



New York City Transit

Financial and Ridership Reports – March 2024

Jaibala Patel, Deputy Chief Financial Officer, MTA

Financial Report Highlights

Year-to-Date Budget Performance Summary

- Total revenues of \$1,345.7 million were \$32.2 million (2.3%) lower than the Budget. Farebox revenue was lower by \$40.9 million (4.8%) with Subway farebox revenue lower by \$11.5 million (1.7%) and Bus farebox revenue lower by \$29.1 million (16.5%). Capital and other reimbursements were lower by \$1.0 million (0.3%) due to timing.
- Total paid ridership was 361.2 million, which was lower than the Budget by 24.8 million (6.4%).
- Total expenses of \$3,319.6 million including non-cash liabilities were \$28.0 million (0.8%) higher than the Budget. Non-cash liabilities were \$37.5 million (6.7%) lower than the Budget mainly due to lower than projected depreciation expenses. Operating expenses were over the Budget by \$65.5 million (2.4%) attributed to labor costs overruns of \$30.0 million (1.4%) due to overtime spent for severe weather condition and availability back-fill coverage partially offset by vacancies, and non-labor expenses overruns of \$35.5 million (6.0%) partially due to timing of expenses.
- At the end of March, the total headcount was 46,862 which was 3,100 lower than the Budget of 49,958. Non-Reimbursable positions were lower by 1,796 and Reimbursable positions were lower by 1,043.
- March YTD Non-Reimbursable operating results were unfavorable to the Budget by \$60.2 million (3.1%). Non-Reimbursable revenues were \$31.2 million (3.0%) unfavorable primarily due to lower than projected Subway and Bus farebox revenue. Total Non-Reimbursable expenses including non-cash liabilities were unfavorable by \$29.0 million (1.0%), primarily due to higher labor costs related to overtime and higher non-labor costs due to the timing.

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

(\$ in Millions)

	NYCT		
	Budget	Actual	Variance
Total Revenue	\$1,037.663	\$1,006.441	(\$31.221)
Farebox Revenue	\$860.684	\$819.785	(\$40.899)
Other Revenue	\$176.979	\$186.657	\$9.678
Total Expense	\$2,388.628	\$2,455.111	(\$66.483)
Labor Expenses	\$1,824.924	\$1,861.388	(\$36.464)
Non-Labor Expenses	\$563.704	\$593.723	(\$30.019)
Non-Cash Liabilities	\$562.680	\$525.173	\$37.507
Net Surplus/(Deficit) - Accrued	(\$1,913.645)	(\$1,973.843)	(\$60.197)

Revenues

- **Farebox Revenues** were \$40.9 million (4.8%) unfavorable mainly due to lower than projected Subway and Bus paid ridership. Total paid ridership was 361.2 million, which was 0.6% lower than 2023 and 6.4% lower than the Budget.
- **Other Operating Revenues** were \$9.7 million (5.5%) favorable due to favorable timing of paratransit reimbursement offset by lower than projected retail advertising revenues and MetroCard surcharge.

Expenses

Labor Expenses: \$36.5 million (2.0%) unfavorable

- **Payroll** was \$47.8 million (5.0%) favorable primarily due to vacancies.
- **Overtime** was \$94.8 million (92.6%) unfavorable primarily due to higher than projected absentee coverage needs and severe weather conditions.
- **Health & Welfare and OPEB Current Payments** were \$6.3 million (1.4%) favorable primarily due to lower claims expense and favorable timing of prescription rebate credits.
- **Pensions** was \$1.8 million (0.8%) unfavorable due to the unfavorable timing of NYCERS expenses.
- **Other Fringe Benefits and Reimbursable overhead** were \$6.0 million (7.9%) favorable due to higher fringe benefit overhead credit resulting from the timing of the capital labor expense charges offset by higher FICA expense due to higher labor cost.

Non-Labor Expenses: \$30.0 million (5.3%) unfavorable

- **Electric Power** was favorable by \$17.1 million (17.2%) due to price and favorable timing of the charges.
- **Fuel** was favorable by \$7.6 million (17.8%) mainly due to lower than projected consumption and favorable timing of the charges.
- **Insurance** was favorable by \$0.1 million (0.3%) mainly due to the timing of the charges.
- **Paratransit Contracts** were \$21.5 million (18.1%) unfavorable primarily due to higher trip volume and higher than projected support cost.
- **Maintenance and Other Operating Contracts** were \$14.4 million (22.1%) unfavorable due to the timing of the paratransit fleet purchase and renovations of Pierrepont Plaza.
- **Professional Service Contracts** were \$3.1 million (6.0%) favorable due to the timing of professional contract charges and MTA Bond Service charges.
- **Materials and Supplies** were \$16.9 million (21.6%) unfavorable due to the higher than projected obsolete materials inventory write-off and a technical adjustment of expense reclassification offset by favorable timing of other charges.

- **Other Business Expenses** were \$5.0 million (17.5%) unfavorable resulting from higher than projected credit card transaction processing fees.
- **Depreciation and other non-cash liabilities** were \$37.5 million (6.7%) favorable due to lower than projected depreciation expense.

Staffing Levels

- Total headcount at the end of March was 46,862, which was 3,100 lower than the Budget. The largest number of vacancies was in Subways/Bus Maintenance (1,698 positions) and Subways/Buses Operations (725 positions). There were significant vacancies in Construction and Development (428 positions), and other administrative functions (198 positions).

Overtime

- Total overtime was \$104.5 million (74.4%) unfavorable. Non-reimbursable was \$94.8 million (92.6%) unfavorable and reimbursable was \$9.7 million (25.5%) unfavorable.
- Unfavorable non-reimbursable overtime was driven primarily by higher than projected absentee coverage needs and severe weather conditions. Unfavorable reimbursable results were due to the timing of capital project activity.

Financial Metrics

- The year-to-date March Farebox Operating Ratio was 34.4%, which was 2.7% lower than the Budget.
- The year-to-date March Cost per Passenger was \$6.80, which was higher than the Budget by \$0.61 per passenger mainly due to higher than projected operating expense and lower than projected paid ridership.
- The year-to-date March Revenue per Passenger was \$2.34, which was higher than the Budget by \$0.04 per passenger.

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2024 Adopted
Accrual Statement of Operations By Category
Month - Mar 2024
(\$ in Millions)

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	Nonreimbursable			Reimbursable			Total		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable) Variance			(Unfavorable) Variance			(Unfavorable) Variance
			Percent			Percent			Percent
Revenue									
Farebox Revenue:									
Subway	\$238,236	\$234,356	\$(3,879)	\$0,000	\$0,000	-	\$238,236	\$234,356	\$(3,879)
Bus	\$62,416	\$51,129	\$(11,287)	\$0,000	\$0,000	-	\$62,416	\$51,129	\$(11,287)
Paratransit	\$2,154	\$2,154	\$0,000	\$0,000	\$0,000	-	\$2,154	\$2,154	\$0,000
Fare Liability	\$1,308	\$1,308	\$0,000	\$0,000	\$0,000	-	\$1,308	\$1,308	\$0,000
Farebox Revenue	\$304,114	\$288,945	\$(15,169)	\$0,000	\$0,000	-	\$304,114	\$288,945	\$(15,169)
Fare Reimbursement	\$8,027	\$8,022	\$(5)	\$0,000	\$0,000	-	\$8,027	\$8,022	\$(5)
Paratransit Reimbursement	\$38,490	\$41,643	\$3,153	\$0,000	\$0,000	-	\$38,490	\$41,643	\$3,153
Other Operating Revenue	\$16,057	\$16,125	\$68	\$0,000	\$0,000	-	\$16,057	\$16,125	\$68
Other Revenue	\$62,573	\$65,789	\$3,216	\$0,000	\$0,000	-	\$62,573	\$65,789	\$3,216
Capital and Other Reimbursements	\$0,000	\$0,000	-	\$104,281	\$125,523	20.4	\$104,281	\$125,523	\$21,242
Total Revenue	\$366,687	\$354,734	\$(11,953)	\$104,281	\$125,523	20.4	\$470,968	\$480,258	\$9,290
Expenses									
Labor:									
Payroll	\$321,170	\$300,444	\$20,726	\$43,797	\$39,205	10.5	\$364,966	\$339,649	\$25,317
Overtime	\$37,559	\$66,315	\$(28,757)	\$10,332	\$15,986	(54.7)	\$47,891	\$82,302	\$(34,411)
Total Salaries & Wages	\$358,729	\$366,759	\$(8,031)	\$54,129	\$55,191	(2.0)	\$412,857	\$421,950	\$(9,093)
Health and Welfare	\$101,220	\$95,439	\$5,781	\$2,162	\$1,445	33.2	\$103,381	\$96,884	\$6,497
OPEB Current Payment	\$52,721	\$68,961	\$(16,240)	\$1,518	\$1,375	9.4	\$54,239	\$70,336	\$(16,097)
Pensions	\$73,463	\$73,944	\$(480)	\$3,138	\$3,093	1.4	\$76,601	\$77,037	\$(436)
Other Fringe Benefits	\$49,390	\$48,129	\$1,261	\$17,101	\$18,816	(10.0)	\$66,492	\$66,945	\$(453)
Total Fringe Benefits	\$276,794	\$286,473	\$(9,679)	\$23,919	\$24,729	(3.4)	\$300,713	\$311,202	\$(10,489)
Contribution to GASB Fund	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Reimbursable Overhead	\$19,637	\$28,539	\$(8,902)	\$19,637	\$28,539	(45.3)	\$0,000	\$0,000	\$0,000
Labor	\$615,885	\$624,693	\$(8,808)	\$97,685	\$108,460	(11.0)	\$713,570	\$733,153	\$(19,583)
Non-Labor:									
Electric Power	\$29,604	\$26,427	\$3,177	\$0,021	\$0,023	(8.7)	\$29,626	\$26,450	\$3,175
Fuel	\$15,627	\$11,836	\$3,791	\$0,047	\$0,001	98.7	\$15,674	\$11,837	\$3,837
Insurance	\$6,399	\$6,397	\$2	\$0,000	\$0,000	-	\$6,399	\$6,397	\$2
Claims	\$19,704	\$19,704	\$0,000	\$0,000	\$0,000	-	\$19,704	\$19,704	\$0,000
Paratransit Service Contracts	\$43,903	\$51,218	\$(7,315)	\$0,000	\$0,000	-	\$43,903	\$51,218	\$(7,315)
Maintenance and Other Operating Contracts	\$23,851	\$27,949	\$(4,098)	\$3,080	\$5,374	(74.5)	\$26,931	\$33,323	\$(6,393)
Professional Service Contracts	\$17,568	\$18,364	\$(796)	\$0,922	\$1,859	(101.7)	\$18,489	\$20,223	\$(1,734)
Materials & Supplies	\$25,912	\$30,735	\$(4,823)	\$4,766	\$9,245	(94.0)	\$30,678	\$39,980	\$(9,302)
Other Business Expenses	\$10,056	\$11,178	\$(1,122)	\$(2,240)	\$0,561	(125.1)	\$7,816	\$11,739	\$(3,923)
Non-Labor	\$192,624	\$203,808	\$(11,184)	\$6,596	\$17,064	(158.7)	\$199,220	\$220,872	\$(21,651)
Other Expense Adjustments:									
Other	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Other Expense Adjustments	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Total Expenses before Depreciation and OPEB	\$808,510	\$828,501	\$(19,992)	\$104,281	\$125,523	(20.4)	\$912,790	\$954,024	\$(41,234)
Depreciation	\$186,917	\$175,889	\$11,028	\$0,000	\$0,000	-	\$186,917	\$175,889	\$11,028
GASB 87 Lease Adjustment	\$0,000	\$4,940	\$(4,940)	\$0,000	\$0,000	-	\$0,000	\$4,940	\$(4,940)
GASB 75 OPEB Expense Adjustment	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000
GASB 68 Pension Adjustment	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000
GASB 96 SBITA Adjustment	\$0,000	\$0,046	\$(0,046)	\$0,000	\$0,000	-	\$0,000	\$0,046	\$(0,046)
Environmental Remediation	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000
Total Expenses	\$996,070	\$999,496	\$(3,426)	\$104,281	\$125,523	(20.4)	\$1,100,351	\$1,125,020	\$(24,669)
OPERATING SURPLUS/DEFICIT	\$(629,382)	\$(644,762)	\$(15,379)	\$0,000	\$0,000	-	\$(629,382)	\$(644,762)	\$(15,379)

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.

