



# New York City Transit

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

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

# Financial Report Highlights

## Year-to-Date Budget Performance Summary

- Total revenues of \$2,052.1 million were \$11.4 million (0.6%) lower than the Budget. Farebox revenue was higher by \$30.9 million (2.4 %) mainly due to higher Subway farebox revenue of \$45.3 million (4.5%) offset by lower Bus farebox revenue of \$13.6 million (5.0%). Capital and other reimbursements were lower by \$45.3 million (8.6%) due to timing.
- Total ridership was 624.5 million, which was higher than the Budget by 14.4 million (2.4%).
- Total expenses of \$5,287.2 million including non-cash liabilities were \$42.0 million (0.8%) lower than the Budget. Non-cash liabilities overran by \$8.1 million (0.9%) mainly related to higher depreciation expenses. Operating expenses were under the Budget by \$50.1 million (1.1%) primarily attributed to labor costs underruns of \$38.3 million (1.1%) due to vacancies, offset by non-labor expenses underruns of \$11.8 million (1.2%) mainly due to favorable timing of the payments.
- At the end of May, total headcount was 46,954, which was 2,521 lower than the Budget of 49,475. Non-Reimbursable positions were lower by 1,454 and Reimbursable positions were lower by 1,066.
- May YTD Non-Reimbursable operating results were favorable to the Budget by \$30.6 million (0.9%). Non-Reimbursable revenues were \$33.9 million (2.2%) 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 \$3.3 million (0.1%), primarily due to higher labor costs because of overtime spent to cover vacancies and depreciation expenses, 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>\$1,537.906</b>	<b>\$1,571.799</b>	<b>\$33.893</b>
Farebox Revenue	\$1,302.822	\$1,333.762	\$30.939
Other Revenue	\$235.084	\$238.037	\$2.953
<b>Total Expense</b>	<b>\$3,909.591</b>	<b>\$3,904.827</b>	<b>\$4.764</b>
Labor Expenses	\$2,959.031	\$2,963.962	(\$4.930)
Non-Labor Expenses	\$950.560	\$940.865	\$9.694
<b>Non-Cash Liabilities</b>	<b>\$894.050</b>	<b>\$902.156</b>	<b>(\$8.104)</b>
<b>Net Surplus/(Deficit) - Accrued</b>	<b>(\$3,265.736)</b>	<b>(\$3,235.184)</b>	<b>\$30.552</b>

## Revenues

- **Farebox Revenues** were \$30.9 million (2.4%) favorable mainly due to higher than projected Subway ridership and favorable average fare offset by lower than projected Bus ridership. Total ridership was 624.5 million, which was 17.0% greater than 2022 and 2.4% higher than the Budget.
- **Other Operating Revenues** were \$3.0 million (1.3%) favorable due to higher than projected TAB revenue offset by lower than projected paratransit subsidy and MetroCard surcharge.

## Expenses

**Labor Expenses:** \$4.9 million (0.2%) unfavorable

- **Payroll** was \$55.2 million (3.6%) favorable primarily due to vacancies.
- **Overtime** was \$84.9 million (41.3%) unfavorable primarily due to vacancy / absentee coverage needs and additional maintenance requirements
- **Health & Welfare and OPEB Current Payments** were \$52.5 million (7.2%) favorable due primarily to lower claims expense and favorable timing of prescription rebate credits.
- **Pension** was unfavorable \$23.4 million (6.7%) due to unfavorable timing of NYCERS expense.
- **Other Fringe Benefits and Reimbursable overhead** were unfavorable \$4.3 million (3.0%) due to unfavorable timing of fringe benefit overhead credit resulting from less than anticipated capital labor expense.

**Non-Labor Expenses:** \$9.7 million (1.0%) favorable

- **Electric Power** was favorable by \$28.5 million (16.5%) due to lower consumption and timing of the charges.
- **Fuel** was favorable by \$3.3 million (5.1%) mainly due to lower fuel cost and favorable timing of diesel fuel charges.
- **Insurance** was favorable by \$2.7 million (8.0%) due to lower than projected liability premium expense.
- **Paratransit Contracts** were \$14.4 million (7.4%) unfavorable primarily due to higher than projected support cost charges partially offset by fewer trips.
- **Maintenance and Other Operating Contracts** were \$5.6 million (4.4%) unfavorable timing of facility expense charges and Subway car cleaning contracts.
- **Professional Service Contracts** were \$4.0 million (5.4%) unfavorable timing of project payments offset by favorable timing of professional contract payments and MTA Bond Service charges.

- **Materials and Supplies** were \$4.5 million (3.1%) favorable due to timing of the vehicle materials charges along with track and switch materials expenses.
- **Other Business Expenses** were \$5.3 million (11.4%) unfavorable resulting from higher credit card transaction processing fees than projected.

## **Staffing Levels**

- Total headcount at the end of May was 46,954, which was 2,521 lower than the Budget. The largest number of vacancies was in Subways/Bus Maintenance (1,004 positions) and Subways/Buses Operations (784 positions). There were significant vacancies in Construction and Development (323 positions), and other administrative functions (281 positions).

## **Overtime**

- Total overtime was \$92.1 million (35.5%) unfavorable. Non-reimbursable was \$84.9 million (41.3%) unfavorable and reimbursable was \$7.2 million (13.4%) 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 May Farebox Operating Ratio was 35.2%, which was higher than the Budget by 0.8 percentage points mainly due to higher farebox revenue than projected.
- The year-to-date May Cost per Passenger was \$6.25, which was lower than the Budget by \$0.16 per passenger mainly due to higher ridership.
- The year-to-date May Revenue per Passenger was \$2.20, which was the same with the Budget.

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

8/07/2023 08:39 AM

	Nonreimbursable			Reimbursable			Total					
	Adopted	Favorable (Unfavorable)		Adopted	Favorable (Unfavorable)		Actual	Favorable (Unfavorable)				
		Actual	Variance		Percent	Actual		Variance	Percent	Actual	Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$218,507	\$231,401	\$12,894	\$0,000	\$0,000	5.9	\$0,000	\$231,401	\$12,894	5.9		
Bus	\$59,474	\$55,438	\$(4,036)	\$0,000	\$0,000	(6.8)	\$0,000	\$55,438	\$(4,036)	(6.8)		
Paratransit	\$2,024	\$1,944	\$(0,080)	\$0,000	\$0,000	(4.0)	\$0,000	\$1,944	\$(0,080)	(4.0)		
Fare Liability	\$1,963	\$1,963	\$0,000	\$0,000	\$0,000	0.0	\$0,000	\$1,963	\$0,000	0.0		
<b>Farebox Revenue</b>	<b>\$281,967</b>	<b>\$290,745</b>	<b>\$8,778</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>3.1</b>	<b>\$0,000</b>	<b>\$290,745</b>	<b>\$8,778</b>	<b>3.1</b>		
Fare Reimbursement	\$8,032	\$8,031	\$(0,002)	\$0,000	\$0,000	(0.0)	\$0,000	\$8,031	\$(0,002)	(0.0)		
Paratransit Reimbursement	\$22,901	\$22,781	\$(0,120)	\$0,000	\$0,000	(0.5)	\$0,000	\$22,781	\$(0,120)	(0.5)		
Other Operating Revenue	\$16,584	\$19,407	\$2,823	\$0,000	\$0,000	17.0	\$0,000	\$19,407	\$2,823	17.0		
<b>Other Revenue</b>	<b>\$47,517</b>	<b>\$50,219</b>	<b>\$2,701</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>5.7</b>	<b>\$0,000</b>	<b>\$50,219</b>	<b>\$2,701</b>	<b>5.7</b>		
Capital and Other Reimbursements	\$0,000	\$0,000	-	\$100,881	\$98,725	-	\$100,881	\$98,725	\$(2,156)	(2.1)		
<b>Total Revenue</b>	<b>\$329,485</b>	<b>\$340,964</b>	<b>\$11,479</b>	<b>\$100,881</b>	<b>\$98,725</b>	<b>3.5</b>	<b>\$100,881</b>	<b>\$439,688</b>	<b>\$93,323</b>	<b>2.2</b>		
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$324,032	\$309,279	\$14,753	\$41,909	\$38,688	4.6	\$41,909	\$38,688	\$3,222	7.7		
Overtime	\$42,281	\$66,360	\$(24,078)	\$9,377	\$11,935	(56.9)	\$9,377	\$11,935	\$(2,559)	(27.3)		
<b>Total Salaries &amp; Wages</b>	<b>\$366,313</b>	<b>\$375,639</b>	<b>\$(9,325)</b>	<b>\$51,286</b>	<b>\$50,623</b>	<b>(2.5)</b>	<b>\$51,286</b>	<b>\$426,262</b>	<b>\$(6,662)</b>	<b>(1.6)</b>		
Health and Welfare	\$95,232	\$102,328	\$(7,096)	\$2,061	\$1,169	(7.5)	\$2,061	\$1,169	\$0,892	43.3		
OPEB Current Payment	\$50,425	\$23,866	\$26,559	\$1,345	\$1,212	52.7	\$1,345	\$1,212	\$0,134	9.9		
Pensions	\$70,907	\$3,041	\$(67,866)	\$2,825	\$2,912	(3.1)	\$2,825	\$2,912	\$(0,087)	(3.1)		
Other Fringe Benefits	\$51,338	\$53,483	\$(2,145)	\$16,254	\$14,724	(4.2)	\$16,254	\$14,724	\$1,531	9.4		
<b>Total Fringe Benefits</b>	<b>\$267,901</b>	<b>\$253,707</b>	<b>\$14,194</b>	<b>\$22,486</b>	<b>\$20,016</b>	<b>5.3</b>	<b>\$22,486</b>	<b>\$273,723</b>	<b>\$16,664</b>	<b>5.7</b>		
Contribution to GASB Fund	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-		
Reimbursable Overhead	\$(18,613)	\$(20,308)	\$1,696	\$18,613	\$20,308	9.1	\$18,613	\$20,308	\$(1,696)	(9.1)		
<b>Labor</b>	<b>\$615,602</b>	<b>\$609,038</b>	<b>\$6,564</b>	<b>\$92,384</b>	<b>\$90,947</b>	<b>1.1</b>	<b>\$92,384</b>	<b>\$699,985</b>	<b>\$8,001</b>	<b>1.1</b>		
<b>Non-Labor :</b>												
Electric Power	\$30,996	\$24,038	\$6,958	\$0,020	\$0,019	22.4	\$0,020	\$24,057	\$6,959	22.4		
Fuel	\$13,386	\$9,758	\$3,629	\$0,017	\$0,318	27.1	\$0,017	\$10,076	\$3,327	24.8		
Insurance	\$6,961	\$6,326	\$0,635	\$0,000	\$0,000	9.1	\$0,000	\$6,326	\$0,635	9.1		
Claims	\$18,818	\$18,818	\$0,000	\$0,000	\$0,000	0.0	\$0,000	\$18,818	\$0,000	0.0		
Paratransit Service Contracts	\$39,933	\$46,419	\$(6,486)	\$0,000	\$0,000	(16.2)	\$0,000	\$46,419	\$(6,486)	(16.2)		
Maintenance and Other Operating Contracts	\$25,927	\$23,275	\$2,652	\$2,924	\$3,207	10.2	\$2,924	\$26,482	\$2,370	8.2		
Professional Service Contracts	\$14,549	\$15,688	\$(1,139)	\$0,726	\$0,395	(7.8)	\$0,726	\$15,275	\$(0,808)	(5.3)		
Materials & Supplies	\$29,168	\$29,032	\$0,136	\$4,678	\$3,901	0.5	\$4,678	\$33,847	\$32,934	2.7		
Other Business Expenses	\$10,353	\$12,174	\$(1,820)	\$0,131	\$(0,063)	(17.6)	\$0,131	\$12,110	\$(1,626)	(15.5)		
<b>Non-Labor</b>	<b>\$190,092</b>	<b>\$185,527</b>	<b>\$4,564</b>	<b>\$8,496</b>	<b>\$7,777</b>	<b>2.4</b>	<b>\$8,496</b>	<b>\$193,304</b>	<b>\$5,283</b>	<b>2.7</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>-</b>		
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$805,694</b>	<b>\$794,565</b>	<b>\$11,129</b>	<b>\$100,881</b>	<b>\$98,725</b>	<b>1.4</b>	<b>\$100,881</b>	<b>\$893,289</b>	<b>\$13,285</b>	<b>1.5</b>		
Depreciation	\$178,167	\$182,438	\$(4,271)	\$0,000	\$0,000	(2.4)	\$0,000	\$182,438	\$(4,271)	(2.4)		
GASB 87 Lease Adjustment	\$0,643	\$0,784	\$(0,140)	\$0,000	\$0,000	(21.6)	\$0,000	\$0,784	\$(0,140)	(21.6)		
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>\$984,504</b>	<b>\$977,786</b>	<b>\$6,717</b>	<b>\$100,881</b>	<b>\$98,725</b>	<b>0.7</b>	<b>\$100,881</b>	<b>\$1,076,511</b>	<b>\$6,873</b>	<b>0.8</b>		
<b>OPERATING SURPLUS/DEFICIT</b>	<b>\$(655,019)</b>	<b>\$(636,823)</b>	<b>\$18,196</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>2.8</b>	<b>\$0,000</b>	<b>\$(636,823)</b>	<b>\$18,196</b>	<b>2.8</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 Adopted  
Accrual Statement of Operations By Category  
Year-To-Date - May 2023  
(\$ in Millions)

