6	12/15/2022
M8030103	2020 Mainline Turnouts/Switch Renewal	$ 9.0	12/15/2022
M7030203	Force Account Park Avenue Viaduct Repairs	$ 3.1	12/15/2022
M7050101	Replace MA's in Signal Substations	$ 24.2	12/22/2022
M7030109	Purchase MoW Equipment	$ 19.3	12/30/2022
M7020103	SBMP GCT Column Painting	$ 3.4	12/31/2022
M7050105	Claremont Substation	$ 1.4	2023
M7020217	Purdy's Elevator Improvements	$ 8.1	2023
M7020204	Harlem Line Station Improvements Scarsdale/Hartsdale Elevator	$ 21.5	2023
M7030207	Bridge Walkways	$ 1.3	2023
M7020214	SBMP Rye Platform Repairs	$ 2.9	2023
EM040301	Power and Signal Mitigation - Sandy	$ 5.1	2023
M7060101	Harmon Shop Replacement - Phase V	$ 439.6	2023
M8020104	PAT Exit Repairs, W. 59th Street	$ 2.3	2023
M7020206	Hastings & Tuckahoe Roof Replacement	$ 4.7	2023
M7020102	Grand Central Terminal/Park Avenue Tunnel Life Safety Study	$ 4.7	2023
M8020208	North White Plains Station Rehabilitation	$ 13.4	2023
M7020101	GCT Trainshed Rehabilitation	$ 61.6	2023
M8030103	GCT Turnout/Switch Renewal 2022	$ 6.0	2023
M8030108	2020 Cyclical Track Program	$ 19.7	2023
M7030303	Force Account West of Hudson Undergrade Bridge Rehabilitatio	$ 9.0	2023
M7040102	Harmon to Poughkeepsie SignalSystem **	$ 100.9	2023
M7050105	Harlem and Hudson Power Improvements (City Water Substation)	$ 23.3	2023
M8020101	GCT Trainshed Priority Repairs 7	$ 15.0	2024
M8060101	Upgrade Automotive Fuel System	$ 6.7	2024
M8030304	Moodna/Woodbury Viaduct Repairs	$ 40.0	2024
M8020102	Park Avenue Tunnel Improvements	$ 158.6	2024
M7030203	Scarsdale/Fleetwood Bridge Trusses	$ 3.2	2024
M7060104	West of Hudson Yard Improvements - Passing Sidings	$ 9.7	2024
M7030304	Moodna/Woodbury Viaduct (incl timbers/wa	$ 13.5	2024
M7030201	F/A Overhead Bridges East of Hudson	$ 7.1	2024
M8020101	GCT Trainshed Sector 1	$ 223.9	2024
M7050103	Replace AC Circuit Breaker/Switchgear	$ 3.9	2024
M7030201	Centre Ave/Clearance Study	$ 2.7	2024
M8040101	Harmon to Poughkeepsie Signal System	$ 142.5	2024
M8030202	Undergrade Bridge Program - EoH F/A Priority Repairs	$ 5.7	2025
M8030302	WoH Track Program - Pt Jervis Line	$ 15.9	2025
M8030203	Fulton/South Street	$ 47.1	2025
M8030104	Rock Slope Remediation - East of Hudson Ph7R1	$ 15.0	2025
M7030213	DC Substation/SignalHse Roof Replacement	$ 4.5	2025
M8050109	NHL Pelham Substation Replacement	$ 24.4	2025
M7040105	PBX Replacement	$ 2.0	2025
M7040101	Node House Roof Replacement	$ 2.5	2025
M7080110	GCT Security Cameras & Expansion	$ 8.3	2025
M8030205	Bridge Walkways	$ 2.3	2025
M8030107	MoW Equipment	$ 24.0	2025

MTA BUS CO

MTA Bus
2022-2025 Completions
($ in millions)

ACEP	Project Description	Value	Date Completed
U6030212	CNG Upgrade - College Point	$ 6.1	1/31/2022
U6030232	HVAC - College Point	$ 9.5	2/28/2022
U7030209	College Point Rehab	$ 9.4	4/30/2022
U7030218	Window Replacement - JFK	$ 2.5	6/30/2022
U7030207	Storage Room Expansion - LaGuardia	$ 7.4	7/31/2022
U7030202	257 Express Buses	$ 166.7	11/30/2022
U6030211	HVAC - Spring Creek	$ 3.9	12/31/2022
U7030213	Chassis Wash - College Point	$ 3.0	12/31/2022
U7030208	CNG Upgrade - Spring Creek	$ 7.0	2023
U7030214	Non-Revenue Vehicles	$ 3.6	2023
U6030226	Bus Radio System	$ 32.1	2023
U7030211	Bus Radio System, Pt II	$ 39.5	2023
U7030219	Purchase 25 Standard Diesel Buses	$ 16.8	2023
U8030216	25 Standard Diesel Buses	$ 18.1	2023
U8030217	85 Standard Diesel Buses	$ 61.9	2023
U7030205	Bus Digital Information Screen (DIS) Phase 2	$ 4.6	2023
U8030209	Boiler Replacement: College Point, LaGuardia, & Spring Creek	$ 3.1	2024
U8030209	Façade Repair: Baisley Park, JFK, LaGuardia	$ 15.3	2024
U8030209	HVAC/FA/CNG Ph 2 - Spring Creek	$ 13.5	2025
U8030209	Generator Replacement: College Point and Spring Creek	$ 6.1	2024
U8030212	Portable Bus Lifts	$ 6.0	2024
U8030205	Purchase 250 Express Buses	$ 188.4	2025
U80302	Purchase 289 Standard Diesel Buses	$ 215.5	2025

NETWORK EXPANSION

MTA Network Expansion
2022-2025 Completions
($ in millions)

ACEP	Project Description	Value	Date Completed
G6090135/G7090135	Systems Pkg 1 CS179 (ESA)	$ 744.2	12/10/2022
G8090114	Concourse, Cavern & Facility Detailing Services CM030 (ESA)	$ 37.1	10/13/2022
Various	Mid-Day Storage Yard - CQ033 (ESA/RI)	$ 348.6	4/3/2022
Various	Systems Package 2 - Tunnel Systems CS086 (ESA)	$ 72.0	4/15/2022
Various	System Package 4 – Traction Power CS084 (ESA)	$ 104.1	6/18/2022
Various	GCT Concourse & Facilities CM014B (ESA)	$ 572.0	11/4/2022
G6140116, G7090162, G8140116	ET Catenary Work CH063 (ESA/RI)	$ 72.9	2023
G7130103/04/05/06 & G8130103	D-B Construction Contract (LIRR Expansion)	$ 1,801.3	2023