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 Accrual Statement of Operations By Category
 Year-to-Date - Mar 2024
 (\$ in Millions)

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	Nonreimbursable			Reimbursable			Total				
	Adopted	Favorable (Unfavorable)		Adopted	Favorable (Unfavorable)		Adopted	Favorable (Unfavorable)			
		Actual	Variance		Percent	Actual		Variance	Percent	Actual	Variance
Revenue											
Farebox Revenue:											
Subway	\$663,197	\$(11,504)	(1.7)	\$0,000	\$0,000		\$674,702	\$663,197	\$(11,504)	(1.7)	
Bus	\$175,888	\$(29,077)	(16.5)	\$0,000	\$0,000		\$175,888	\$146,811	\$(29,077)	(16.5)	
Paratransit	\$6,169	\$(0,318)	(5.2)	\$0,000	\$0,000		\$6,169	\$5,851	\$(0,318)	(5.2)	
Fare Liability	\$3,925	\$0,000	0.0	\$0,000	\$0,000		\$3,925	\$3,925	\$0,000	0.0	
Farebox Revenue	\$819,785	\$(40,899)	(4.8)	\$0,000	\$0,000		\$860,684	\$819,785	\$(40,899)	(4.8)	
Fare Reimbursement	\$23,846	\$(0,014)	(0.1)	\$0,000	\$0,000		\$23,846	\$23,832	\$(0,014)	(0.1)	
Paratransit Reimbursement	\$105,156	\$117,436	11.7	\$0,000	\$0,000		\$105,156	\$117,436	\$12,281	11.7	
Other Operating Revenue	\$47,977	\$(2,589)	(5.4)	\$0,000	\$0,000		\$47,977	\$45,388	\$(2,589)	(5.4)	
Other Revenue	\$176,979	\$9,678	5.5	\$0,000	\$0,000		\$176,979	\$186,657	\$9,678	5.5	
Capital and Other Reimbursements	\$0,000	-	-	\$340,284	\$339,284	(0.3)	\$340,284	\$339,284	\$(1,000)	(0.3)	
Total Revenue	\$1,037,663	\$(31,221)	(3.0)	\$340,284	\$339,284	(0.3)	\$1,377,946	\$1,345,725	\$(32,222)	(2.3)	
Expenses											
Labor:											
Payroll	\$964,609	\$916,763	5.0	\$134,150	\$110,489	(17.6)	\$1,098,759	\$1,027,252	\$(71,506)	(6.5)	
Overtime	\$102,275	\$(197,031)	(92.6)	\$38,142	\$47,869	(25.5)	\$140,417	\$244,900	\$(104,483)	(74.4)	
Total Salaries & Wages	\$1,066,884	\$(46,910)	(4.4)	\$172,292	\$168,359	8.1	\$1,239,175	\$1,272,152	\$(32,977)	(2.7)	
Health and Welfare	\$303,640	\$301,995	0.5	\$6,538	\$4,704	(28.0)	\$310,178	\$306,699	\$(3,478)	(1.1)	
OPEB Current Payment	\$158,162	\$153,549	2.9	\$4,554	\$4,120	(9.5)	\$162,716	\$157,669	\$(5,048)	(3.1)	
Pensions	\$220,515	\$222,334	(0.8)	\$9,414	\$9,280	(1.4)	\$229,928	\$231,613	\$(1,685)	(0.7)	
Other Fringe Benefits	\$144,676	\$(149,994)	(3.7)	\$54,877	\$53,448	(2.6)	\$199,553	\$203,441	\$(3,888)	(1.9)	
Total Fringe Benefits	\$826,993	\$827,871	(0.1)	\$75,383	\$71,552	5.1	\$902,375	\$899,423	\$2,953	0.3	
Contribution to GASB Fund	\$0,000	\$0,000	-	\$0,000	\$0,000	(16.4)	\$0,000	\$0,000	\$0,000	-	
Reimbursable Overhead	\$(68,953)	\$(80,277)	(16.4)	\$68,953	\$80,277	2.0	\$2,141,551	\$2,171,575	\$(30,024)	(1.4)	
Labor	\$1,824,924	\$(36,464)	(2.0)	\$316,627	\$310,187	2.0	\$2,141,551	\$2,171,575	\$(30,024)	(1.4)	
Non-Labor:											
Electric Power	\$99,626	\$82,538	17.2	\$0,064	\$0,074	(15.7)	\$99,690	\$82,612	\$17,078	17.1	
Fuel	\$42,814	\$35,208	17.8	\$0,142	\$0,002	98.9	\$42,956	\$35,210	\$7,746	18.0	
Insurance	\$19,249	\$0,059	0.3	\$0,000	\$0,000	-	\$19,249	\$19,190	\$0,059	0.3	
Claims	\$59,112	\$59,112	0.0	\$0,000	\$0,000	-	\$59,112	\$59,112	\$0,000	0.0	
Paratransit Service Contracts	\$119,179	\$140,726	(18.1)	\$0,000	\$0,000	-	\$119,179	\$140,726	\$(21,547)	(18.1)	
Maintenance and Other Operating Contracts	\$65,272	\$79,706	(22.1)	\$9,240	\$10,528	(13.9)	\$74,512	\$90,234	\$(15,722)	(21.1)	
Professional Service Contracts	\$51,648	\$48,534	6.0	\$2,316	\$2,886	(24.6)	\$53,964	\$51,419	\$2,544	4.7	
Materials & Supplies	\$78,005	\$94,873	(12.6)	\$13,840	\$14,555	(5.2)	\$91,845	\$109,428	\$(17,584)	(19.1)	
Other Business Expenses	\$28,799	\$33,656	(17.5)	\$(1,944)	\$1,051	(194.1)	\$26,855	\$34,668	\$(8,033)	(28.9)	
Non-Labor	\$563,704	\$593,723	(5.3)	\$23,657	\$29,096	(23.0)	\$587,361	\$622,819	\$(35,458)	(6.0)	
Other Expense Adjustments:											
Other	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-	-	
Other Expense Adjustments	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-	-	
Total Expenses before Depreciation and OPEB	\$2,388,628	\$2,455,111	(2.8)	\$340,284	\$339,284	0.3	\$2,728,911	\$2,794,394	\$(65,483)	(2.4)	
Depreciation	\$560,750	\$527,569	5.9	\$0,000	\$0,000	-	\$560,750	\$527,569	\$33,181	5.9	
GASB 87 Lease Adjustment	\$1,930	\$(2,442)	226.5	\$0,000	\$0,000	-	\$1,930	\$(2,442)	\$4,372	226.5	
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	-	-	
GASB 96 SBITA Adjustment	\$0,000	\$0,046	-	\$0,000	\$0,046	-	\$0,000	\$0,046	\$(0,046)	-	
Environmental Remediation	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-	-	
Total Expenses	\$2,951,308	\$2,980,284	(1.0)	\$340,284	\$339,284	0.3	\$3,291,592	\$3,319,567	\$(27,976)	(0.8)	
OPERATING SURPLUS/DEFICIT	\$(1,913,645)	\$(1,973,843)	(3.1)	\$0,000	\$0,000	-	\$(1,913,645)	\$(1,973,843)	\$(60,197)	(3.1)	

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 2024
MAR 2024
EXPLANATION OF VARIANCES BETWEEN THE ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH		YEAR TO DATE		Reason for Variance
		Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
		\$		\$		
Farebox Revenue	NR	(15.2)	(5.0)	(40.9)	(4.8)	Primarily to lower Bus and Subways paid ridership partially offset by higher average fare.
Other Operating Revenue	NR	3.2	5.1	9.7	5.5	Mainly due to higher than projected paratransit reimbursement offset by lower than projected metro card surcharge
Payroll	NR	20.7	6.5	47.8	5.0	Primarily due to vacancies
Overtime	NR	(28.8)	(76.6)	(94.8)	(92.6)	Mainly higher than projected absentee coverage needs
Health & Welfare (including OPEB current payment)	NR	(10.5)	(6.8)	6.3	1.4	Unfavorable timing of prescription rebate credits offset by Claims underruns
Pension	NR	(0.5)	(0.7)	(1.8)	(0.8)	Unfavorable timing of NYCERS pension expense
Other Fringe Benefits	NR	1.3	2.6	(5.3)	(3.7)	Mainly due to favorable timing of fringe benefit overhead credit offset by higher FICA expense
Reimbursable Overhead	NR	8.9	45.3	11.3	16.4	Mainly due to higher than projected capital labor expense
Electric Power	NR	3.2	10.7	17.1	17.2	Mainly due to price and favorable timing of the charges
Fuel	NR	3.8	24.3	7.6	17.8	Mainly due to lower than projected consumption and favorable timing of the charges.
Insurance	NR	0.0	0.0	0.1	0.3	Minor variance
Claims	NR	0.0	0.0	0.0	0.0	Minor variance
Paratransit Service Contracts	NR	(7.3)	(16.7)	(21.5)	(18.1)	Mainly due to higher trip volume and timing of the support cost charges
Maintenance and Other Operating Contracts	NR	(4.1)	(17.2)	(14.4)	(22.1)	Reflecting higher than projected paratransit fleet purchase and early start of Pierrepont Plaza facility project offset by favorable timing of the charges
Professional Service Contracts	NR	(0.8)	(4.5)	3.1	6.0	Reflects unfavorable timing of Professional Contract payments offset by MTA bond services
Materials & Supplies	NR	(4.8)	(18.6)	(16.9)	(21.6)	Reflecting higher than projected Obsolete Materials cost, timing of track materials purchase, and a technical adjustment of account reclassification related to Crane rental expense addressing procurement requirements for materials.
Other Business	NR	(1.1)	(11.2)	(5.0)	(17.5)	Mainly higher credit card transaction processing fees

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2024 Adopted
Cash Receipts and Expenditures
 Mar FY24
 (\$ in Millions)

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	Month			Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance	Percent
Receipts							
Farebox Revenue	\$304,114	\$274,944	\$(29,170)	\$860,684	\$820,997	\$(39,687)	(4.6)
Fare Reimbursement	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Paratransit Reimbursement	\$38,490	\$83,425	\$44,935	\$105,156	\$131,463	\$26,307	25.0
Other Operating Revenue	\$2,580	\$2,150	\$(0,430)	\$7,548	\$6,302	\$(1,246)	(16.5)
Other Revenue	\$41,070	\$85,575	\$44,505	\$112,703	\$137,765	\$25,062	22.2
Capital and Other Reimbursements	\$104,281	\$93,050	\$(11,231)	\$340,284	\$293,721	\$(46,563)	(13.7)
Total Revenue	\$449,465	\$453,569	\$4,104	\$1,313,671	\$1,252,483	\$(61,188)	(4.7)
Expenditures							
Labor :							
Payroll	\$313,478	\$302,739	\$10,739	\$1,146,476	\$1,106,812	\$39,664	3.5
Overtime	\$47,891	\$82,302	\$(34,411)	\$140,417	\$244,900	\$(104,483)	(74.4)
Total Salaries & Wages	\$361,369	\$385,041	\$(23,672)	\$1,286,893	\$1,351,712	\$(64,819)	(5.0)
Health and Welfare	\$103,381	\$122,156	\$(18,775)	\$310,178	\$332,119	\$(21,942)	(7.1)
OPEB Current Payment	\$64,239	\$70,336	\$(16,097)	\$162,716	\$157,669	\$5,048	3.1
Pensions	\$86,901	\$87,312	\$(0,411)	\$260,828	\$261,936	\$(1,108)	(0.4)
Other Fringe Benefits	\$56,577	\$60,739	\$(4,162)	\$149,010	\$160,958	\$(11,948)	(8.0)
Total Fringe Benefits	\$301,098	\$340,543	\$(39,445)	\$882,731	\$912,682	\$(29,951)	(3.4)
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	-
Labor	\$662,468	\$725,584	\$(63,116)	\$2,169,624	\$2,264,394	\$(94,770)	(4.4)
Non-Labor :							
Electric Power	\$32,356	\$26,593	\$5,763	\$102,420	\$79,660	\$22,760	22.2
Fuel	\$15,674	\$12,970	\$2,704	\$42,956	\$36,810	\$6,146	14.3
Insurance	\$11,010	\$0,000	\$11,010	\$11,010	\$0,000	\$11,010	100.0
Claims	\$12,955	\$8,937	\$4,018	\$38,865	\$36,493	\$2,372	6.1
Paratransit Service Contracts	\$43,403	\$51,943	\$(8,540)	\$118,679	\$140,073	\$(21,394)	(18.0)
Maintenance and Other Operating Contracts	\$26,931	\$14,417	\$(14,486)	\$74,512	\$110,830	\$(36,318)	(48.7)
Professional Service Contracts	\$18,489	\$18,635	\$(0,146)	\$51,714	\$50,430	\$1,284	2.5
Materials & Supplies	\$31,136	\$47,393	\$(16,257)	\$93,220	\$131,434	\$(38,214)	(41.0)
Other Business Expenses	\$7,816	\$11,803	\$(3,987)	\$26,855	\$33,359	\$(6,504)	(24.2)
Non-Labor	\$199,771	\$219,691	\$(19,920)	\$560,231	\$619,089	\$(58,858)	(10.5)
Other Expense Adjustments:							
Other	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Total Expenditures before Depreciation and OPEB	\$862,239	\$945,275	\$(83,036)	\$2,729,855	\$2,883,483	\$(153,628)	(5.6)
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	\$0,000	\$0,000	-
GASB 68 Pension Adjustment	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
GASB 96 SBITA 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	-
Total Expenditures	\$862,239	\$945,275	\$(83,036)	\$2,729,855	\$2,883,483	\$(153,628)	(5.6)
Net Surplus/(Deficit)	\$(412,774)	\$(491,706)	\$(78,932)	\$(1,416,184)	\$(1,631,000)	\$(214,816)	(15.2)

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2024
EXPLANATION OF VARIANCES BETWEEN THE ADOPTED BUDGET AND ACTUAL CASH BASIS
MAR FY24
(\$ in millions)

	MONTH		YEAR TO DATE	
	Favorable (Unfavorable) Variance	Reason for Variance	Favorable (Unfavorable) Variance	Reason for Variance
<u>Operating Receipts or Disbursements</u>	\$	%	\$	%
Farebox Receipts	(29.2)	(9.6)	(39.7)	(4.6)
Other Operating Receipts	44.5	108.4	25.1	22.2
Capital and Other Reimbursements	(11.2)	(10.8)	(46.6)	(13.7)
Payroll	10.7	3.4	39.7	3.5
Overtime	(34.4)	(71.9)	(104.5)	(74.4)
Health & Welfare/OPEB Current	(34.9)	(22.1)	(16.9)	(3.6)
Pension	(0.4)	(0.5)	(1.1)	(0.4)
Other Fringe Benefits	(4.2)	(7.4)	(11.9)	(8.0)
Electric Power	5.8	17.8	22.8	22.2
Fuel	2.7	17.3	6.1	14.3
Insurance	11.0	100.0	11.0	100.0
Claims	4.0	31.0	2.4	6.1
Paratransit Service Contracts	(8.5)	(19.7)	(21.4)	(18.0)
Maintenance and Other Operating Contracts	(14.5)	(53.8)	(36.3)	(48.7)
Professional Service Contracts	(0.1)	(0.8)	1.3	2.5
Materials & Supplies	(16.3)	(52.2)	(38.2)	(41.0)
Other Business	(4.0)	(51.0)	(6.5)	(24.2)