8/07/2023 08:39 AM

	Nonreimbursable			Reimbursable			Total					
	Adopted	Favorable (Unfavorable)		Adopted	Favorable (Unfavorable)		Adopted	Favorable (Unfavorable)				
		Actual	Variance		Percent	Actual		Variance	Percent	Actual	Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$1,009,925	\$1,055,244	\$45,319	\$0,000	\$0,000	4.5	\$1,009,925	\$1,055,244	\$45,319	4.5		
Bus	\$273,491	\$259,928	\$(13,563)	\$0,000	\$0,000	(5.0)	\$273,491	\$259,928	\$(13,563)	(5.0)		
Paratransit	\$9,594	\$8,777	\$(817)	\$0,000	\$0,000	(8.5)	\$9,594	\$8,777	\$(817)	(8.5)		
Fare Liability	\$9,813	\$9,813	\$0,000	\$0,000	\$0,000	0.0	\$9,813	\$9,813	\$0,000	0.0		
<b>Farebox Revenue</b>	<b>\$1,302,822</b>	<b>\$1,333,762</b>	<b>\$30,939</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>2.4</b>	<b>\$1,302,822</b>	<b>\$1,333,762</b>	<b>\$30,939</b>	<b>2.4</b>		
Fare Reimbursement	\$39,902	\$39,895	\$(7)	\$0,000	\$0,000	0.0	\$39,902	\$39,895	\$(7)	0.0		
Paratransit Reimbursement	\$112,743	\$111,958	\$(785)	\$0,000	\$0,000	(0.7)	\$112,743	\$111,958	\$(785)	(0.7)		
Other Operating Revenue	\$82,438	\$86,183	\$3,745	\$0,000	\$0,000	4.5	\$82,438	\$86,183	\$3,745	4.5		
<b>Other Revenue</b>	<b>\$235,084</b>	<b>\$238,037</b>	<b>\$2,953</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>1.3</b>	<b>\$235,084</b>	<b>\$238,037</b>	<b>\$2,953</b>	<b>1.3</b>		
Capital and Other Reimbursements	\$0,000	\$0,000	-	\$525,604	\$480,265	(8.6)	\$525,604	\$480,265	\$(45,339)	(8.6)		
<b>Total Revenue</b>	<b>\$1,537,906</b>	<b>\$1,571,799</b>	<b>\$33,893</b>	<b>\$525,604</b>	<b>\$480,265</b>	<b>2.2</b>	<b>\$2,063,511</b>	<b>\$2,052,064</b>	<b>\$(11,447)</b>	<b>(0.6)</b>		
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$1,535,232	\$1,480,082	\$55,150	\$212,488	\$171,996	3.6	\$212,488	\$171,996	\$40,492	19.1		
Overtime	\$205,511	\$250,401	\$(64,890)	\$53,690	\$60,889	(41.3)	\$53,690	\$60,889	\$(7,199)	(13.4)		
<b>Total Salaries &amp; Wages</b>	<b>\$1,740,743</b>	<b>\$1,730,483</b>	<b>\$10,260</b>	<b>\$266,178</b>	<b>\$232,885</b>	<b>(1.7)</b>	<b>\$266,178</b>	<b>\$232,885</b>	<b>\$33,293</b>	<b>12.5</b>		
Health and Welfare	\$474,791	\$450,159	\$24,633	\$10,210	\$8,112	5.2	\$10,210	\$8,112	\$2,099	20.6		
OPEB Current Payment	\$252,125	\$224,277	\$27,848	\$6,726	\$6,188	11.0	\$6,726	\$6,188	\$538	8.0		
Pensions	\$346,842	\$370,207	\$(23,365)	\$14,125	\$14,561	(6.7)	\$14,125	\$14,561	\$(436)	(3.1)		
Other Fringe Benefits	\$247,700	\$254,121	\$(6,421)	\$84,963	\$75,155	(2.6)	\$84,963	\$75,155	\$9,808	11.5		
<b>Total Fringe Benefits</b>	<b>\$1,321,459</b>	<b>\$1,298,764</b>	<b>\$22,695</b>	<b>\$116,025</b>	<b>\$104,016</b>	<b>1.7</b>	<b>\$116,025</b>	<b>\$104,016</b>	<b>\$12,009</b>	<b>10.4</b>		
Contribution to GASB Fund	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-		
Reimbursable Overhead	\$(103,171)	\$(105,286)	\$2,115	\$103,171	\$105,286	2.0	\$103,171	\$105,286	\$(2,115)	(2.0)		
<b>Labor</b>	<b>\$2,959,031</b>	<b>\$2,963,962</b>	<b>\$(4,930)</b>	<b>\$485,374</b>	<b>\$442,186</b>	<b>(0.2)</b>	<b>\$485,374</b>	<b>\$442,186</b>	<b>\$43,188</b>	<b>8.9</b>		
<b>Non-Labor:</b>												
Electric Power	\$172,224	\$143,773	\$28,451	\$0,106	\$0,122	16.5	\$0,106	\$0,122	\$(0,017)	(15.7)		
Fuel	\$64,497	\$61,185	\$3,311	\$0,083	\$0,319	5.1	\$0,083	\$0,319	\$(0,237)	(286.8)		
Insurance	\$33,884	\$31,177	\$2,707	\$0,000	\$0,000	8.0	\$0,000	\$0,000	\$0,000	-		
Claims	\$94,088	\$94,088	\$0,000	\$0,000	\$0,000	0.0	\$0,000	\$0,000	\$0,000	0.0		
Paratransit Service Contracts	\$193,857	\$208,262	\$(14,405)	\$0,000	\$0,000	(7.4)	\$0,000	\$0,000	\$0,000	-		
Maintenance and Other Operating Contracts	\$125,950	\$131,503	\$(5,552)	\$14,614	\$14,477	(4.4)	\$14,614	\$14,477	\$137	0.9		
Professional Service Contracts	\$73,964	\$77,985	\$(4,021)	\$3,853	\$5,388	(5.4)	\$3,853	\$5,388	\$(1,535)	(39.8)		
Materials & Supplies	\$145,904	\$141,443	\$4,461	\$23,309	\$18,032	3.1	\$23,309	\$18,032	\$5,276	22.6		
Other Business Expenses	\$46,191	\$51,449	\$(5,258)	\$(1,734)	\$(0,260)	(11.4)	\$(1,734)	\$(0,260)	\$(1,473)	(85.0)		
<b>Non-Labor</b>	<b>\$950,560</b>	<b>\$940,865</b>	<b>\$9,694</b>	<b>\$40,231</b>	<b>\$38,079</b>	<b>1.0</b>	<b>\$40,231</b>	<b>\$38,079</b>	<b>\$2,152</b>	<b>5.3</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>-</b>		
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$3,909,591</b>	<b>\$3,904,827</b>	<b>\$4,764</b>	<b>\$525,604</b>	<b>\$480,265</b>	<b>0.1</b>	<b>\$525,604</b>	<b>\$480,265</b>	<b>\$45,339</b>	<b>8.6</b>		
Depreciation	\$890,833	\$898,945	\$(8,111)	\$0,000	\$0,000	(0.9)	\$0,000	\$0,000	\$898,945	(0.9)		
GASB 87 Lease Adjustment	\$3,217	\$3,211	\$6	\$0,000	\$0,000	0.2	\$0,000	\$0,000	\$3,211	0.2		
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>\$4,803,642</b>	<b>\$4,806,983</b>	<b>\$(3,341)</b>	<b>\$525,604</b>	<b>\$480,265</b>	<b>(0.1)</b>	<b>\$525,604</b>	<b>\$480,265</b>	<b>\$45,339</b>	<b>8.6</b>		
<b>OPERATING SURPLUS/DEFICIT</b>	<b>\$(3,265,736)</b>	<b>\$(3,235,184)</b>	<b>\$30,552</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>0.9</b>	<b>\$(3,265,736)</b>	<b>\$(3,235,184)</b>	<b>\$30,552</b>	<b>0.9</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**  
**MAY 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	8.8	3.1	Primarily due to higher than projected Subways ridership offset by lower than projected Bus ridership	30.9	2.4	Primarily due to higher than projected Subways ridership offset by lower than projected Bus ridership
Other Operating Revenue	NR	2.7	5.7	Favorable TAB revenue	3.0	1.3	Favorable TAB revenue
Payroll	NR	14.8	4.6	Primarily due to vacancies	55.2	3.6	Primarily due to vacancies
Overtime	NR	(24.1)	(56.9)	Mainly due to vacancy / availability back-fill coverage	(84.9)	(41.3)	Mainly due to vacancy / availability back-fill coverage
Health & Welfare (including OPEB current payment)	NR	19.5	13.4	Claims underruns and favorable prescription rebate credits	52.5	7.2	Claims underruns and favorable prescription rebate credits
Pension	NR	(3.1)	(4.4)	Unfavorable timing of NYCERS pension expense	(23.4)	(6.7)	Unfavorable timing of NYCERS pension expense
Other Fringe Benefits	NR	(2.1)	(4.2)	Mainly due to unfavorable timing of fringe benefit overhead credit resulting from less than anticipated capital labor expense	(6.4)	(2.6)	Mainly due to unfavorable timing of fringe benefit overhead credit resulting from less than anticipated capital labor expense
Reimbursable Overhead	NR	1.7	9.1	Mainly due to less than anticipated capital labor expense	2.1	2.0	Mainly due to less than anticipated capital labor expense
Electric Power	NR	7.0	22.4	Mainly due to lower consumption and timing	28.5	16.5	Mainly due to lower consumption and timing
Fuel	NR	3.6	27.1	Mainly due to lower consumption and timing	3.3	5.1	Primarily favorable timing of diesel fuel charges and lower fuel cost
Insurance	NR	0.6	9.1	Minor variance	2.7	8.0	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	(6.5)	(16.2)	Mainly due to higher support cost offset by fewer trips	(14.4)	(7.4)	Mainly due to higher support cost offset by fewer trips
Maintenance and Other Operating Contracts	NR	2.7	10.2	Reflecting favorable timing of facility expense charges offset by Subways car cleaning contracts overruns	(5.6)	(4.4)	Reflecting unfavorable timing of facility expense charges and Subways car cleaning contracts overruns
Professional Service Contracts	NR	(1.1)	(7.8)	Reflects unfavorable timing of project payments offset by favorable timing of professional contract payments and MTA Bond Service charges	(4.0)	(5.4)	Reflects unfavorable timing of project payments offset by favorable timing of professional contract payments and MTA Bond Service charges
Materials & Supplies	NR	0.1	0.5	Minor variance	4.5	3.1	Mainly favorable timing of vehicle materials along with track and switch materials expenses
Other Business	NR	(1.8)	(17.6)	Mainly higher credit card transaction processing fees	(5.3)	(11.4)	Mainly higher credit card transaction processing fees

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

6/12/2023 09:17 AM

	Month			Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>							
Farebox Revenue	\$281,967	\$296,633	\$14,666	\$1,302,822	\$1,352,794	\$49,972	3.8
Fare Reimbursement	\$6,313	\$6,313	\$0.00	\$6,313	\$6,313	\$0.00	0.0
Paratransit Reimbursement	\$22,901	\$45,609	\$22,708	\$112,743	\$138,944	\$26,201	23.2
Other Operating Revenue	\$3,975	\$2,239	\$(1,736)	\$19,391	\$346,599	\$327,208	-
<b>Other Revenue</b>	<b>\$33,189</b>	<b>\$54,161</b>	<b>\$20,972</b>	<b>\$138,447</b>	<b>\$491,856</b>	<b>\$353,409</b>	<b>255.3</b>
Capital and Other Reimbursements	\$100,881	\$81,215	\$(19,666)	\$525,604	\$385,406	\$(140,198)	(26.7)
<b>Total Revenue</b>	<b>\$416,036</b>	<b>\$432,009</b>	<b>\$15,973</b>	<b>\$1,966,874</b>	<b>\$2,230,056</b>	<b>\$263,182</b>	<b>13.4</b>
<b>Expenditures</b>							
<b>Labor :</b>							
Payroll	\$320,091	\$296,635	\$23,456	\$1,748,209	\$1,632,458	\$115,752	6.6
Overtime	\$51,658	\$78,295	\$(26,637)	\$259,201	\$351,290	\$(92,089)	(35.5)
<b>Total Salaries &amp; Wages</b>	<b>\$371,749</b>	<b>\$374,930</b>	<b>\$(3,181)</b>	<b>\$2,007,410</b>	<b>\$1,983,748</b>	<b>\$23,662</b>	<b>1.2</b>
Health and Welfare	\$97,293	\$129,737	\$(32,444)	\$485,002	\$435,881	\$49,120	10.1
OPEB Current Payment	\$51,770	\$25,067	\$26,703	\$258,851	\$230,465	\$28,387	11.0
Pensions	\$73,732	\$63,543	\$10,189	\$360,967	\$645,649	\$(284,682)	(78.9)
Other Fringe Benefits	\$47,295	\$48,709	\$(1,414)	\$248,425	\$245,096	\$3,329	1.3
<b>Total Fringe Benefits</b>	<b>\$270,090</b>	<b>\$267,056</b>	<b>\$3,034</b>	<b>\$1,353,246</b>	<b>\$1,557,091</b>	<b>\$(203,845)</b>	<b>(15.1)</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>\$641,839</b>	<b>\$641,986</b>	<b>\$(0,147)</b>	<b>\$3,360,656</b>	<b>\$3,540,839</b>	<b>\$(180,183)</b>	<b>(5.4)</b>
<b>Non-Labor :</b>							
Electric Power	\$31,016	\$25,544	\$5,472	\$175,060	\$137,530	\$37,530	21.4
Fuel	\$13,403	\$10,221	\$3,182	\$64,579	\$60,640	\$3,939	6.1
Insurance	\$0,191	\$10,803	\$(10,612)	\$9,117	\$20,841	\$(11,724)	(128.6)
Claims	\$12,069	\$12,489	\$(0,420)	\$60,343	\$71,289	\$(10,946)	(18.1)
Paratransit Service Contracts	\$39,933	\$52,410	\$(12,477)	\$193,357	\$205,623	\$(12,266)	(6.3)
Maintenance and Other Operating Contracts	\$28,851	\$29,007	\$(0,156)	\$140,564	\$140,470	\$0,094	0.1
Professional Service Contracts	\$15,275	\$25,475	\$(10,200)	\$73,317	\$74,205	\$(0,888)	(1.2)
Materials & Supplies	\$33,305	\$34,371	\$(1,066)	\$166,504	\$161,884	\$4,620	2.8
Other Business Expenses	\$10,484	\$12,706	\$(2,222)	\$44,458	\$53,990	\$(9,532)	(21.4)
<b>Non-Labor</b>	<b>\$184,527</b>	<b>\$213,026</b>	<b>\$(28,499)</b>	<b>\$927,300</b>	<b>\$926,472</b>	<b>\$0,828</b>	<b>0.1</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>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$826,367</b>	<b>\$855,012</b>	<b>\$(28,645)</b>	<b>\$4,287,956</b>	<b>\$4,467,311</b>	<b>\$(179,355)</b>	<b>(4.2)</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-
GASB 87 Lease Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	100.0
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-
<b>Total Expenditures</b>	<b>\$826,367</b>	<b>\$855,012</b>	<b>\$(28,645)</b>	<b>\$4,287,956</b>	<b>\$4,467,311</b>	<b>\$(179,355)</b>	<b>(4.2)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$(410,330)</b>	<b>\$(423,003)</b>	<b>\$(12,673)</b>	<b>\$(2,321,082)</b>	<b>\$(2,237,255)</b>	<b>\$83,827</b>	<b>3.6</b>

