



# New York City Transit

## **Financial and Ridership Reports – April 2023**

**Jaibala Patel**, Deputy Chief Financial Officer, MTA

# Financial Report Highlights

## Year-to-Date Budget Performance Summary

- Total revenues of \$1,612.4 million were \$20.8 million (1.3%) lower than the Budget. Farebox revenue was higher by \$22.2 million (2.2 %) mainly due to higher Subway farebox revenue of \$32.4 million (4.1%) offset by lower Bus farebox revenue of \$9.5 million (4.5%). Capital and other reimbursements were lower by \$43.2 million (10.2%) due to timing.
- Total ridership was 487.4 million, which was higher than the Budget by 9.9 million (2.1%).
- Total expenses of \$4,202.4 million including non-cash liabilities were \$41.5 million (1.0%) lower than the Budget. Non-cash liabilities underran by \$4.6 million (0.6%) mainly related to lower Depreciation and timing of GASB 87 Lease Adjustment. Operating expenses were under the Budget by \$36.8 million (1.0%) primarily attributed to labor costs underruns of \$30.3 million (1.1%) due to vacancies, offset by non-labor expenses underruns of \$6.6 million (0.8%) mainly due to favorable timing of the payments.
- At the end of April, total headcount was 46,438, which was 2,961 lower than the Budget of 49,399. Non-Reimbursable positions were lower by 1,928, and Reimbursable positions were lower by 1,033.
- April YTD Non-Reimbursable operating results were favorable to the Budget by \$20.7 million (0.8%). Non-Reimbursable revenues were \$22.4 million (1.9%) favorable primarily due to higher than projected Subway farebox revenue and higher average fare; offset by lower than projected Bus farebox revenue. Total Non-Reimbursable expenses including non-cash liabilities were unfavorable by \$1.7 million (0.0%), primarily due to higher labor costs because of overtime spent to cover vacancies, offset by favorable timing of non-labor expense.

## Year-to-Date Non-Reimbursable Revenues & Expenses vs Budget

*(\$ in Millions)*

	NYCT		
	Budget	Actual	Variance
<b>Total Revenue</b>	<b>\$1,208.421</b>	<b>\$1,230.835</b>	<b>\$22.414</b>
Farebox Revenue	\$1,020.855	\$1,043.017	\$22.162
Other Revenue	\$187.566	\$187.818	\$0.252
<b>Total Expense</b>	<b>\$3,103.897</b>	<b>\$3,110.262</b>	<b>(\$6.365)</b>
Labor Expenses	\$2,343.429	\$2,354.924	(\$11.495)
Non-Labor Expenses	\$760.468	\$755.338	\$5.130
<b>Non-Cash Liabilities</b>	<b>\$715.241</b>	<b>\$710.596</b>	<b>\$4.645</b>
<b>Net Surplus/(Deficit) - Accrued</b>	<b>(\$2,610.717)</b>	<b>(\$2,590.023)</b>	<b>\$20.694</b>

## Revenues

- **Farebox Revenues** were \$22.2 million (2.2%) favorable mainly due to higher than projected Subway ridership, favorable average fare and warmer weather offset by lower than projected Bus ridership. Total ridership was 487.4 million, which was 17.6% greater than 2022 and 2.1% higher than the Budget.
- **Other Operating Revenues** were \$0.3 million (0.1%) favorable due to favorable timing of the advertising income offset by lower than projected paratransit subsidy and MetroCard surcharge.

## Expenses

### Labor Expenses: \$11.5 million (0.5%) unfavorable

- **Payroll** was \$40.4 million (3.3%) favorable primarily due to vacancies.
- **Overtime** was \$60.8 million (37.3%) unfavorable primarily due to vacancy / absentee coverage needs and additional maintenance requirements
- **Health & Welfare and OPEB Current Payments** were \$33.0 million (5.7%) favorable due primarily to lower claims expense and favorable timing of prescription rebate credits.
- **Pension** was unfavorable \$20.2 million (7.3%) due to unfavorable timing of NYCERS expense.
- **Other Fringe Benefits and Reimbursable overhead** were unfavorable \$3.9 million (3.4%) due to unfavorable timing of fringe benefit overhead credit resulting from less than anticipated capital labor expense.

### Non-Labor Expenses: \$5.1 million (0.7%) favorable

- **Electric Power** was favorable by \$21.5 million (15.2%) due to lower consumption.
- **Fuel** was unfavorable by \$0.3 million (0.6%) mainly due to unfavorable timing of diesel fuel charges offset by lower price.
- **Insurance** was favorable by \$2.1 million (7.7%) due to lower than projected liability premium expense.
- **Paratransit Contracts** were \$7.9 million (5.1%) unfavorable primarily due to higher than projected support cost charges partially offset by fewer trips.
- **Maintenance and Other Operating Contracts** were \$8.2 million (8.2%) unfavorable timing of facility expense charges and Subway car cleaning contracts.
- **Professional Service Contracts** were \$2.9 million (4.9%) unfavorable timing of project payments offset by favorable timing of professional contract payments and MTA Bond Service charges.
- **Materials and Supplies** were \$4.3 million (3.7%) favorable due to timing of the vehicle materials charges along with track and switch materials expenses.

- **Other Business Expenses** were \$3.4 million (9.6%) unfavorable resulting from higher credit card transaction processing fees than projected.

## **Staffing Levels**

- Total headcount at the end of April was 46,438, which was 2,961 lower than the Budget. The largest number of vacancies was in Subways/Bus Maintenance (1,195 positions) and Subways/Buses Operations (991 positions). There were significant vacancies in Construction and Development (319 positions), and other administrative functions (287 positions).

## **Overtime**

- Total overtime was \$65.5 million (31.5%) unfavorable. Non-reimbursable was \$60.8 million (37.3%) unfavorable and reimbursable was \$4.6 million (10.5%) unfavorable.
- Unfavorable non-reimbursable overtime was driven primarily by vacancy / absentee coverage needs and additional maintenance requirements. Unfavorable reimbursable results were due to the timing of capital project activity.

## **Financial Metrics**

- The year-to-date April Farebox Operating Ratio was 34.6%, which was higher than the Budget by 0.6 percentage points mainly due to higher farebox revenue than projected.
- The year-to-date April Cost per Passenger was \$6.38, which was lower than the Budget by \$0.12 per passenger mainly due to higher ridership.
- The year-to-date April Revenue per Passenger was \$2.21, which was lower than the Budget by \$0.01 per passenger.

**MTA NEW YORK CITY TRANSIT**  
February Financial Plan - 2023 Adopted  
Accrual Statement of Operations By Category  
Month - Apr 2023  
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$208,389	\$212,260	\$3,871	1.9	\$0,000	\$0,000	-	-	\$208,389	\$212,260	\$3,871	1.9
Bus	\$56,657	\$51,558	\$(5,099)	(9.0)	\$0,000	\$0,000	-	-	\$56,657	\$51,558	\$(5,099)	(9.0)
Paratransit	\$1,945	\$1,743	\$(202)	(10.4)	\$0,000	\$0,000	-	-	\$1,945	\$1,743	\$(202)	(10.4)
Fare Liability	\$1,963	\$1,963	\$0,000	-	\$0,000	\$0,000	-	-	\$1,963	\$1,963	\$0,000	0.0
<b>Farebox Revenue</b>	<b>\$268,953</b>	<b>\$267,524</b>	<b>\$(1,430)</b>	<b>(0.5)</b>	<b>\$0,000</b>	<b>\$0,000</b>	-	-	<b>\$268,953</b>	<b>\$267,524</b>	<b>\$(1,430)</b>	<b>(0.5)</b>
Fare Reimbursement	\$8,024	\$8,024	\$(0,001)	0.0	\$0,000	\$0,000	-	-	\$8,024	\$8,024	\$(0,001)	0.0
Paratransit Reimbursement	\$23,648	\$23,648	\$0,992	4.4	\$0,000	\$0,000	-	-	\$23,648	\$23,648	\$0,992	4.4
Other Operating Revenue	\$16,525	\$22,136	\$5,611	34.0	\$0,000	\$0,000	-	-	\$16,525	\$22,136	\$5,611	34.0
<b>Other Revenue</b>	<b>\$47,205</b>	<b>\$53,808</b>	<b>\$6,602</b>	<b>14.0</b>	<b>\$0,000</b>	<b>\$0,000</b>	-	-	<b>\$47,205</b>	<b>\$53,808</b>	<b>\$6,602</b>	<b>14.0</b>
Capital and Other Reimbursements	\$0,000	\$0,000	-	-	\$98,735	\$93,042	\$(5,692)	(5.8)	\$98,735	\$93,042	\$(5,692)	(5.8)
<b>Total Revenue</b>	<b>\$316,159</b>	<b>\$321,331</b>	<b>\$5,173</b>	<b>1.6</b>	<b>\$98,735</b>	<b>\$93,042</b>	<b>\$(5,692)</b>	<b>(5.8)</b>	<b>\$414,893</b>	<b>\$414,373</b>	<b>\$(5,520)</b>	<b>(0.1)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$299,860	\$297,551	\$2,309	0.8	\$40,849	\$31,737	\$9,113	22.3	\$340,709	\$329,288	\$11,422	3.4
Overtime	\$40,425	\$56,262	\$(15,837)	(39.2)	\$9,223	\$13,160	\$(3,937)	(42.7)	\$49,648	\$69,422	\$(19,774)	(39.8)
<b>Total Salaries &amp; Wages</b>	<b>\$340,285</b>	<b>\$353,812</b>	<b>\$(13,528)</b>	<b>(4.0)</b>	<b>\$50,073</b>	<b>\$44,897</b>	<b>\$5,176</b>	<b>10.3</b>	<b>\$390,357</b>	<b>\$398,709</b>	<b>\$(8,352)</b>	<b>(2.1)</b>
Health and Welfare	\$95,021	\$89,597	\$5,424	5.7	\$2,024	\$1,722	\$302	14.9	\$97,045	\$91,319	\$5,725	5.9
OPEB Current Payment	\$50,425	\$58,187	\$(7,763)	(15.4)	\$1,345	\$1,210	\$0,135	10.0	\$51,770	\$59,398	\$(7,627)	(14.7)
Pensions	\$68,311	\$74,041	\$(5,730)	(8.4)	\$2,825	\$2,912	\$(0,087)	(3.1)	\$71,136	\$76,953	\$(5,817)	(8.2)
Other Fringe Benefits	\$50,393	\$51,707	\$(1,314)	(2.6)	\$15,878	\$14,654	\$1,224	7.7	\$66,270	\$66,361	\$(0,091)	(0.1)
<b>Total Fringe Benefits</b>	<b>\$264,149</b>	<b>\$273,532</b>	<b>\$(9,383)</b>	<b>(3.6)</b>	<b>\$22,072</b>	<b>\$20,499</b>	<b>\$1,573</b>	<b>7.1</b>	<b>\$286,221</b>	<b>\$294,031</b>	<b>\$(7,810)</b>	<b>(2.7)</b>
Contribution to GASB Fund	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Reimbursable Overhead	\$(17,957)	\$(20,864)	\$2,907	16.2	\$17,957	\$20,864	\$(2,907)	(16.2)	\$0,000	\$0,000	\$0,000	-
<b>Labor</b>	<b>\$886,477</b>	<b>\$606,481</b>	<b>\$(20,004)</b>	<b>(3.4)</b>	<b>\$90,101</b>	<b>\$86,259</b>	<b>\$3,842</b>	<b>4.3</b>	<b>\$676,579</b>	<b>\$692,741</b>	<b>\$(16,162)</b>	<b>(2.4)</b>
<b>Non-Labor :</b>												
Electric Power	\$32,096	\$22,324	\$9,772	30.4	\$0,021	\$0,020	\$0,001	6.7	\$32,117	\$22,344	\$9,774	30.4
Fuel	\$12,136	\$11,162	\$0,973	8.0	\$0,017	\$0,000	\$0,016	98.6	\$12,152	\$11,163	\$0,990	8.1
Insurance	\$6,757	\$6,327	\$0,430	6.4	\$0,000	\$0,000	-	-	\$6,757	\$6,327	\$0,430	6.4
Claims	\$18,818	\$18,818	\$0,000	0.0	\$0,000	\$0,000	-	-	\$18,818	\$18,818	\$0,000	0.0
Paratransit Service Contracts	\$39,324	\$42,146	\$(2,822)	(7.2)	\$0,000	\$0,000	-	-	\$39,324	\$42,146	\$(2,822)	(7.2)
Maintenance and Other Operating Contracts	\$26,002	\$25,162	\$0,840	3.2	\$2,924	\$2,658	\$0,266	9.1	\$28,926	\$27,820	\$1,106	3.8
Professional Service Contracts	\$16,802	\$18,143	\$(1,342)	(8.0)	\$0,726	\$1,553	\$(0,827)	(113.9)	\$17,528	\$19,696	\$(2,169)	(12.4)
Materials & Supplies	\$28,989	\$24,216	\$4,773	16.5	\$4,815	\$2,722	\$2,092	43.5	\$33,804	\$26,938	\$6,866	20.3
Other Business Expenses	\$10,137	\$9,589	\$0,548	5.4	\$0,131	\$(0,171)	\$0,302	230.6	\$10,268	\$9,418	\$0,850	8.3
<b>Non-Labor</b>	<b>\$191,061</b>	<b>\$177,886</b>	<b>\$13,175</b>	<b>6.9</b>	<b>\$8,633</b>	<b>\$6,783</b>	<b>\$1,850</b>	<b>21.4</b>	<b>\$199,694</b>	<b>\$184,669</b>	<b>\$15,025</b>	<b>7.5</b>
<b>Other Expense Adjustments:</b>												
Other	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
<b>Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$777,538</b>	<b>\$784,368</b>	<b>\$(6,829)</b>	<b>(0.9)</b>	<b>\$98,735</b>	<b>\$93,042</b>	<b>\$5,692</b>	<b>5.8</b>	<b>\$876,273</b>	<b>\$877,410</b>	<b>\$(1,137)</b>	<b>(0.1)</b>
Depreciation	\$178,167	\$177,538	\$0,629	0.4	\$0,000	\$0,000	-	-	\$178,167	\$177,538	\$0,629	0.4
GASB 87 Lease Adjustment	\$0,643	\$0,561	\$0,082	12.8	\$0,000	\$0,000	-	-	\$0,643	\$0,561	\$0,082	12.8
GASB 75 OPEB Expense Adjustment	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
GASB 68 Pension Adjustment	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Environmental Remediation	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
<b>Total Expenses</b>	<b>\$956,348</b>	<b>\$962,467</b>	<b>\$(6,118)</b>	<b>(0.6)</b>	<b>\$98,735</b>	<b>\$93,042</b>	<b>\$5,692</b>	<b>5.8</b>	<b>\$1,055,083</b>	<b>\$1,055,509</b>	<b>\$(0,426)</b>	<b>0.0</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>\$(640,190)</b>	<b>\$(641,136)</b>	<b>\$(0,946)</b>	<b>(0.1)</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$(640,190)</b>	<b>\$(641,136)</b>	<b>\$(0,946)</b>	<b>(0.1)</b>