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2024 Adopted
Cash Conversion (Cash Flow Adjustments)

Mar. FY24
(\$ in Millions)

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	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable)			(Unfavorable)
			Variance			Variance
			Percent			Percent
Revenue						
Farebox Revenue	\$0.000	\$(14,001)	\$(14,001)	\$0.000	\$1,212	\$1,212
Fare Reimbursement	\$(8,027)	\$(8,022)	\$0,005	\$(23,846)	\$(23,832)	\$0,014
Paratransit Reimbursement	\$0.000	\$41,782	\$41,782	\$0.000	\$14,027	\$14,027
Other Operating Revenue	\$(13,477)	\$(0,498)	\$(13,975)	\$(40,430)	\$(39,086)	\$1,344
Other Revenue	\$(21,503)	\$19,786	\$41,289	\$(64,275)	\$(48,892)	\$15,384
Capital and Other Reimbursements	\$0.000	\$(32,473)	\$(32,473)	\$0.000	\$(45,563)	\$(45,563)
Total Revenue	\$(21,503)	\$(26,689)	\$(5,186)	\$(64,275)	\$(93,242)	\$(28,966)
Expenses						
Labor :						
Payroll	\$51,488	\$36,909	\$(14,579)	\$(47,717)	\$(79,560)	\$(31,842)
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Salaries & Wages	\$51,488	\$36,909	\$(14,579)	\$(47,717)	\$(79,560)	\$(31,842)
Health and Welfare	\$0.000	\$(25,272)	\$(25,272)	\$0.000	\$(25,420)	\$(25,420)
OPEB Current Payment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Pensions	\$(10,300)	\$(10,275)	\$0,025	\$(30,899)	\$(30,323)	\$0,577
Other Fringe Benefits	\$9,914	\$6,206	\$(3,708)	\$50,543	\$42,483	\$(8,060)
Total Fringe Benefits	\$(0,386)	\$(29,341)	\$(28,955)	\$19,644	\$(13,259)	\$(32,903)
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
Labor	\$51,102	\$7,569	\$(43,534)	\$(28,073)	\$(92,819)	\$(64,745)
Non-Labor :						
Electric Power	\$(2,731)	\$(0,143)	\$2,588	\$(2,731)	\$2,952	\$5,682
Fuel	\$0.000	\$(1,133)	\$(1,133)	\$0.000	\$(1,600)	\$(1,600)
Insurance	\$(4,611)	\$6,397	\$11,007	\$8,238	\$19,190	\$10,951
Claims	\$6,749	\$10,767	\$4,018	\$20,247	\$22,619	\$2,372
Paratransit Service Contracts	\$0.500	\$(0,725)	\$(1,225)	\$0.500	\$0,653	\$0,153
Maintenance and Other Operating Contracts	\$0.000	\$(8,094)	\$(8,094)	\$0.000	\$(20,596)	\$(20,596)
Professional Service Contracts	\$0.000	\$1,588	\$1,588	\$2,250	\$0,989	\$(1,261)
Materials & Supplies	\$(0,458)	\$(7,413)	\$(6,954)	\$(1,375)	\$(22,006)	\$(20,631)
Other Business Expenses	\$0.000	\$(0,064)	\$(0,064)	\$0.000	\$1,529	\$1,529
Non-Labor	\$(0,551)	\$1,181	\$1,731	\$27,130	\$3,730	\$(23,400)
Other Expense Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and OPEB	\$50,552	\$8,749	\$(41,802)	\$(0,943)	\$(89,089)	\$(88,145)
Depreciation	\$186,917	\$175,889	\$(11,028)	\$560,750	\$527,569	\$(33,181)
GASB 87 Lease Adjustment	\$0.643	\$(4,940)	\$(5,583)	\$1,930	\$(2,442)	\$(4,372)
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
GASB 96 SBITA Adjustment	\$0.000	\$0.046	\$0.046	\$0.000	\$0,046	\$0,046
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$238,112	\$179,745	\$(68,367)	\$561,737	\$436,084	\$(125,653)
Total Cash Conversion Adjustments	\$216,609	\$153,056	\$(63,553)	\$497,462	\$342,843	\$(154,619)

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 2024
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
March 2024

	<u>Adopted</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./(Unfav)</u>	<u>Explanation</u>
<u>Administration:</u>				
Office of the President	15	11	4	
Law	249	171	78	Mainly PTE, Mgr, & Cler vacancies.
Office of the EVP	20	8	12	
Human Resources	121	85	36	
EEO	11	1	10	
Office of Management and Budget	33	9	24	
Strategy & Customer Experience	165	123	42	
Non-Departmental	(128)	-	(128)	
Labor Relations	89	42	47	
Office of People & Business Transformation	13	16	(3)	
Material	150	108	42	Mainly Mgr vacancies.
Controller	108	75	33	
Total Administration	848	650	198	
<u>Operations:</u>				
Subways Service Delivery	8,714	8,347	367	Mainly RVO, Supv, Mgr, & Hrly vacancies.
Subways Operations Support/Admin	424	423	1	Mainly PTE, Supv & Mgr vacancies.
Subways Stations	2,305	2,258	47	Mainly Hourly & Supv vacancies.
SubTotal Subways	11,443	11,028	415	
Buses	11,250	10,940	310	Mainly RVO vacancies.
Paratransit	191	166	25	
Operations Planning	379	295	84	Mainly Hourly & Mgr vacancies.
Revenue Control	560	488	72	Mainly Hourly, PTE & Cler vacancies.
Non-Departmental	(68)	-	(68)	
Total Operations	23,755	22,917	839	
<u>Maintenance:</u>				
Subways Operations Support/Admin	146	126	21	
Subways Service Delivery	82	65	17	
Subways Engineering	377	314	64	Mainly PTE & Mgr vacancies.
Subways Car Equipment	5,229	5,004	225	Mainly Hourly, PTE, & Supv vacancies.
Subways Infrastructure	1,350	1,470	(120)	Mainly Hourly excess.
Subways Elevators & Escalators	412	362	50	Mainly Hourly vacancies.
Subways Stations	2,643	2,504	139	Mainly Hourly, Supv, & Mgr vacancies.
Subways Facilities	1,642	1,282	360	Mainly Hourly & Supv vacancies.
Subways Track	3,258	3,114	144	Mainly Hourly, Mgr, & Supv vacancies.
Subways Power	650	618	32	Mainly Hourly vacancies.
Subways Signals	1,745	1,658	87	Mainly Hourly, Mgr, & PTE vacancies.
Subways Electronic Maintenance	1,670	1,326	344	Mainly Hourly & PTE vacancies.
Subtotal Subways	19,207	17,843	1,363	
Buses	3,631	3,297	334	Mainly Hourly vacancies.
Supply Logistics	524	495	29	
System Safety	85	76	9	
OHS	76	69	7	
Non-Departmental	(244)	19	(263)	
Total Maintenance	23,279	21,799	1,479	
<u>Engineering</u>				
Construction & Development	1,155	719	436	Mainly PTE vacancies.
Matrixed C & D Support	85	93	(8)	
Total Engineering/Capital	1,240	812	428	
<u>Public Safety</u>				
Security	840	684	156	Mainly Supv vacancies.
Total Public Safety	840	684	156	
<u>Total Positions</u>				
	49,962	46,862	3,100	
NON_REIMB	45,198	43,013	2,185	
REIMBURSABLE	4,764	3,849	915	
Total Full-Time	49,795	46,737	3,058	
Total Full-Time Equivalents	167	125	41	

MTA NEW YORK TRANSIT
FEBRUARY FINANCIAL PLAN 2024
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
March 2024

FUNCTION/OCCUPATION	Adopted	Actual	Variance Fav./((Unfav)	Explanation
<u>Administration:</u>				
Managers/Supervisors	306	154	152	
Professional, Technical, Clerical	518	479	39	
Operational Hourlies	24	17	7	
Total Administration	848	650	198	
<u>Operations:</u>				
Managers/Supervisors	2,950	2,718	232	
Professional, Technical, Clerical	477	390	87	
Operational Hourlies	20,328	19,809	519	
Total Operations	23,755	22,917	839	
<u>Maintenance:</u>				
Managers/Supervisors	4,130	3,899	231	
Professional, Technical, Clerical	1,099	810	288	
Operational Hourlies	18,050	17,090	960	
Total Maintenance	23,279	21,799	1,479	
<u>Engineering/Capital:</u>				
Managers/Supervisors	313	373	(60)	
Professional, Technical, Clerical	925	437	488	
Operational Hourlies	2	2	-	
Total Engineering/Capital	1,240	812	428	
<u>Public Safety:</u>				
Managers/Supervisors	466	328	138	
Professional, Technical, Clerical	45	37	8	
Operational Hourlies	329	319	10	
Total Public Safety	840	684	156	
<u>Total Positions:</u>				
Managers/Supervisors	8,165	7,472	693	
Professional, Technical, Clerical	3,064	2,153	910	
Operational Hourlies	38,733	37,237	1,496	
Total Positions	49,962	46,862	3,100	

NEW YORK CITY TRANSIT

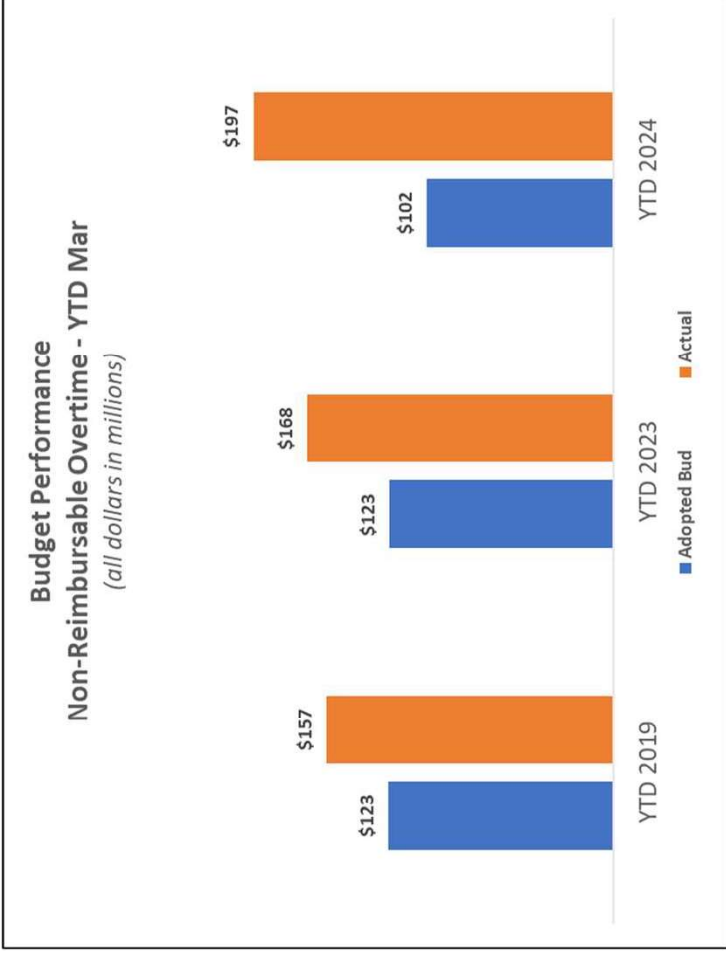
Overview

- Overall increase of \$40.0M or 25.5 percent compared to YTD Mar 2019
- Overall increase of \$29.3M or 17.0 percent compared to YTD Mar 2023
- \$94.8M or 92.6 percent above YTD Mar 2024 adopted budget
- Subways \$63.8M overrun: \$47.8M due to vacancy/absence response; \$12.7M for maintenance requirements; \$5.8M for severe weather response; and \$0.1M in service requirement coverage offset by -\$2.6M COVID-19
- Buses \$29.7M overrun: \$28.1M due to vacancy/absence coverage; \$0.7M for service operations requirement; \$0.7M for severe weather response; \$0.2M for maintenance requirements
- All others \$1.3M overrun

NON-REIMBURSABLE OVERTIME

Agency Detail

- **Subways**
 - Maintenance of Way/Other Subways overrun of \$28.8M: \$16.7M due to vacancy/absence coverage; \$9.8M due to maintenance requirements; \$2.6M in severe weather coverage offset by -\$0.3M underrun in COVID-19 response
 - Service Delivery overrun of \$15.2M: \$15.5M due to vacancy/absence coverage; \$0.3M overrun in maintenance requirement and \$0.1M in service requirement offset by -\$0.5M due to COVID-19 response; -\$0.2M due to severe weather coverage
 - Facilities overrun \$9.0M: \$3.6M due to vacancy/absentee coverage; \$2.8M due to severe weather coverage; \$2.6M due to maintenance requirements
 - Car Equipment underrun of \$6.3M: \$7.8M due to vacancy/absence coverage; \$0.2M due to severe weather offset by -\$1.7M due to COVID-19 response
 - Stations overrun of \$4.5M: \$4.1M due to vacancy/absence coverage; \$0.4M due to severe weather coverage
- **Buses**
 - Buses service operations overrun of \$18.3M: \$17.9M due to vacancy/absence coverage; \$0.2M overrun due to service requirement; \$0.2M due to maintenance requirement
 - Buses maintenance overrun of \$11.4M: \$10.2M due to vacancy/absence coverage; \$0.7M due to severe weather; \$0.5M overrun due to maintenance requirement
- **All Others**
 - Other overrun of \$1.3M: Primarily due to timing of reimbursable deviation