Note: Totals may not add due to rounding



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

	MONTH		YEAR TO DATE	
	Favorable (Unfavorable) Variance	Reason for Variance	Favorable (Unfavorable) Variance	Reason for Variance
<b>Operating Receipts or Disbursements</b>				
Farebox Receipts	\$ 14.7	Primarily due to higher ridership	\$ 50.0	Primarily due to higher ridership
Other Operating Receipts	21.0	Mainly favorable timing of Paratransit reimbursement and student fare assistant	353.4	Fund available through Federal relief for Pension prepayment and favorable Paratransit reimbursement
Capital and Other Reimbursements	(19.7)	Unfavorable timing of reimbursements	(140.2)	Unfavorable timing of reimbursements
Payroll	23.5	Primarily due to vacancies	115.8	Primarily due to vacancies
Overtime	(26.6)	Mainly due to vacancy / availability backfill coverage	(92.1)	Mainly due to vacancy / availability backfill coverage
Health & Welfare/OPEB Current	(5.7)	Unfavorable timing of payments, prescription rebate credits, and vacancies	77.5	Favorable timing of payments, prescription rebate credits, and vacancies
Pension	10.2	Mainly NYCERS pension underruns	(284.7)	Prepaid two years of pension expense
Other Fringe Benefits	(1.4)	Mainly unfavorable timing of payments	3.3	Mainly favorable timing of payments
Electric Power	5.5	Mainly low consumption and favorable timing of payments	37.5	Mainly low consumption and favorable timing of payments
Fuel	3.2	Primarily favorable timing of diesel fuel charges offset by higher price	3.9	Primarily favorable timing of diesel fuel charges offset by higher price
Insurance	(10.6)	Mainly unfavorable timing of payments	(11.7)	Mainly unfavorable timing of payments
Claims	(0.4)	Minor variance	(10.9)	Mainly unfavorable timing of payments
Paratransit Service Contracts	(12.5)	Unfavorable timing of payments	(12.3)	Unfavorable timing of payments
Maintenance and Other Operating Contracts	(0.2)	Minor variance	0.1	Minor variance
Professional Service Contracts	(10.2)	Unfavorable timing of payments	(0.9)	Minor variance
Materials & Supplies	(1.1)	Minor variance	4.6	Favorable timing of payments
Other Business	(2.2)	Mainly higher credit card transaction processing fees	(9.5)	Mainly higher credit card transaction processing fees

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2023 Adopted**  
**Cash Conversion (Cash Flow Adjustments)**

May FY23  
(\$ in Millions)

6/12/2023 09:15 AM

	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable)			(Unfavorable)
			Variance			Variance
			Percent			Percent
<b>Revenue</b>						
Farebox Revenue	\$0.000	\$5.888	-	\$0.000	\$19.032	\$19.032
Fare Reimbursement	\$(1.719)	\$(1.718)	0.1	\$(33.589)	\$(33.582)	\$0.007
Paratransit Reimbursement	\$0.000	\$22.828	-	\$0.000	\$26.986	\$26.986
Other Operating Revenue	\$(12.609)	\$(17.168)	(36.2)	\$(63.047)	\$260.416	\$323.463
Other Revenue	\$(14.329)	\$3.942	127.5	\$(96.637)	\$253.819	\$350.456
Capital and Other Reimbursements	\$0.000	\$(17.510)	-	\$0.000	\$(94.859)	\$(94.859)
<b>Total Revenue</b>	<b>\$(14.329)</b>	<b>\$(7.679)</b>	<b>46.4</b>	<b>\$(96.637)</b>	<b>\$177.992</b>	<b>\$274.629</b>
<b>Expenses</b>						
<b>Labor :</b>						
Payroll	\$45.850	\$51.332	12.0	\$(0.489)	\$19.620	\$20.109
Overtime	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000
<b>Total Salaries &amp; Wages</b>	<b>\$45.850</b>	<b>\$51.332</b>	<b>12.0</b>	<b>\$(0.489)</b>	<b>\$19.620</b>	<b>\$20.109</b>
Health and Welfare	\$0.000	\$(26.240)	-	\$0.000	\$22.389	\$22.389
OPEB Current Payment	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000
Pensions	\$0.000	\$13.410	-	\$0.000	\$(260.881)	\$(260.881)
Other Fringe Benefits	\$20.297	\$19.497	(3.9)	\$84.238	\$84.180	\$(0.058)
<b>Total Fringe Benefits</b>	<b>\$20.297</b>	<b>\$6.667</b>	<b>(67.2)</b>	<b>\$84.238</b>	<b>\$(154.312)</b>	<b>\$(238.550)</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>\$66.147</b>	<b>\$57.999</b>	<b>(12.3)</b>	<b>\$83.749</b>	<b>\$(134.691)</b>	<b>\$(260.8)</b>
<b>Non-Labor :</b>						
Electric Power	\$0.000	\$(1.487)	-	\$(2.731)	\$6.365	\$9.095
Fuel	\$0.000	\$(0.145)	-	\$0.000	\$0.864	\$0.864
Insurance	\$6.770	\$(4.477)	(166.1)	\$24.767	\$10.336	\$(14.431)
Claims	\$6.749	\$6.329	(6.2)	\$33.745	\$22.799	\$(10.946)
Paratransit Service Contracts	\$0.000	\$(5.991)	-	\$0.500	\$2.639	\$2.139
Maintenance and Other Operating Contracts	\$0.000	\$(2.525)	-	\$0.000	\$5.510	\$5.510
Professional Service Contracts	\$0.000	\$(9.392)	-	\$4.500	\$9.168	\$4.668
Materials & Supplies	\$0.542	\$(1.437)	(365.3)	\$2.708	\$(2.408)	\$(5.116)
Other Business Expenses	\$0.000	\$(0.596)	-	\$0.000	\$(2.801)	\$(2.801)
<b>Non-Labor</b>	<b>\$14.061</b>	<b>\$(19.722)</b>	<b>(240.3)</b>	<b>\$63.490</b>	<b>\$52.472</b>	<b>\$(11.018)</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>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$80.208</b>	<b>\$38.277</b>	<b>(52.3)</b>	<b>\$147.239</b>	<b>\$(82.219)</b>	<b>\$(229.458)</b>
Depreciation	\$178.167	\$182.438	2.4	\$890.833	\$898.945	\$8.111
GASB 87 Lease Adjustment	\$0.643	\$0.784	21.8	\$3.217	\$3.211	\$(0.007)
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>\$259.018</b>	<b>\$221.499</b>	<b>(14.5)</b>	<b>\$1,041.290</b>	<b>\$819.937</b>	<b>\$(221.353)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$244.689</b>	<b>\$213.820</b>	<b>(12.6)</b>	<b>\$944.653</b>	<b>\$997.929</b>	<b>\$53.276</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 NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN 2023**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**May 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	13	1	
Law	249	181	68	Mainly PTE vacancies.
Office of the EVP	21	9	13	
Human Resources	122	91	32	
EEO	11	2	9	
Office of Management and Budget	32	11	21	
Strategy & Customer Experience	165	130	35	
Non-Departmental	1	-	1	
Labor Relations	89	53	36	
Office of People & Business Transformation	13	18	(5)	
Material	150	106	44	Mainly Mgr, and PTE vacancies.
Controller	108	83	26	
<b>Total Administration</b>	<b>977</b>	<b>696</b>	<b>281</b>	
<b><u>Operations:</u></b>				
Subways Service Delivery	8,703	8,097	607	Mainly RVO, and Supv vacancies.
Subways Operations Support/Admin	432	402	30	Mainly PTE, and Mgr vacancies.
Subways Stations	2,339	2,316	23	Mainly Supv vacancies.
<b>SubTotal Subways</b>	<b>11,474</b>	<b>10,814</b>	<b>660</b>	
Buses	11,153	11,029	124	Mainly RVO, and Mgr vacancies.
Paratransit	192	169	23	
Operations Planning	368	314	54	Mainly Hourly, and Mgr vacancies.
Revenue Control	545	488	57	Mainly Cler, and Hourly vacancies.
Non-Departmental	(208)	-	(208)	
<b>Total Operations</b>	<b>23,524</b>	<b>22,815</b>	<b>709</b>	
<b><u>Maintenance:</u></b>				
Subways Operations Support/Admin	124	110	14	
Subways Service Delivery	76	39	37	
Subways Engineering	371	312	60	Mainly PTE vacancies.
Subways Car Equipment	4,995	5,054	(59)	
Subways Infrastructure	1,512	1,462	50	Mainly Hourly vacancies.
Subways Elevators & Escalators	415	382	33	
Subways Stations	3,963	3,765	198	Mainly Hourly vacancies.
Subways Track	3,312	3,244	68	Mainly Supv and Mgr vacancies.
Subways Power	625	616	9	
Subways Signals	1,720	1,679	41	Mainly Hourly and Mgr vacancies.
Subways Electronic Maintenance	1,622	1,360	262	Mainly Hourly vacancies.
<b>Subtotal Subways</b>	<b>18,738</b>	<b>18,025</b>	<b>713</b>	
Buses	3,581	3,290	291	Mainly Hourly vacancies.
Supply Logistics	523	493	30	
System Safety	85	73	12	
OHS	80	62	18	
Non-Departmental	(5)	-	(5)	
<b>Total Maintenance</b>	<b>23,002</b>	<b>21,943</b>	<b>1,059</b>	
<b><u>Engineering</u></b>				
Construction & Development	1,155	827	328	Mainly PTE vacancies.
Matrixed C & D Support	85	90	(5)	
<b>Total Engineering/Capital</b>	<b>1,240</b>	<b>917</b>	<b>323</b>	
<b><u>Public Safety</u></b>				
Security	732	583	149	Mainly Supv vacancies.
<b>Total Public Safety</b>	<b>732</b>	<b>583</b>	<b>149</b>	
<b><u>Total Positions</u></b>				
	49,475	46,954	2,521	
NON_REIMB	44,679	43,224	1,454	
REIMBURSABLE	4,796	3,730	1,066	
Total Full-Time	49,307	46,797	2,510	
Total Full-Time Equivalents	168	157	11	

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

FUNCTION/OCCUPATION	Adopted	Actual	Variance Fav./(Unfav)	Explanation
<b><u>Administration:</u></b>				
Managers/Supervisors	321	189	132	
Professional, Technical, Clerical	632	489	143	
Operational Hourlies	24	18	6	
<b>Total Administration</b>	<b>977</b>	<b>696</b>	<b>281</b>	
<b><u>Operations:</u></b>				
Managers/Supervisors	2,951	2,658	293	
Professional, Technical, Clerical	473	388	85	
Operational Hourlies	20,100	19,769	331	
<b>Total Operations</b>	<b>23,524</b>	<b>22,815</b>	<b>709</b>	
<b><u>Maintenance:</u></b>				
Managers/Supervisors	4,154	3,908	246	
Professional, Technical, Clerical	1,033	770	263	
Operational Hourlies	17,815	17,265	550	
<b>Total Maintenance</b>	<b>23,002</b>	<b>21,943</b>	<b>1,059</b>	
<b><u>Engineering/Capital:</u></b>				
Managers/Supervisors	313	375	(62)	
Professional, Technical, Clerical	925	540	385	
Operational Hourlies	2	2	-	
<b>Total Engineering/Capital</b>	<b>1,240</b>	<b>917</b>	<b>323</b>	
<b><u>Public Safety:</u></b>				
Managers/Supervisors	355	235	120	
Professional, Technical, Clerical	41	28	13	
Operational Hourlies	336	320	16	
<b>Total Public Safety</b>	<b>732</b>	<b>583</b>	<b>149</b>	
<b><u>Total Positions:</u></b>				
Managers/Supervisors	8,094	7,365	729	
Professional, Technical, Clerical	3,104	2,215	889	
Operational Hourlies	38,277	37,374	903	
<b>Total Positions</b>	<b>49,475</b>	<b>46,954</b>	<b>2,521</b>	

# Farebox Revenue Report Highlights

## Month of May

NYCT farebox revenue totaled \$290.7 million, which was \$8.8 million (3.1%) higher than the Budget.

- Subway farebox revenue exceeded the Budget by \$12.9 million (5.9%) due to a higher than projected ridership and higher average fare.
- NYCT Bus farebox revenue was \$4.0 million (6.8%) lower than the Budget due to a lower than projected ridership offset by favorable average fare.
- Paratransit farebox revenue was \$0.1 million (4.0%) lower than the Budget.