Note: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

**MTA NEW YORK CITY TRANSIT**  
February Financial Plan - 2023 Adopted  
Accrual Statement of Operations By Category  
Year-To-Date - Apr 2023  
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$791,418	\$823,843	\$32,425	4.1	\$0,000	\$0,000	-	-	\$791,418	\$823,843	\$32,425	4.1
Bus	\$214,018	\$204,491	\$(9,527)	(4.5)	\$0,000	\$0,000	-	-	\$214,018	\$204,491	\$(9,527)	(4.5)
Paratransit	\$7,570	\$6,833	\$(7,337)	(9.7)	\$0,000	\$0,000	-	-	\$7,570	\$6,833	\$(7,337)	(9.7)
Fare Liability	\$7,850	\$7,850	\$0,000	0.0	\$0,000	\$0,000	-	-	\$7,850	\$7,850	\$0,000	0.0
<b>Farebox Revenue</b>	<b>\$1,020,856</b>	<b>\$1,043,017</b>	<b>\$22,162</b>	<b>2.2</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$1,020,856</b>	<b>\$1,043,017</b>	<b>\$22,162</b>	<b>2.2</b>
Fare Reimbursement	\$31,870	\$31,865	\$(0,005)	0.0	\$0,000	\$0,000	-	-	\$31,870	\$31,865	\$(0,005)	0.0
Paratransit Reimbursement	\$89,842	\$89,178	\$(665)	(0.7)	\$0,000	\$0,000	-	-	\$89,842	\$89,178	\$(665)	(0.7)
Other Operating Revenue	\$65,854	\$66,776	\$922	1.4	\$0,000	\$0,000	-	-	\$65,854	\$66,776	\$922	1.4
<b>Other Revenue</b>	<b>\$187,566</b>	<b>\$187,818</b>	<b>\$252</b>	<b>0.1</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$187,566</b>	<b>\$187,818</b>	<b>\$252</b>	<b>0.1</b>
Capital and Other Reimbursements	\$0,000	\$0,000	-	-	\$424,724	\$381,540	\$(43,183)	(10.2)	\$424,724	\$381,540	\$(43,183)	(10.2)
<b>Total Revenue</b>	<b>\$1,208,421</b>	<b>\$1,230,835</b>	<b>\$22,414</b>	<b>1.9</b>	<b>\$424,724</b>	<b>\$381,540</b>	<b>\$(43,183)</b>	<b>(10.2)</b>	<b>\$1,633,145</b>	<b>\$1,612,376</b>	<b>\$(20,770)</b>	<b>(1.3)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$1,211,200	\$1,170,803	\$40,397	3.3	\$170,579	\$133,308	\$37,271	21.8	\$1,381,779	\$1,304,111	\$77,668	5.6
Overtime	\$163,230	\$224,042	\$(60,812)	(37.3)	\$44,313	\$48,954	\$(4,641)	(10.5)	\$207,543	\$272,965	\$(65,453)	(31.5)
<b>Total Salaries &amp; Wages</b>	<b>\$1,374,430</b>	<b>\$1,394,845</b>	<b>\$(20,415)</b>	<b>(1.5)</b>	<b>\$214,892</b>	<b>\$182,262</b>	<b>\$32,630</b>	<b>15.2</b>	<b>\$1,589,322</b>	<b>\$1,577,107</b>	<b>\$12,215</b>	<b>0.8</b>
Health and Welfare	\$379,559	\$347,831	\$31,728	8.4	\$8,150	\$6,943	\$1,206	14.8	\$387,709	\$354,774	\$32,935	8.5
OPEB Current Payment	\$201,700	\$200,421	\$1,279	0.6	\$5,381	\$4,976	\$405	7.5	\$207,081	\$205,397	\$1,684	0.8
Pensions	\$275,935	\$296,166	\$(20,231)	(7.3)	\$11,300	\$11,649	\$(348)	(3.1)	\$287,235	\$307,815	\$(20,579)	(7.2)
Other Fringe Benefits	\$196,363	\$200,639	\$(4,276)	(2.2)	\$68,709	\$60,431	\$8,277	12.0	\$265,071	\$261,070	\$4,001	1.5
<b>Total Fringe Benefits</b>	<b>\$1,053,557</b>	<b>\$1,045,057</b>	<b>\$8,501</b>	<b>0.8</b>	<b>\$93,539</b>	<b>\$84,000</b>	<b>\$9,539</b>	<b>10.2</b>	<b>\$1,147,097</b>	<b>\$1,129,056</b>	<b>\$18,041</b>	<b>1.6</b>
Contribution to GASB Fund	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Reimbursable Overhead	\$(84,558)	\$(64,977)	\$0,419	0.5	\$84,558	\$84,977	\$(419)	(0.5)	\$0,000	\$0,000	\$0,000	-
<b>Labor</b>	<b>\$2,343,429</b>	<b>\$2,354,924</b>	<b>\$(11,495)</b>	<b>(0.5)</b>	<b>\$392,990</b>	<b>\$351,239</b>	<b>\$41,751</b>	<b>10.6</b>	<b>\$2,736,419</b>	<b>\$2,706,163</b>	<b>\$30,256</b>	<b>1.1</b>
<b>Non-Labor:</b>												
Electric Power	\$141,228	\$119,735	\$21,494	15.2	\$0,085	\$0,103	\$(0,018)	(20.6)	\$141,314	\$119,838	\$21,476	15.2
Fuel	\$51,110	\$51,428	\$(0,317)	(0.6)	\$0,066	\$0,001	\$0,065	99.0	\$51,176	\$51,428	\$(0,252)	(0.5)
Insurance	\$26,923	\$24,851	\$2,072	7.7	\$0,000	\$0,000	-	-	\$26,923	\$24,851	\$2,072	7.7
Claims	\$75,270	\$75,270	\$0,000	0.0	\$0,000	\$0,000	-	-	\$75,270	\$75,270	\$0,000	0.0
Paratransit Service Contracts	\$153,924	\$161,843	\$(7,919)	(5.1)	\$0,000	\$0,000	-	-	\$153,924	\$161,843	\$(7,919)	(5.1)
Maintenance and Other Operating Contracts	\$100,023	\$108,228	\$(8,205)	(8.2)	\$11,690	\$11,271	\$0,419	3.6	\$111,713	\$119,498	\$(7,785)	(7.0)
Professional Service Contracts	\$59,415	\$62,297	\$(2,882)	(4.9)	\$3,127	\$4,993	\$(1,866)	(59.7)	\$62,542	\$67,290	\$(4,748)	(7.6)
Materials & Supplies	\$116,736	\$112,411	\$4,325	3.7	\$18,630	\$14,131	\$4,499	24.1	\$135,366	\$126,542	\$8,824	6.5
Other Business Expenses	\$35,838	\$39,276	\$(3,438)	(9.6)	\$(1,865)	\$(0,197)	\$(1,668)	(89.4)	\$33,974	\$39,079	\$(5,105)	(15.0)
<b>Non-Labor</b>	<b>\$760,468</b>	<b>\$755,338</b>	<b>\$5,130</b>	<b>0.7</b>	<b>\$31,734</b>	<b>\$30,302</b>	<b>\$1,433</b>	<b>4.5</b>	<b>\$792,202</b>	<b>\$785,640</b>	<b>\$6,562</b>	<b>0.8</b>
<b>Other Expense Adjustments:</b>												
Other	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
<b>Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$3,103,897</b>	<b>\$3,110,262</b>	<b>\$(6,365)</b>	<b>(0.2)</b>	<b>\$424,724</b>	<b>\$381,540</b>	<b>\$43,183</b>	<b>10.2</b>	<b>\$3,528,621</b>	<b>\$3,491,803</b>	<b>\$36,818</b>	<b>1.0</b>
Depreciation	\$712,667	\$708,169	\$4,498	0.6	\$0,000	\$0,000	-	-	\$712,667	\$708,169	\$4,498	0.6
GASB 87 Lease Adjustment	\$2,574	\$2,427	\$1,477	5.7	\$0,000	\$0,000	-	-	\$2,574	\$2,427	\$1,147	5.7
GASB 75 OPEB Expense Adjustment	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
GASB 68 Pension Adjustment	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Environmental Remediation	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
<b>Total Expenses</b>	<b>\$3,819,138</b>	<b>\$3,820,858</b>	<b>\$(1,720)</b>	<b>0.0</b>	<b>\$424,724</b>	<b>\$381,540</b>	<b>\$43,183</b>	<b>10.2</b>	<b>\$4,243,862</b>	<b>\$4,202,399</b>	<b>\$41,463</b>	<b>1.0</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>\$(2,610,717)</b>	<b>\$(2,590,023)</b>	<b>\$20,694</b>	<b>0.8</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$(2,610,717)</b>	<b>\$(2,590,023)</b>	<b>\$20,694</b>	<b>0.8</b>

Note: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

**MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN 2023  
EXPLANATION OF VARIANCES BETWEEN THE ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
APRIL 2023  
(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH		YEAR TO DATE			
		Favorable (Unfavorable) Variance	Reason for Variance	Favorable (Unfavorable) Variance	Reason for Variance		
		\$	%	\$	%		
Farebox Revenue	NR	(1.4)	(0.5)	Primarily due to lower than projected Bus ridership offset by higher than projected Favorable timing Transit Wireless income	22.2	2.2	Primarily due to higher than projected Subways ridership
Other Operating Revenue	NR	6.6	14.0	Favorable timing Transit Wireless income	0.3	0.1	Minor variance due to timing
Payroll	NR	2.3	0.8	Primarily due to vacancies	40.4	3.3	Primarily due to vacancies
Overtime	NR	(15.8)	(39.2)	Mainly due to vacancy / availability back-fill coverage	(60.8)	(37.3)	Mainly due to vacancy / availability back-fill coverage
Health & Welfare (including OPEB current payment)	NR	(2.3)	(1.6)	Unfavorable Claims overruns due to timing offset by favorable prescription rebate credits	33.0	5.7	Claims underruns and favorable prescription rebate credits
Pension	NR	(5.7)	(8.4)	Unfavorable timing of NYCERS pension expense	(20.2)	(7.3)	Unfavorable timing of NYCERS pension expense
Other Fringe Benefits	NR	(1.3)	(2.6)	Mainly due to unfavorable timing of fringe benefit overhead credit resulting from less than anticipated capital labor expense	(4.3)	(2.2)	Mainly due to unfavorable timing of fringe benefit overhead credit resulting from less than anticipated capital labor expense
Reimbursable Overhead	NR	2.9	16.2	Mainly due to less than anticipated capital labor expense	0.4	0.5	Minor variance
Electric Power	NR	9.8	30.4	Mainly due to lower consumption and timing	21.5	15.2	Mainly due to lower consumption and timing
Fuel	NR	1.0	8.0	Minor variance	(0.3)	(0.6)	Minor variance
Insurance	NR	0.4	6.4	Minor variance	2.1	7.7	Mainly due to lower than projected excess liability premium expense
Claims	NR	0.0	0.0	Minor variance	0.0	0.0	Minor variance
Paratransit Service Contracts	NR	(2.8)	(7.2)	Mainly due to higher support cost offset by fewer trips	(7.9)	(5.1)	Mainly due to higher support cost offset by fewer trips
Maintenance and Other Operating Contracts	NR	0.8	3.2	Minor variance	(8.2)	(8.2)	Reflecting unfavorable timing of facility expense charges and Subways car cleaning contracts overruns
Professional Service Contracts	NR	(1.3)	(8.0)	Reflects unfavorable timing of project payments offset by favorable timing of professional contract payments and MTA Bond Service charges	(2.9)	(4.9)	Reflects unfavorable timing of project payments offset by favorable timing of professional contract payments and MTA Bond Service charges
Materials & Supplies	NR	4.8	16.5	Mainly favorable timing of vehicle materials along with track and switch materials expenses	4.3	3.7	Mainly favorable timing of vehicle materials along with track and switch materials expenses
Other Business	NR	0.5	5.4	Minor variance	(3.4)	(9.6)	Mainly higher credit card transaction processing fees

MTA NEW YORK CITY TRANSIT  
February Financial Plan - 2023 Adopted  
Cash Receipts and Expenditures  
Apr. FY23  
(\$ in Millions)

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	Month			Year-To-Date			
	Adopted	Actual	Favorable(Unfavorable)		Actual	Favorable(Unfavorable)	
			Variance	Percent		Variance	Percent
<b>Receipts</b>							
Farebox Revenue	\$268,953	\$251,002	\$(17,951)	(6.7)	\$1,056,161	\$35,306	3.5
Fare Reimbursement	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Paratransit Reimbursement	\$22,656	\$2,113	\$(20,543)	(90.7)	\$93,335	\$3,493	3.9
Other Operating Revenue	\$3,916	\$10,983	\$7,067	180.5	\$344,360	\$328,944	-
<b>Other Revenue</b>	<b>\$26,571</b>	<b>\$13,096</b>	<b>\$(13,475)</b>	<b>(50.7)</b>	<b>\$437,695</b>	<b>\$332,437</b>	<b>315.8</b>
Capital and Other Reimbursements	\$98,735	\$87,244	\$(11,491)	(11.6)	\$304,191	\$(120,533)	(28.4)
<b>Total Revenue</b>	<b>\$394,259</b>	<b>\$351,342</b>	<b>\$(42,917)</b>	<b>(10.9)</b>	<b>\$1,798,047</b>	<b>\$247,210</b>	<b>15.9</b>
<b>Expenditures</b>							
<b>Labor :</b>							
Payroll	\$309,342	\$291,142	\$18,200	5.9	\$1,335,823	\$92,296	6.5
Overtime	\$49,648	\$69,422	\$(19,774)	(39.8)	\$272,995	\$(65,453)	(31.5)
<b>Total Salaries &amp; Wages</b>	<b>\$358,990</b>	<b>\$360,564</b>	<b>\$(1,574)</b>	<b>(0.4)</b>	<b>\$1,608,818</b>	<b>\$26,843</b>	<b>1.6</b>
Health and Welfare	\$97,045	\$36,225	\$60,820	62.7	\$387,709	\$91,564	21.0
OPEB Current Payment	\$51,770	\$59,398	\$(7,627)	(14.7)	\$207,081	\$1,684	0.8
Pensions	\$71,136	\$64,043	\$7,093	10.0	\$287,235	\$582,106	(102.7)
Other Fringe Benefits	\$47,061	\$46,922	\$0,139	0.3	\$201,130	\$4,743	2.4
<b>Total Fringe Benefits</b>	<b>\$267,012</b>	<b>\$206,588</b>	<b>\$60,424</b>	<b>22.6</b>	<b>\$1,093,155</b>	<b>\$(206,880)</b>	<b>(19.1)</b>
Contribution to GASB Fund	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Reimbursable Overhead	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	-
<b>Labor</b>	<b>\$626,002</b>	<b>\$567,152</b>	<b>\$58,850</b>	<b>9.4</b>	<b>\$2,718,817</b>	<b>\$(180,036)</b>	<b>(6.6)</b>
<b>Non-Labor :</b>							
Electric Power	\$32,117	\$24,666	\$7,451	23.2	\$144,044	\$32,058	22.3
Fuel	\$12,152	\$10,073	\$2,079	17.1	\$50,419	\$0,757	1.5
Insurance	\$(0,011)	\$0,000	\$(0,011)	(100.0)	\$10,038	\$(1,112)	(21.8)
Claims	\$12,069	\$9,667	\$2,402	19.9	\$68,800	\$(10,526)	(21.8)
Paratransit Service Contracts	\$39,324	\$33,648	\$5,676	14.4	\$153,213	\$0,211	0.1
Maintenance and Other Operating Contracts	\$28,926	\$21,220	\$7,706	26.6	\$111,713	\$0,250	0.2
Professional Service Contracts	\$15,278	\$11,693	\$3,585	23.5	\$48,730	\$9,312	16.0
Materials & Supplies	\$33,262	\$28,653	\$4,609	13.9	\$133,199	\$5,686	4.3
Other Business Expenses	\$10,268	\$0,160	\$0,108	1.1	\$41,284	\$(7,310)	(21.5)
<b>Non-Labor</b>	<b>\$183,385</b>	<b>\$148,780</b>	<b>\$33,605</b>	<b>18.3</b>	<b>\$742,773</b>	<b>\$29,327</b>	<b>3.9</b>
<b>Other Expense Adjustments:</b>							
Other	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	-
<b>Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$809,387</b>	<b>\$716,932</b>	<b>\$92,455</b>	<b>11.4</b>	<b>\$3,461,590</b>	<b>\$(150,709)</b>	<b>(4.4)</b>
Depreciation	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	-
GASB 87 Lease Adjustment	\$0,000	\$0,000	\$0,000	100.0	\$0,000	\$0,000	100.0
GASB 75 OPEB Expense Adjustment	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	-
GASB 68 Pension Adjustment	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Environmental Remediation	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	-
<b>Total Expenditures</b>	<b>\$809,387</b>	<b>\$716,932</b>	<b>\$92,455</b>	<b>11.4</b>	<b>\$3,461,590</b>	<b>\$(150,709)</b>	<b>(4.4)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$(415,128)</b>	<b>\$(365,590)</b>	<b>\$49,538</b>	<b>11.9</b>	<b>\$(1,910,752)</b>	<b>\$96,500</b>	<b>5.1</b>