NEW YORK CITY TRANSIT

REIMBURSABLE OVERTIME

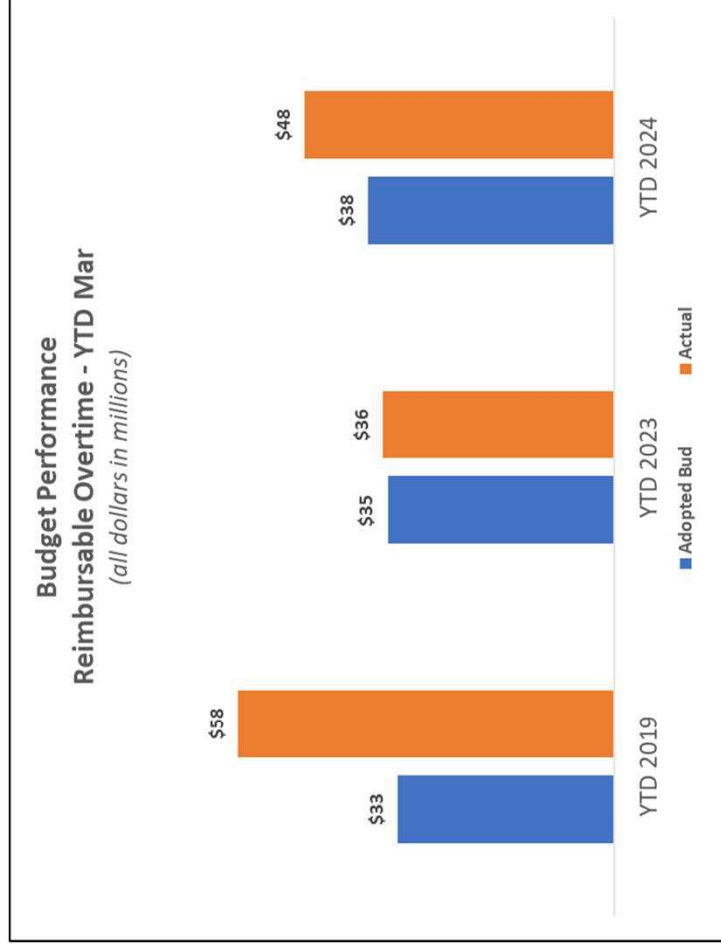
Overview

- Overall decrease of -\$10.3M or -17.6 percent compared to YTD Mar 2019
- Overall increase of \$12.1M or 34.0 percent compared to YTD Mar 2022
- \$9.7M or 25.5 percent above YTD Mar 2024 adopted budget
- Subways \$8.0M overrun: Due to vacancy/absence and service requirement
- Buses \$4.5M overrun: Due to vacancy/absence coverage
- All Others -\$2.8M underrun

Agency Detail

Total variance of \$9.7M or 25.5 percent

- Unfavorable variance of \$12.5M: Due to timing of reimbursable expenses in operating departments
 - RTO overrun of \$5.6M
 - Maintenance of Way overrun of \$2.4M
 - Car Equipment overrun of \$0.5M
 - Stations underrun of -\$0.2M
 - Buses service operations overrun of \$1.7M
 - Buses maintenance overrun of \$2.8M
- All others underrun of -\$2.8M: Primarily due to timing of reimbursable expenses



Farebox Revenue Report Highlights

Month of March

NYCT farebox revenue totaled \$288.9 million, which was \$15.2 million (5.0%) lower than the Budget.

- Subway farebox revenue was \$3.9 million (1.6%) lower than the Budget due to a lower than projected paid ridership.
- NYCT Bus farebox revenue was \$11.3 million (18.1%) lower than the Budget due to a lower than projected paid ridership.
- Paratransit farebox revenue was \$0.0 million (0.1%) lower than the Budget.

Year-to-Date

NYCT farebox YTD revenue totaled \$819.8 million, which was \$40.9 million (4.8%) lower than the Budget.

- Subway farebox revenue was \$11.5 million (1.7%) lower than the Budget due to a lower than projected paid ridership.
- NYCT Bus farebox revenue was \$29.1 million (16.5%) lower than the Budget due to a lower than projected paid ridership.
- Paratransit farebox revenue was \$0.3 million (5.2%) lower than the Budget.

March Charts

Farebox Revenue

March 2024 Farebox Revenue - (\$ in millions)									
	March				March Year-to-Date				
	Budget	Prelim Actual	Favorable(Unfavorable)		Budget	Prelim Actual	Favorable(Unfavorable)		
			Amount	Percent			Amount	Percent	
Subway	\$238.2	\$234.4	(\$3.9)	(1.6%)	\$674.7	\$663.2	(\$11.5)	(1.7%)	
NYCT Bus	62.4	51.1	(11.3)	(18.1%)	175.9	146.8	(29.1)	(16.5%)	
Paratransit	2.2	2.2	0.0	(0.1%)	6.2	5.9	(0.3)	(5.2%)	
Subtotal	302.8	287.6	(15.2)	(5.0%)	856.8	815.9	(40.9)	(4.8%)	
Fare Media Liability	1.3	1.3	0.0	0.0%	3.9	3.9	0.0	0.0%	
Total - NYCT	\$304.1	\$288.9	(\$15.2)	(5.0%)	\$860.7	\$819.8	(\$40.9)	(4.8%)	

Note: Total may not add due to rounding

Ridership Results

March 2024 Ridership vs. Budget - (in millions)									
	March				March Year-to-Date				
	Budget	Prelim Actual	More(Less)		Budget	Prelim Actual	More(Less)		
			Amount	Percent			Amount	Percent	
Subway	103.1	99.9	(3.2)	(3.1%)	288.4	281.7	(6.7)	(2.3%)	
NYCT Bus	34.1	26.8	(7.2)	(21.2%)	95.0	76.6	(18.4)	(19.4%)	
Paratransit	1.0	1.1	0.1	10.1%	2.7	3.0	0.3	10.2%	
Total - NYCT	138.2	127.8	(10.4)	(7.5%)	386.0	361.2	(24.8)	(6.4%)	

Note: Total may not add due to rounding

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2024 Adopted
Ridership (Utilization) Actual to Budget
Mar FY24
 (# in Millions)

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	Month						Year-To-Date							
	Actual		Favorable (Unfavorable)		Percent		Adopted		Actual		Favorable (Unfavorable)		Percent	
	Adopted		Variance		Variance		Adopted		Variance		Variance		Adopted	
<u>Ridership</u>														
Ridership - Subway	103.094	99.878	(3.217)	(3.1)	288.394	281.693	(6.701)	(2.3)						
Ridership - Bus	34.088	26.846	(7.242)	(21.2)	94.968	76.587	(18.381)	(19.4)						
Subtotal	137.183	126.724	(10.459)	(7.6)	383.362	358.280	(25.082)	(6.5)						
Ridership - Paratransit	0.980	1.080	0.099	10.1	2.679	2.953	0.274	10.2						
Total Ridership	138.163	127.804	(10.359)	(7.5)	386.040	361.233	(24.808)	(6.4)						
<u>FareBox Revenue</u>														
Subway	\$238.236	\$234.356	\$(3.879)	(1.6)	\$674.702	\$663.197	\$(11.504)	(1.7)						
Bus	\$62.416	\$51.129	\$(11.287)	(18.1)	\$175.888	\$146.811	\$(29.077)	(16.5)						
Subtotal	\$300.651	\$285.485	\$(15.167)	(5.0)	\$850.590	\$810.009	\$(40.581)	(4.8)						
Paratransit	\$2.154	\$2.152	\$(0.003)	(0.1)	\$6.169	\$5.851	\$(0.318)	(5.2)						
Farebox Revenue (excl. Fare Media Liab.)	\$302.806	\$287.637	\$(15.169)	(5.0)	\$856.759	\$815.860	\$(40.899)	(4.8)						
Fare Liability	\$1.308	\$1.308	\$0.000	0.0	\$3.925	\$3.925	\$0.000	0.0						
Total Farebox Revenue	\$304.114	\$288.945	\$(15.169)	(5.0)	\$860.684	\$819.785	\$(40.899)	(4.8)						

Note: Totals may not add due to rounding

STATEN ISLAND RAILWAY

Financial and Ridership Reports – March 2024

Jaibala Patel, Deputy Chief Financial Officer, MTA

Financial Report Highlights

Year-to-Date Budget Performance Summary

- Total revenues of \$2.249 million were \$1.369 million (37.8%) lower than the Budget. This unfavorable variance was primarily attributed to the timing of \$1.130 million of capital and other reimbursements and farebox/other revenue of \$0.239 million.
- Total paid ridership was 0.565 million, 18.6% lower than the Budget.
- Total expenses of \$24.653 million including non-cash liabilities were \$1.003 million (3.9%) lower than the Budget. The primary drivers of this favorable variance were due to lower labor costs of \$2.720 million (15.6%) from the existence of vacant positions; partially offset by the timing of \$0.091 million (2.3%) in non-labor expenses.
- At the end of March total headcount was 356, which was 66 lower than the Budget of 422. Non-reimbursable positions were lower by 31, and reimbursable positions were lower by 35.
- March YTD non-reimbursable operating results were unfavorable to the Budget by \$0.367 million or 1.7%. Non-reimbursable revenues for March were \$0.239 million or (14.3%) unfavorable to the Budget primarily due to Farebox Revenue. Total non-reimbursable expenses, including non-cash liabilities, were unfavorable by \$0.128 million (0.5%), primarily due to higher depreciation.

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

(\$ in Millions)

	SIR		
	Budget	Actual	Variance
Total Revenue	\$1.667	\$1.428	(\$0.239)
Farebox Revenue	\$1.101	\$0.907	(\$0.194)
Other Revenue	\$0.566	\$0.521	(\$0.045)
Total Expense	\$19.328	\$17.831	\$1.498
Labor Expenses	\$15.427	\$13.842	\$1.584
Non-Labor Expenses	\$3.902	\$3.988	(\$0.087)
Non-Cash Liabilities	\$4.375	\$6.001	(\$1.626)
Net Surplus/(Deficit) - Accrued	(\$22.037)	(\$22.404)	(\$0.367)

Revenues

- **Farebox Revenues** were \$0.194 million (17.6%) unfavorable to the Budget due to lower paid ridership. Total paid ridership was 0.565 million, which was 18.6% less than the Budget.
- **Other Operating Revenues** were unfavorable by \$0.045 million (7.9%) due to lower student fare reimbursements.

Expenses

Labor Expenses: \$1.584 million (10.3%) favorable

- **Payroll** was \$1.114 million (14.0%), favorable primarily due to the existence of 27 vacancies.
- **Overtime** was \$0.344 million (31.3%) unfavorable primarily due to backfill of absentee coverage.
- **Health & Welfare and OPEB Current Payments** were \$0.630 million (11.4%) favorable primarily due to the timing of employee health benefit charges.
- **Other Fringe Benefits** were \$0.213 million (18.9%) favorable due to the provision for fringe benefits adjustments and reimbursable overhead credit.

Non-Labor Expenses: \$0.087 million (2.2%) unfavorable

- **Maintenance and Other Operating Contracts** were \$0.192 million (19.4%) favorable due to the timing of laser train expenses and facility maintenance services.
- **Other Business Expenses** were \$0.169 million (69.6%) favorable due to the timing of maintenance projects.
- **Professional Services Contracts** was \$0.162 million (57.8%) favorable primarily due to the timing of the retaining wall inspection program.
- **Claims** was \$0.114 million (51.4%) favorable due to the timing of expenses.
- **Materials and Supplies** were \$0.580 million (over 100%) unfavorable due to rail replacement impacted by the R-211 fleet and new substation.
- **Electric Power** was \$0.123 million (9.3%) unfavorable due to the timing of traction and non-traction power consumption.

Depreciation and Other: \$1.626 million (37.2%), which is unfavorable primarily because fewer assets reached beneficial use than projected.

Staffing Levels

- Total headcount at the end of March was 356, which was 66 lower than the Budget.
- The largest number of vacancies were in maintenance (37 positions).
- 63.6% of the vacancies were in the operational hourly category.

Overtime

- Total overtime was \$0.161 million unfavorable. Non-reimbursable was \$0.344 million unfavorable and reimbursable was \$0.183 million favorable.
- Unfavorable non-reimbursable overtime was primarily due to absentee coverage.

Financial Metrics

- The year-to-date March Farebox Operating Ratio was 6.7%, which is lower than the Budget by 0.8 percentage points mainly due to lower than projected farebox revenue during March.
- The year-to-date March Cost per Passenger was \$31.56, which is higher than the Budget by \$3.70 per passenger mainly due to lower than projected paid ridership.
- The year-to-date March Revenue per Passenger was \$2.12, which was higher than the forecast by \$0.02 per passenger due to lower paid ridership.