## Year-to-Date

NYCT farebox YTD revenue totaled \$1,333.8 million, which was \$30.9 million (2.4%) higher than the Budget.

- Subway farebox revenue was \$45.3 million (4.5%) higher than the Budget due to a higher than projected ridership and favorable average fare and favorable weather.
- NYCT Bus farebox revenue was \$13.6 million (5.0%) lower than the Budget due to a lower than projected ridership offset by favorable average fare and favorable weather.
- Paratransit farebox revenue was \$0.8 million (8.5%) lower than the Budget.

# May Charts

## Farebox Revenue

May 2023 Farebox Revenue - (\$ in millions)								
	May				May Year-to-Date			
	Budget	Prelim Actual	Favorable(Unfavorable)		Budget	Prelim Actual	Favorable(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	218.5	231.4	12.9	5.9%	1,009.9	1,055.2	45.3	4.5%
NYCT Bus	59.5	55.4	(4.0)	(6.8%)	273.5	259.9	(13.6)	(5.0%)
Paratransit	2.0	1.9	(0.1)	(4.0%)	9.6	8.8	(0.8)	(8.5%)
Subtotal	280.0	288.8	8.8	3.1%	1,293.0	1,323.9	30.9	2.4%
Fare Media Liability	2.0	2.0	0.0	0.0%	9.8	9.8	0.0	0.0%
<b>Total - NYCT</b>	<b>282.0</b>	<b>290.7</b>	<b>8.8</b>	<b>3.1%</b>	<b>1,302.8</b>	<b>1,333.8</b>	<b>30.9</b>	<b>2.4%</b>

Note: Total may not add due to rounding

## Ridership Results

May 2023 Ridership vs. Budget - (in millions)								
	May				May Year-to-Date			
	Budget	Prelim Actual	More(Less)		Budget	Prelim Actual	More(Less)	
			Amount	Percent			Amount	Percent
Subway	97.8	104.4	6.6	6.8%	450.7	473.2	22.5	5.0%
NYCT Bus	33.8	31.5	(2.3)	(6.8%)	155.0	146.9	(8.1)	(5.2%)
Paratransit	0.9	1.0	0.0	4.5%	4.5	4.4	(0.1)	(1.7%)
<b>Total - NYCT</b>	<b>132.5</b>	<b>136.9</b>	<b>4.3</b>	<b>3.3%</b>	<b>610.1</b>	<b>624.5</b>	<b>14.4</b>	<b>2.4%</b>

Note: Total may not add due to rounding

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

6/07/2023 11:38 AM

	Month						Year-To-Date							
	Actual		Favorable (Unfavorable) Variance		Percent		Adopted		Actual		Favorable (Unfavorable) Variance		Percent	
	Adopted													
<b><u>Ridership</u></b>														
Ridership - Subway	97.819	104.431	6.613	6.8	450.684	473.198	22.514	5.0						
Ridership - Bus	33.787	31.481	(2.307)	(6.8)	154.963	146.913	(8.050)	(5.2)						
<b>Subtotal</b>	<b>131.606</b>	<b>135.912</b>	<b>4.306</b>	<b>3.3</b>	<b>605.647</b>	<b>620.111</b>	<b>14.464</b>	<b>2.4</b>						
Ridership - Paratransit	0.914	0.955	0.041	4.5	4.457	4.380	(0.077)	(1.7)						
<b>Total Ridership</b>	<b>132.520</b>	<b>136.867</b>	<b>4.347</b>	<b>3.3</b>	<b>610.104</b>	<b>624.491</b>	<b>14.387</b>	<b>2.4</b>						
<b>FareBox Revenue</b>														
Subway	\$218.507	\$231.401	\$12.894	5.9	\$1,009.925	\$1,055.244	\$45.319	4.5						
Bus	\$59.474	\$55.438	\$(4.036)	(6.8)	\$273.491	\$259.928	\$(13.563)	(5.0)						
<b>Subtotal</b>	<b>\$277.980</b>	<b>\$286.839</b>	<b>\$8.858</b>	<b>3.2</b>	<b>\$1,283.416</b>	<b>\$1,315.172</b>	<b>\$31.756</b>	<b>2.5</b>						
Paratransit	\$2.024	\$1.944	\$(0.080)	(4.0)	\$9.594	\$8.777	\$(0.817)	(8.5)						
<b>Farebox Revenue (excl. Fare Media Liab.)</b>	<b>\$280.005</b>	<b>\$288.782</b>	<b>\$8.778</b>	<b>3.1</b>	<b>\$1,293.010</b>	<b>\$1,323.949</b>	<b>\$30.939</b>	<b>2.4</b>						
Fare Liability	\$1.963	\$1.963	\$0.000	0.0	\$9.813	\$9.813	\$0.000	0.0						
<b>Total Farebox Revenue</b>	<b>\$281.967</b>	<b>\$290.745</b>	<b>\$8.778</b>	<b>3.1</b>	<b>\$1,302.822</b>	<b>\$1,333.762</b>	<b>\$30.939</b>	<b>2.4</b>						

Note: Totals may not add due to rounding



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

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



# Financial Report Highlights

## Year-to-Date Budget Performance Summary

- Total revenues of \$75.0 million were \$5.2 million (6.5%) unfavorable to the Adopted Budget (Budget). This was primarily due to lower other operating income, partially offset by higher farebox revenue.
- Total ridership was 36.5 million, (4.9%) higher than the Budget.
- Total expenses before non-cash liabilities of \$342.0 million were below the Budget by \$60.8 million (15.1%) primarily attributed to labor expense underruns of \$18.7 million (6.6%) due mainly to vacancies partially offset by higher sick and vacation payment and the timing of non-labor expense underruns of \$42.2 million (35.5%).
- Total expenses of \$364.0 million including the non-cash liabilities were \$121.5 million (25.0%) lower than the Budget. Non-cash liabilities underran by \$60.7 million (73.3%) mainly related to the timing of GASB 75 OPEB expense and GASB 68 Pension Adjustments and lower depreciation of \$1.0 million (4.1%).
- At the end of May, the total headcount was 3,671, which was 235 lower than the Budget of 3,906. Non-Reimbursable positions were 231 lower, and reimbursable positions were 4 lower than the Budget.
- May YTD non-reimbursable operating results (net surplus/deficit) were favorable to the Budget by \$116.3 million (28.7%). Non-reimbursable revenues through May were \$3.5 million (4.5%) unfavorable to the Budget primarily due to lower other operating income. Total non-reimbursable expenses were favorable by \$119.8 million (24.8%), 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.

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

(\$ in Millions)

	MTA Bus		
	Budget	Actual	Variance
<b>Total Revenue</b>	<b>\$77.276</b>	<b>\$73.793</b>	<b>(\$3.483)</b>
Farebox Revenue	\$69.019	\$71.268	\$2.249
Other Revenue	\$8.258	\$2.525	(\$5.733)
<b>Total Expense</b>	<b>\$482.626</b>	<b>\$362.825</b>	<b>\$119.801</b>
Labor Expenses	\$281.423	\$263.992	\$17.431
Non-Labor Expenses	\$118.429	\$76.758	\$41.671
Non-Cash Liabilities	\$82.775	\$22.075	\$60.700
<b>Net Surplus/(Deficit) - Accrued</b>	<b>(\$405.350)</b>	<b>(\$289.032)</b>	<b>\$116.318</b>

## Revenues

- **Farebox Revenues** were \$2.2 million (3.3%) favorable to the Budget due to higher ridership partially offset by lower average fares. May YTD Ridership was 36.5 million. This was 4.9% higher than the Budget.
- **Other Operating Revenues** were \$5.7 million (69.4%) unfavorable due to the timing of student reimbursements, and other contract services and lower advertising revenues.
- **Capital and Other Reimbursements** were \$1.7 million (58.7%) unfavorable to the Budget due to the timing of interagency reimbursements.

## Expenses

### Labor Expenses: \$18.7 million (6.6%) favorable

- **Payroll** was \$1.7 million (1.3%) favorable primarily due to vacancies partially offset by higher sick and vacation payout.
- **Overtime** was \$6.1 million (14.5%) favorable due to lower unscheduled overtime, programmatic maintenance, favorable weather, and running time.
- **Health & Welfare and OPEB Current Payments** were \$5.7 million (10.1%) favorable primarily due to the timing of payments.
- **Pensions** of \$26.0 million (0.01%) were essential on budget.
- **Other Fringe Benefits** were \$5.2 million (16.6%) favorable due to the timing of interagency billing, and lower worker's compensation, partially offset by payroll related expenses.

### Non-Labor Expenses: \$42.2 million (35.5%) favorable

- **Electric Power** was \$0.1 million (10.0%) unfavorable due to higher rates.
- **Fuel** was \$2.1 million (13.8%) favorable due to timing of CNG billing and lower diesel fuel consumption and fuel costs.
- **Insurance** was \$1.3 million (37.0%) favorable due to timing of payments.
- **Claims** were \$13.1 million (39.5%) favorable primarily due to timing of payments.
- **Maintenance and Other Operating Contracts** were \$8.5 million (45.0%) favorable due to the timing of expenses.
- **Professional Service Contracts** were \$6.9 million (37.4%) favorable due to the timing of payments.
- **Materials and Supplies** were \$10.3 million (39.3%) favorable due to the lower material usage and timing of Shop Program.
- **Other Business Expense** was \$0.1 million (2.0%) favorable due to timing.

## **Depreciation and Other:**

- Non-cash liabilities underran by \$60.7 million (73.3%) mainly related to the timing of the GASB 75 OPEB Expense and GASB 68 Pension Adjustments and lower depreciation of \$1.0 million (4.1%).

## **Staffing Levels**

- Total headcount at the end of May was 3,671, which was 235 lower than the Budget.
- The largest number of vacancies were in maintenance (116 positions).
- 57% of the vacancies are in the operational hourly category.

## **Overtime**

- Total overtime was \$6.1 million (14.5%) 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 May Farebox Operating Ratio was 20.9%, which is higher than the Budget by 3.7% primarily due to lower operating expenses.
- The year-to-date May Cost per Passenger was \$9.34, which is lower than the Budget by \$2.16 primarily due to lower operating expenses and higher ridership.
- The year-to-date May Revenue per passenger was \$1.95, which was lower than the Budget by \$0.03 per passenger primarily due to higher ridership.

## **Farebox Revenue Report Highlights**

### **Month of May**

Farebox revenue totaled \$15.5 million in May 2023, which was \$1.1 million (7.4%) above the Budget mainly due to higher ridership partially offset by lower average fare.