Note: Totals may not add due to rounding  
Adopted, Final FY23



MTA NEW YORK CITY TRANSIT  
 FEBRUARY FINANCIAL PLAN 2023  
 EXPLANATION OF VARIANCES BETWEEN THE ADOPTED BUDGET AND ACTUAL CASH BASIS  
 APRIL 2023  
 (\$ in millions)

	MONTH		YEAR TO DATE	
	Favorable (Unfavorable) Variance	Reason for Variance	Favorable (Unfavorable) Variance	Reason for Variance
Operating Receipts or Disbursements	\$	%	\$	%
Farebox Receipts	(18.0)	(6.7)	35.3	3.5
Other Operating Receipts	(13.5)	(50.7)	332.4	>100%
Capital and Other Reimbursements	(11.5)	(11.6)	(120.5)	(28.4)
Payroll	18.2	5.9	92.3	6.5
Overtime	(19.8)	(39.8)	(65.5)	(31.5)
Health & Welfare/OPEB Current	53.2	35.7	83.2	14.0
Pension	7.1	10.0	(294.9)	(102.7)
Other Fringe Benefits	0.1	0.3	4.7	2.4
Electric Power	7.5	23.2	32.1	22.3
Fuel	2.1	17.1	0.8	1.5
Insurance	(0.0)	(100.0)	(1.1)	(12.5)
Claims	2.4	19.9	(10.5)	(21.8)
Paratransit Service Contracts	5.7	14.4	0.2	0.1
Maintenance and Other Operating Contracts	7.7	26.6	0.3	0.2
Professional Service Contracts	3.6	23.5	9.3	16.0
Materials & Supplies	4.6	13.9	5.7	4.3
Other Business	0.1	1.1	(7.3)	(21.5)

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2023 Adopted**  
**Cash Conversion (Cash Flow Adjustments)**  
 Apr FY23  
 (\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable(Unfavorable)		Adopted	Actual	Favorable(Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Revenue</b>								
Farebox Revenue	\$0.00	\$16,522	\$16,522	-	\$0.00	\$13,144	\$13,144	-
Fare Reimbursement	\$(8,024)	\$(8,023)	\$0,001	0.0	\$(31,870)	\$0,005	\$0,005	0.0
Paratransit Reimbursement	\$0.00	\$(21,535)	\$(21,535)	-	\$0.00	\$4,157	\$4,157	-
Other Operating Revenue	\$(12,609)	\$(11,153)	\$1,456	11.5	\$(60,438)	\$328,022	\$328,022	650.3
<b>Other Revenue</b>	<b>\$(20,634)</b>	<b>\$(40,712)</b>	<b>\$(20,078)</b>	<b>(97.3)</b>	<b>\$(82,308)</b>	<b>\$249,877</b>	<b>\$332,185</b>	<b>403.6</b>
Capital and Other Reimbursements	\$0.00	\$(5,798)	\$(5,798)	-	\$0.00	\$(77,349)	\$(77,349)	-
<b>Total Revenue</b>	<b>\$(20,634)</b>	<b>\$(63,031)</b>	<b>\$(42,398)</b>	<b>(205.5)</b>	<b>\$(82,308)</b>	<b>\$185,671</b>	<b>\$267,979</b>	<b>325.6</b>
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$31,367	\$38,145	\$6,778	21.6	\$(46,339)	\$(31,711)	\$14,628	31.6
Overtime	\$0.00	\$0.00	\$0.00	-	\$0.00	\$0.00	\$0.00	-
<b>Total Salaries &amp; Wages</b>	<b>\$31,367</b>	<b>\$38,145</b>	<b>\$6,778</b>	<b>21.6</b>	<b>\$(46,339)</b>	<b>\$(31,711)</b>	<b>\$14,628</b>	<b>31.6</b>
Health and Welfare	\$0.00	\$55,094	\$55,094	-	\$0.00	\$48,629	\$48,629	-
OPEB Current Payment	\$0.00	\$0.00	\$0.00	-	\$0.00	\$0.00	\$0.00	-
Pensions	\$0.00	\$12,910	\$12,910	-	\$0.00	\$(274,291)	\$(274,291)	-
Other Fringe Benefits	\$19,209	\$19,439	\$0,230	1.2	\$63,941	\$64,683	\$0,742	1.2
<b>Total Fringe Benefits</b>	<b>\$19,209</b>	<b>\$87,443</b>	<b>\$68,234</b>	<b>355.2</b>	<b>\$63,941</b>	<b>\$(160,979)</b>	<b>\$(224,920)</b>	<b>(351.8)</b>
Contribution to GASB Fund	\$0.00	\$0.00	\$0.00	-	\$0.00	\$0.00	\$0.00	-
Reimbursable Overhead	\$0.00	\$0.00	\$0.00	-	\$0.00	\$0.00	\$0.00	-
<b>Labor</b>	<b>\$50,577</b>	<b>\$125,589</b>	<b>\$75,012</b>	<b>148.3</b>	<b>\$17,602</b>	<b>\$(192,690)</b>	<b>\$(210,292)</b>	<b>-</b>
<b>Non-Labor :</b>								
Electric Power	\$0.00	\$(2,322)	\$(2,322)	-	\$(2,731)	\$7,852	\$10,582	387.6
Fuel	\$0.00	\$1,090	\$1,090	-	\$0.00	\$1,009	\$1,009	-
Insurance	\$6,768	\$6,327	\$(0,441)	(6.5)	\$17,997	\$14,813	\$(3,184)	(17.7)
Claims	\$6,749	\$9,151	\$2,402	35.6	\$26,996	\$16,470	\$(10,526)	(39.0)
Paratransit Service Contracts	\$0.00	\$8,498	\$8,498	-	\$0.00	\$8,130	\$8,130	-
Maintenance and Other Operating Contracts	\$0.00	\$6,600	\$6,600	-	\$0.00	\$8,035	\$8,035	-
Professional Service Contracts	\$2,250	\$8,003	\$5,753	255.7	\$4,500	\$18,560	\$14,060	312.4
Materials & Supplies	\$0.542	\$(1,715)	\$(2,256)	(416.5)	\$2,167	\$(0,971)	\$(3,138)	(144.8)
Other Business Expenses	\$0.00	\$(0,742)	\$(0,742)	-	\$0.00	\$(2,205)	\$(2,205)	-
<b>Non-Labor</b>	<b>\$16,309</b>	<b>\$34,889</b>	<b>\$18,580</b>	<b>113.9</b>	<b>\$49,429</b>	<b>\$72,194</b>	<b>\$22,765</b>	<b>46.1</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.00	\$0.00	-	-	\$0.00	\$0.00	-	-
<b>Other Expense Adjustments</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>-</b>	<b>-</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$66,885</b>	<b>\$160,478</b>	<b>\$93,592</b>	<b>139.9</b>	<b>\$67,032</b>	<b>\$(120,496)</b>	<b>\$(187,528)</b>	<b>(279.8)</b>
Depreciation	\$178,167	\$177,538	\$(0,629)	(0.4)	\$172,867	\$708,169	\$(4,498)	(0.6)
GASB 87 Lease Adjustment	\$0.843	\$0,561	\$(0,082)	(12.8)	\$2,574	\$2,427	\$(0,147)	(5.7)
GASB 75 OPEB Expense Adjustment	\$0.00	\$0.00	\$0.00	-	\$0.00	\$0.00	\$0.00	-
GASB 68 Pension Adjustment	\$0.00	\$0.00	-	-	\$0.00	\$0.00	-	-
Environmental Remediation	\$0.00	\$0.00	-	-	\$0.00	\$0.00	-	-
<b>Total Expenditures</b>	<b>\$245,696</b>	<b>\$338,577</b>	<b>\$92,882</b>	<b>37.8</b>	<b>\$782,272</b>	<b>\$590,100</b>	<b>\$(192,173)</b>	<b>(24.6)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$225,062</b>	<b>\$275,546</b>	<b>\$50,484</b>	<b>22.4</b>	<b>\$699,964</b>	<b>\$775,771</b>	<b>\$75,807</b>	<b>10.8</b>

Note: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general ledger, and are subject to review and adjustment. Please note that the current month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

Adopted, Final FY23

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN 2023**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**April 2023**

	<u>Adopted</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./(Unfav)</u>	<u>Explanation</u>
<b><u>Administration:</u></b>				
Office of the President	14	12	2	
Law	249	185	64	Mainly PTE vacancies.
Office of the EVP	21	8	13	
Human Resources	122	84	38	
EEO	11	2	9	
Office of Management and Budget	32	11	21	
Strategy & Customer Experience	165	131	34	
Non-Departmental	1	-	1	
Labor Relations	89	52	37	
Office of People & Business Transformation	13	17	(4)	
Material	150	105	46	Mainly Mgr, and PTE vacancies.
Controller	108	84	25	
<b>Total Administration</b>	<b>977</b>	<b>690</b>	<b>287</b>	
<b><u>Operations:</u></b>				
Subways Service Delivery	8,703	7,972	732	Mainly Supv, and RVO vacancies.
Subways Operations Support/Admin	432	384	48	Mainly PTE, and Supv vacancies.
Subways Stations	2,339	2,290	49	Mainly Supv, and Hourly vacancies.
<b>SubTotal Subways</b>	<b>11,474</b>	<b>10,645</b>	<b>829</b>	
Buses	11,103	10,941	162	Mainly RVO, and Mgr vacancies.
Paratransit	192	165	27	
Operations Planning	368	288	80	Mainly Mgr, and Hourly vacancies.
Revenue Control	545	486	59	Mainly Cler, and Hourly vacancies.
Non-Departmental	(202)	-	(202)	
<b>Total Operations</b>	<b>23,480</b>	<b>22,526</b>	<b>954</b>	
<b><u>Maintenance:</u></b>				
Subways Operations Support/Admin	124	107	18	
Subways Service Delivery	76	39	37	
Subways Engineering	371	309	63	Mainly PTE vacancies.
Subways Car Equipment	4,995	5,001	(6)	
Subways Infrastructure	1,512	1,458	54	Mainly Hourly vacancies.
Subways Elevators & Escalators	415	384	31	
Subways Stations	3,931	3,679	252	Mainly Hourly, and Supr vacancies.
Subways Track	3,312	3,185	127	Mainly Hourly vacancies.
Subways Power	625	616	9	
Subways Signals	1,720	1,675	45	Mainly Hourly vacancies.
Subways Electronic Maintenance	1,622	1,353	269	Mainly Hourly vacancies.
<b>Subtotal Subways</b>	<b>18,706</b>	<b>17,807</b>	<b>899</b>	
Buses	3,581	3,284	297	Mainly Hourly vacancies.
Supply Logistics	523	495	28	
System Safety	85	73	12	
OHS	80	61	19	
Non-Departmental	(5)	-	(5)	
<b>Total Maintenance</b>	<b>22,970</b>	<b>21,721</b>	<b>1,249</b>	
<b><u>Engineering</u></b>				
Construction & Development	1,155	829	326	Mainly PTE vacancies.
Matrixed C & D Support	85	92	(7)	
<b>Total Engineering/Capital</b>	<b>1,240</b>	<b>921</b>	<b>319</b>	
<b><u>Public Safety</u></b>				
Security	732	580	152	Mainly Supv vacancies.
<b>Total Public Safety</b>	<b>732</b>	<b>580</b>	<b>152</b>	
<b>Total Positions</b>	<b>49,399</b>	<b>46,438</b>	<b>2,961</b>	
NON_REIMB	44,603	42,675	1,928	
REIMBURSABLE	4,796	3,763	1,033	
Total Full-Time	49,231	46,309	2,922	
Total Full-Time Equivalents	168	129	39	

**MTA NEW YORK TRANSIT**  
**FEBRUARY FINANCIAL PLAN 2023**  
**TOTAL POSITIONS by FUNCTION and OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**April 2023**

FUNCTION/OCCUPATION	Adopted	Actual	Variance Fav./((Unfav)	Explanation
<b><u>Administration:</u></b>				
Managers/Supervisors	321	189	132	
Professional, Technical, Clerical	632	483	149	
Operational Hourlies	24	18	6	
<b>Total Administration</b>	<b>977</b>	<b>690</b>	<b>287</b>	
<b><u>Operations:</u></b>				
Managers/Supervisors	2,951	2,648	303	
Professional, Technical, Clerical	473	381	92	
Operational Hourlies	20,056	19,497	559	
<b>Total Operations</b>	<b>23,480</b>	<b>22,526</b>	<b>954</b>	
<b><u>Maintenance:</u></b>				
Managers/Supervisors	4,154	3,902	252	
Professional, Technical, Clerical	1,033	764	269	
Operational Hourlies	17,783	17,055	728	
<b>Total Maintenance</b>	<b>22,970</b>	<b>21,721</b>	<b>1,249</b>	
<b><u>Engineering/Capital:</u></b>				
Managers/Supervisors	313	371	(58)	
Professional, Technical, Clerical	925	548	377	
Operational Hourlies	2	2	-	
<b>Total Engineering/Capital</b>	<b>1,240</b>	<b>921</b>	<b>319</b>	
<b><u>Public Safety:</u></b>				
Managers/Supervisors	355	238	117	
Professional, Technical, Clerical	41	25	16	
Operational Hourlies	336	317	19	
<b>Total Public Safety</b>	<b>732</b>	<b>580</b>	<b>152</b>	
<b><u>Total Positions:</u></b>				
Managers/Supervisors	8,094	7,348	746	
Professional, Technical, Clerical	3,104	2,201	903	
Operational Hourlies	38,201	36,889	1,312	
<b>Total Positions</b>	<b>49,399</b>	<b>46,438</b>	<b>2,961</b>	

# Farebox Revenue Report Highlights

## Month of April

NYCT farebox revenue totaled \$267.5 million, which was \$1.4 million (0.5%) under the Budget.