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2024 Adopted
Accrual Statement of Operations By Category
Month - Mar. 2024
(\$ in Millions)

4/05/2024 12:38 PM

	Nonreimbursable			Reimbursable			Total		
	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance
			Percent			Percent			Percent
Revenue									
Farebox Revenue:									
Farebox Revenue	\$0.382	\$0.315	\$(0.067) (17.6)	\$0.000	\$0.000	-	\$0.382	\$0.315	\$(0.067) (17.6)
Other Revenue	\$0.189	\$0.159	\$(0.029) (15.6)	\$0.000	\$0.000	-	\$0.189	\$0.159	\$(0.029) (15.6)
Capital and Other Reimbursements	\$0.000	\$0.000	-	\$0.681	\$0.258	\$(0.423) (62.1)	\$0.681	\$0.258	\$(0.423) (62.1)
Total Revenue	\$0.571	\$0.474	\$(0.097) (17.0)	\$0.681	\$0.258	\$(0.423) (62.1)	\$1.252	\$0.732	\$(0.520) (41.5)
Expenses									
Labor :									
Payroll	\$2.602	\$2.230	\$0.372 (14.3)	\$0.350	\$0.116	\$0.234 (66.8)	\$2.952	\$2.346	\$0.606 (20.5)
Overtime	\$0.345	\$0.499	\$(0.154) (44.7)	\$0.098	\$0.030	\$0.068 (69.7)	\$0.443	\$0.529	\$(0.086) (19.4)
Total Salaries & Wages	\$2.947	\$2.729	\$0.218 (7.4)	\$0.448	\$0.146	\$0.302 (67.5)	\$3.395	\$2.875	\$0.520 (15.3)
Health and Welfare	\$0.810	\$0.264	\$0.546 (67.4)	\$0.000	\$0.000	-	\$0.810	\$0.264	\$0.546 (67.4)
OPEB Current Payment	\$0.270	\$0.167	\$0.103 (38.2)	\$0.000	\$0.000	-	\$0.270	\$0.167	\$0.103 (38.2)
Pensions	\$0.675	\$0.684	\$(0.009) (1.4)	\$0.000	\$0.000	-	\$0.675	\$0.684	\$(0.009) (1.4)
Other Fringe Benefits	\$0.361	\$0.325	\$0.035 (9.8)	\$0.208	\$0.111	\$0.096 (46.5)	\$0.568	\$0.436	\$0.132 (23.2)
Total Fringe Benefits	\$2.116	\$1.441	\$0.676 (31.9)	\$0.208	\$0.111	\$0.096 (46.5)	\$2.324	\$1.552	\$0.772 (33.2)
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	-
Labor	\$5.064	\$4.170	\$0.894 (17.7)	\$0.656	\$0.257	\$0.399 (60.8)	\$5.719	\$4.427	\$1.292 (22.6)
Non-Labor :									
Electric Power	\$0.437	\$0.385	\$0.052 (11.9)	\$0.000	\$0.000	-	\$0.437	\$0.385	\$0.052 (11.9)
Fuel	\$0.035	\$0.035	\$(0.001) (1.9)	\$0.000	\$0.000	-	\$0.035	\$0.035	\$(0.001) (1.9)
Insurance	\$0.151	\$0.114	\$0.037 (24.3)	\$0.000	\$0.000	-	\$0.151	\$0.114	\$0.037 (24.3)
Claims	\$0.074	\$0.036	\$0.038 (51.4)	\$0.000	\$0.000	-	\$0.074	\$0.036	\$0.038 (51.4)
Paratransit Service Contracts	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.273	\$0.467	\$(0.194) (71.1)	\$0.000	\$0.000	-	\$0.273	\$0.467	\$(0.194) (71.1)
Professional Service Contracts	\$0.094	\$(0.002)	\$0.096 (102.4)	\$0.000	\$0.001	\$(0.001)	\$0.094	\$(0.001)	\$0.094 (101.0)
Materials & Supplies	\$0.099	\$0.439	\$(0.340) (344.2)	\$0.000	\$0.000	-	\$0.099	\$0.439	\$(0.340) (344.2)
Other Business Expenses	\$0.081	\$0.032	\$0.048 (59.9)	\$0.000	\$0.000	-	\$0.081	\$0.032	\$0.048 (59.9)
Non-Labor	\$1.243	\$1.507	\$(0.264) (21.2)	\$0.000	\$0.001	\$(0.001)	\$1.243	\$1.508	\$(0.265) (21.4)
Other Expense Adjustments:									
Other	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Other Expense Adjustments	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$6.307	\$5.677	\$0.630 (10.0)	\$0.656	\$0.258	\$0.397 (60.6)	\$6.962	\$5.935	\$1.027 (14.8)
Depreciation	\$1.458	\$1.960	\$(0.501) (34.4)	\$0.000	\$0.000	-	\$1.458	\$1.960	\$(0.501) (34.4)
GASB 87 Lease Adjustment	\$0.000	\$0.077	\$(0.077)	\$0.000	\$0.000	-	\$0.000	\$0.077	\$(0.077)
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	\$0.000	-
GASB 96 SBITA 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	-
Total Expenses	\$7.765	\$7.714	\$0.051 (0.7)	\$0.656	\$0.258	\$0.397 (60.6)	\$8.421	\$7.972	\$0.449 (5.3)
OPERATING SURPLUS/DEFICIT	\$(7.194)	\$(7.240)	\$(0.046) (0.6)	\$0.026	\$0.000	\$(0.026) (100.0)	\$(7.169)	\$(7.240)	\$(0.071) (1.0)

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 - 2024 Adopted
Accrual Statement of Operations By Category
Year-To-Date - Mar 2024
(\$ in Millions)

4/05/2024 12:38 PM

	Nonreimbursable			Reimbursable			Total		
	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance
			Percent			Percent			Percent
Revenue									
Farebox Revenue:									
Farebox Revenue	\$1,101	\$0,907	\$(0,194) (17.6)	\$0,000	\$0,000	-	\$1,101	\$0,907	\$(0,194) (17.6)
Other Revenue	\$0,966	\$0,521	\$(0,045) (7.9)	\$0,000	\$0,000	-	\$0,966	\$0,521	\$(0,045) (7.9)
Capital and Other Reimbursements	\$0,000	\$0,000	-	\$1,951	\$0,821	\$(1,130) (57.9)	\$1,951	\$0,821	\$(1,130) (57.9)
Total Revenue	\$1,667	\$1,428	\$(0,239) (14.3)	\$1,951	\$0,821	\$(1,130) (57.9)	\$3,618	\$2,249	\$(1,369) (37.8)
Expenses									
Labor :									
Payroll	\$7,937	\$6,823	\$1,114 14.0	\$1,042	\$0,350	\$0,693 66.5	\$8,979	\$7,173	\$1,806 20.1
Overtime	\$1,098	\$1,442	\$(0,344) (31.3)	\$0,293	\$0,111	\$0,183 62.3	\$1,392	\$1,553	\$(0,161) (11.6)
Total Salaries & Wages	\$9,035	\$8,266	\$0,770 8.5	\$1,335	\$0,460	\$0,875 65.5	\$10,371	\$8,726	\$1,645 15.9
Health and Welfare	\$2,431	\$1,624	\$0,807 33.2	\$0,000	\$0,000	-	\$2,431	\$1,624	\$0,807 33.2
OPEB Current Payment	\$0,811	\$0,988	\$(0,177) (21.8)	\$0,000	\$0,000	-	\$0,811	\$0,988	\$(0,177) (21.8)
Pensions	\$2,025	\$2,063	\$(0,027) (1.4)	\$0,000	\$0,000	-	\$2,025	\$2,063	\$(0,027) (1.4)
Other Fringe Benefits	\$1,125	\$0,912	\$0,213 18.9	\$0,617	\$0,357	\$0,260 42.1	\$1,742	\$1,269	\$0,473 27.1
Total Fringe Benefits	\$6,392	\$5,576	\$0,816 12.8	\$0,617	\$0,357	\$0,260 42.1	\$7,009	\$6,933	\$0,076 15.3
Contribution to GASB Fund	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Reimbursable Overhead	\$0,000	\$0,001	\$(0,001) -	\$0,000	\$0,000	\$0,000 -	\$0,000	\$0,001	\$(0,001) -
Labor	\$15,427	\$13,842	\$1,584 10.3	\$1,953	\$0,817	\$1,135 58.1	\$17,379	\$14,660	\$2,720 15.6
Non-Labor :									
Electric Power	\$1,312	\$1,435	\$(0,123) (9.3)	\$0,000	\$0,000	-	\$1,312	\$1,435	\$(0,123) (9.3)
Fuel	\$0,104	\$0,090	\$0,014 13.3	\$0,000	\$0,000	-	\$0,104	\$0,090	\$0,014 13.3
Insurance	\$0,453	\$0,489	\$(0,036) (7.9)	\$0,000	\$0,000	-	\$0,453	\$0,489	\$(0,036) (7.9)
Claims	\$0,221	\$0,108	\$0,114 51.4	\$0,000	\$0,000	-	\$0,221	\$0,108	\$0,114 51.4
Paratransit Service Contracts	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Maintenance and Other Operating Contracts	\$0,992	\$0,800	\$0,192 19.4	\$0,000	\$0,000	-	\$0,992	\$0,800	\$0,192 19.4
Professional Service Contracts	\$0,281	\$0,118	\$0,163 57.8	\$0,000	\$0,004	\$(0,004) -	\$0,281	\$0,122	\$0,159 56.5
Materials & Supplies	\$0,296	\$0,876	\$(0,580) (195.5)	\$0,000	\$0,000	-	\$0,296	\$0,876	\$(0,580) (195.5)
Other Business Expenses	\$0,242	\$0,074	\$0,169 69.6	\$0,000	\$0,000	-	\$0,242	\$0,074	\$0,169 69.6
Non-Labor	\$3,902	\$3,988	\$(0,087) (2.2)	\$0,000	\$0,004	\$(0,004) -	\$3,902	\$3,992	\$(0,091) (2.3)
Other Expense Adjustments:									
Other	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Other Expense Adjustments	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Total Expenses before Depreciation and OPEB	\$19,328	\$17,831	\$1,498 7.7	\$1,953	\$0,821	\$1,131 57.9	\$21,281	\$18,652	\$2,629 12.4
Depreciation	\$4,375	\$5,879	\$(1,504) (34.4)	\$0,000	\$0,000	-	\$4,375	\$5,879	\$(1,504) (34.4)
GASB 87 Lease Adjustment	\$0,000	\$0,122	\$(0,122) -	\$0,000	\$0,000	-	\$0,000	\$0,122	\$(0,122) -
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	-
GASB 96 SBITA 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	-
Total Expenses	\$23,703	\$23,831	\$(0,128) (0.5)	\$1,953	\$0,821	\$1,131 57.9	\$25,656	\$24,653	\$1,003 3.9
OPERATING SURPLUS/DEFICIT	\$(22,037)	\$(22,404)	\$0,367 (1.7)	\$(0,001)	\$0,000	\$0,001 100.0	\$(22,038)	\$(22,404)	\$0,366 (1.7)

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 - 2024 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN THE ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
MARCH 2024
 (\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH		YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance	%	Favorable/ (Unfavorable) Variance	%	
		\$		\$		
Farebox Revenue	Non Reimb.	(0.067)	(17.6)	(0.194)	(17.6)	Unfavorable due to lower than anticipated ridership
Other Revenue	Non Reimb.	(0.029)	(15.6)	(0.045)	(7.9)	Unfavorable due to minimal reimbursement for school fares
Payroll	Non Reimb.	0.372	14.3	1.114	14.0	Favorable due to vacancies
Overtime	Non Reimb.	(0.154)	(44.7)	(0.344)	(31.3)	Unfavorable primarily due to backfill of vacancies
Health and Welfare (including OPEB current payment)	Non Reimb.	0.649	60.1	0.630	19.4	Unfavorable due to timing of expense accruals
Pension	Non Reimb.	(0.009)	(1.4)	(0.027)	(1.4)	Minimal variance
Other Fringe Benefits	Non Reimb.	0.035	9.8	0.213	18.9	Favorable due to timing of misc. benefits
Electric Power	Non Reimb.	0.052	11.9	(0.123)	(9.3)	Favorable primarily due to timing of traction and non-traction power consumption
Fuel	Non Reimb.	(0.001)	(1.9)	0.014	13.3	Nominal variance
Insurance	Non Reimb.	0.037	24.3	(0.036)	(7.9)	Favorable due to timing of expenses
Claims	Non Reimb.	0.038	51.4	0.114	51.4	Favorable due to timing of expenses
Maintenance & Other Operating Contracts	Non Reimb.	(0.194)	(71.1)	0.192	19.4	Unfavorable due to the timing of operating contracts
Professional Service Contracts	Non Reimb.	0.096	102.4	0.162	57.8	Favorable due to timing of service contracts
Materials and Supplies	Non Reimb.	(0.340)	(344.2)	(0.580)	(195.5)	Unfavorable due to rail replacement impacted by R-211 fleet and new substation
Other Business Expenses	Non Reimb.	0.048	59.9	0.169	69.6	Favorable due to timing of Security CCTV project
Payroll	Reimb.	0.234	66.8	0.693	66.5	Favorable due to vacancies
Overtime	Reimb.	0.068	69.7	0.183	62.3	Favorable due to vacancies
Materials and Supplies	Reimb.	0.000	0.0	0.000	0.0	No variance

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2024 Adopted
Cash Receipts and Expenditures
 Mar. FY24
 (\$ in Millions)