**MTA BUS COMPANY**  
**February Financial Plan - 2023 Adopted Budget**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**May 2023**  
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Adopted Budget	Actual	Percent	Adopted Budget	Actual	Percent	Adopted Budget	Actual	Percent
<b>Revenue</b>									
Farebox Revenue	\$14,459	\$15,529	7.4	\$0,000	\$0,000	\$0,000	\$14,459	\$15,529	7.4
Other Operating Income	1,731	0,491	(71.6)	-	-	-	1,731	0,491	(71.6)
Capital and Other Reimbursements	-	-	-	0,613	(0,001)	(0,614)	0,613	(0,001)	*
<b>Total Revenue</b>	<b>\$16,191</b>	<b>\$16,020</b>	<b>(1.1)</b>	<b>\$0,613</b>	<b>(\$0,001)</b>	<b>(\$0,614)</b>	<b>\$16,804</b>	<b>\$16,019</b>	<b>(4.7)</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$26,316	\$20,661	21.5	\$0,308	(\$0,001)	\$0,309	\$26,624	\$20,660	22.4
Overtime	8,280	8,254	0.3	-	-	-	8,280	8,254	0.3
Health and Welfare	8,686	7,997	7.9	0,123	-	0,123	8,809	7,997	9.2
OPEB Current Payment	3,017	2,533	16.0	-	-	-	3,017	2,533	16.0
Pensions	5,454	5,208	4.5	-	-	-	5,454	5,208	4.5
Other Fringe Benefits	6,622	4,608	30.4	-	-	-	6,622	4,608	30.4
GASB Account	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0,081)	0,001	(0.082)	0,081	(0,001)	0,082	-	-	-
<b>Total Labor Expenses</b>	<b>\$58,294</b>	<b>\$49,262</b>	<b>15.5</b>	<b>\$0,512</b>	<b>(\$0,002)</b>	<b>\$0,514</b>	<b>\$58,805</b>	<b>\$49,260</b>	<b>16.2</b>
<b>Non-Labor:</b>									
Electric Power	\$0,196	\$0,184	6.2	\$0,000	\$0,000	\$0,000	\$0,196	\$0,184	6.2
Fuel	3,120	2,262	27.5	-	-	-	3,120	2,262	27.5
Insurance	0,736	0,418	43.2	-	-	-	0,736	0,418	43.2
Claims	6,943	4,000	42.4	-	-	-	6,943	4,000	42.4
Maintenance and Other Operating Contracts	3,938	2,163	45.1	0,022	-	0,022	3,960	2,163	45.4
Professional Service Contracts	3,866	2,467	36.5	-	-	-	3,866	2,467	36.5
Materials & Supplies	5,435	3,576	34.2	0,080	-	0,080	5,515	3,576	35.2
Other Business Expense	0,577	0,628	(8.8)	-	-	-	0,577	0,628	(8.8)
<b>Total Non-Labor Expenses</b>	<b>\$24,832</b>	<b>\$15,698</b>	<b>36.8</b>	<b>\$0,102</b>	<b>\$0,000</b>	<b>\$0,102</b>	<b>\$24,933</b>	<b>\$15,698</b>	<b>37.0</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$83,125</b>	<b>\$64,960</b>	<b>21.9</b>	<b>\$0,613</b>	<b>(\$0,002)</b>	<b>\$0,615</b>	<b>\$83,739</b>	<b>\$64,958</b>	<b>22.4</b>
Depreciation	\$4,880	\$4,228	13.4	\$0,000	\$0,000	\$0,000	\$4,880	\$4,228	13.4
GASB 87 Lease Adjustment	-	-	-	-	-	-	-	-	-
GASB 75 OPEB Expense Adjustment	7,785	-	100.0	-	-	-	7,785	-	100.0
GASB 68 Pension Adjustment	4,692	-	100.0	-	-	-	4,692	-	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$100,482</b>	<b>\$69,188</b>	<b>31.1</b>	<b>\$0,613</b>	<b>(\$0,002)</b>	<b>\$0,615</b>	<b>\$101,095</b>	<b>\$69,186</b>	<b>31.6</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$84,291)</b>	<b>(\$53,168)</b>	<b>36.9</b>	<b>(\$0,000)</b>	<b>\$0,001</b>	<b>\$0,001</b>	<b>(\$84,291)</b>	<b>(\$53,167)</b>	<b>36.9</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**  
**May 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	\$69,019	\$71,268	\$2,249 3.3 (69.4)	\$0,000	\$0,000	\$0,000	\$69,019	\$71,268	\$2,249 3.3 (69.4)
Other Operating Income	8,258	2,525	(5,733)	-	-	-	8,258	2,525	(5,733)
Capital and Other Reimbursements	-	-	-	2,925	1,208	(1,717)	2,925	1,208	(1,717)
<b>Total Revenue</b>	<b>\$77,276</b>	<b>\$73,793</b>	<b>(\$3,483)</b> <b>(4.5)</b>	<b>\$2,925</b>	<b>\$1,208</b>	<b>(\$1,717)</b> <b>(58.7)</b>	<b>\$80,201</b>	<b>\$75,001</b>	<b>(\$5,200)</b> <b>(6.5)</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$126,552	\$125,640	\$0,912 0.7	\$1,467	\$0,679	\$0,788	\$128,019	\$126,319	\$1,700
Overtime	41,850	35,785	6,065 14.5	-	0,001	(0,001)	41,850	35,786	6,064
Health and Welfare	41,426	38,630	2,796 6.7	0,587	-	0,587	42,013	38,630	3,383
OPEB Current Payment	14,388	12,091	2,297 16.0	-	-	-	14,388	12,091	2,297
Pensions	26,013	26,038	(0,025) (0.1)	-	-	-	26,013	26,038	(0,025)
Other Fringe Benefits	31,580	26,335	5,245 16.6	-	-	-	31,580	26,335	5,245
GASB Account	(0,386)	(0,527)	0,141 36.4	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	0,386	0,527	(0,141)	-	-	-
<b>Total Labor Expenses</b>	<b>\$281,423</b>	<b>\$263,992</b>	<b>\$17,431</b> <b>6.2</b>	<b>\$2,440</b>	<b>\$1,207</b>	<b>\$1,233</b> <b>50.5</b>	<b>\$283,864</b>	<b>\$265,199</b>	<b>\$18,663</b> <b>6.6</b>
<b>Non-Labor:</b>									
Electric Power	\$0,936	\$1,029	(\$0,093) (10.0)	-	-	-	\$0,936	\$1,029	(\$0,093)
Fuel	14,882	12,824	2,058 13.8	-	-	-	14,882	12,824	2,058
Insurance	3,510	2,211	1,299 37.0	-	-	-	3,510	2,211	1,299
Claims	33,112	20,034	13,078 39.5	-	-	-	33,112	20,034	13,078
Maintenance and Other Operating Contracts	18,783	10,383	8,400 44.7	0,104	-	0,104	18,887	10,383	8,504
Professional Service Contracts	18,532	11,608	6,924 37.4	-	-	-	18,532	11,608	6,924
Materials & Supplies	25,921	15,972	9,949 38.4	0,380	-	0,380	26,301	15,972	10,329
Other Business Expense	2,753	2,697	0,056 2.0	-	-	-	2,753	2,697	0,056
<b>Total Non-Labor Expenses</b>	<b>\$118,429</b>	<b>\$76,758</b>	<b>\$41,671</b> <b>35.2</b>	<b>\$0,485</b>	<b>\$0,000</b>	<b>\$0,485</b> <b>100.0</b>	<b>\$118,913</b>	<b>\$76,758</b>	<b>\$42,155</b> <b>35.5</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$399,851</b>	<b>\$340,750</b>	<b>\$59,101</b> <b>14.8</b>	<b>\$2,925</b>	<b>\$1,207</b>	<b>\$1,718</b> <b>58.7</b>	<b>\$402,778</b>	<b>\$341,957</b>	<b>\$60,819</b> <b>15.1</b>
Depreciation	\$23,272	\$22,312	\$0,960 4.1	-	-	-	\$23,272	\$22,312	\$0,960
GASB 87 Lease Adjustment	-	(0,237)	0,237 -	-	-	-	-	(0,237)	0,237
GASB 75 OPEB Expense Adjustment	37,127	-	37,127 100.0	-	-	-	37,127	-	37,127
GASB 68 Pension Adjustment	22,376	-	22,376 100.0	-	-	-	22,376	-	22,376
Environmental Remediation	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$482,626</b>	<b>\$362,825</b>	<b>\$119,801</b> <b>24.8</b>	<b>\$2,925</b>	<b>\$1,207</b>	<b>\$1,718</b> <b>58.7</b>	<b>\$485,553</b>	<b>\$364,032</b>	<b>\$121,521</b> <b>25.0</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$405,350)</b>	<b>(\$289,032)</b>	<b>\$116,318</b> <b>28.7</b>	<b>(\$0,000)</b>	<b>\$0,001</b>	<b>\$0,001</b> <b>*</b>	<b>(\$405,352)</b>	<b>(\$289,031)</b>	<b>\$116,321</b> <b>28.7</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 Reimbs	May 2023		Year-To-Date		
		Favorable (Unfavorable) Variance	Reason for Variance	Favorable (Unfavorable) Variance	Reason for Variance	
		\$	%	\$	%	
Farebox Revenue	NR	\$ 1,070	7.4	\$ 2,249	3.3	Mainly due to higher ridership partially offset by lower average fare
Other Operating Revenue	NR	\$ (1,240)	(71.6)	\$ (5,733)	(69.4)	Primarily due to timing of student reimbursement, and Other Contract Services, as well as lower advertising revenue
Capital and Other Reimbursements	R	\$ (0,614)	*	\$ (1,717)	(58.7)	Timing of Reimbursements
<b>Total Revenue Variance</b>		<b>\$ (0,785)</b>	<b>(4.7)</b>	<b>\$ (6,200)</b>	<b>(6.5)</b>	
Payroll	NR	\$ 5,655	21.5	\$ 0,912	0.7	Primarily due to vacancies and reversal of April retroactive payment correction
Overtime	NR	\$ 0,026	0.3	\$ 6,085	14.5	Primarily lower unscheduled service maintenance, favorable weather and running time
Health and Welfare (including OPEB)	NR	\$ 1,173	10.0	\$ 5,093	9.1	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	\$ 0,246	4.5	\$ (0,025)	(0.1)	Lower pension expense
Other Fringe Benefits	NR	\$ 2,014	30.4	\$ 5,245	16.6	Primarily due to lower payroll related expenses, lower Worker's Compensation, timing of interagency payments, offset by higher unemployment insurance
Reimbursable Overhead	NR	\$ (0,082)	*	\$ 0,141	36.4	Timing of Reimbursements
Electric Power	NR	\$ 0,012	6.2	\$ (0,093)	6.2	Mainly due to higher rates
Fuel	NR	\$ 0,858	27.5	\$ 2,068	13.8	Primarily due to timing of CNG billing, lower diesel fuel consumption and pricing
Insurance	NR	\$ 0,318	43.2	\$ 1,289	37.0	Timing of expenses
Claims	NR	\$ 2,943	42.4	\$ 13,078	39.5	Timing of expenses
Maintenance and Other Operating Contracts	NR	\$ 1,775	45.1	\$ 8,400	44.7	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	\$ 1,419	36.5	\$ 6,924	37.4	Timing of interagency billing, bus technology, and service contracts
Materials & Supplies	NR	\$ 1,859	34.2	\$ 9,949	38.4	Mainly due to lower usage of general maintenance material and the timing of the Shop Program
Other Business Expense	NR	\$ (0,051)	(8.8)	\$ 0,056	2.0	Primarily due to the timing of other miscellaneous expenses, Metro Mobility tax and lower office supplies offset by higher NPS credit card fees
Depreciation	NR	\$ 0,652	13.4	\$ 0,960	4.1	Timing of asset additions
Other Post Employment Benefits	NR	\$ 7,785	100.0	\$ 37,127	100.0	(a)
GASB 68 Pension Adjustment	NR	\$ 4,592	100.0	\$ 22,376	100.0	(a)
GASB 87 Lease Adjustment	NR	\$ -	-	\$ 0,237	-	Timing of charges
Environmental Remediation	NR	\$ -	-	\$ -	-	(a)
Payroll	R	\$ 0,309	*	\$ 0,788	53.7	Timing of charges
Overtime	R	\$ -	-	\$ (0,001)	*	(a)
Health and Welfare	R	\$ 0,123	100.0	\$ 0,587	100.0	Timing of charges
Pension	R	\$ -	-	\$ -	-	(a)
Other Fringe Benefits	R	\$ -	-	\$ -	-	(a)
Reimbursable Overhead	R	\$ 0,082	*	\$ -	-	(a)
Professional Service Contracts	R	\$ -	-	\$ 0,104	*	(a)
Maintenance and Other Operating	R	\$ 0,022	*	\$ 0,380	*	(a)
Materials & Supplies	R	\$ 0,080	*	\$ 0,380	*	(a)
<b>Total Expense Variance</b>		<b>\$ 31,909</b>	<b>31.6</b>	<b>\$ 121,519</b>	<b>25.0</b>	
<b>Net Variance</b>		<b>\$ 31,124</b>	<b>36.9</b>	<b>\$ 116,319</b>	<b>28.7</b>	

(a) - Variance less than 5%

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

	May 2023			Year-To-Date		
	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent
<b>Receipts</b>						
Farebox Revenue	\$14,459	\$15,603	\$1,144 (7.9)	\$69,019	\$70,804	\$1,785 (2.6)
Other Operating Revenue	20,825	0,348	(20,479) (98.3)	104,127	124,558	20,429 (19.6)
Capital and Other Reimburs	0,588	-	(0,588) (100.0)	2,941	1,442	(1,499) (51.0)
<b>Total Receipts</b>	<b>\$35,873</b>	<b>\$15,951</b>	<b>(\$19,923) (55.5)</b>	<b>\$176,087</b>	<b>\$196,804</b>	<b>\$20,716 (11.8)</b>
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	\$24,671	\$27,759	(\$3,089) (12.5)	\$123,353	\$122,610	\$0,743 (0.6)
Overtime	8,354	8,254	0,100 (1.2)	41,770	35,786	5,984 (14.3)
Health and Welfare	8,449	5,606	2,844 (33.7)	42,246	45,488	(3,241) (7.7)
OPEB Current Payment	2,893	3,748	(0,855) (29.5)	14,467	12,091	2,377 (16.4)
Pensions	5,216	-	5,216 (100.0)	26,082	122,760	(96,678) *
Other Fringe Benefits	5,086	3,781	1,305 (25.7)	25,428	22,595	2,833 (11.1)
GASB Account	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$54,669</b>	<b>\$49,148</b>	<b>\$5,521 (10.1)</b>	<b>\$273,346</b>	<b>\$361,330</b>	<b>(\$87,983) (32.2)</b>
<b>Non-Labor:</b>						
Electric Power	\$0,188	\$0,184	\$0,005 (2.5)	\$0,941	\$1,010	(\$0,069) (7.3)
Fuel	2,993	2,429	0,564 (18.8)	14,964	13,962	1,002 (6.7)
Insurance	0,706	-	0,706 (100.0)	3,530	-	3,530 (100.0)
Claims	3,243	10,079	(6,836) *	16,214	20,019	(3,805) (23.5)
Maintenance and Other Op	3,798	2,773	1,025 (27.0)	18,992	10,962	8,030 (42.3)
Professional Service Contri	3,727	1,055	2,672 (71.7)	18,635	6,731	11,904 (63.9)
Materials & Supplies	5,289	3,553	1,737 (32.8)	26,447	19,955	6,492 (24.5)
Other Business Expenses	0,554	0,569	(0,015) (2.7)	2,768	2,941	(0,173) (6.2)
<b>Total Non-Labor Expendit</b>	<b>\$20,498</b>	<b>\$20,640</b>	<b>(\$0,142) (0.7)</b>	<b>\$102,492</b>	<b>\$75,581</b>	<b>\$26,911 (26.3)</b>
<b>Total Expenditures</b>	<b>\$75,168</b>	<b>\$69,789</b>	<b>\$5,379 (7.2)</b>	<b>\$375,838</b>	<b>\$436,911</b>	<b>(\$61,073) (16.2)</b>
<b>Operating Cash Surplus/(</b>	<b>(\$39,294)</b>	<b>(\$53,838)</b>	<b>(\$14,544) (37.0)</b>	<b>(\$199,751)</b>	<b>(\$240,107)</b>	<b>(\$40,356) (20.2)</b>
				(\$199,751)	(\$53,838)	

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)