- Subway farebox revenue exceeded the Budget by \$3.9 million (1.9%) due to a higher than projected ridership and warmer weather.
- NYCT Bus farebox revenue was \$5.1 million (9.0%) lower than the Budget due to a lower than projected ridership offset by favorable average fare and warmer weather.
- Paratransit farebox revenue was \$0.2 million (10.4%) lower than the Budget.

## Year-to-Date

NYCT farebox YTD revenue totaled \$1,043.0 million, which was \$22.2 million (2.2%) higher than the Budget.

- Subway farebox revenue was \$32.4 million (4.1%) higher than the Budget due to a higher than projected ridership, favorable average fare and warmer weather.
- NYCT Bus farebox revenue was \$9.5 million (4.5%) lower than the Budget due to a lower than projected ridership offset by favorable average fare and warmer weather.
- Paratransit farebox revenue was \$0.7 million (9.7%) lower than the Budget.

# April Charts

## Farebox Revenue

April 2023 Farebox Revenue - (\$ in millions)								
	April				April Year-to-Date			
	Budget	Prelim Actual	Favorable(Unfavorable)		Budget	Prelim Actual	Favorable(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	208.4	212.3	3.9	1.9%	791.4	823.8	32.4	4.1%
NYCT Bus	56.7	51.6	(5.1)	(9.0%)	214.0	204.5	(9.5)	(4.5%)
Paratransit	1.9	1.7	(0.2)	(10.4%)	7.6	6.8	(0.7)	(9.7%)
Subtotal	267.0	265.6	(1.4)	(0.5%)	1,013.0	1,035.2	22.2	2.2%
Fare Media Liability	2.0	2.0	0.0	0.0%	7.9	7.9	0.0	0.0%
<b>Total - NYCT</b>	<b>269.0</b>	<b>267.5</b>	<b>(1.4)</b>	<b>(0.5%)</b>	<b>1,020.9</b>	<b>1,043.0</b>	<b>22.2</b>	<b>2.2%</b>

Note: Total may not add due to rounding

## Ridership Results

April 2023 Ridership vs. Budget - (in millions)								
	April				April Year-to-Date			
	Budget	Prelim Actual	More(Less)		Budget	Prelim Actual	More(Less)	
			Amount	Percent			Amount	Percent
Subway	93.1	94.2	1.1	1.2%	352.9	368.7	15.8	4.5%
NYCT Bus	32.1	28.6	(3.5)	(11.0%)	121.2	115.3	(5.9)	(4.8%)
Paratransit	0.9	0.9	0.0	(3.1%)	3.5	3.4	(0.1)	(3.4%)
<b>Total - NYCT</b>	<b>126.1</b>	<b>123.7</b>	<b>(2.5)</b>	<b>(2.0%)</b>	<b>477.6</b>	<b>487.4</b>	<b>9.9</b>	<b>2.1%</b>

Note: Total may not add due to rounding

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2023 Adopted**  
**Ridership (Utilization) Actual to Budget**  
**Apr FY23**  
 (# in Millions)

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	Month						Year-To-Date							
	Actual		Favorable (Unfavorable)		Percent		Adopted		Actual		Favorable (Unfavorable)		Percent	
	Adopted		Variance		Variance		Adopted		Variance		Variance		Adopted	
<b><u>Ridership</u></b>														
Ridership - Subway	93.116	94.209	1.093	1.2	352.865	368.697	15.832	4.5						
Ridership - Bus	32.104	28.568	(3.536)	(11.0)	121.176	115.318	(5.858)	(4.8)						
<b>Subtotal</b>	<b>125.220</b>	<b>122.777</b>	<b>(2.443)</b>	<b>(2.0)</b>	<b>474.041</b>	<b>484.015</b>	<b>9.974</b>	<b>2.1</b>						
Ridership - Paratransit	0.902	0.874	(0.028)	(3.1)	3.543	3.425	(0.119)	(3.4)						
<b>Total Ridership</b>	<b>126.122</b>	<b>123.651</b>	<b>(2.471)</b>	<b>(2.0)</b>	<b>477.584</b>	<b>487.439</b>	<b>9.855</b>	<b>2.1</b>						
<b>FareBox Revenue</b>														
Subway	\$208.389	\$212.260	\$3.871	1.9	\$791.418	\$823.843	\$32.425	4.1						
Bus	\$56.657	\$51.558	\$(5.099)	(9.0)	\$214.018	\$204.491	\$(9.527)	(4.5)						
<b>Subtotal</b>	<b>\$265.046</b>	<b>\$263.818</b>	<b>\$(1.228)</b>	<b>(0.5)</b>	<b>\$1,005.435</b>	<b>\$1,028.334</b>	<b>\$22.898</b>	<b>2.3</b>						
Paratransit	\$1.945	\$1.743	\$(0.202)	(10.4)	\$7.570	\$6.833	\$(0.737)	(9.7)						
<b>Farebox Revenue (excl. Fare Media Liab.)</b>	<b>\$266.991</b>	<b>\$265.561</b>	<b>\$(1.430)</b>	<b>(0.5)</b>	<b>\$1,013.005</b>	<b>\$1,035.167</b>	<b>\$22.162</b>	<b>2.2</b>						
Fare Liability	\$1.963	\$1.963	\$0.000	0.0	\$7.850	\$7.850	\$0.000	0.0						
<b>Total Farebox Revenue</b>	<b>\$268.953</b>	<b>\$267.524</b>	<b>\$(1.430)</b>	<b>(0.5)</b>	<b>\$1,020.855</b>	<b>\$1,043.017</b>	<b>\$22.162</b>	<b>2.2</b>						

Note: Totals may not add due to rounding

# **STATEN ISLAND RAILWAY**

**Financial and Ridership Reports – April 2023**

**Jaibala Patel, Deputy Chief Financial Officer, MTA**



# Financial Report Highlights

## Year-to-Date Forecast Performance Summary

- Total revenues of \$3.247 million were \$1.731 million (34.8%) lower than the Adopted budget (Budget). This was primarily due to unfavorable timing of \$1.219 million of capital and other reimbursements and unfavorable farebox/other revenue of \$0.512 million.
- Total ridership was 0.724 million, 15.8% lower than Budget.
- Total expenses of \$25.285 million including non-cash liabilities were \$8.322 million (24.8%) lower than the Budget. The primary drivers of this favorable variance were labor costs lower by \$5.398 million (24.8%) due to the existence of vacant positions and the timing of \$1.421 million (23.5%) in non-labor expenses.
- At the end of April total headcount was 354, which was 55 lower than the Budget of 409. Non-reimbursable positions were lower by 15, and reimbursable positions were lower by 40.
- April non-reimbursable operating results were favorable to the Budget by \$3.347 million or 46.4%. Non-reimbursable revenues for April were \$0.119 million or (20.9%) unfavorable to the Budget primarily due to farebox/other revenue. Total non-reimbursable expenses including non-cash liabilities were favorable by \$3.466 million (44.5%), due to lower labor and non-labor costs.

## Year-to-Date Non-Reimbursable Revenues & Expenses vs Forecast

*(\$ in Millions)*

	SIR		
	Budget	Actual	Variance
<b>Total Revenue</b>	<b>\$2.297</b>	<b>\$1.785</b>	<b>(\$0.512)</b>
Farebox revenue	\$1.424	\$1.117	(\$0.308)
Other revenue	\$0.873	\$0.668	(\$0.204)
<b>Total Expense</b>	<b>\$25.093</b>	<b>\$19.493</b>	<b>\$5.600</b>
Labor Expenses	\$19.047	\$14.908	\$4.140
Non-Labor Expenses	\$6.045	\$4.585	\$1.460
<b>Non-Cash Liabilities</b>	<b>\$5.833</b>	<b>\$4.330</b>	<b>\$1.504</b>
<b>Net Surplus/(Deficit) - Accrued</b>	<b>(\$28.629)</b>	<b>(\$22.038)</b>	<b>\$6.591</b>

## **Revenues**

- **Farebox Revenues** were \$0.308 million (21.6%) unfavorable to the Budget due to lower than projected ridership. Ridership in April was 0.172 million. This was 18.5% less than the Budget.
- **Other Operating Revenues** were lower by \$0.204 million (23.4%) due to lower student fare reimbursements.

## **Expenses**

### **Labor Expenses:** \$4.140 million (21.7%) favorable

- **Payroll** was \$2.465 million (25.6%), favorable primarily due the existence of 15 vacancies.
- **Overtime** was \$0.122 million (9.9%) unfavorable primarily due to backfill of absentee coverage.
- **Health & Welfare and OPEB Current Payments** were \$1.401 million (35.1%) favorable primarily due to timing of employee health benefit charges.
- **Other Fringe benefits** were \$0.385 million (28.1%) favorable due to lower reimbursable fringe OH credits than expected

### **Non-Labor Expenses:** \$1.460 million (24.2%) favorable

- **Professional Services** were \$1.520 million (85.9%) favorable due to the timing of Covid cleaning program.
- **Maintenance and other operating contracts** were \$0.383 million (44.1%) favorable due to the timing of maintenance projects.
- **Claims** were \$0.165 million (56.5%) favorable due to timing of expenses
- **Materials and Supplies** were \$0.462 million (92.0%) unfavorable due to higher than anticipated maintenance.
- **Electric power** was \$0.120 million (6.7%) unfavorable due to higher than anticipated non-traction power consumption.

**Depreciation and Other:** \$1.494 million (25.6%), favorable due to fewer assets reaching beneficial use than projected.

## **Staffing Levels**

- Total headcount at the end of April was 354, which was 55 lower than the Budget.
- The largest number of vacancies were in maintenance (35 positions).
- 62% of the vacancies were in the operational hourlies category.

## **Overtime**

- Total overtime was \$0.029 million unfavorable. Non-reimbursable was \$0.122 million unfavorable and reimbursable was \$0.093 million favorable.
- Unfavorable non-reimbursable overtime was primarily due to absentee coverage.

## **Financial Metrics**

- The year-to-date April Farebox Operating Ratio was 7.5%, which is lower than the Budget by 0.6 percentage points mainly due to lower farebox revenue.
- The year-to-date April Cost per Passenger was \$26.92, which is lower than the Budget by \$2.26 per passenger mainly due to lower ridership
- The year-to-date April Revenue per Passenger was \$2.02, which was lower than Budget by \$0.34 per passenger.

**MTA STATEN ISLAND RAILWAY**  
February Financial Plan - 2023 Adopted  
Accrual Statement of Operations By Category  
Month - Apr 2023  
(\$ in Millions)

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	Nonreimbursable			Reimbursable			Total		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable) Variance			(Unfavorable) Variance			(Unfavorable) Variance
			Percent			Percent			Percent
<b>Revenue</b>									
<b>Farebox Revenue:</b>									
Farebox Revenue	\$0,351	\$0,282	\$(0,069)	\$0,000	\$0,000	-	\$0,351	\$0,282	\$(0,069)
Other Revenue	\$0,218	\$0,168	\$(0,050)	\$0,000	\$0,000	-	\$0,218	\$0,168	\$(0,050)
Capital and Other Reimbursements	\$0,000	\$0,000	-	\$0,659	\$0,324	\$(0,336)	\$0,659	\$0,324	\$(0,336)
<b>Total Revenue</b>	<b>\$0,569</b>	<b>\$0,450</b>	<b>\$(0,119)</b>	<b>\$0,659</b>	<b>\$0,324</b>	<b>\$(0,336)</b>	<b>\$1,229</b>	<b>\$0,774</b>	<b>\$(0,455)</b>
<b>Expenses</b>									
<b>Labor :</b>									
Payroll	\$2,329	\$0,559	\$1,771	\$0,351	\$0,119	\$0,232	\$2,680	\$0,678	\$2,003
Overtime	\$0,225	\$0,329	\$(0,104)	\$0,094	\$0,053	\$0,040	\$0,318	\$0,382	\$(0,064)
<b>Total Salaries &amp; Wages</b>	<b>\$2,554</b>	<b>\$0,887</b>	<b>\$1,667</b>	<b>\$0,445</b>	<b>\$0,173</b>	<b>\$0,272</b>	<b>\$2,999</b>	<b>\$1,060</b>	<b>\$1,938</b>
Health and Welfare	\$0,740	\$0,339	\$0,401	\$0,000	\$0,000	-	\$0,740	\$0,339	\$0,401
OPEB Current Payment	\$0,258	\$0,116	\$0,142	\$0,000	\$0,000	\$0,000	\$0,258	\$0,116	\$0,141
Pensions	\$0,704	\$0,701	\$0,003	\$0,000	\$0,000	-	\$0,704	\$0,701	\$0,003
Other Fringe Benefits	\$0,330	\$0,121	\$0,209	\$0,215	\$0,137	\$0,077	\$0,704	\$0,258	\$0,446
<b>Total Fringe Benefits</b>	<b>\$2,032</b>	<b>\$1,277</b>	<b>\$0,755</b>	<b>\$0,215</b>	<b>\$0,137</b>	<b>\$0,077</b>	<b>\$2,247</b>	<b>\$1,414</b>	<b>\$0,833</b>
Contribution to GASB Fund	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Reimbursable Overhead	\$0,000	\$0,000	\$0,000	\$0,000	\$0,310	\$0,349	\$0,000	\$0,000	\$0,000
<b>Labor</b>	<b>\$4,586</b>	<b>\$2,164</b>	<b>\$2,422</b>	<b>\$0,659</b>	<b>\$0,310</b>	<b>\$0,349</b>	<b>\$5,245</b>	<b>\$2,475</b>	<b>\$2,771</b>
<b>Non-Labor :</b>									
Electric Power	\$0,448	\$0,207	\$0,241	\$0,000	\$0,000	-	\$0,448	\$0,207	\$0,241
Fuel	\$0,036	\$0,031	\$0,005	\$0,000	\$0,000	-	\$0,036	\$0,031	\$0,005
Insurance	\$0,157	\$0,119	\$0,038	\$0,000	\$0,000	-	\$0,157	\$0,119	\$0,038
Claims	\$0,073	\$0,032	\$0,041	\$0,000	\$0,000	-	\$0,073	\$0,032	\$0,041
Paratransit Service Contracts	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Maintenance and Other Operating Contracts	\$0,217	\$0,144	\$0,073	\$0,000	\$0,000	-	\$0,217	\$0,144	\$0,073
Professional Service Contracts	\$0,642	\$0,089	\$0,553	\$0,000	\$0,001	\$(0,001)	\$0,642	\$0,090	\$0,552
Materials & Supplies	\$0,150	\$0,402	\$(0,251)	\$0,000	\$0,012	\$(0,012)	\$0,150	\$0,413	\$(0,263)
Other Business Expenses	\$0,012	\$0,046	\$(0,034)	\$0,000	\$0,000	-	\$0,012	\$0,046	\$(0,034)
<b>Non-Labor</b>	<b>\$1,736</b>	<b>\$1,069</b>	<b>\$0,667</b>	<b>\$0,000</b>	<b>\$0,013</b>	<b>\$(0,013)</b>	<b>\$1,736</b>	<b>\$1,082</b>	<b>\$0,654</b>
<b>Other Expense Adjustments:</b>									
Other	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
<b>Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$6,322</b>	<b>\$3,233</b>	<b>\$3,089</b>	<b>\$0,659</b>	<b>\$0,324</b>	<b>\$0,336</b>	<b>\$6,982</b>	<b>\$3,557</b>	<b>\$3,425</b>
Depreciation	\$1,458	\$1,085	\$0,373	\$0,000	\$0,000	-	\$1,458	\$1,085	\$0,373
GASB 87 Lease Adjustment	\$0,000	\$(0,003)	\$0,003	\$0,000	\$0,000	-	\$0,000	\$(0,003)	\$0,003
GASB 75 OPEB Expense Adjustment	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	-
GASB 68 Pension Adjustment	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Environmental Remediation	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
<b>Total Expenses</b>	<b>\$7,781</b>	<b>\$4,315</b>	<b>\$3,466</b>	<b>\$0,659</b>	<b>\$0,324</b>	<b>\$0,336</b>	<b>\$8,440</b>	<b>\$4,639</b>	<b>\$3,802</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>\$(7,211)</b>	<b>\$(3,865)</b>	<b>\$3,347</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$(7,211)</b>	<b>\$(3,865)</b>	<b>\$3,347</b>