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	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable) Variance			(Unfavorable) Variance
Receipts						
Farebox Revenue	\$0.382	\$0.275	\$(0.107)	\$1.101	\$0.864	\$(0.237)
Other Revenue	\$0.099	\$0.052	\$(0.047)	\$0.298	\$4.944	\$4.646
Capital and Other Reimbursements	\$0.681	\$0.027	\$(0.654)	\$1.951	\$0.662	\$(1.289)
Total Revenue	\$1.163	\$0.354	\$(0.808)	\$3.350	\$6.471	\$3.120
			(28.0)			(21.5)
			(47.7)			-
			(96.0)			(66.1)
			(69.5)			93.1
Expenditures						
Labor :						
Payroll	\$2.937	\$2.395	\$0.542	\$8.932	\$7.890	\$1.041
Overtime	\$0.443	\$0.529	\$(0.086)	\$1.392	\$1.553	\$(0.161)
Total Salaries & Wages	\$3.380	\$2.924	\$0.456	\$10.323	\$9.443	\$0.880
			18.5			11.7
			(19.4)			(11.6)
			13.5			8.5
Health and Welfare	\$0.810	\$0.014	\$0.796	\$2.431	\$0.041	\$2.390
OPEB Current Payment	\$0.270	\$0.089	\$0.181	\$0.811	\$0.111	\$0.700
Pensions	\$0.675	\$0.000	\$0.675	\$2.025	\$0.000	\$2.025
Other Fringe Benefits	\$0.448	\$0.285	\$0.163	\$1.380	\$0.667	\$0.713
Total Fringe Benefits	\$2.203	\$0.388	\$1.815	\$6.648	\$0.819	\$5.828
			82.4			87.7
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	-
Labor	\$5.583	\$3.312	\$2.271	\$16.971	\$10.262	\$6.708
			40.7			39.5
Non-Labor :						
Electric Power	\$0.437	\$0.454	\$(0.016)	\$1.312	\$1.362	\$(0.050)
Fuel	\$0.035	\$0.026	\$0.009	\$0.104	\$0.097	\$0.007
Insurance	\$0.151	\$0.000	\$0.151	\$0.453	\$0.000	\$0.453
Claims	\$0.042	\$0.034	\$0.008	\$0.125	\$0.088	\$0.036
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Maintenance and Other Operating Contracts	\$0.273	\$0.449	\$(0.175)	\$0.992	\$1.421	\$(0.429)
Professional Service Contracts	\$0.094	\$0.019	\$0.075	\$0.281	\$0.313	\$(0.032)
Materials & Supplies	\$0.099	\$0.071	\$0.028	\$0.296	\$0.208	\$0.088
Other Business Expenses	\$0.081	\$0.020	\$0.061	\$0.242	\$0.082	\$0.160
Non-Labor	\$1.211	\$1.071	\$0.140	\$3.805	\$3.571	\$0.233
			11.5			6.1
Other Expense Adjustments:						
Other	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Other Expense Adjustments	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	\$6.794	\$4.383	\$2.411	\$20.776	\$13.834	\$6.942
			35.5			33.4
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
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
GASB 96 SBITA Adjustment	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$6.794	\$4.383	\$2.411	\$20.776	\$13.834	\$6.942
			35.5			33.4
Net Surplus/(Deficit)	\$(5.631)	\$(4.028)	\$1.603	\$(17.425)	\$(7.363)	\$10.062
			28.5			57.7

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2024 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN THE ADOPTED BUDGET AND ACTUAL CASH BASIS
MARCH 2024
(\$ in millions)

	MONTH		YEAR TO DATE		
	Favorable/ (Unfavorable) Variance	%	Favorable/ (Unfavorable) Variance	%	
<u>Operating Receipts or Disbursements</u>	\$		\$		
Farebox Receipts	(0.107)	(28.0)	(0.237)	(21.5)	Primarily due to unfavorable ridership
Other Revenue	(0.047)	(47.7)	4.646	-	Primarily due to receipt timing lag of fare reimbursement
Capital and Other Reimbursements	(0.654)	(96.0)	(1.289)	(66.1)	Timing of reimbursements
Payroll	0.542	18.5	1.041	11.7	Favorable due to timing
Overtime	(0.086)	(19.4)	(0.161)	(11.6)	Due to vacancies backfill
Health and Welfare (including OPEB current payment)	0.977	90.5	3.090	95.3	Timing of payments
Pension	0.675	100.0	2.025	100.0	Due to pre-payment of two years pension expenses
Other Fringe Benefits	0.163	36.4	0.713	51.7	Favorable due to vacancies
Electric Power	(0.016)	(3.7)	(0.050)	(3.8)	Unfavorable primarily due to timing of traction and non-traction power consumption
Maintenance Contracts	(0.175)	(64.2)	(0.429)	(43.3)	Unfavorable timing of maintenance work
Professional Services Contracts	0.075	79.8	(0.032)	(11.4)	Unfavorable primarily due to the timing of Cyber security and retaining wall inspection
Materials & Supplies	0.028	28.5	0.088	29.8	Timing of payments
Other Business	0.061	75.6	0.160	66.2	Favorable due to timing of Security CCTV project

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2024 Adopted
Cash Conversion (Cash Flow Adjustments)

Mar FY24
(\$ in Millions)

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	Month			Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Actual	Favorable (Unfavorable)	
			Variance	Percent		Variance	Percent
Revenue							
Farebox Revenue	\$0.000	\$(0.040)	\$(0.040)	-	\$0.000	\$(0.042)	-
Other Revenue	\$(0.089)	\$(0.107)	\$(0.018)	(20.1)	\$(0.268)	\$4.423	\$4.691
Capital and Other Reimbursements	\$0.000	\$(0.231)	\$(0.231)	-	\$0.000	\$(0.159)	-
Total Revenue	\$(0.089)	\$(0.378)	\$(0.288)	(323.1)	\$(0.268)	\$4.222	\$4.489
Expenses							
Labor :							
Payroll	\$0.016	\$(0.048)	\$(0.064)	(407.1)	\$0.047	\$(0.718)	\$(0.765)
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000
Total Salaries & Wages	\$0.016	\$(0.048)	\$(0.064)	(407.1)	\$0.047	\$(0.718)	\$(0.765)
Health and Welfare	\$0.000	\$0.250	\$0.250	-	\$0.000	\$1.583	\$1.583
OPEB Current Payment	\$0.000	\$0.078	\$0.078	-	\$0.000	\$0.877	\$0.877
Pensions	\$0.000	\$0.684	\$0.684	-	\$0.000	\$2.053	\$2.053
Other Fringe Benefits	\$0.120	\$0.152	\$0.031	26.0	\$0.361	\$0.602	\$0.241
Total Fringe Benefits	\$0.120	\$1.164	\$1.043	866.5	\$0.361	\$5.114	\$4.753
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.001	\$0.001
Labor	\$0.136	\$1.115	\$0.979	718.9	\$0.409	\$4.397	\$3.989
Non-Labor :							
Electric Power	\$0.000	\$(0.068)	\$(0.068)	-	\$0.000	\$0.073	\$0.073
Fuel	\$0.000	\$0.009	\$0.009	-	\$0.000	\$(0.007)	\$(0.007)
Insurance	\$0.000	\$0.114	\$0.114	-	\$0.000	\$0.489	\$0.489
Claims	\$0.032	\$0.002	\$(0.030)	(92.9)	\$0.097	\$0.019	\$(0.077)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000
Maintenance and Other Operating Contracts	\$0.000	\$0.019	\$0.019	-	\$0.000	\$(0.622)	\$(0.622)
Professional Service Contracts	\$0.000	\$(0.020)	\$(0.020)	-	\$0.000	\$(0.191)	\$(0.191)
Materials & Supplies	\$0.000	\$0.368	\$0.368	-	\$0.000	\$0.668	\$0.668
Other Business Expenses	\$0.000	\$0.013	\$0.013	-	\$0.000	\$(0.008)	\$(0.008)
Non-Labor	\$0.032	\$0.437	\$0.405	-	\$0.097	\$0.421	\$0.324
Other Expense Adjustments:							
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$0.168	\$1.553	\$1.384	821.8	\$0.505	\$4.818	\$4.313
Depreciation	\$1.458	\$1.960	\$0.501	34.4	\$4.375	\$5.879	\$1.504
GASB 87 Lease Adjustment	\$0.000	\$0.077	\$0.077	-	\$0.000	\$0.122	\$0.122
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
GASB 96 SBITA Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000
Total Expenditures	\$1.627	\$3.589	\$1.963	120.6	\$4.880	\$10.819	\$5.939
Total Cash Conversion Adjustments	\$1.537	\$3.212	\$1.674	108.9	\$4.612	\$15.040	\$10.428

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 STATEN ISLAND RAILWAY
 FEBRUARY FINANCIAL PLAN 2024
 TOTAL POSITIONS BY FUNCTION AND OCCUPATION
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 MARCH 2024**

<u>Function/Occupation</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
Administration			
Managers/Supervisors	16	8	8
Professional, Technical, Clerical	7	5	2
Operational Hourlies	8	7	1
Total Administration	31	20	11
Operations			
Managers/Supervisors	26	24	2
Professional, Technical, Clerical	6	6	0
Operational Hourlies	120	104	16
Total Operations	152	134	18
Maintenance			
Managers/Supervisors	32	24	8
Professional, Technical, Clerical	9	5	4
Operational Hourlies	192	167	25
Total Maintenance	233	196	37
Engineering/Capital			
Managers/Supervisors	4	4	0
Professional, Technical, Clerical	2	2	0
Operational Hourlies	0	0	0
Total Engineering/Capital	6	6	0
Total Positions			
Managers/Supervisors	78	60	18
Professional, Technical, Clerical	24	18	6
Operational Hourlies	320	278	42
Total Positions	422	356	66

**MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN 2024
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
MARCH 2024**

<u>Function/Departments</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	8	5	3
General Office	19	12	7
Purchasing/Stores	4	3	1
Total Administration	31	20	11
Operations			
Transportation	152	134	18
Total Operations	152	134	18
Maintenance			
Mechanical	54	47	7
Electronics/Electrical	25	19	6
Power/Signals	33	29	4
Maintenance of Way	92	78	14
Infrastructure	29	23	6
Total Maintenance	233	196	37
Engineering/Capital			
Capital Project Support	6	6	0
Total Engineering Capital	6	6	0
Total Positions	422	356	66
Non-Reimbursable	368	337	31
Reimbursable	54	19	35
Total Full-Time	422	356	66
Total Full-Time-Equivalents	0	0	0

FinalFY23

Farebox Revenue Report Highlights

Month of March

SIR farebox revenue totaled \$0.315 million in March 2024, which was \$0.067 million (17.6%) below the Budget.

Year-to-Date

SIR farebox revenue totaled \$0.907 million in March 2024, which was \$0.194 million (17.6%) below the Budget.

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2024 Adopted
Ridership (Utilization) Actual to Budget
March 2024
 (# in Millions)

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	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable)			(Unfavorable)
			Variance		Variance	Percent
<u>Ridership</u>						
Ridership - Subway	0.246	0.198	(0.048)	0.694	0.565	(0.129) (18.6)
Total Ridership	0.246	0.198	(0.048)	0.694	0.565	(0.129) (18.6)
<u>FareBox Revenue</u>						
Farebox Revenue	\$0.382	\$0.315	\$(0.067)	\$1.101	\$0.907	\$(0.194) (17.6)
Total Farebox Revenue	\$0.382	\$0.315	\$(0.067)	\$1.101	\$0.907	\$(0.194) (17.6)

Note: Totals may not add due to rounding

STATEN ISLAND RAILWAY

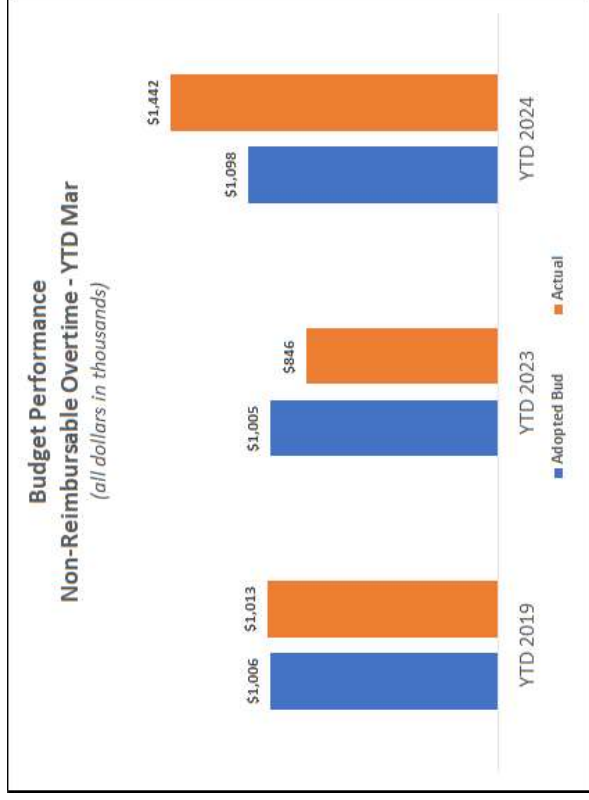
NON-REIMBURSABLE OVERTIME

Overview

- Overall increase of \$429.7K or 42.4 percent compared to YTD Mar 2019
- Overall increase of \$596.7K or 70.6 percent compared to YTD Mar 2023
- \$344.0K or 31.3 percent above YTD Mar 2024 Adopted budget
- Service \$135.0K overrun: \$133.7K overrun due to vacancies, absence coverage; \$1.3K overrun due to weather conditions
- Maintenance \$256.4M overrun: \$299.2K overrun due to vacancy and absence coverage, offset by -\$42.8K underrun for severe weather
- All others underrun is -\$47.4K

Agency Detail

- Mechanical overrun \$166.9K; \$216.3K for vacancy/absence coverage, offset by a -\$49.3K underrun attributed to severe weather conditions
- Transportation overrun \$135.0K: \$133.7K attributed to service overrun; \$1.3K due to weather overruns
- Electrical, Power and Signals overrun \$65.3K: \$36.4K due to severe weather conditions; 28.9K attributed to vacancies/absence overrun
- MOW/Infrastructure overrun \$24.2K: \$54.0K due to vacancy/absence coverage, offset by -\$29.8K underrun attributed to severe weather conditions
- Others underrun of -\$47.4K