	May 2023		Year-To-Date		Reason for Variance
	Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
	\$	%	\$	%	
<b>Operating Receipts or Disbursements</b>					
Farebox Revenue	\$ 1,144	7.9	\$ 1,785	2.8	Mainly due to higher ridership offset by lower average fare
Other Operating Revenue	(20,479)	(98.3)	20,429	19.6	Mainly due to the pre-payment of the ARPA Federal Aid payment, student reimbursement, lower recoveries from Other Insurance, and lower advertising revenue
Capital and Other Reimbursements	(0,588)	(100.0)	(1,499)	(51.0)	Timing of reimbursement
<b>Total Receipts</b>	<b>\$ (19,923)</b>	<b>(55.5)</b>	<b>\$ 20,716</b>	<b>11.8</b>	
Payroll	\$ (3,089)	(12.5)	\$ 0,743	0.6	Primarily due to vacancy and timing of RWA, partially offset by vacation pay out, higher cash out of sick and personal time
Overtime	0,100	1.2	5,984	14.3	Primarily lower unscheduled service, lower programmatic maintenance, favorable weather and running time
Health and Welfare (including OPEB)	1,990	17.5	(0,864)	(1.5)	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	5,216	100.0	(96,678)	*	Primarily due to prepayment of Pension Expense in January
Other Fringe Benefits	1,305	25.7	2,833	11.1	Primarily due to lower payroll related expenses, lower Workers Compensation, timing of interagency payments, offset by higher unemployment insurance
GASB	-	-	-	-	
Electric Power	0,005	2.5	(0,069)	(7.3)	Higher rates
Fuel	0,564	18.8	1,002	6.7	Primarily due to timing of CNG billing, lower diesel fuel consumption and pricing
Insurance	0,706	100.0	3,530	100.0	Timing of payments
Claims	(6,836)	*	(3,805)	(23.5)	Higher Claims Settlements
Maintenance and Other Operating Contracts	1,025	27.0	8,030	42.3	Mainly the timing of facility maintenance, bus technology, tires and tubes, and security services offset by higher tolls
Professional Service Contracts	2,672	71.7	11,904	63.9	Timing of interagency billing, bus technology, and service contracts
Materials & Supplies	1,737	32.8	6,492	24.5	Mainly due to lower usage of general maintenance material and the timing of the Shop Program
Other Business Expenditure	(0,015)	(2.7)	(0,173)	(6.2)	Primarily due to the timing of other miscellaneous expenses, Metro mobility tax partially offset by lower office supplies
<b>Total Expenditures</b>	<b>\$ 5,379</b>	<b>7.2</b>	<b>\$ (61,073)</b>	<b>(16.2)</b>	
<b>Net Cash Variance</b>	<b>\$ (14,544)</b>	<b>(37.0)</b>	<b>\$ (40,356)</b>	<b>(20.2)</b>	

(a) - Variance less than 5%



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

	May 2023			Year-To-Date		
	Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)	
		Actual	Variance		Percent	Actual
<b>Receipts</b>						
Farebox Revenue	\$0.000	\$0.074	\$0.074	-	(\$0.464)	-
Other Operating Revenue	19.094	(0.143)	(19.237)	*	26.163	27.3
Capital and Other Reimbursements	(0.025)	0.001	0.026	*	0.234	*
<b>Total Receipts</b>	<b>\$19.069</b>	<b>(\$0.068)</b>	<b>(\$19.137)</b>	*	<b>\$25.917</b>	<b>27.0</b>
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	\$1.953	(\$7.099)	(\$9.053)	*	\$4.666	(\$0.957)
Overtime	(0.074)	(0.000)	0.074	99.8	0.081	(0.080)
Health and Welfare	0.360	2.391	2.031	*	(0.233)	(6.625)
OPEB Current Payment	0.123	(1.215)	(1.339)	*	(0.080)	0.080
Pensions	0.238	5.208	4.970	*	(0.069)	(96.653)
Other Fringe Benefits	1.536	0.827	(0.709)	(46.1)	6.152	(2.412)
GASB Account	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$4.136</b>	<b>\$0.112</b>	<b>(\$4.024)</b>	<b>(97.3)</b>	<b>\$10.516</b>	<b>(\$106.647)</b>
<b>Non-Labor:</b>						
Electric Power	\$0.008	\$0.000	(\$0.008)	(94.0)	(\$0.005)	\$0.024
Fuel	0.127	(0.167)	(0.295)	*	(0.083)	(1.056)
Insurance	0.030	0.418	0.388	*	(0.019)	2.230
Claims	3.700	(6.079)	(9.779)	*	16.897	(16.883)
Maintenance and Other Operating Contracts	0.162	(0.610)	(0.772)	*	(0.105)	(0.475)
Professional Service Contracts	0.159	1.412	1.254	*	(0.103)	4.980
Materials & Supplies	0.225	0.023	(0.202)	(89.6)	(0.146)	(3.838)
Other Business Expenditures	0.024	0.059	0.036	*	(0.015)	(0.229)
<b>Total Non-Labor Expenditures</b>	<b>\$4.435</b>	<b>(\$4.942)</b>	<b>(\$9.378)</b>	*	<b>\$16.422</b>	<b>(\$15.245)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>\$8.571</b>	<b>(\$4.831)</b>	<b>(\$13.402)</b>	*	<b>\$26.938</b>	<b>(\$121.892)</b>
Depreciation Adjustment	\$4.880	\$4.228	(\$0.652)	(13.4)	\$23.272	(\$0.960)
GASB 87 Lease Adjustment	-	-	-	-	(0.237)	(0.237)
GASB 75 OPEB Expense Adjustment	7.785	-	(7.785)	(100.0)	37.127	(37.127)
GASB 68 Pension Adjustment	4.692	-	(4.692)	(100.0)	22.376	(22.376)
Environmental Remediation	-	-	-	-	-	-
<b>Total Expenses/Expenditures</b>	<b>\$25.927</b>	<b>(\$0.603)</b>	<b>(\$26.530)</b>	*	<b>\$109.713</b>	<b>(\$182.592)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$44.996</b>	<b>(\$0.671)</b>	<b>(\$45.667)</b>	*	<b>\$205.599</b>	<b>(\$156.675)</b>

NOTE: Totals may not add due to rounding

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

	<u>May 2023</u>			<u>Year-to-date as of May 2023</u>				
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Percentage	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Percentage
<b><u>Farebox Revenue</u></b>								
Fixed Route	\$14.459	\$15.529	\$1.070	7.4%	\$69.019	\$71.268	\$2.249	3.3%
<b>Total Farebox Revenue</b>	<b>\$14.459</b>	<b>\$15.529</b>	<b>\$1.070</b>	<b>7.4%</b>	<b>\$69.019</b>	<b>\$71.268</b>	<b>\$2.249</b>	<b>3.3%</b>
<b><u>Ridership</u></b>								
Fixed Route	7.295	8.153	0.858	11.8%	34.764	36.464	1.700	4.9%
<b>Total Ridership</b>	<b>7.295</b>	<b>8.153</b>	<b>0.858</b>	<b>11.8%</b>	<b>34.764</b>	<b>36.464</b>	<b>1.700</b>	<b>4.9%</b>

**MTA BUS COMPANY**  
**2023 Adopted Budget vs Actual**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE / REIMBURSABLE AND FULL-TIME EQUIVALENTS**  
**MAY 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	17	2	
Non-Departmental	1	-	1	
<b>Total Administration</b>	<b>113</b>	<b>77</b>	<b>36</b>	Vacancies
<b>Operations</b>				
Buses	2,335	2,271	64	
Office of the Executive VP	5	2	3	
Safety & Training	68	72	(4)	
Road Operations	133	126	7	
Transportation Support	31	31	-	
Operations Planning	33	26	7	
Revenue Control	6	6	-	
<b>Total Operations</b>	<b>2,611</b>	<b>2,534</b>	<b>77</b>	Mainly Bus Operator Vacancy
<b>Maintenance</b>				
Buses	725	683	42	
Maintenance Support/CMF	229	200	29	
Facilities	85	58	27	
Supply Logistics	104	86	18	
<b>Total Maintenance</b>	<b>1,143</b>	<b>1,027</b>	<b>116</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	11	2	
<b>Total Public Safety</b>	<b>13</b>	<b>11</b>	<b>2</b>	
<b>Total Positions</b>	<b>3,906</b>	<b>3,671</b>	<b>235</b>	
Non-Reimbursable	3,868	3,637	231	
Reimbursable	38	34	4	
<b>Total Full-Time</b>	<b>3,888</b>	<b>3,656</b>	<b>232</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  
May 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	47	18	
Operational Hourlies	1	-	1	
<b>Total Administration</b>	<b>113</b>	<b>77</b>	<b>36</b>	Vacancies
<b>Operations</b>				
Managers/Supervisors	319	308	11	
Professional, Technical, Clerical	45	36	9	
Operational Hourlies	2,247	2,190	57	Mainly Bus Operator Vacancy
<b>Total Operations</b>	<b>2,611</b>	<b>2,534</b>	<b>77</b>	
<b>Maintenance</b>				
Managers/Supervisors	250	217	33	
Professional, Technical, Clerical	38	31	7	
Operational Hourlies	855	779	76	Mainly Hourly Vacancy
<b>Total Maintenance</b>	<b>1,143</b>	<b>1,027</b>	<b>116</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	6	2	
Professional, Technical, Clerical	5	5	-	
Operational Hourlies	-	-	-	
<b>Total Public Safety</b>	<b>13</b>	<b>11</b>	<b>2</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	639	573	66	
Professional, Technical, Clerical	164	129	35	
Operational Hourlies	3,103	2,969	134	
<b>Total Baseline Positions</b>	<b>3,906</b>	<b>3,671</b>	<b>235</b>	(235)
		3672		(234)

# **STATEN ISLAND RAILWAY**

**Financial and Ridership Reports – May 2023**

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

# Financial Report Highlights

## Year-to-Date Forecast Performance Summary

- Total revenues of \$5.083 million were \$1.179 million (18.8%) lower than the Adopted budget (Budget). This was primarily due to unfavorable timing of \$0.576 million of capital and other reimbursements and unfavorable farebox/other revenue of \$0.603 million.
- Total ridership was 0.934 million, 14.1% lower than Budget.
- Total expenses of \$35.086 million including non-cash liabilities were \$7.252 million (17.1%) lower than the Budget. The primary drivers of this favorable variance were labor costs lower by \$6.213 million (22.8%) due to the existence of vacant positions and the timing of \$2.261 million (29.1%) in non-labor expenses.
- At the end of May total headcount was 352, which was 57 lower than the Budget of 409. Non-reimbursable positions were lower by 19, and reimbursable positions were lower by 38.
- May non-reimbursable operating results were favorable to the Budget by \$0.621 million or 8.3%. Non-reimbursable revenues for May were \$0.090 million or (15.2%) unfavorable to the Budget primarily due to farebox/other revenue. Total non-reimbursable expenses including non-cash liabilities were favorable by \$0.711 million (8.8%), 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>\$2.892</b>	<b>\$2.289</b>	<b>(\$0.602)</b>
Farebox Revenue	\$1.801	\$1.430	(\$0.371)
Other Revenue	\$1.091	\$0.859	(\$0.232)
<b>Total Expense</b>	<b>\$31.677</b>	<b>\$23.780</b>	<b>\$7.897</b>
Labor Expenses	\$23.895	\$18.305	\$5.590
Non-Labor Expenses	\$7.782	\$5.475	\$2.306
<b>Non-Cash Liabilities</b>	<b>\$7.292</b>	<b>\$8.513</b>	<b>(\$1.221)</b>
<b>Net Surplus/(Deficit) - Accrued</b>	<b>(\$36.077)</b>	<b>(\$30.003)</b>	<b>\$6.074</b>

## **Revenues**

- **Farebox Revenues** were \$0.371 million (20.6%) unfavorable to the Budget due to lower than projected ridership. Ridership in May was 0.209 million. This was 7.9% less than the Budget.
- **Other Operating Revenues** were lower by \$0.232 million (21.2%) due to lower student fare reimbursements.

## **Expenses**

### **Labor Expenses:** \$5.590 million (23.4%) favorable

- **Payroll** was \$3.124 million (25.6%), favorable primarily due the existence of 19 vacancies.
- **Overtime** was \$0.046 million (3.2%) favorable primarily due to backfill of absentee coverage.
- **Health & Welfare and OPEB Current Payments** were \$1.485 million (29.8%) favorable primarily due to timing of employee health benefit charges.
- **Other Fringe benefits** were \$0.815 million (47.8%) favorable due to lower reimbursable fringe OH credits than expected.

### **Non-Labor Expenses:** \$2.306 million (29.6%) favorable

- **Professional Services** were \$2.127 million (88.2%) favorable due to the timing of Covid cleaning program.
- **Materials and Supplies** were \$0.460 million (70.5%) unfavorable due to higher than anticipated rail maintenance.
- **Maintenance and other operating contracts** were \$0.417 million (38.4%) favorable due to the timing of maintenance projects.
- **Claims** were \$0.206 million (56.5%) favorable due to timing of expenses.
- **Other Business Expense** were \$0.138 million (221.8%) unfavorable due to timing of CCTV project.
- **Insurance** was \$0.126 million (16.0%) favorable due to timing of expenses.

**Depreciation and Other:** \$1.233 million (16.9%), unfavorable due to fewer assets reaching beneficial use than projected.

## **Staffing Levels**

- Total headcount at the end of May was 352, which was 57 lower than the Budget.
- The largest number of vacancies were in maintenance (37 positions).
- 63% of the vacancies were in the operational hourlies category.

## **Overtime**

- Total overtime was \$0.065 million unfavorable. Non-reimbursable was \$0.046 million favorable and reimbursable was \$0.112 million unfavorable.
- Unfavorable non-reimbursable overtime was primarily due to absentee coverage.

## **Financial Metrics**

- The year-to-date May Farebox Operating Ratio was 7.9%, which is lower than the Budget by 0.2 percentage points mainly due to lower farebox revenue.
- The year-to-date May Cost per Passenger was \$25.47, which is lower than the Budget by \$3.67 per passenger mainly due to lower ridership
- The year-to-date May Revenue per Passenger was \$2.02, which was lower than Budget by \$0.34 per passenger due to lower ridership.