Note: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

**MTA STATEN ISLAND RAILWAY**  
 February Financial Plan - 2023 Adopted  
 Accrual Statement of Operations By Category  
 Year-To-Date - Apr 2023  
 (\$ in Millions)

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	Nonreimbursable			Reimbursable			Total					
	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Farebox Revenue	\$1,424	\$1,117	\$(0,308)	(21.6)	\$0,000	\$0,000	-	-	\$1,424	\$1,117	\$(0,308)	(21.6)
Other Revenue	\$0,873	\$0,668	\$(0,204)	(23.4)	\$0,000	\$0,000	-	-	\$0,873	\$0,668	\$(0,204)	(23.4)
Capital and Other Reimbursements	\$0,000	\$0,000	-	-	\$2,682	\$1,463	\$(1,219)	(45.5)	\$2,682	\$1,463	\$(1,219)	(45.5)
<b>Total Revenue</b>	<b>\$2,297</b>	<b>\$1,785</b>	<b>\$(0,512)</b>	<b>(22.3)</b>	<b>\$2,682</b>	<b>\$1,463</b>	<b>\$(1,219)</b>	<b>(45.5)</b>	<b>\$4,979</b>	<b>\$3,247</b>	<b>\$(1,731)</b>	<b>(34.8)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$9,641	\$7,176	\$2,465	25.6	\$1,429	\$0,527	\$0,902	63.1	\$11,069	\$7,703	\$3,367	30.4
Overtime	\$1,229	\$1,352	\$(0,122)	(9.9)	\$0,374	\$0,281	\$0,093	25.0	\$1,604	\$1,632	\$(0,029)	(1.8)
<b>Total Salaries &amp; Wages</b>	<b>\$10,870</b>	<b>\$8,528</b>	<b>\$2,342</b>	<b>21.5</b>	<b>\$1,803</b>	<b>\$0,808</b>	<b>\$0,995</b>	<b>55.2</b>	<b>\$12,673</b>	<b>\$9,335</b>	<b>\$3,338</b>	<b>26.3</b>
Health and Welfare	\$2,961	\$1,650	\$1,311	44.3	\$0,000	\$0,000	-	-	\$2,961	\$1,650	\$1,311	44.3
OPEB Current Payment	\$1,031	\$0,942	\$0,090	8.7	\$0,000	\$0,001	\$(0,001)	-	\$1,031	\$0,942	\$0,089	8.6
Pensions	\$2,817	\$2,803	\$0,013	0.5	\$0,000	\$0,000	-	-	\$2,817	\$2,803	\$0,013	0.5
Other Fringe Benefits	\$1,369	\$0,964	\$0,385	28.1	\$0,879	\$0,615	\$0,264	30.0	\$2,247	\$1,599	\$0,648	28.9
<b>Total Fringe Benefits</b>	<b>\$8,177</b>	<b>\$6,379</b>	<b>\$1,799</b>	<b>22.0</b>	<b>\$0,879</b>	<b>\$0,615</b>	<b>\$0,263</b>	<b>30.0</b>	<b>\$9,056</b>	<b>\$6,994</b>	<b>\$2,062</b>	<b>22.8</b>
Contribution to GASB Fund	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Reimbursable Overhead	\$0,000	\$0,001	\$(0,001)	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,001	\$(0,001)	-
<b>Labor</b>	<b>\$19,047</b>	<b>\$14,908</b>	<b>\$4,140</b>	<b>21.7</b>	<b>\$2,682</b>	<b>\$1,423</b>	<b>\$1,259</b>	<b>46.9</b>	<b>\$21,729</b>	<b>\$16,331</b>	<b>\$5,398</b>	<b>24.8</b>
<b>Non-Labor :</b>												
Electric Power	\$1,792	\$1,912	\$(0,120)	(6.7)	\$0,000	\$0,000	-	-	\$1,792	\$1,912	\$(0,120)	(6.7)
Fuel	\$0,143	\$0,129	\$0,014	9.6	\$0,000	\$0,000	-	-	\$0,143	\$0,129	\$0,014	9.6
Insurance	\$0,629	\$0,620	\$0,009	1.5	\$0,000	\$0,000	-	-	\$0,629	\$0,620	\$0,009	1.5
Claims	\$0,291	\$0,127	\$0,165	56.5	\$0,000	\$0,000	-	-	\$0,291	\$0,127	\$0,165	56.5
Paratransit Service Contracts	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Maintenance and Other Operating Contracts	\$0,869	\$0,466	\$0,383	44.1	\$0,000	\$0,000	-	-	\$0,869	\$0,466	\$0,383	44.1
Professional Service Contracts	\$1,769	\$0,249	\$1,520	85.9	\$0,000	\$0,004	\$(0,004)	-	\$1,769	\$0,253	\$1,516	85.7
Materials & Supplies	\$0,502	\$0,963	\$(0,462)	(92.0)	\$0,000	\$0,035	\$(0,035)	-	\$0,502	\$0,998	\$(0,497)	(98.9)
Other Business Expenses	\$0,050	\$0,099	\$(0,049)	(98.1)	\$0,000	\$0,000	-	-	\$0,050	\$0,099	\$(0,049)	(98.1)
<b>Non-Labor</b>	<b>\$6,045</b>	<b>\$4,585</b>	<b>\$1,460</b>	<b>24.2</b>	<b>\$0,000</b>	<b>\$0,039</b>	<b>\$(0,039)</b>	<b>-</b>	<b>\$6,045</b>	<b>\$4,624</b>	<b>\$1,421</b>	<b>23.5</b>
<b>Other Expense Adjustments:</b>												
Other	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
<b>Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$25,093</b>	<b>\$19,493</b>	<b>\$5,600</b>	<b>22.3</b>	<b>\$2,682</b>	<b>\$1,463</b>	<b>\$1,219</b>	<b>45.5</b>	<b>\$27,775</b>	<b>\$20,955</b>	<b>\$6,819</b>	<b>24.6</b>
Depreciation	\$5,833	\$4,340	\$1,494	25.6	\$0,000	\$0,000	-	-	\$5,833	\$4,340	\$1,494	25.6
GASB 87 Lease Adjustment	\$0,000	\$(0,010)	\$0,010	-	\$0,000	\$0,000	-	-	\$0,000	\$(0,010)	\$0,010	-
GASB 75 OPEB Expense Adjustment	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	\$0,000	-
GASB 68 Pension Adjustment	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	\$0,000	-
Environmental Remediation	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
<b>Total Expenses</b>	<b>\$30,926</b>	<b>\$23,823</b>	<b>\$7,103</b>	<b>23.0</b>	<b>\$2,682</b>	<b>\$1,463</b>	<b>\$1,219</b>	<b>45.5</b>	<b>\$33,608</b>	<b>\$25,285</b>	<b>\$8,322</b>	<b>24.8</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>\$(28,629)</b>	<b>\$(22,038)</b>	<b>\$6,591</b>	<b>23.0</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$(28,629)</b>	<b>\$(22,038)</b>	<b>\$6,591</b>	<b>23.0</b>

Note: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

Table 3

**MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN  
EXPLANATION OF VARIANCES BETWEEN THE ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
APRIL 2023**  
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
		\$	%	Reason for Variance	\$	%	Reason for Variance
Farebox Revenue	Non Reimb.	(0.069)	(19.6)	Unfavorable due to lower than anticipated ridership	(0.308)	(21.6)	Unfavorable due to lower than anticipated ridership
Other Revenue	Non Reimb.	(0.050)	(22.9)	Unfavorable due to minimal reimbursement for school fares	(0.204)	(23.4)	Unfavorable due to minimal reimbursement for school fares
Payroll	Non Reimb.	1,771	76.0	Favorable due to vacancies	2,465	25.6	Favorable due to vacancies
Overtime	Non Reimb.	(0.104)	(46.5)	Unfavorable primarily due to backfill of vacancies	(0.122)	(9.9)	Unfavorable primarily due to backfill of vacancies
Health and Welfare (including OPEB current payment)	Non Reimb.	0.543	54.4	Favorable rates due to timing of expense accruals	1,401	35.1	Favorable rates due to timing of expense accruals
Pension	Non Reimb.	0.003	0.5	Minimal variance	0.013	0.5	Minimal variance
Other Fringe Benefits	Non Reimb.	0.209	63.5	Favorable due to lower reimbursable fringe OH credits than expected	0.385	28.1	Favorable due to lower reimbursable fringe OH credits than expected
Electric Power	Non Reimb.	0.241	53.9	Favorable primarily due to timing of traction power consumption	(0.120)	(6.7)	Unfavorable primarily due to timing of non-traction power consumption
Fuel	Non Reimb.	0.005	14.7	Minimal variance	0.014	9.6	Minimal variance
Insurance	Non Reimb.	0.038	24.5	Favorable due to timing of expenses	0.009	1.5	Favorable due to timing of expenses
Claims	Non Reimb.	0.041	56.5	Favorable due to timing of expenses	0.165	56.5	Favorable due to timing of expenses
Maintenance & Other Operating Contracts	Non Reimb.	0.073	33.6	Favorable due to the timing of facility and maintenance services projects	0.383	44.1	Favorable due to the timing of facility and maintenance services projects
Professional Service Contracts	Non Reimb.	0.553	86.1	Favorable primarily due to the timing of Covid cleaning program	1,520	85.9	Favorable primarily due to the timing of Covid cleaning program
Materials and Supplies	Non Reimb.	(0.251)	(166.8)	Unfavorable due to higher than anticipated maintenance	(0.462)	(92.0)	Unfavorable due to higher than anticipated maintenance
Other Business Expenses	Non Reimb.	(0.034)	(271.5)	Unfavorable due to timing of NYS Mob tax	(0.049)	(98.1)	Unfavorable due to budget credit adjustment
Payroll	Reimb.	0.232	66.0	Favorable due to vacancies	0.902	63.1	Favorable due to vacancies
Overtime	Reimb.	0.040	42.9	Favorable due to less backfill of vacancies	0.093	25.0	Favorable due to less backfill of vacancies
Materials and Supplies	Reimb.	(0.012)	0.0		(0.035)	0.0	

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2023 Adopted**  
**Cash Receipts and Expenditures**

Apr. FY23  
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.351	\$0.293	\$(0.058)	(16.5)	\$1.424	\$1.058	\$(0.366)	(25.7)
Other Revenue	\$0.965	\$0.101	\$(0.864)	(89.5)	\$1.252	\$1.069	\$(0.183)	(14.6)
Capital and Other Reimbursements	\$0.659	\$0.850	\$0.191	28.9	\$2.682	\$17.572	\$14.890	555.2
<b>Total Revenue</b>	<b>\$1.976</b>	<b>\$1.245</b>	<b>\$(0.732)</b>	<b>(37.0)</b>	<b>\$5.358</b>	<b>\$19.698</b>	<b>\$14.341</b>	<b>267.7</b>
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$2.520	\$10.877	\$(8.357)	(331.6)	\$11.599	\$18.601	\$(7.002)	(60.4)
Overtime	\$0.318	\$0.382	\$(0.064)	(20.2)	\$1.604	\$1.632	\$(0.029)	(1.8)
<b>Total Salaries &amp; Wages</b>	<b>\$2.838</b>	<b>\$11.259</b>	<b>\$(8.421)</b>	<b>(296.7)</b>	<b>\$13.203</b>	<b>\$20.234</b>	<b>\$(7.031)</b>	<b>(53.3)</b>
Health and Welfare	\$0.740	\$0.013	\$0.727	98.2	\$2.961	\$1.846	\$1.115	37.6
OPEB Current Payment	\$0.258	\$0.002	\$0.255	99.1	\$1.031	\$0.377	\$0.654	63.4
Pensions	\$0.704	\$0.000	\$0.704	100.0	\$2.817	\$16.510	\$(13.693)	(486.2)
Other Fringe Benefits	\$0.426	\$0.852	\$(0.427)	(100.3)	\$1.771	\$1.514	\$0.256	14.5
<b>Total Fringe Benefits</b>	<b>\$2.128</b>	<b>\$0.868</b>	<b>\$1.260</b>	<b>59.2</b>	<b>\$8.579</b>	<b>\$20.248</b>	<b>\$(11.668)</b>	<b>(136.0)</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Labor</b>	<b>\$4.966</b>	<b>\$12.127</b>	<b>\$(7.161)</b>	<b>(144.2)</b>	<b>\$21.782</b>	<b>\$40.481</b>	<b>\$(18.699)</b>	<b>(85.8)</b>
<b>Non-Labor :</b>								
Electric Power	\$0.448	\$0.362	\$0.086	19.1	\$1.792	\$1.829	\$(0.037)	(2.1)
Fuel	\$0.036	\$0.031	\$0.005	14.7	\$0.143	\$0.235	\$(0.092)	(64.2)
Insurance	\$0.157	\$0.000	\$0.157	100.0	\$0.629	\$0.580	\$0.049	7.8
Claims	\$0.040	\$0.013	\$0.027	66.7	\$0.162	\$0.076	\$0.086	53.2
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.217	\$0.135	\$0.082	37.8	\$0.869	\$0.789	\$0.080	9.2
Professional Service Contracts	\$0.642	\$0.108	\$0.535	83.2	\$1.769	\$0.633	\$1.136	64.2
Materials & Supplies	\$0.151	\$0.016	\$0.134	89.2	\$0.502	\$0.697	\$(0.195)	(38.9)
Other Business Expenses	\$0.012	\$0.041	\$(0.029)	(231.3)	\$0.050	\$0.135	\$(0.085)	(169.4)
<b>Non-Labor</b>	<b>\$1.704</b>	<b>\$0.707</b>	<b>\$0.997</b>	<b>58.5</b>	<b>\$5.917</b>	<b>\$4.974</b>	<b>\$0.942</b>	<b>15.9</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$6.670</b>	<b>\$12.834</b>	<b>\$(6.164)</b>	<b>(92.4)</b>	<b>\$27.699</b>	<b>\$45.455</b>	<b>\$(17.757)</b>	<b>(64.1)</b>
Depreciation	\$0.000	\$0.000	\$0.000	(100.0)	\$0.000	\$0.000	\$0.000	(100.0)
GASB 87 Lease Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Expenditures</b>	<b>\$6.670</b>	<b>\$12.834</b>	<b>\$(6.164)</b>	<b>(92.4)</b>	<b>\$27.699</b>	<b>\$45.455</b>	<b>\$(17.757)</b>	<b>(64.1)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$(4.694)</b>	<b>\$(11.590)</b>	<b>\$(6.895)</b>	<b>(146.9)</b>	<b>\$(22.341)</b>	<b>\$(25.757)</b>	<b>\$(3.416)</b>	<b>(15.3)</b>