STATEN ISLAND RAILWAY

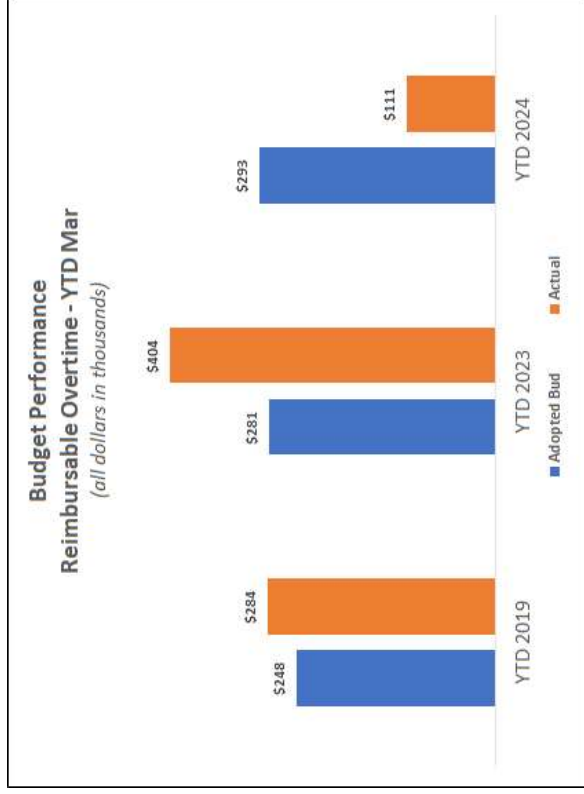
REIMBURSABLE OVERTIME

Overview

- Overall decrease of \$173.4K or -61.1 percent compared to YTD Mar 2019
- Overall decrease of \$293.9K or -72.7% percent compared to YTD Mar 2023
- -\$182.7K or -62.3 percent below YTD Mar 2024 Adopted budget
- Service -\$87.3K underrun due to vacancies and absence coverage
- Maintenance -\$114.5K underrun due to vacancies and absence coverage
- All others overrun is \$19.1K

Agency Detail

- Capital project reimbursable overhead charges resulted in the following variances:
 - Transportation underrun of -\$87.3K
 - MOW/Infrastructure underrun of -\$59.5K
 - Electrical underrun of -\$19.6K
 - Mechanical underrun of -\$19.0K
 - Power/Signals underrun of -\$16.4K
 - Others overrun of \$19.1K





Financial and Ridership Reports – March 2024

Jaibala Patel, Deputy Chief Financial Officer, MTA

Financial Report Highlights

Year-to-Date Budget Performance Summary

- Total revenues of \$45.1 million were \$8.9 million (16.5%) unfavorable to the Budget. This was primarily due to lower paid ridership and lower average fare.
- Total paid ridership of 20.3 million was 2.2 million (9.9%) lower than the Budget.
- Total expenses of \$230.9 million were \$62.8 million (21.4%) lower than the Budget. Total expenses before non-cash liabilities of \$216.6 million were below Budget by \$27.2 million (11.2%) due to favorable labor costs of \$18.1 million (9.8%), primarily due to vacancies and the timing of non-labor underruns of \$9.1 million (15.1%). Favorable non-cash liabilities of \$14.3 million underran by \$35.6 million (71.3%) primarily due to the timing of the GASB 75 OPEB Expense and GASB 68 Pension Adjustments partially offset by higher depreciation.
- At the end of February, the total headcount was 3,690, which was 218 lower than the Budget of 3,908. Non-Reimbursable positions were 216 lower, and reimbursable positions were 2 lower than the Budget.
- March YTD non-reimbursable net surplus was favorable to the Budget by \$53.9 million (22.5%). Non-reimbursable revenues through March were unfavorable by \$9.1 million (17.5%) to the Budget primarily due to lower farebox revenue of \$5.5 million (11.7%) and other operating income of \$3.6 million (72.4%). Unfavorable farebox revenue was mainly due to lower paid ridership and lower average fare. Total non-reimbursable expenses were favorable by \$63.0 million (21.6%) primarily due to the timing of non-cash GASB adjustments, lower labor, and non-labor expenses. Favorable labor expenses were mainly due to lower payroll, overtime, health & welfare/OPEB, pensions and other fringe benefits.

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

(\$ in Millions)

	MTA Bus		
	Budget	Actual	Variance
Total Revenue	\$52.131	\$43.011	(\$9.120)
Farebox Revenue	\$47.185	\$41.645	(\$5.540)
Other Revenue	\$4.946	\$1.366	(\$3.580)
Total Expense	\$241.922	\$214.525	\$27.397
Labor Expenses	\$181.747	\$163.465	\$18.282
Non-Labor Expenses	\$60.175	\$51.060	\$9.115
Non-Cash Liabilities	\$49.934	\$14.320	\$35.614
Net Surplus/(Deficit) - Accrued	(\$239.725)	(\$185.834)	\$53.891

Revenues

- **Farebox Revenues** were \$5.5 million (11.7%) unfavorable to the Budget due to lower paid ridership and lower average fare. March year-to-date paid ridership was 2.2 million (9.9%) lower than the Budget.
- **Other Operating Income** was \$3.6 million (72.4%) unfavorable due to the timing of student reimbursement, lower advertising revenues, lower recoveries from other insurance and other contract services.

Expenses

Labor Expenses: \$18.3 million (10.1%) favorable

- **Payroll** was \$4.7 million (5.7%) favorable primarily due to vacancies partially offset by higher vacation and personal time cash out, higher sick pay and RWA.
- **Overtime** was \$3.3 million (12.4%) favorable primarily due to lower unscheduled service, lower programmatic maintenance, favorable weather and running time partially offset by vacancy and absentee coverage.
- **Health & Welfare and OPEB Current Payments** were \$6.1 million (16.0%) favorable primarily due to the timing of OPEB, lower medical, hospitalization and dental partially offset by higher prescription drug and life insurance.
- **Pensions** was essentially on budget.
- **Other Fringe Benefits** were \$3.6 million (18.6%) favorable due to lower worker's compensation, lower payroll related expenses, lower interagency billing, and higher Health Benefit Trust reimbursement partially offset by the timing of unemployment insurance.

Non-Labor Expenses: \$9.1 million (15.1%) favorable

- **Electric Power** was \$0.1 million (19.7%) unfavorable primarily due to higher rates.
- **Fuel** was \$1.2 million (14.6%) favorable due to lower diesel usage and lower fuel costs partially offset by higher CNG consumption.
- **Insurance** was \$0.1 million (6.3%) favorable due to the timing of expenses.
- **Claims** was \$0.7 million (4.8%) unfavorable due to higher claims expense.
- **Maintenance and Other Operating Contracts** were \$3.1 million (29.2%) favorable primarily due to the timing of expenses.
- **Professional Service Contracts** were \$2.9 million (28.6%) favorable primarily due to the timing of interagency billing, bus technology, and service contracts.
- **Materials and Supplies** were \$2.4 million (19.5%) favorable primarily due to the lower usage of general maintenance material, the timing of radio equipment, construction material and maintenance/repairs partially offset by higher oil, lubrication, tools, and hardware.

- **Other Business Expense** was \$0.2 million (8.5%) favorable primarily due to lower office supplies, other miscellaneous expenses, and metro mobility tax, partially offset by the timing of NFPS credit card fees.

Depreciation and Other: Non-cash liabilities underran by \$35.6 million (71.3%) mainly due to the timing of GASB 75 OPEB Expense and GASB 68 Pension Adjustments partially offset by higher depreciation.

Staffing Levels

- Total headcount at the end of March was 3,690, which was 218 lower than the Budget.
- The largest number of vacancies were in maintenance (124 positions).
- 55% percent of the vacancies are in the operational hourly category.

Overtime

- Total overtime was \$3.2 million (12.2%) favorable; reimbursable overtime was minimal. Favorable non-reimbursable overtime was primarily due to lower unscheduled service, lower programmatic maintenance, weather and running time partially offset by vacancy and absentee coverage.

Financial Metrics

- The March year-to-date Farebox Operating Ratio was 19.4%, which is lower than the Budget by 0.1% primarily due to lower farebox revenues and partially offset by lower operating expenses.
- The March year-to-date Cost per Passenger was \$10.55, which was \$0.17 lower than the Budget.
- The March year-to-date Revenue per passenger was \$2.05, which was lower than the Budget by \$0.04 per passenger primarily due to lower farebox revenue and lower paid ridership.

Farebox Revenue Report Highlights

Month of March

MTABC farebox revenue totaled \$14.9 million in March 2024, which was \$0.7 million (4.7%) below Budget mainly due to lower paid ridership and lower average fare.

Year-to-Date

MTABC Year-to-Date farebox revenue totaled \$41.6 million, which was \$5.5 million (11.7%) lower than the Budget.

MTA BUS COMPANY
February Financial Plan - 2024 Adopted Budget
ACCURAL STATEMENT of OPERATIONS by CATEGORY
March 2024
(\$ 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
Revenue												
Farebox Revenue	\$15,623	\$14,886	(\$0.737)	(4.7)	\$0,000	\$0,000	\$0,000	-	\$15,623	\$14,886	(\$0.737)	(4.7)
Other Operating Income	1,638	0,641	(0.997)	(60.9)	-	-	-	-	1,638	0,641	(0.997)	(60.9)
Capital and Other Reimbursements	-	-	-	-	0,616	1,072	0,456	74.1	0,616	1,072	0,456	74.1
Total Revenue	\$17,261	\$15,527	(\$1,734)	(10.0)	\$0,616	\$1,072	\$0,456	74.1	\$17,877	\$16,599	(\$1,278)	(7.1)
Expenses												
Labor:												
Payroll	\$27,066	\$25,423	\$1,643	6.1	\$0,377	\$0,560	(\$0.183)	(48.4)	\$27,443	\$25,983	\$1,460	5.3
Overtime	8,801	8,016	0,785	8.9	-	0,031	(0.031)	-	8,801	8,047	0,754	8.6
Health and Welfare	9,004	8,065	0,939	10.4	0,136	-	0,136	100.0	9,140	8,065	1,075	11.8
OPEB Current Payment	3,611	2,572	1,039	28.8	-	-	-	-	3,611	2,572	1,039	28.8
Pensions	5,016	5,048	(0.032)	(0.6)	-	-	-	-	5,016	5,048	(0.032)	(0.6)
Other Fringe Benefits	6,388	5,193	1,195	18.7	-	0,013	(0.013)	-	6,388	5,206	1,182	18.5
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0,103)	(0,469)	0,366	*	0,103	0,469	(0,366)	*	(0,000)	-	(0,000)	(100.0)
Total Labor Expenses	\$59,783	\$53,848	\$5,935	9.9	\$0,616	\$1,072	(\$0,457)	(74.2)	\$60,399	\$54,921	\$5,478	9.1
Non-Labor:												
Electric Power	\$0,162	\$0,193	(\$0,031)	(19.1)	-	-	-	-	\$0,162	\$0,193	(\$0,031)	(19.1)
Fuel	2,822	2,562	0,260	9.2	-	-	-	-	2,822	2,562	0,260	9.2
Insurance	0,596	0,561	0,035	5.9	-	-	-	-	0,596	0,561	0,035	5.9
Claims	4,734	5,000	(0,266)	(5.6)	-	-	-	-	4,734	5,000	(0,266)	(5.6)
Maintenance and Other Operating Contracts	3,480	2,918	0,562	16.1	-	-	-	-	3,480	2,918	0,562	16.1
Professional Service Contracts	3,307	2,598	0,709	21.4	-	-	-	-	3,307	2,598	0,709	21.4
Materials & Supplies	4,155	4,174	(0,019)	(0.5)	-	-	-	-	4,155	4,174	(0,019)	(0.5)
Other Business Expense	0,668	1,222	(0,554)	(82.9)	-	-	-	-	0,668	1,222	(0,554)	(82.9)
Total Non-Labor Expenses	\$19,924	\$19,228	\$0,696	3.5	\$0,000	\$0,000	\$0,000	-	\$19,924	\$19,228	\$0,696	3.5
Total Expenses before Non-Cash Liability Adjs.	\$79,707	\$73,076	\$6,631	8.3	\$0,616	\$1,072	(\$0,457)	(74.2)	\$80,323	\$74,149	\$6,174	7.7
Depreciation	\$4,618	\$4,895	(\$0,277)	(6.0)	-	-	-	-	\$4,618	\$4,895	(\$0,277)	(6.0)
GASB 87 Lease Adjustment	-	0,027	(0,027)	-	-	-	-	-	-	0,027	(0,027)	-
GASB 75 OPEB Expense Adjustment	6,447	-	6,447	100.0	-	-	-	-	6,447	-	6,447	100.0
GASB 68 Pension Adjustment	5,468	-	5,468	100.0	-	-	-	-	5,468	-	5,468	100.0
Environmental Remediation	-	(0,119)	0,119	-	-	-	-	-	-	(0,119)	0,119	-
Total Expenses	\$96,240	\$77,879	\$18,361	19.1	\$0,616	\$1,072	(\$0,456)	(74.1)	\$96,856	\$78,952	\$17,905	18.5
Net Surplus/(Deficit)	(\$78,979)	(\$62,352)	\$16,627	21.1	\$0,000	\$0,000	\$0,000	-	(\$78,979)	(\$62,353)	\$16,627	21.1

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 - 2024 Adopted Budget
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 2024 Year-To-Date
(\$ in millions)