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

6/07/2023 04:32 PM

	Nonreimbursable			Reimbursable			Total		
	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance
			Percent			Percent			Percent
<b>Revenue</b>									
<b>Farebox Revenue:</b>									
Farebox Revenue	\$0,377	\$0,314	\$(0,063) (16.8)	\$0,000	\$0,000	-	\$0,377	\$0,314	\$(0,063) (16.8)
Other Revenue	\$0,218	\$0,191	\$(0,027) (12.5)	\$0,000	\$0,000	-	\$0,218	\$0,191	\$(0,027) (12.5)
Capital and Other Reimbursements	\$0,000	\$0,000	-	\$0,689	\$0,620	\$(0,068) (9.9)	\$0,689	\$0,620	\$(0,068) (9.9)
<b>Total Revenue</b>	<b>\$0,595</b>	<b>\$0,505</b>	<b>\$(0,090) (15.2)</b>	<b>\$0,689</b>	<b>\$0,620</b>	<b>\$(0,068) (9.9)</b>	<b>\$1,283</b>	<b>\$1,125</b>	<b>\$(0,158) (12.4)</b>
<b>Expenses</b>									
<b>Labor :</b>									
Payroll	\$2,585	\$2,151	\$0,434 16.8	\$0,369	\$0,214	\$0,155 42.0	\$2,954	\$2,365	\$0,589 19.9
Overtime	\$0,225	\$0,233	\$(0,009) (3.8)	\$0,094	\$0,122	\$(0,028) (30.0)	\$0,318	\$0,355	\$(0,037) (11.5)
<b>Total Salaries &amp; Wages</b>	<b>\$2,810</b>	<b>\$2,384</b>	<b>\$0,426 15.2</b>	<b>\$0,463</b>	<b>\$0,336</b>	<b>\$0,127 27.4</b>	<b>\$3,272</b>	<b>\$2,720</b>	<b>\$0,553 16.9</b>
Health and Welfare	\$0,740	\$0,655	\$0,085 11.5	\$0,000	\$0,000	-	\$0,740	\$0,655	\$0,085 11.5
OPEB Current Payment	\$0,258	\$0,260	\$(0,002) (0.7)	\$0,000	\$0,260	\$0,260 (0.7)	\$0,258	\$0,260	\$(0,002) (0.7)
Pensions	\$0,704	\$0,701	\$0,003 0.5	\$0,000	\$0,000	-	\$0,704	\$0,701	\$0,003 0.5
Other Fringe Benefits	\$0,336	\$0,212	\$0,124 36.9	\$0,226	\$0,175	\$0,051 22.7	\$0,562	\$0,387	\$0,175 31.2
<b>Total Fringe Benefits</b>	<b>\$2,038</b>	<b>\$1,827</b>	<b>\$0,211 10.3</b>	<b>\$0,226</b>	<b>\$0,175</b>	<b>\$0,051 22.7</b>	<b>\$2,264</b>	<b>\$2,002</b>	<b>\$0,262 11.6</b>
Contribution to GASB Fund	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Reimbursable Overhead	\$0,000	\$(0,106)	\$0,106 -	\$0,000	\$0,106	\$(0,106) 10.5	\$0,000	\$0,000	\$0,000 -
<b>Labor</b>	<b>\$4,848</b>	<b>\$4,106</b>	<b>\$0,742 15.3</b>	<b>\$0,689</b>	<b>\$0,616</b>	<b>\$0,072 10.5</b>	<b>\$5,536</b>	<b>\$4,722</b>	<b>\$0,814 14.7</b>
<b>Non-Labor :</b>									
Electric Power	\$0,448	\$0,297	\$0,151 33.7	\$0,000	\$0,000	-	\$0,448	\$0,297	\$0,151 33.7
Fuel	\$0,036	\$0,051	\$(0,015) (42.4)	\$0,000	\$0,000	-	\$0,036	\$0,051	\$(0,015) (42.4)
Insurance	\$0,157	\$0,041	\$0,116 74.1	\$0,000	\$0,000	-	\$0,157	\$0,041	\$0,116 74.1
Claims	\$0,073	\$0,032	\$0,041 56.5	\$0,000	\$0,000	-	\$0,073	\$0,032	\$0,041 56.5
Paratransit Service Contracts	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Maintenance and Other Operating Contracts	\$0,217	\$0,163	\$0,054 25.3	\$0,000	\$0,000	-	\$0,217	\$0,163	\$0,054 25.3
Professional Service Contracts	\$0,642	\$0,038	\$0,604 94.0	\$0,000	\$0,004	\$(0,004) 93.4	\$0,642	\$0,042	\$0,600 93.4
Materials & Supplies	\$0,150	\$0,149	\$0,002 1.0	\$0,000	\$0,000	-	\$0,150	\$0,149	\$0,002 1.0
Other Business Expenses	\$0,012	\$0,102	\$(0,089) (716.2)	\$0,000	\$0,000	-	\$0,012	\$0,102	\$(0,089) (716.2)
<b>Non-Labor</b>	<b>\$1,736</b>	<b>\$0,893</b>	<b>\$0,844 48.6</b>	<b>\$0,000</b>	<b>\$0,004</b>	<b>\$(0,004) -</b>	<b>\$1,736</b>	<b>\$0,897</b>	<b>\$0,840 48.4</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>\$6,584</b>	<b>\$4,998</b>	<b>\$1,586 24.1</b>	<b>\$0,689</b>	<b>\$0,620</b>	<b>\$0,068 9.9</b>	<b>\$7,273</b>	<b>\$5,619</b>	<b>\$1,654 22.7</b>
Depreciation	\$1,458	\$2,336	\$(0,877) (60.2)	\$0,000	\$0,000	-	\$1,458	\$2,336	\$(0,877) (60.2)
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	-
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>\$8,042</b>	<b>\$7,331</b>	<b>\$0,711 8.8</b>	<b>\$0,689</b>	<b>\$0,620</b>	<b>\$0,068 9.9</b>	<b>\$8,731</b>	<b>\$7,952</b>	<b>\$0,779 8.9</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>\$(7,447)</b>	<b>\$(6,827)</b>	<b>\$0,621 8.3</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000 -</b>	<b>\$(7,447)</b>	<b>\$(6,827)</b>	<b>\$0,621 8.3</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 - May 2023  
(\$ in Millions)

6/07/2023 04:32 PM

	Nonreimbursable			Reimbursable			Total		
	Adopted	Actual	Favorable (Unfavorable)	Adopted	Actual	Favorable (Unfavorable)	Adopted	Actual	Favorable (Unfavorable)
			Variance			Percent			Variance
<b>Revenue</b>									
<b>Farebox Revenue:</b>									
Farebox Revenue	\$1,801	\$1,430	\$(0.371)	\$0,000	\$0,000	-	\$1,801	\$1,430	\$(0.371)
Other Revenue	\$1,091	\$0,859	\$(0.232)	\$0,000	\$0,000	-	\$1,091	\$0,859	\$(0.232)
Capital and Other Reimbursements	\$0,000	\$0,000	-	\$3,370	\$2,794	\$(0.576)	\$3,370	\$2,794	\$(0.576)
<b>Total Revenue</b>	<b>\$2,892</b>	<b>\$2,289</b>	<b>\$(0.602)</b>	<b>\$3,370</b>	<b>\$2,794</b>	<b>\$(0.576)</b>	<b>\$6,262</b>	<b>\$5,083</b>	<b>\$(1,179)</b>
			(20.6)			(17.1)			(20.6)
			(21.2)			(17.1)			(17.1)
			(20.8)			(17.1)			(18.8)
<b>Expenses</b>									
<b>Labor :</b>									
Payroll	\$12,226	\$9,102	\$3,124	\$1,798	\$0,966	\$0,832	\$14,024	\$10,068	\$3,956
Overtime	\$1,454	\$1,408	\$0,046	\$0,468	\$0,560	\$(0.112)	\$1,922	\$1,987	\$(0.065)
<b>Total Salaries &amp; Wages</b>	<b>\$13,680</b>	<b>\$10,510</b>	<b>\$3,170</b>	<b>\$2,266</b>	<b>\$1,545</b>	<b>\$0,720</b>	<b>\$15,946</b>	<b>\$12,055</b>	<b>\$3,890</b>
			25.6			46.3			28.2
			3.2			(23.9)			(3.4)
			23.2			31.8			24.4
Health and Welfare	\$3,701	\$2,304	\$1,397	\$0,000	\$0,000	-	\$3,701	\$2,304	\$1,397
OPEB Current Payment	\$1,289	\$1,201	\$0,088	\$0,000	\$0,001	\$(0.001)	\$1,289	\$1,202	\$0,087
Pensions	\$3,521	\$3,504	\$0,017	\$0,000	\$0,000	-	\$3,521	\$3,504	\$0,017
Other Fringe Benefits	\$1,704	\$0,869	\$0,815	\$1,105	\$0,096	\$0,009	\$1,320	\$1,985	\$(0.665)
<b>Total Fringe Benefits</b>	<b>\$10,215</b>	<b>\$7,899</b>	<b>\$2,316</b>	<b>\$1,105</b>	<b>\$1,097</b>	<b>\$0,008</b>	<b>\$11,320</b>	<b>\$8,996</b>	<b>\$2,324</b>
			22.7			0.7			20.5
Contribution to GASB Fund	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Reimbursable Overhead	\$0,000	\$(0,104)	\$0,104	\$0,000	\$0,106	\$(0,106)	\$0,000	\$0,002	\$(0,002)
<b>Labor</b>	<b>\$23,895</b>	<b>\$18,305</b>	<b>\$5,590</b>	<b>\$3,370</b>	<b>\$2,748</b>	<b>\$0,622</b>	<b>\$27,265</b>	<b>\$21,053</b>	<b>\$6,213</b>
			23.4			18.5			22.8
<b>Non-Labor :</b>									
Electric Power	\$2,240	\$2,209	\$0,031	\$0,000	\$0,000	-	\$2,240	\$2,209	\$0,031
Fuel	\$0,179	\$0,180	\$(0,001)	\$0,000	\$0,000	-	\$0,179	\$0,180	\$(0,001)
Insurance	\$0,786	\$0,660	\$0,126	\$0,000	\$0,000	-	\$0,786	\$0,660	\$0,126
Claims	\$0,364	\$0,158	\$0,206	\$0,000	\$0,000	-	\$0,364	\$0,158	\$0,206
Paratransit Service Contracts	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Maintenance and Other Operating Contracts	\$1,086	\$0,669	\$0,417	\$0,000	\$0,000	-	\$1,086	\$0,669	\$0,417
Professional Service Contracts	\$2,411	\$0,285	\$2,127	\$0,000	\$0,011	\$(0,011)	\$2,411	\$0,295	\$2,116
Materials & Supplies	\$0,652	\$1,112	\$(0,460)	\$0,000	\$0,035	\$(0,035)	\$0,652	\$1,147	\$(0,495)
Other Business Expenses	\$0,062	\$0,201	\$(0,138)	\$0,000	\$0,000	-	\$0,062	\$0,201	\$(0,138)
<b>Non-Labor</b>	<b>\$7,782</b>	<b>\$5,475</b>	<b>\$2,306</b>	<b>\$0,000</b>	<b>\$0,046</b>	<b>\$(0,046)</b>	<b>\$7,782</b>	<b>\$5,521</b>	<b>\$2,261</b>
			29.6			-			29.1
<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>\$31,677</b>	<b>\$23,780</b>	<b>\$7,897</b>	<b>\$3,370</b>	<b>\$2,794</b>	<b>\$0,576</b>	<b>\$35,047</b>	<b>\$26,574</b>	<b>\$8,473</b>
			24.9			17.1			24.2
Depreciation	\$7,292	\$8,525	\$(1,233)	\$0,000	\$0,000	-	\$7,292	\$8,525	\$(1,233)
GASB 87 Lease Adjustment	\$0,000	\$(0,012)	\$0,012	\$0,000	\$0,000	-	\$0,000	\$(0,012)	\$0,012
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>\$38,969</b>	<b>\$32,293</b>	<b>\$6,676</b>	<b>\$3,370</b>	<b>\$2,794</b>	<b>\$0,576</b>	<b>\$42,339</b>	<b>\$35,086</b>	<b>\$7,252</b>
			17.1			17.1			17.1
<b>OPERATING SURPLUS/DEFICIT</b>	<b>\$(36,077)</b>	<b>\$(30,003)</b>	<b>\$6,074</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$(36,077)</b>	<b>\$(30,003)</b>	<b>\$6,074</b>
			16.8			-			16.8