Note: Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN  
EXPLANATION OF VARIANCES BETWEEN THE ADOPTED BUDGET AND ACTUAL CASH BASIS  
APRIL 2023**  
(\$ in millions)

	MONTH		YEAR TO DATE	
	<u>Favorable/ (Unfavorable) Variance</u>	<u>%</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>%</u>
<b><u>Operating Receipts or Disbursements</u></b>	<b>\$</b>		<b>\$</b>	
Farebox Receipts	(0.058)	(16.5)	(0.366)	(25.7)
Other Revenue	(0.864)	(89.5)	(0.183)	(14.6)
Capital and Other Reimbursements	0.191	28.9	14.890	555.2
Payroll	(8.357)	(331.6)	(7.002)	(60.4)
Overtime	(0.064)	(20.2)	(0.029)	(1.8)
Health and Welfare (including OPEB current payment)	0.982	98.4	1.769	44.3
Pension	0.704	100.0	(13.693)	(486.2)
Other Fringe Benefits	(0.427)	(100.3)	0.256	14.5
Electric Power	0.086	19.1	(0.037)	(2.1)
Maintenance Contracts	0.082	37.8	0.080	9.2
Professional Services Contracts	0.535	83.2	1.136	64.2
Materials & Supplies	0.134	89.2	(0.195)	(38.9)

Primarily due to unfavorable ridership

Primarily due to receipt timing lag of fare reimbursement

Timing of reimbursements

Unfavorable due to vacancies

Due to vacancies backfill

Timing of payments

Due to pre-payment of two years pension expenses

Favorable due to vacancies

Favorable primarily due to higher than anticipated non-traction power consumption

Favorable timing of maintenance work

Timing of contract Covid-19 cleaning program

Timing of payments



**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2023 Adopted**  
**Cash Conversion (Cash Flow Adjustments)**

Apr FY23  
(\$ in Millions)

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	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable)			Variance
			Percent			Percent
<b>Revenue</b>						
Farebox Revenue	\$0.000	\$0.011	\$0.011	\$0.000	\$0.059	-(0.059)
Other Revenue	\$0.747	\$(0.067)	\$(0.814)	\$0.379	\$0.400	0.021
Capital and Other Reimbursements	\$0.000	\$0.527	\$0.527	\$0.000	\$16.109	16.109
<b>Total Revenue</b>	<b>\$0.747</b>	<b>\$0.471</b>	<b>\$(0.277)</b>	<b>\$0.379</b>	<b>\$16.451</b>	<b>16.072</b>
			(109.0)			5.6
			(37.0)			-
						-
<b>Expenses</b>						
<b>Labor :</b>						
Payroll	\$0.160	\$(10.199)	\$(10.359)	\$(0.530)	\$(10.898)	-(10.369)
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	0.000
<b>Total Salaries &amp; Wages</b>	<b>\$0.160</b>	<b>\$(10.199)</b>	<b>\$(10.359)</b>	<b>\$(0.530)</b>	<b>\$(10.898)</b>	<b>-(10.369)</b>
Health and Welfare	\$0.000	\$0.326	\$0.326	\$0.000	\$(0.197)	-(0.197)
OPEB Current Payment	\$0.000	\$0.114	\$0.114	\$0.000	\$0.565	0.565
Pensions	\$0.000	\$0.701	\$0.701	\$0.000	\$(13.707)	-(13.707)
Other Fringe Benefits	\$0.119	\$(0.594)	\$(0.713)	\$0.477	\$0.085	0.085
<b>Total Fringe Benefits</b>	<b>\$0.119</b>	<b>\$0.546</b>	<b>\$0.427</b>	<b>\$0.477</b>	<b>\$(13.253)</b>	<b>-(13.730)</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	0.000
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	\$0.000	\$0.001	0.001
<b>Labor</b>	<b>\$0.279</b>	<b>\$(9.653)</b>	<b>\$(9.932)</b>	<b>\$0.053</b>	<b>\$(24.151)</b>	<b>-(24.098)</b>
<b>Non-Labor :</b>						
Electric Power	\$0.000	\$(0.156)	\$(0.156)	\$0.000	\$0.083	0.083
Fuel	\$0.000	\$0.000	\$0.000	\$0.000	\$(0.106)	-(0.106)
Insurance	\$0.000	\$0.119	\$0.119	\$0.000	\$0.040	0.040
Claims	\$0.032	\$0.018	\$(0.014)	\$0.129	\$0.051	0.078
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	0.000
Maintenance and Other Operating Contracts	\$0.000	\$0.009	\$0.009	\$0.000	\$(0.303)	-(0.303)
Professional Service Contracts	\$0.000	\$(0.017)	\$(0.017)	\$0.000	\$(0.380)	-(0.380)
Materials & Supplies	\$0.000	\$0.397	\$0.397	\$0.000	\$0.301	0.301
Other Business Expenses	\$0.000	\$0.005	\$0.005	\$0.000	\$(0.036)	-(0.036)
<b>Non-Labor</b>	<b>\$0.032</b>	<b>\$0.375</b>	<b>\$0.343</b>	<b>\$0.129</b>	<b>\$(0.350)</b>	<b>-(0.479)</b>
						(371.5)
<b>Other Expense Adjustments:</b>						
Other	\$0.000	\$0.000	-	\$0.000	\$0.000	0.000
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$0.312</b>	<b>\$(9.278)</b>	<b>\$(9.589)</b>	<b>\$0.076</b>	<b>\$(24.500)</b>	<b>-(24.576)</b>
Depreciation	\$1.458	\$1.085	\$(0.373)	\$5.833	\$4.340	-(1.494)
GASB 87 Lease Adjustment	\$0.000	\$(0.003)	\$(0.003)	\$0.000	\$(0.010)	-(0.010)
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	0.000
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	0.000
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	0.000
<b>Total Expenditures</b>	<b>\$1.770</b>	<b>\$(8.195)</b>	<b>\$(9.965)</b>	<b>\$5.909</b>	<b>\$(20.170)</b>	<b>-(441.3)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$2.517</b>	<b>\$(7.725)</b>	<b>\$(10.242)</b>	<b>\$6.288</b>	<b>\$(3.719)</b>	<b>-(10.008)</b>

Note: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent months' YTD results.

# Farebox Revenue Report Highlights

## **Month of April**

SIR farebox revenue totaled \$0.282 million in April 2023, which was \$0.069 million (19.6%) below the Budget.

## **Year-to-Date**

SIR farebox revenue totaled \$1.117 million in April 2023, which was \$0.308 million (21.6%) below the Budget.

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2023 Adopted**  
**Ridership (Utilization) Actual to Budget**  
**Apr FY23**  
 (# in Millions)

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	Month				Year-To-Date			
	Actual		Favorable (Unfavorable) Variance		Adopted		Favorable (Unfavorable) Variance	
	Adopted	Actual	Percent	Adopted	Actual	Percent	Actual	Percent
<b><u>Ridership</u></b>								
Ridership - Subway	0.211	0.172	(0.039)	0.860	0.724	(0.136)	(0.136)	(15.8)
<b>Total Ridership</b>	<b>0.211</b>	<b>0.172</b>	<b>(0.039)</b>	<b>0.860</b>	<b>0.724</b>	<b>(0.136)</b>	<b>(0.136)</b>	<b>(15.8)</b>
<b><u>FareBox Revenue</u></b>								
Farebox Revenue	\$0.351	\$0.282	\$(0.069)	\$1.424	\$1.117	\$(0.308)	\$(0.308)	(21.6)
<b>Total Farebox Revenue</b>	<b>\$0.351</b>	<b>\$0.282</b>	<b>\$(0.069)</b>	<b>\$1.424</b>	<b>\$1.117</b>	<b>\$(0.308)</b>	<b>\$(0.308)</b>	<b>(21.6)</b>

Note: Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN 2023**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**Apr 2023**

<u>Function/Departments</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
Executive	6	6	0
General Office	15	11	4
Purchasing/Stores	4	3	1
<b>Total Administration</b>	<b>25</b>	<b>20</b>	<b>5</b>
<b>Operations</b>			
Transportation	152	138	14
<b>Total Operations</b>	<b>152</b>	<b>138</b>	<b>14</b>
<b>Maintenance</b>			
Mechanical	55	49	6
Electronics/Electrical	25	19	6
Power/Signals	33	27	6
Maintenance of Way	89	75	14
Infrastructure	24	21	3
<b>Total Maintenance</b>	<b>226</b>	<b>191</b>	<b>35</b>
<b>Engineering/Capital</b>			
Capital Project Support	6	5	1
<b>Total Engineering Capital</b>	<b>6</b>	<b>5</b>	<b>1</b>
<b>Total Positions</b>	<b>409</b>	<b>354</b>	<b>55</b>
Non-Reimbursable	355	340	15
Reimbursable	54	14	40
Total Full-Time	409	354	55
Total Full-Time-Equivalents	0	0	0

FinalFY23

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN 2023**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION**  
**Apr 2023**

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
Managers/Supervisors	13	12	1
Professional, Technical, Clerical	8	6	2
Operational Hourlies	4	2	2
<b>Total Administration</b>	<b>25</b>	<b>20</b>	<b>5</b>
<b>Operations</b>			
Managers/Supervisors	26	22	4
Professional, Technical, Clerical	6	4	2
Operational Hourlies	120	112	8
<b>Total Operations</b>	<b>152</b>	<b>138</b>	<b>14</b>
<b>Maintenance</b>			
Managers/Supervisors	31	22	9
Professional, Technical, Clerical	8	6	2
Operational Hourlies	187	163	24
<b>Total Maintenance</b>	<b>226</b>	<b>191</b>	<b>35</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	4	3	1
Professional, Technical, Clerical	2	2	0
Operational Hourlies	0	0	0
<b>Total Engineering/Capital</b>	<b>6</b>	<b>5</b>	<b>1</b>
<b>Total Positions</b>			
Managers/Supervisors	74	59	15
Professional, Technical, Clerical	24	18	6
Operational Hourlies	311	277	34
<b>Total Positions</b>	<b>409</b>	<b>354</b>	<b>55</b>



**Financial and Ridership Reports – April 2023**

**Jaibala Patel**, Deputy Chief Financial Officer, MTA

# Financial Report Highlights

## Year-to-Date Budget Performance Summary

- Total revenues of \$57.5 million were \$5.9 million (9.3%) unfavorable to the Adopted Budget (Budget). This was primarily due to timing of student fare and lower average fare partially offset by higher ridership.
- Total ridership was 28.4 million, (3.5%) higher than the Budget.
- Total expenses of \$277.0 million before non-cash liabilities were below the Budget by \$42.0 million (13.2%) primarily attributed to labor expense underruns of \$9.1 million (4.1%) due mainly due to vacancies partially offset by the retroactive wage payments and the timing of non-labor expense underruns of \$32.9 million (35.0%).
- Total expenses of \$295.9 million including the non-cash liabilities were \$88.6 million (23.0%) lower than the Budget. Non-cash liabilities underran by \$46.6 million (71.2%) mainly related to the timing of GASB 75 OPEB expense and GASB 68 Pension Adjustments and higher depreciation of \$0.5 million (2.6%).
- At the end of April, the total headcount was 3,667, which was 239 lower than the Budget of 3,906. Non-Reimbursable positions were 235 lower, and reimbursable positions were 4 lower than the Budget.
- April YTD non-reimbursable operating results (net surplus/deficit) were favorable to the Budget by \$82.7 million (25.8%). Non-reimbursable revenues through April were \$4.8 million (7.8%) unfavorable to the Budget primarily due to lower other operating income. Total non-reimbursable expenses were favorable by \$87.5 million (22.9%), primarily due to the favorable timing of non-cash GASB adjustments and non-labor expenses. Labor expenses were favorable mainly due to lower overtime, lower other fringe benefits and favorable health & welfare/OPEB partially offset by the timing of the retroactive wage payments in payroll.

## Year-to-Date Non-Reimbursable Revenues & Expenses vs Budget

(\$ in Millions)

	MTA Bus		
	Budget	Actual	Variance
<b>Total Revenue</b>	<b>\$61.086</b>	<b>\$56.322</b>	<b>(\$4.764)</b>
Farebox Revenue	\$54.559	\$54.288	(\$0.271)
Other Revenue	\$6.526	\$2.034	(\$4.492)
<b>Total Expense</b>	<b>\$382.145</b>	<b>\$294.654</b>	<b>\$87.491</b>
Labor Expenses	\$223.129	\$214.729	\$8.400
Non-Labor Expenses	\$93.597	\$61.060	\$32.537
Non-Cash Liabilities	\$65.419	\$18.865	\$46.554
<b>Net Surplus/(Deficit) - Accrued</b>	<b>(\$321.059)</b>	<b>(\$238.332)</b>	<b>\$82.727</b>

## Revenues

- **Farebox Revenues** were \$0.3 million (0.5%) unfavorable to the Budget due to lower average fares partially offset by higher ridership. April YTD Ridership was 28.4 million. This was 3.5% higher than the Budget.
- **Other Operating Revenues** were \$4.5 million (68.8%) unfavorable due to the timing of student reimbursements, advertising revenues and other contract services.
- **Capital and Other Reimbursements** were \$1.1 million (47.7%) unfavorable to the Budget due to the timing of interagency reimbursements.

## Expenses

### Labor Expenses: \$9.1 million (4.1%) favorable

- **Payroll** was \$4.3 million (4.2%) unfavorable primarily due to the retroactive wage payments partially offset by vacancies.
- **Overtime** was \$6.0 million (18.0%) favorable due to lower unscheduled overtime, programmatic maintenance, favorable weather, and running time.
- **Health & Welfare and OPEB Current Payments** were \$4.4 million (9.8%) favorable primarily due to the timing of payments.
- **Pensions** was \$0.3 million (1.3%) unfavorable due to higher expenses.
- **Other Fringe Benefits** were \$3.2 million (12.9%) favorable due to the timing of interagency billing, and lower worker's compensation, partially offset by payroll related expenses.