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  
MAY 2023**  
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	(0.063)	(16.8)	Unfavorable due to lower than anticipated ridership	(0.371)	(20.6)	Unfavorable due to lower than anticipated ridership
Other Revenue	Non Reimb.	(0.027)	(12.5)	Unfavorable due to minimal reimbursement for school fares	(0.232)	(21.2)	Unfavorable due to minimal reimbursement for school fares
Payroll	Non Reimb.	0.434	16.8	Favorable due to vacancies	3.124	25.6	Favorable due to vacancies
Overtime	Non Reimb.	(0.009)	(3.8)	Unfavorable primarily due to backfill of vacancies	0.046	3.2	Favorable primarily due to less backfill of vacancies
Health and Welfare (including OPEB current payment)	Non Reimb.	0.083	8.3	Favorable rates due to timing of expense accruals	1.485	29.8	Favorable rates due to timing of expense accruals
Pension	Non Reimb.	0.003	0.5	Minimal variance	0.017	0.5	Minimal variance
Other Fringe Benefits	Non Reimb.	0.124	36.9	Favorable due to lower reimbursable fringe OH credits than expected	0.815	47.8	Favorable due to lower reimbursable fringe OH credits than expected
Electric Power	Non Reimb.	0.151	33.7	Favorable primarily due to timing of traction power consumption	0.031	1.4	Favorable primarily due to timing of non-traction power consumption
Fuel Insurance	Non Reimb. Non Reimb.	(0.015) 0.116	(42.4) 74.1	Minimal variance Favorable due to timing of expenses	(0.001) 0.126	(0.8) 16.0	Minimal variance Favorable due to timing of expenses
Claims	Non Reimb.	0.041	56.5	Favorable due to timing of expenses	0.206	56.5	Favorable due to timing of expenses
Maintenance & Other Operating Contracts	Non Reimb.	0.034	15.8	Favorable due to the timing of facility and maintenance services projects	0.417	38.4	Favorable due to the timing of facility and maintenance services projects
Professional Service Contracts	Non Reimb.	0.604	94.0	Favorable primarily due to the timing of Covid cleaning program	2.127	88.2	Favorable primarily due to the timing of Covid cleaning program
Materials and Supplies	Non Reimb.	0.002	1.0	Minimal variance	(0.460)	(70.5)	Unfavorable due to higher than anticipated rail maintenance
Other Business Expenses	Non Reimb.	(0.089)	(716.2)	Unfavorable due to timing of CCTV project	(0.138)	(221.8)	Unfavorable due to budget credit adjustment
Payroll	Reimb.	0.155	42.0	Favorable due to vacancies	0.832	46.3	Favorable due to vacancies
Overtime	Reimb.	(0.028)	(30.0)	Favorable due to less backfill of vacancies	(0.112)	(23.9)	Favorable due to less backfill of vacancies
Materials and Supplies	Reimb.	0.000	0.0		(0.035)	0.0	

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2023 Adopted**  
**Cash Receipts and Expenditures**  
 May FY23  
 (\$ in Millions)

6/07/2023 04:36 PM

	Month			Year-To-Date				
	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.377	\$0.278	\$(0.099)	(26.2)	\$1.801	\$1.336	\$(0.465)	(25.8)
Other Revenue	\$0.095	\$0.523	\$0.427	447.3	\$1.347	\$1.591	\$0.244	18.1
Capital and Other Reimbursements	\$0.689	\$0.107	\$(0.582)	(84.5)	\$3.370	\$17.679	\$14.308	424.5
<b>Total Revenue</b>	<b>\$1.161</b>	<b>\$0.908</b>	<b>\$(0.253)</b>	<b>(21.8)</b>	<b>\$6.519</b>	<b>\$20.606</b>	<b>\$14.087</b>	<b>216.1</b>
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$1.521	\$2.180	\$(0.659)	(43.4)	\$13.120	\$20.781	\$(7.662)	(58.4)
Overtime	\$0.318	\$0.355	\$(0.037)	(11.5)	\$1.922	\$1.987	\$(0.065)	(3.4)
<b>Total Salaries &amp; Wages</b>	<b>\$1.839</b>	<b>\$2.535</b>	<b>\$(0.696)</b>	<b>(37.9)</b>	<b>\$15.042</b>	<b>\$22.769</b>	<b>\$(7.727)</b>	<b>(51.4)</b>
Health and Welfare	\$0.740	\$1.455	\$(0.715)	(96.5)	\$3.701	\$3.301	\$0.400	10.8
OPEB Current Payment	\$0.258	\$0.176	\$0.082	31.8	\$1.289	\$0.553	\$0.736	57.1
Pensions	\$0.704	\$0.000	\$0.704	100.0	\$3.521	\$16.510	\$(12.989)	(368.9)
Other Fringe Benefits	\$0.442	\$0.175	\$0.267	60.4	\$2.213	\$1.689	\$0.524	23.7
<b>Total Fringe Benefits</b>	<b>\$2.145</b>	<b>\$1.806</b>	<b>\$0.339</b>	<b>15.8</b>	<b>\$10.724</b>	<b>\$22.054</b>	<b>\$(11.330)</b>	<b>(105.6)</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	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$3.984</b>	<b>\$4.341</b>	<b>\$(0.357)</b>	<b>(9.0)</b>	<b>\$25.765</b>	<b>\$44.822</b>	<b>\$(19.057)</b>	<b>(74.0)</b>
<b>Non-Labor :</b>								
Electric Power	\$0.448	\$0.334	\$0.114	25.5	\$2.240	\$2.163	\$0.077	3.5
Fuel	\$0.036	\$0.051	\$(0.015)	(42.4)	\$0.179	\$0.286	\$(0.107)	(59.9)
Insurance	\$0.157	\$0.011	\$0.146	92.9	\$0.786	\$0.591	\$0.195	24.9
Claims	\$0.040	\$0.023	\$0.017	42.2	\$0.202	\$0.099	\$0.103	51.0
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.217	\$0.181	\$0.036	16.7	\$1.086	\$0.970	\$0.116	10.7
Professional Service Contracts	\$0.642	\$0.219	\$0.423	65.8	\$2.411	\$0.853	\$1.559	64.6
Materials & Supplies	\$0.151	\$0.060	\$0.091	60.4	\$0.653	\$0.757	\$(0.104)	(16.0)
Other Business Expenses	\$0.012	\$0.113	\$(0.100)	(802.2)	\$0.062	\$0.247	\$(0.185)	(296.0)
<b>Non-Labor</b>	<b>\$1.704</b>	<b>\$0.992</b>	<b>\$0.712</b>	<b>41.8</b>	<b>\$7.621</b>	<b>\$5.966</b>	<b>\$1.655</b>	<b>21.7</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>\$5.688</b>	<b>\$5.333</b>	<b>\$0.355</b>	<b>6.2</b>	<b>\$33.386</b>	<b>\$50.788</b>	<b>\$(17.402)</b>	<b>(52.1)</b>
Depreciation	\$0.000	\$0.000	\$0.000	(100.0)	\$0.000	\$0.000	\$0.000	(100.0)
GASB 87 Lease Adjustment	\$0.000	\$(0.003)	\$0.003	-	\$0.000	\$(0.003)	\$0.003	-
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>\$5.688</b>	<b>\$5.330</b>	<b>\$0.358</b>	<b>6.3</b>	<b>\$33.386</b>	<b>\$50.785</b>	<b>\$(17.399)</b>	<b>(52.1)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$(4.527)</b>	<b>\$(4.422)</b>	<b>\$0.105</b>	<b>2.3</b>	<b>\$(26.868)</b>	<b>\$(30.179)</b>	<b>\$(3.312)</b>	<b>(12.3)</b>

Note: Totals may not add due to rounding



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

May FY23  
(\$ in Millions)

6/07/2023 04:34 PM

	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable)			Variance
			Percent			Percent
<b>Revenue</b>						
Farebox Revenue	\$0.000	\$0.036	\$(0.036)	\$0.000	\$(0.094)	\$(0.094)
Other Revenue	\$(0.123)	\$0.332	\$0.454	\$0.256	\$0.732	\$0.476
Capital and Other Reimbursements	\$0.000	\$(0.513)	\$(0.513)	\$0.000	\$14.885	\$14.885
<b>Total Revenue</b>	<b>\$(0.123)</b>	<b>\$(0.217)</b>	<b>\$(0.094)</b>	<b>\$0.256</b>	<b>\$15.523</b>	<b>\$15.266</b>
			370.3			185.5
			(76.9)			-
						-
<b>Expenses</b>						
<b>Labor :</b>						
Payroll	\$1.434	\$0.185	\$(1.249)	\$0.904	\$(10.714)	\$(11.618)
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Salaries &amp; Wages</b>	<b>\$1.434</b>	<b>\$0.185</b>	<b>\$(1.249)</b>	<b>\$0.904</b>	<b>\$(10.714)</b>	<b>\$(11.618)</b>
Health and Welfare	\$0.000	\$(0.800)	\$(0.800)	\$0.000	\$(0.996)	\$(0.996)
OPEB Current Payment	\$0.000	\$0.084	\$0.084	\$0.000	\$0.649	\$0.649
Pensions	\$0.000	\$0.701	\$0.701	\$0.000	\$(13.006)	\$(13.006)
Other Fringe Benefits	\$0.119	\$0.211	\$0.092	\$0.596	\$0.296	\$(0.300)
<b>Total Fringe Benefits</b>	<b>\$0.119</b>	<b>\$0.196</b>	<b>\$0.077</b>	<b>\$0.596</b>	<b>\$(13.057)</b>	<b>\$(13.653)</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	\$0.002	\$0.002
<b>Labor</b>	<b>\$1.553</b>	<b>\$0.381</b>	<b>\$(1.172)</b>	<b>\$1.500</b>	<b>\$(23.769)</b>	<b>\$(25.269)</b>
			(75.4)			-
<b>Non-Labor :</b>						
Electric Power	\$0.000	\$(0.036)	\$(0.036)	\$0.000	\$0.046	\$0.046
Fuel	\$0.000	\$0.000	\$0.000	\$0.000	\$(0.106)	\$(0.106)
Insurance	\$0.000	\$0.030	\$0.030	\$0.000	\$0.070	\$0.070
Claims	\$0.032	\$0.008	\$(0.024)	\$0.161	\$0.059	\$(0.102)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Maintenance and Other Operating Contracts	\$0.000	\$0.002	\$0.002	\$0.000	\$(0.301)	\$(0.301)
Professional Service Contracts	\$0.000	\$(0.177)	\$(0.177)	\$0.000	\$(0.557)	\$(0.557)
Materials & Supplies	\$0.000	\$0.089	\$0.089	\$0.000	\$0.390	\$0.391
Other Business Expenses	\$0.000	\$(0.011)	\$(0.011)	\$0.000	\$(0.046)	\$(0.046)
<b>Non-Labor</b>	<b>\$0.032</b>	<b>\$(0.095)</b>	<b>\$(0.127)</b>	<b>\$0.161</b>	<b>\$(0.445)</b>	<b>\$(0.606)</b>
			(395.7)			(376.3)
<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>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$1.585</b>	<b>\$0.286</b>	<b>\$(1.299)</b>	<b>\$1.661</b>	<b>\$(24.214)</b>	<b>\$(25.875)</b>
			(82.0)			-
Depreciation	\$1.458	\$2.336	\$0.877	\$7.292	\$8.525	\$1.233
GASB 87 Lease Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$(0.010)	\$(0.009)
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>\$3.043</b>	<b>\$2.622</b>	<b>\$(0.422)</b>	<b>\$8.953</b>	<b>\$(15.699)</b>	<b>\$(24.652)</b>
			(13.9)			(275.4)
<b>Total Cash Conversion Adjustments</b>	<b>\$2.921</b>	<b>\$2.405</b>	<b>\$(0.516)</b>	<b>\$9.209</b>	<b>\$(0.176)</b>	<b>\$(9.385)</b>
			(17.7)			(101.9)

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 May**

SIR farebox revenue totaled \$0.314 million in May 2023, which was \$0.063 million (16.8%) below the Budget.

## **Year-to-Date**

SIR farebox revenue totaled \$1.430 million in May 2023, which was \$0.371 million (20.6%) below the Budget.

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

6/07/2023 04:37 PM

	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Ridership</u></b>								
Ridership - Subway	0.227	0.209	(0.018)	(7.9)	1.087	0.934	(0.154)	(14.1)
<b>Total Ridership</b>	<b>0.227</b>	<b>0.209</b>	<b>(0.018)</b>	<b>(7.9)</b>	<b>1.087</b>	<b>0.934</b>	<b>(0.154)</b>	<b>(14.1)</b>
<b><u>FareBox Revenue</u></b>								
Farebox Revenue	\$0.377	\$0.314	\$(0.063)	(16.8)	\$1.801	\$1.430	\$(0.371)	(20.6)
<b>Total Farebox Revenue</b>	<b>\$0.377</b>	<b>\$0.314</b>	<b>\$(0.063)</b>	<b>(16.8)</b>	<b>\$1.801</b>	<b>\$1.430</b>	<b>\$(0.371)</b>	<b>(20.6)</b>

Note: Totals may not add due to rounding



**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  
 May 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	3	3
Operational Hourlies	120	112	8
<b>Total Operations</b>	<b>152</b>	<b>137</b>	<b>15</b>
<b>Maintenance</b>			
Managers/Supervisors	31	21	10
Professional, Technical, Clerical	8	7	1
Operational Hourlies	187	161	26
<b>Total Maintenance</b>	<b>226</b>	<b>189</b>	<b>37</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	4	4	0
Professional, Technical, Clerical	2	2	0
Operational Hourlies	0	0	0
<b>Total Engineering/Capital</b>	<b>6</b>	<b>6</b>	<b>0</b>
<b>Total Positions</b>			
Managers/Supervisors	74	59	15
Professional, Technical, Clerical	24	18	6
Operational Hourlies	311	275	36
<b>Total Positions</b>	<b>409</b>	<b>352</b>	<b>57</b>

**MTA STATEN ISLAND RAILWAY  
 FEBRUARY FINANCIAL PLAN 2023  
 TOTAL POSITIONS BY FUNCTION AND DEPARTMENT  
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
 May 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	137	15
<b>Total Operations</b>	<b>152</b>	<b>137</b>	<b>15</b>
<b>Maintenance</b>			
Mechanical	55	48	7
Electronics/Electrical	25	19	6
Power/Signals	33	28	5
Maintenance of Way	89	73	16
Infrastructure	24	21	3
<b>Total Maintenance</b>	<b>226</b>	<b>189</b>	<b>37</b>
<b>Engineering/Capital</b>			
Capital Project Support	6	6	0
<b>Total Engineering Capital</b>	<b>6</b>	<b>6</b>	<b>0</b>
<b>Total Positions</b>	<b>409</b>	<b>352</b>	<b>57</b>
Non-Reimbursable	355	336	19
Reimbursable	54	16	38
Total Full-Time	409	352	57
Total Full-Time-Equivalents	0	0	0

FinalFY23