### Non-Labor Expenses: \$32.9 million (35.0%) favorable

- **Electric Power** was \$0.1 million (14.2%) unfavorable due to higher rates.
- **Fuel** was \$1.2 million (10.2%) favorable due to timing of CNG billing and lower diesel fuel consumption and fuel costs.
- **Insurance** is \$1.0 million (35.4%) favorable due to timing of payments.
- **Claims** were \$10.1 million (38.7%) favorable primarily due to timing of payments.
- **Maintenance and Other Operating Contracts** were \$6.7 million (44.9%) favorable due to the timing of expenses.
- **Professional Service Contracts** were \$5.5 million (37.6%) favorable due to the timing of payments.
- **Materials and Supplies** were \$8.4 million (40.4%) favorable due to the lower material usage and timing of Shop Program.
- **Other Business Expense** was \$0.1 million (4.9%) favorable due to timing.



## **Depreciation and Other:**

- Non-cash liabilities underran by \$46.6 million (71.2%) mainly related to the timing of the GASB 75 OPEB Expense and GASB 68 Pension Adjustments and higher depreciation of \$0.5 million (2.6%).

## **Staffing Levels**

- Total headcount at the end of April was 3,667, which was 239 lower than the Budget.
- The largest number of vacancies were in maintenance (125 positions).
- 55% of the vacancies are in the operational hourly category.

## **Overtime**

- Total overtime was \$6.0 million (18.0%) favorable to the Budget. Non reimbursable was primarily due to lower unscheduled service, programmatic maintenance, favorable weather and running time. Reimbursable overtime was minimal.

## **Financial Metrics**

- The year-to-date April Farebox Operating Ratio was 19.7%, which is higher than the Budget by 2.5% primarily due to lower operating expenses.
- The year-to-date April Cost per Passenger was \$9.70, which is lower than the Budget by \$1.83 primarily due to lower operating expenses and higher ridership.
- The year-to-date April Revenue per passenger was \$1.91, which was lower than the Budget by \$0.08 per passenger primarily due to higher ridership.

## **Farebox Revenue Report Highlights**

### **Month of April**

Farebox revenue totaled \$13.3 million in April 2023, which was \$0.4 million (3.1%) below the Budget mainly due to lower average fare partially offset by higher ridership.

**MTA BUS COMPANY**  
**February Financial Plan - 2023 Adopted Budget**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**April 2023**

(\$ in millions)

	Nonreimbursable			Reimbursable			Total			
	Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance		Percent	Actual		Variance	Percent	Actual
<b>Revenue</b>										
Farebox Revenue	\$13,746	\$13,314	(\$0,432)	(3.1)	\$0,000	\$0,000	\$0,000	\$13,314	(\$0,432)	(3.1)
Other Operating Income	1,582	0,927	(0,655)	(41.4)	-	-	-	0,927	(0,655)	(41.4)
Capital and Other Reimbursements	-	-	-	-	0,560	(0,002)	(0,562)	0,560	(0,002)	*
<b>Total Revenue</b>	<b>\$15,328</b>	<b>\$14,241</b>	<b>(\$1,087)</b>	<b>(7.1)</b>	<b>\$0,560</b>	<b>(\$0,002)</b>	<b>(\$0,562)</b>	<b>\$14,239</b>	<b>(\$1,649)</b>	<b>(10.4)</b>
<b>Expenses</b>										
<b>Labor:</b>										
Payroll	\$23,799	\$27,904	(\$4,105)	(17.2)	\$0,281	(\$0,001)	\$0,282	\$27,903	(\$3,823)	(15.9)
Overtime	8,034	7,145	0,889	11.1	-	-	-	7,145	0,889	11.1
Health and Welfare	7,934	7,927	0,007	0.1	0,112	-	0,112	7,927	0,120	1.5
OPEB Current Payment	2,756	2,221	0,535	19.4	-	-	-	2,221	0,535	19.4
Pensions	4,982	5,208	(0,226)	(4.5)	-	-	-	5,208	(0,226)	(4.5)
Other Fringe Benefits	6,049	5,518	0,531	8.8	-	-	-	5,518	0,531	8.8
GASB Account	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0,074)	0,001	(0,075)	*	0,074	(0,001)	0,075	-	-	-
<b>Total Labor Expenses</b>	<b>\$53,480</b>	<b>\$55,924</b>	<b>(\$2,444)</b>	<b>(4.6)</b>	<b>\$0,467</b>	<b>(\$0,002)</b>	<b>\$0,469</b>	<b>\$53,947</b>	<b>(\$1,975)</b>	<b>(3.7)</b>
<b>Non-Labor:</b>										
Electric Power	\$0,179	\$0,192	(\$0,013)	(7.1)	\$0,000	\$0,000	\$0,000	\$0,192	(\$0,013)	(7.1)
Fuel	2,850	2,487	0,363	12.7	-	-	-	2,487	0,363	12.7
Insurance	0,672	0,447	0,225	33.5	-	-	-	0,447	0,225	33.5
Claims	6,342	4,000	2,342	36.9	-	-	-	4,000	2,342	36.9
Maintenance and Other Operating Contracts	3,597	1,985	1,612	44.8	0,020	-	0,020	1,985	1,632	45.1
Professional Service Contracts	3,550	3,043	0,507	14.3	-	-	-	3,043	0,507	14.3
Materials & Supplies	4,965	2,636	2,329	46.9	0,073	-	0,073	2,636	2,402	47.7
Other Business Expense	0,527	0,526	0,001	0.2	-	-	-	0,526	0,001	0.2
<b>Total Non-Labor Expenses</b>	<b>\$22,683</b>	<b>\$15,316</b>	<b>\$7,367</b>	<b>32.5</b>	<b>\$0,093</b>	<b>\$0,000</b>	<b>\$0,093</b>	<b>\$15,316</b>	<b>\$7,460</b>	<b>32.8</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$76,163</b>	<b>\$71,240</b>	<b>\$4,923</b>	<b>6.5</b>	<b>\$0,560</b>	<b>(\$0,002)</b>	<b>\$0,562</b>	<b>\$71,238</b>	<b>\$5,485</b>	<b>7.1</b>
Depreciation	\$4,457	\$4,716	(\$0,259)	(5.8)	\$0,000	\$0,000	\$0,000	\$4,716	(\$0,259)	(5.8)
GASB 87 Lease Adjustment	-	-	-	-	-	-	-	-	-	-
GASB 75 OPEB Expense Adjustment	7,111	-	7,111	100.0	-	-	-	7,111	7,111	100.0
GASB 68 Pension Adjustment	4,286	-	4,286	100.0	-	-	-	4,286	4,286	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$92,017</b>	<b>\$75,956</b>	<b>\$16,061</b>	<b>17.5</b>	<b>\$0,560</b>	<b>(\$0,002)</b>	<b>\$0,562</b>	<b>\$92,577</b>	<b>\$16,623</b>	<b>18.0</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$76,689)</b>	<b>(\$61,715)</b>	<b>\$14,974</b>	<b>19.5</b>	<b>(\$0,000)</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>(\$76,689)</b>	<b>\$14,974</b>	<b>19.5</b>

NOTE: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results

**MTA BUS COMPANY**  
**February Financial Plan - 2023 Adopted Budget**  
**ACCRUAL STATEMENT OF OPERATIONS by CATEGORY**  
**April 2023 Year-To-Date**  
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Adopted Budget	Actual	Variance Percent	Adopted Budget	Actual	Variance Percent	Adopted Budget	Actual	Variance Percent
<b>Revenue</b>									
Facebook Revenue	\$54,559	\$54,288	(\$0,271) (0.5)	\$0,000	\$0,000	\$0,000	\$54,559	\$54,288	(\$0,271) (0.5)
Other Operating Income	6,526	2,034	(4,492) (68.8)	-	-	-	6,526	2,034	(4,492) (68.8)
Capital and Other Reimbursements	-	-	-	2,311	1,209	(1,102) (47.7)	2,311	1,209	(1,102) (47.7)
<b>Total Revenue</b>	<b>\$61,086</b>	<b>\$56,322</b>	<b>(\$4,764) (7.8)</b>	<b>\$2,311</b>	<b>\$1,209</b>	<b>(\$1,102) (47.7)</b>	<b>\$63,397</b>	<b>\$57,531</b>	<b>(\$5,866) (9.3)</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$100,236	\$104,980	(\$4,744) (4.7)	\$1,159	\$0,679	\$0,480	\$101,395	\$105,659	(\$4,264) (4.2)
Overtime	33,571	27,531	6,040 18.0	-	0,001	(0,001)	33,571	27,532	6,039 18.0
Health and Welfare	32,740	31,847	0,893 2.7	0,464	-	0,464	33,204	31,847	1,357 4.1
OPEB Current Payment	11,371	8,342	3,029 26.6	-	-	-	11,371	8,342	3,029 26.6
Pensions	20,559	20,830	(0,271) (1.3)	-	-	-	20,559	20,830	(0,271) (1.3)
Other Fringe Benefits	24,958	21,727	3,231 12.9	-	-	-	24,958	21,727	3,231 12.9
GASB Account	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0,305)	(0,528)	0,223 (72.9)	0,305	0,528	(0,223)	-	-	-
<b>Total Labor Expenses</b>	<b>\$223,129</b>	<b>\$214,729</b>	<b>\$8,400 3.8</b>	<b>\$1,928</b>	<b>\$1,208</b>	<b>\$0,720 37.4</b>	<b>\$225,059</b>	<b>\$215,937</b>	<b>\$9,120 4.1</b>
<b>Non-Labor:</b>									
Electric Power	\$0,740	\$0,845	(\$0,105) (14.2)	-	-	-	\$0,740	\$0,845	(\$0,105) (14.2)
Fuel	11,761	10,562	1,199 10.2	-	-	-	11,761	10,562	1,199 10.2
Insurance	2,774	1,793	0,981 35.4	-	-	-	2,774	1,793	0,981 35.4
Claims	26,169	16,034	10,135 38.7	-	-	-	26,169	16,034	10,135 38.7
Maintenance and Other Operating Contracts	14,844	8,220	6,624 44.6	0,083	-	0,083	14,927	8,220	6,707 44.9
Professional Service Contracts	14,646	9,141	5,505 37.6	-	-	-	14,646	9,141	5,505 37.6
Materials & Supplies	20,486	12,396	8,090 39.5	0,301	-	0,301	20,787	12,396	8,391 40.4
Other Business Expense	2,176	2,069	0,107 4.9	-	-	-	2,176	2,069	0,107 4.9
<b>Total Non-Labor Expenses</b>	<b>\$93,597</b>	<b>\$61,060</b>	<b>\$32,537 34.8</b>	<b>\$0,383</b>	<b>\$0,000</b>	<b>\$0,383 100.0</b>	<b>\$93,980</b>	<b>\$61,060</b>	<b>\$32,920 35.0</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$316,726</b>	<b>\$275,789</b>	<b>\$40,937 12.9</b>	<b>\$2,312</b>	<b>\$1,208</b>	<b>\$1,104 47.7</b>	<b>\$319,039</b>	<b>\$276,997</b>	<b>\$42,040 13.2</b>
Depreciation	\$18,392	\$18,865	(\$0,473) (2.6)	-	-	-	\$18,392	\$18,865	(\$0,473) (2.6)
GASB 87 Lease Adjustment	-	-	-	-	-	-	-	-	-
GASB 75 OPEB Expense Adjustment	29,343	-	29,343 100.0	-	-	-	29,343	-	29,343 100.0
GASB 68 Pension Adjustment	17,684	-	17,684 100.0	-	-	-	17,684	-	17,684 100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$382,145</b>	<b>\$294,654</b>	<b>\$87,491 22.9</b>	<b>\$2,312</b>	<b>\$1,208</b>	<b>\$1,104 47.7</b>	<b>\$384,458</b>	<b>\$295,862</b>	<b>\$88,596 23.0</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$321,059)</b>	<b>(\$238,332)</b>	<b>\$82,727 25.8</b>	<b>(\$0,000)</b>	<b>\$0,001</b>	<b>\$0,001 *</b>	<b>(\$321,061)</b>	<b>(\$238,331)</b>	<b>\$82,730 25.8</b>

NOTE: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results

**MTA BUS COMPANY**  
**February Financial Plan - 2023 Adopted Budget**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	April 2023		Year-To-Date		
		Favorable (Unfavorable) Variance	Reason for Variance	Favorable (Unfavorable) Variance	Reason for Variance	
		\$	%	\$	%	
Farabox Revenue	NR	\$ (0.432)	(3.1)	\$ (0.271)	(0.5)	Mainly due to lower average fare partially offset by higher ridership
Other Operating Revenue	NR	\$ (0.655)	(4.4)	\$ (4.492)	(68.8)	Primarily due to timing of student reimbursement and Other Contract Services offset by higher advertising revenue and recoveries from Other Insurance
Capital and Other Reimbursements	R	\$ (0.562)	*	\$ (1.102)	(47.7)	Timing of Reimbursements
<b>Total Revenue Variance</b>		<b>\$ (1.649)</b>	<b>(10.4)</b>	<b>\$ (6.866)</b>	<b>(9.3)</b>	
Payroll	NR	\$ (4.105)	(17.2)	\$ (4.744)	(4.7)	Primarily due to retroactive payment which will be reversed in the May financial partially offset by vacancies
Overtime	NR	\$ 0.889	11.1	\$ 6.040	18.0	Primarily lower unscheduled service, lower programmatic maintenance, and running time
Health and Welfare (including OPEB)	NR	\$ 0.542	5.1	\$ 3.922	8.9	Primarily due to timing of medical & hospitalization, OPEB, and lower dental partially offset by higher prescription drugs, Life Insurance cost and Health and Welfare reimbursable
Pension	NR	\$ (0.226)	(4.5)	\$ (0.271)	(1.3)	Higher payouts
Other Fringe Benefits	NR	\$ 0.531	8.8	\$ 3.231	12.9	Lower Worker's Compensation, timing of interagency payments, and offset by higher shoes and tools reimbursements and higher payroll related expenses
Reimbursable Overhead	NR	\$ (0.075)	*	\$ 0.223	72.9	Timing of Reimbursements
Electric Power	NR	\$ (0.013)	(7.1)	\$ (0.105)	(7.1)	Higher rates
Fuel	NR	\$ 0.363	12.7	\$ 1.199	10.2	Primarily due to timing of CNG billing, lower diesel fuel consumption and pricing
Insurance	NR	\$ 0.225	33.5	\$ 0.981	35.4	Timing of expenses
Claims	NR	\$ 2.342	36.9	\$ 10.195	38.7	Timing of expenses
Maintenance and Other Operating Contracts	NR	\$ 1.612	44.8	\$ 6.624	44.6	Mainly the timing of facility maintenance, bus technology, tires and tubes, and security services offset by higher equipment/vehicles rental and higher tolls
Professional Service Contracts	NR	\$ 0.507	14.3	\$ 5.505	37.6	Timing of interagency billing, bus technology, and service contracts
Materials & Supplies	NR	\$ 2.329	46.9	\$ 8.090	39.5	Mainly due to lower usage of general maintenance material and the timing of the Shop Program
Other Business Expense	NR	\$ 0.001	0.2	\$ 0.107	4.9	Primarily due to the timing of other miscellaneous expenses, Metro Mobility Tax and lower office supplies offset by higher NFPS credit card fees
Depreciation	NR	\$ (0.259)	(5.8)	\$ (0.473)	(2.6)	Timing of expenses
Other Post Employment Benefits	NR	\$ 7.111	100.0	\$ 29.343	100.0	(a)
GASB 68 Pension Adjustment	NR	\$ 4.286	100.0	\$ 17.684	100.0	(a)
Environmental Remediation	NR	\$ -	-	\$ -	-	
Payroll	R	\$ 0.282	*	\$ 0.480	41.4	Timing of charges
Overtime	R	\$ -	*	\$ (0.001)	*	(a)
Health and Welfare	R	\$ 0.112	100.0	\$ 0.464	100.0	
Pension	R	\$ -	-	\$ -	-	Timing of charges
Other Fringe Benefits	R	\$ -	-	\$ -	-	
Reimbursable Overhead	R	\$ 0.075	*	\$ (0.223)	*	Timing of charges
Professional Service Contracts	R	\$ 0.020	*	\$ 0.083	*	(a)
Maintenance and Other Operating	R	\$ 0.073	*	\$ 0.301	*	(a)
Materials & Supplies	R	\$ 16.623	18.0	\$ 88.594	23.0	
<b>Total Expense Variance</b>		<b>\$ 14.974</b>	<b>19.5</b>	<b>\$ 82.728</b>	<b>25.8</b>	

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**February Financial Plan - 2023 Adopted Budget**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

	April 2023			Year-To-Date		
	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent
<b>Receipts</b>						
Farebox Revenue	\$13.746	\$13.762	\$0.016	\$54.559	\$55.201	\$0.642
Other Operating Revenue	20.825	0.772	(20.055)	83.302	124.210	40.907
Capital and Other Reimbur	0.588	0.444	(0.144)	2.353	1.442	(0.910)
<b>Total Receipts</b>	<b>\$35.160</b>	<b>\$14.978</b>	<b>(\$20.182)</b>	<b>\$140.214</b>	<b>\$180.853</b>	<b>\$40.638</b>
			<b>(57.4)</b>			<b>29.0</b>
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	\$24.671	\$25.862	(\$1.191)	\$98.683	\$94.851	\$3.832
Overtime	8.354	7.145	1.208	33.416	27.531	5.884
Health and Welfare	8.449	11.920	(3.470)	33.797	39.882	(6.084)
OPEB Current Payment	2.893	2.221	0.673	11.574	8.342	3.231
Pensions	5.216	-	5.216	20.865	122.760	(101.895)
Other Fringe Benefits	5.086	4.915	0.171	20.342	18.815	1.528
GASB Account	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$54.669</b>	<b>\$52.063</b>	<b>\$2.607</b>	<b>\$218.677</b>	<b>\$312.181</b>	<b>(\$93.504)</b>
			<b>4.8</b>			<b>(42.8)</b>
<b>Non-Labor:</b>						
Electric Power	\$0.188	\$0.192	(\$0.004)	\$0.753	\$0.826	(\$0.074)
Fuel	2.993	2.487	0.506	11.971	11.533	0.438
Insurance	0.706	-	0.706	2.824	-	2.824
Claims	3.243	3.084	0.159	12.972	9.941	3.031
Maintenance and Other Op	3.798	2.623	1.175	15.194	8.189	7.005
Professional Service Contr	3.727	2.345	1.382	14.908	5.676	9.232
Materials & Supplies	5.289	4.184	1.106	21.158	16.403	4.755
Other Business Expenses	0.554	0.559	(0.006)	2.215	2.373	(0.158)
<b>Total Non-Labor Expendit</b>	<b>\$20.498</b>	<b>\$15.474</b>	<b>\$5.024</b>	<b>\$81.993</b>	<b>\$54.941</b>	<b>\$27.053</b>
			<b>24.5</b>			<b>33.0</b>
<b>Total Expenditures</b>	<b>\$75.168</b>	<b>\$67.537</b>	<b>\$7.631</b>	<b>\$300.670</b>	<b>\$367.122</b>	<b>(\$66.452)</b>
			<b>10.2</b>			<b>(22.1)</b>
<b>Operating Cash Surplus/(</b>	<b>(\$40.008)</b>	<b>(\$52.558)</b>	<b>(\$12.550)</b>	<b>(\$160.456)</b>	<b>(\$186.269)</b>	<b>(\$25.812)</b>
			<b>(31.4)</b>			<b>(16.1)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**February Financial Plan - 2023 Adopted Budget**  
**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**  
(\$ in millions)

	April 2023		Year-To-Date		Reason for Variance
	Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
<b>Operating Receipts or Disbursements</b>	\$		\$		
Farebox Revenue	\$ 0.016	0.1 (a)	\$ 0.642	1.2	Mainly due to higher ridership offset by lower average fare
Other Operating Revenue	(20.055)	(96.3)	40.907	49.1	Mainly due to the pre-payment of the ARPA Federal Aid payment, student reimbursement and lower recoveries from Other Insurance, partially offset by higher advertising revenue
Capital and Other Reimbursements	(0.144)	(24.5)	(0.910)	(38.7)	Timing of reimbursement
<b>Total Receipts</b>	<b>\$ (20.182)</b>	<b>(57.4)</b>	<b>\$ 40.638</b>	<b>29.0</b>	
Payroll	\$ (1.191)	(4.8)	\$ 3.832	3.9	Primarily due to vacancy and timing of RWA partially offset by vacation pay out, higher cash out of sick and personal time
Overtime	1.208	14.5	5.884	17.6	Primarily lower unscheduled service, lower programmatic maintenance, and running time
Health and Welfare (including OPEB)	(2.797)	(24.7)	(2.853)	(6.3)	Primary due to timing of medical & hospitalization, OPEB, and lower dental partially offset by higher prescription drugs, Life Insurance cost and Health and Welfare reimbursable
Pension	5.216	100.0	(101.895)	*	Primarily due to prepayment of Pension Expense in January
Other Fringe Benefits	0.171	3.4	1.528	7.5	Lower Worker's Compensation, timing of interagency payments, offset by higher shoes and tools reimbursements and higher payroll related reimbursements
GASB	-	-	-	-	
Electric Power	(0.004)	(2.1)	(0.074)	(9.8)	Higher rates
Fuel	0.506	16.9	0.438	3.7	Primarily due to timing of CNG billing, lower diesel fuel consumption and pricing
Insurance	0.706	100.0	2.824	100.0	Timing of payments
Claims	0.159	4.9	3.031	23.4	Timing of payments
Maintenance and Other Operating Contracts	1.175	30.9	7.005	46.1	Mainly the timing of facility maintenance, bus technology, tires and tubes, and security services offset by higher equipment/ vehicles rental and higher tolls
Professional Service Contracts	1.382	37.1	9.232	61.9	Timing of interagency billing, bus technology, and service contracts
Materials & Supplies	1.106	20.9	4.755	22.5	Mainly due to lower usage of general maintenance material and the timing of the Shop Program
Other Business Expenditure	(0.006)	(1.0)	(0.158)	(7.1)	Primarily due to the timing of other miscellaneous expenses, Metro mobility tax partially offset by lower office supplies
<b>Total Expenditures</b>	<b>\$ 7.631</b>	<b>10.2</b>	<b>\$ (66.452)</b>	<b>(22.1)</b>	
<b>Net Cash Variance</b>	<b>\$ (12.550)</b>	<b>(31.4)</b>	<b>\$ (25.812)</b>	<b>(16.1)</b>	

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**February Financial Plan - 2023 Adopted Budget**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in millions)

	April 2023			Year-To-Date		
	Favorable (Unfavorable)			Favorable (Unfavorable)		
	Adopted Budget	Actual	Percent	Adopted Budget	Actual	Percent
<b>Receipts</b>						
Farebox Revenue	\$0.000	\$0.448	-	\$0.000	\$0.913	\$0.913
Other Operating Revenue	19.244	(0.155)	*	76.776	122.176	45.400
Capital and Other Reimbursements	0.028	0.446	*	0.041	0.233	0.192
<b>Total Receipts</b>	<b>\$19.272</b>	<b>\$0.739</b>	<b>(96.2)</b>	<b>\$76.817</b>	<b>\$123.322</b>	<b>\$46.505</b>
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	(\$0.590)	\$2.041	*	\$2.712	\$10.808	\$8.096
Overtime	(0.320)	(0.000)	0.320	0.155	0.001	(0.154)
Health and Welfare	(0.402)	(3.993)	(3.590)	(0.593)	(8.035)	(7.442)
OPEB Current Payment	(0.138)	0.000	0.138	(0.203)	(0.000)	0.203
Pensions	(0.234)	5.208	5.442	(0.307)	(101.930)	(101.623)
Other Fringe Benefits	0.963	0.603	(0.360)	4.616	2.912	(1.703)
GASB Account	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>(\$0.722)</b>	<b>\$3.859</b>	<b>\$4.581</b>	<b>\$6.380</b>	<b>(\$96.244)</b>	<b>(\$102.624)</b>
<b>Non-Labor:</b>						
Electric Power	(\$0.009)	(\$0.000)	98.6	(\$0.013)	\$0.019	\$0.032
Fuel	(0.143)	(0.000)	100.0	(0.210)	(0.971)	(0.761)
Insurance	(0.034)	0.447	0.481	(0.049)	1.793	1.842
Claims	3.099	0.916	(70.4)	13.197	6.093	(7.104)
Maintenance and Other Operating Contracts	(0.181)	(0.638)	(0.638)	(0.267)	0.031	0.298
Professional Service Contracts	(0.177)	0.698	0.875	(0.262)	3.465	3.726
Materials & Supplies	(0.252)	(1.548)	(1.296)	(0.371)	(4.007)	(3.636)
Other Business Expenditures	(0.026)	(0.033)	(0.007)	(0.039)	(0.304)	(0.265)
<b>Total Non-Labor Expenditures</b>	<b>\$2.277</b>	<b>(\$0.158)</b>	<b>(\$2.435)</b>	<b>\$11.986</b>	<b>\$6.119</b>	<b>(\$5.867)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$1.555</b>	<b>\$3.701</b>	<b>\$2.146</b>	<b>\$18.367</b>	<b>(\$90.125)</b>	<b>(\$108.492)</b>
Depreciation Adjustment	\$4.457	\$4.716	\$0.259	\$18.392	\$18.865	\$0.473
GASB 87 Lease Adjustment	-	-	-	-	-	-
GASB 75 OPEB Expense Adjustment	7.111	-	(7.111)	29.343	-	(29.343)
GASB 68 Pension Adjustment	4.286	-	(4.286)	17.684	-	(17.684)
Environmental Remediation	-	-	-	-	-	-
<b>Total Expenses/Expenditures</b>	<b>\$17.410</b>	<b>\$8.417</b>	<b>(\$8.992)</b>	<b>\$83.786</b>	<b>(\$71.260)</b>	<b>(\$155.046)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$36.681</b>	<b>\$9.157</b>	<b>(\$27.525)</b>	<b>\$160.603</b>	<b>\$52.062</b>	<b>(\$108.541)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**February Financial Plan - 2023 Adopted Budget**  
**Utilization**  
(In millions)

	<u>April 2023</u>		<u>Year-to-date as of April 2023</u>		Favorable/ (Unfavorable) Variance	Percentage
	Adopted Budget	Actual	Adopted Budget	Actual		
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$13.746	\$13.314	\$54.559	\$54.288	(\$0.271)	-0.5%
<b>Total Farebox Revenue</b>	<b>\$13.746</b>	<b>\$13.314</b>	<b>\$54.559</b>	<b>\$54.288</b>	<b>(\$0.271)</b>	<b>-0.5%</b>
<b><u>Ridership</u></b>						
Fixed Route	6.913	7.086	27.468	28.417	0.949	3.5%
<b>Total Ridership</b>	<b>6.913</b>	<b>7.086</b>	<b>27.468</b>	<b>28.417</b>	<b>0.949</b>	<b>3.5%</b>



**MTA BUS COMPANY**  
**2023 Adopted Budget vs Actual**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE / REIMBURSABLE AND FULL-TIME EQUIVALENTS**  
**APRIL 2023**

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Office of the EVP	3	3	-	
Human Resources	16	8	8	
Office of Management and Budget	17	8	9	
Material	15	10	5	
Controller	18	16	2	
Office of the President	4	2	2	
System Safety Administration	-	-	-	
Law	20	13	7	
Labor Relations	-	-	-	
Strategic Office	19	16	3	
Non-Departmental	1	-	1	
<b>Total Administration</b>	<b>113</b>	<b>76</b>	<b>37</b>	Vacancies
<b>Operations</b>				
Buses	2,335	2,292	44	
Office of the Executive VP	5	2	3	
Safety & Training	68	59	10	
Road Operations	133	127	6	
Transportation Support	31	30	1	
Operations Planning	33	26	7	
Revenue Control	6	6	-	
<b>Total Operations</b>	<b>2,611</b>	<b>2,541</b>	<b>70</b>	Mainly Bus Operator Vacancy
<b>Maintenance</b>				
Buses	725	680	45	
Maintenance Support/CMF	229	195	34	
Facilities	85	57	28	
Supply Logistics	104	86	18	
<b>Total Maintenance</b>	<b>1,143</b>	<b>1,018</b>	<b>125</b>	Mainly Hourly Vacancy
Capital Program Management	26	22	4	
<b>Total Engineering/Capital</b>	<b>26</b>	<b>22</b>	<b>4</b>	
Security	13	10	3	
<b>Total Public Safety</b>	<b>13</b>	<b>10</b>	<b>3</b>	
<b>Total Positions</b>	<b>3,906</b>	<b>3,667</b>	<b>239</b>	
Non-Reimbursable	3,868	3,633	235	
Reimbursable	38	34	4	
<b>Total Full-Time</b>	<b>3,888</b>	<b>3,652</b>	<b>236</b>	
Total Full-Time Equivalents	18	15	3	

**MTA BUS COMPANY**  
**2023 Adopted Budget vs Actual**  
**TOTAL FULL - TIME AND FTE'S BY FUNCTION AND OCCUPATION**  
**April 2023**

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	47	30	17	
Professional, Technical, Clerical	65	46	19	
Operational Hourlies	1	-	1	
<b>Total Administration</b>	<b>113</b>	<b>76</b>	<b>37</b>	Vacancies
<b>Operations</b>				
Managers/Supervisors	319	309	10	
Professional, Technical, Clerical	45	35	10	
Operational Hourlies	2,247	2,197	50	Mainly Bus Operator Vacancy
<b>Total Operations</b>	<b>2,611</b>	<b>2,541</b>	<b>70</b>	
<b>Maintenance</b>				
Managers/Supervisors	250	212	38	
Professional, Technical, Clerical	38	31	7	
Operational Hourlies	855	775	80	Mainly Hourly Vacancy
<b>Total Maintenance</b>	<b>1,143</b>	<b>1,018</b>	<b>125</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	15	12	3	
Professional, Technical, Clerical	11	10	1	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>26</b>	<b>22</b>	<b>4</b>	
<b>Public Safety</b>				
Managers/Supervisors	8	5	3	
Professional, Technical, Clerical	5	5	-	
Operational Hourlies	-	-	-	
<b>Total Public Safety</b>	<b>13</b>	<b>10</b>	<b>3</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	639	568	71	
Professional, Technical, Clerical	164	127	37	
Operational Hourlies	3,103	2,972	131	
<b>Total Baseline Positions</b>	<b>3,906</b>	<b>3,667</b>	<b>239</b>	