	Nonreimbursable			Reimbursable			Total			
	Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance		Percent	Actual		Variance	Percent	Actual
Revenue										
Farebox Revenue	\$47,185	\$41,645	(\$5,540)	(11.7)	\$0,000	\$0,000	\$0,000	\$41,645	(\$5,540)	(11.7)
Other Operating Income	4,946	1,366	(3,580)	(72.4)	-	-	-	1,366	(3,580)	(72.4)
Capital and Other Reimbursements	-	-	-	-	1,859	2,064	0.205	2,064	0.205	11.0
Total Revenue	\$52,131	\$43,011	(\$9,120)	(17.5)	\$1,859	\$2,064	\$0,205	\$45,075	(\$8,915)	(16.5)
Expenses										
Labor:										
Payroll	\$82,946	\$78,202	\$4,744	5.7	\$1,140	\$1,088	\$0,052	\$79,290	\$4,796	5.7
Overtime	26,570	23,281	3,289	12.4	-	0,057	(0,057)	26,570	3,232	12.2
Health and Welfare	27,193	24,284	2,909	10.7	0,410	-	0,410	24,284	3,319	12.0
OPEB Current Payment	10,907	7,737	3,170	29.1	-	-	-	7,737	3,170	29.1
Pensions	15,149	15,143	0,006	0.0	-	-	-	15,143	0,006	0.0
Other Fringe Benefits	19,292	15,706	3,586	18.6	-	0,030	(0,030)	15,736	3,556	18.4
GASB Account	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0,310)	(0,888)	0,578	*	0,310	0,888	(0,578)	-	(0,000)	-
Total Labor Expenses	\$181,747	\$163,465	\$18,282	10.1	\$1,859	\$2,064	(\$0,204)	\$183,607	\$18,078	9.8
Non-Labor:										
Electric Power	\$0,488	\$0,584	(\$0,096)	(19.7)	-	-	-	\$0,584	(\$0,096)	(19.7)
Fuel	8,524	7,280	1,244	14.6	-	-	-	7,280	1,244	14.6
Insurance	1,799	1,685	0,114	6.3	-	-	-	1,685	0,114	6.3
Claims	14,299	14,990	(0,691)	(4.8)	-	-	-	14,299	(0,691)	(4.8)
Maintenance and Other Operating Contracts	10,510	7,441	3,069	29.2	-	-	-	7,441	3,069	29.2
Professional Service Contracts	9,988	7,134	2,854	28.6	-	-	-	7,134	2,854	28.6
Materials & Supplies	12,550	10,101	2,449	19.5	-	-	-	10,101	2,449	19.5
Other Business Expense	2,017	1,845	0,172	8.5	-	-	-	2,017	0,172	8.5
Total Non-Labor Expenses	\$60,175	\$51,060	\$9,115	15.1	\$0,000	\$0,000	\$0,000	\$60,175	\$9,115	15.1
Total Expenses before Non-Cash Liability Adjs.	\$241,922	\$214,525	\$27,397	11.3	\$1,859	\$2,064	(\$0,204)	\$243,782	\$27,193	11.2
Depreciation	\$13,947	\$14,686	(\$0,739)	(5.3)	-	-	-	\$13,947	(\$0,739)	(5.3)
GASB 87 Lease Adjustment	-	(0,247)	0,247	-	-	-	-	(0,247)	0,247	-
GASB 75 OPEB Expense Adjustment	19,472	-	19,472	100.0	-	-	-	19,472	19,472	100.0
GASB 68 Pension Adjustment	16,515	-	16,515	100.0	-	-	-	16,515	16,515	100.0
Environmental Remediation	-	(0,119)	0,119	-	-	-	-	(0,119)	0,119	-
Total Expenses	\$291,856	\$228,845	\$63,011	21.6	\$1,859	\$2,064	(\$0,205)	\$293,716	\$62,807	21.4
Net Surplus/(Deficit)	(\$239,725)	(\$185,834)	\$53,891	22.5	\$0,000	\$0,000	\$0,000	(\$239,726)	\$53,892	22.5

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 - 2024 Adopted Budget
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
 (\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Batta	March 2024		Year-To-Date		Reason for Variance
		Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
		\$		\$		
Farebox Revenue	NR	\$ (0.737)	(4.7)	\$ (5.540)	(11.7)	Mainly due to lower ridership and lower average fare.
Other Operating Income	NR	(0.997)	(6.0)	(3.580)	(72.4)	Primarily due to timing of student reimbursement, lower advertising revenue, lower recoveries from other insurance and Other Contract Services.
Capital and Other Reimbursements	R	0.456	74.1	0.205	11.0	Timing of Reimbursements
Total Revenue Variance		\$ (1.278)	(7.1)	\$ (8.915)	(16.5)	
Payroll	NR	\$ 1.643	6.1	\$ 4.744	5.7	Primarily due to vacancies partially offset by higher vacation & personal time cash out, higher sick pay out and RWA.
Overtime	NR	0.785	8.9	3.289	12.4	Primarily due to lower unscheduled service, lower programmatic maintenance, favorable weather and running time partially offset by vacancy and absentee coverage.
Health and Welfare (including OPEB)	NR	1.978	15.7	6.079	16.0	Primarily due to timing of OPEB, lower medical, hospitalization and dental partially offset by higher prescription drugs and life insurance.
Pension	NR	(0.032)	(0.6)	0.006	0.0	(a)
Other Fringe Benefits	NR	1.195	18.7	3.586	18.6	Lower Worker's Compensation, lower payroll related expenses, lower interagency billing, and higher Health Benefit Trust reimbursement
Reimbursable Overhead	NR	0.366	*	0.578	*	Timing of Reimbursements
Electric Power	NR	(0.031)	(19.1)	(0.096)	(19.1)	Primarily due to higher rates
Fuel	NR	0.260	9.2	1.244	14.6	Primarily due to favorable diesel usage, lower fuel costs and partially offset by higher CNG consumption.
Insurance	NR	0.035	5.9	0.114	6.3	Timing of expenses
Claims	NR	(0.266)	(5.6)	(0.691)	(4.8)	Higher claims expense
Maintenance and Other Operating Contracts	NR	0.562	16.1	3.069	29.2	Mainly due to the timing of expenses.
Professional Service Contracts	NR	0.709	21.4	2.854	28.6	Timing of interagency billing, bus technology, and service contracts
Materials & Supplies	NR	(0.019)	(0.5)	2.449	19.5	Mainly due to lower usage of general maintenance material and the timing of radio equipment maintenance/repairs and construction material partially offset by higher oil and lubrication, tools and hardware
Other Business Expense	NR	(0.554)	(82.9)	0.172	8.5	Primarily due to the timing of NFPS credit card fees offset by lower other miscellaneous expenses, Metro Mobility Tax and office supplies
Depreciation	NR	(0.277)	(6.0)	(0.739)	(5.3)	Timing of expenses
GASB 87 Lease Adjustment	NR	(0.027)	-	0.247	-	(a)
GASB 75 OPEB Expense Adjustment	NR	6.447	100.0	19.472	100.0	Timing of charges
GASB 68 Pension Adjustment	NR	5.468	100.0	16.515	100.0	Timing of charges
Environmental Remediation	NR	0.119	-	0.119	-	(a)
Payroll	R	(0.183)	(48.4)	0.052	4.5	(a)
Health and Welfare	R	(0.031)	*	(0.057)	*	(a)
Overtime	R	0.136	100.0	0.410	100.0	Timing of charges
Pension	R	-	-	-	-	Timing of charges
Other Fringe Benefits	R	(0.013)	-	(0.030)	-	Timing of charges
Reimbursable Overhead	R	(0.366)	-	(0.578)	-	Timing of charges
Professional Service Contracts	R	-	-	-	-	Timing of charges
Maintenance and Other Operating Contracts	R	-	-	-	-	Timing of charges
Materials & Supplies	R	-	-	-	-	Timing of charges
Total Expense Variance		\$ 17.905	18.5	\$ 62.807	21.4	
Net Variance		\$ 16.627	21.1	\$ 53.892	22.5	

(a) - Variance less than 5%

MTA BUS COMPANY
February Financial Plan - 2024 Adopted Budget
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

	March 2024			Year-To-Date				
	Adopted Budget	Actual	Favorable	Adopted Budget	Actual	Favorable		
			(Unfavorable)			(Unfavorable)		
		Variance	Percent		Variance	Percent		
Receipts								
Farebox Revenue	\$15.623	\$13.490	(\$2.133)	(13.7)	\$47.185	\$42.715	(\$4.469)	(9.5)
Other Operating Revenue	1.660	10.678	9.018	*	\$4.979	\$11.117	6.138	*
Capital and Other Reimbursements	0.624	0.457	(0.167)	(26.8)	\$1.872	\$0.743	(1.129)	(60.3)
Total Receipts	\$17.907	\$24.624	\$6.718	37.5	\$54.036	\$54.575	\$0.539	1.0
Expenditures								
Labor:								
Payroll	\$25.634	\$23.842	\$1.792	7.0	\$78.103	\$70.212	\$7.891	10.1
Overtime	7.918	7.580	0.338	4.3	23.753	23.214	0.540	2.3
Health and Welfare	9.263	10.063	(0.800)	(8.6)	27.788	29.937	(2.149)	(7.7)
OPEB Current Payment	3.660	2.572	1.088	29.7	10.980	7.734	3.246	29.6
Pensions	-	-	-	-	-	-	-	-
Other Fringe Benefits	4.808	4.873	(0.065)	(1.4)	14.423	14.250	0.173	1.2
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$51.283	\$48.931	\$2.352	4.6	\$155.048	\$145.347	\$9.701	6.3
Non-Labor:								
Electric Power	\$0.164	\$0.193	(\$0.029)	(18.0)	\$0.491	\$0.595	(\$0.104)	(21.1)
Fuel	2.860	2.366	0.494	17.3	8.581	7.730	0.851	9.9
Insurance	0.604	-	0.604	100.0	1.811	-	1.811	100.0
Claims	2.901	19.740	(16.839)	*	8.704	23.873	(15.169)	*
Maintenance and Other Operating Contracts	3.527	4.573	(1.046)	(29.7)	10.580	8.893	1.687	15.9
Professional Service Contracts	3.352	1.813	1.539	45.9	10.055	5.361	4.695	46.7
Materials & Supplies	4.211	3.651	0.560	13.3	12.634	11.186	1.448	11.5
Other Business Expenses	0.677	0.283	0.394	58.2	2.030	1.527	0.504	24.8
Total Non-Labor Expenditures	\$18.296	\$32.619	(\$14.324)	(78.3)	\$54.887	\$59.165	(\$4.277)	(7.8)
Total Expenditures	\$69.578	\$81.550	(\$11.972)	(17.2)	\$209.935	\$204.512	\$5.423	2.6
Operating Cash Surplus/(Deficit)	(\$1.672)	(\$56.926)	(\$5.254)	(10.2)	(\$155.899)	(\$149.937)	\$5.963	3.8

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
February Financial Plan - 2024 Adopted Budget
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

	March 2024		Year-To-Date		Reason for Variance
	Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
Operating Receipts or Disbursements					
Farebox Revenue	\$ (2.133)	(13.7)	\$ (4.469)	(9.5)	Mainly due to lower ridership, lower average fare and timing of receipt.
Other Operating Revenue	9.018	*	6.138	*	Primarily due to timing of student reimbursement, and lower advertising revenue partially offset by higher recoveries from other insurance and Other Contract Services.
Capital and Other Reimbursements	(0.167)	(26.8)	(1.129)	(60.3)	Timing of Payments
	\$ 6.718	37.5	\$ 0.539	1.0	
Payroll	\$ 1.792	7.0	\$ 7.891	10.1	Primarily due to vacancies partially offset by higher vacation & personal time cash out, higher sick pay out and RWA.
Overtime	0.338	4.3 (a)	0.540	2.3 (a)	
Health and Welfare (including OPEB)	0.288	2.2 (a)	1.087	2.8 (a)	
Pension	-	- (a)	-	- (a)	
Other Fringe Benefits	(0.065)	(1.4) (a)	0.173	1.2 (a)	
Electric Power	(0.029)	(18.0)	(0.104)	(21.1)	Primarily due to higher rates
Fuel	0.494	17.3	0.851	9.9	Primarily due to favorable diesel usage, lower fuel costs and partially offset by higher CNG consumption.
Insurance	0.604	100.0	1.811	100.0	Timing of payments
Claims	(16.839)	*	(15.169)	*	Higher claim payments
Maintenance and Other Operating Contracts	(1.046)	(29.7)	1.687	15.9	Mainly due to the timing of expenses.
Professional Service Contracts	1.539	45.9	4.695	46.7	Timing of interagency billing, bus technology, and service contracts
Materials & Supplies	0.560	13.3	1.448	11.5	Mainly due to lower usage of general maintenance material, the timing of radio equipment maintenance/repairs partially offset by timing of interagency billing
Other Business Expenditure	0.394	58.2	0.504	24.8	Primarily due to lower office supplies, other miscellaneous expenses, Metro Mobility Tax and offset by the timing of NFPS credit card fees
	\$ (11.972)	(17.2)	\$ 5.422	2.6	
Net Cash Variance	\$ (5.254)	(10.2)	\$ 5.963	3.8	

(a) - Variance less than 5%

MTA BUS COMPANY
February Financial Plan - 2024 Adopted Budget
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	March 2024				Year-To-Date			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$0.000	(\$1.396)	(\$1.396)	*	(\$0.000)	\$1.070	\$1.071	*
Other Operating Revenue	0.022	10.037	10.015	*	0.033	9.751	9.718	*
Capital and Other Reimbursements	0.008	(0.615)	(0.624)	*	0.013	(1.321)	(1.334)	*
Total Receipts	\$0.030	\$8.025	\$7.995	*	\$0.046	\$9.500	\$9.454	*
Expenditures								
<i>Labor:</i>								
Payroll	\$1.809	\$2.141	\$0.332	18.3	\$5.983	\$9.078	\$3.096	51.7
Overtime	0.883	0.467	(0.417)	(47.2)	2.817	0.124	(2.692)	(95.6)
Health and Welfare	(0.123)	(1.998)	(1.875)	*	(0.185)	(5.653)	(5.468)	*
OPEB Current Payment	(0.049)	0.000	0.049	*	(0.073)	0.003	0.076	*
Pensions	5.016	5.048	0.032	0.6	15.149	15.143	(0.006)	(0.0)
Other Fringe Benefits	1.580	0.333	(1.247)	(78.9)	4.869	1.486	(3.383)	(69.5)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.000)	-	0.000	100.0	-	0.000	0.000	-
Total Labor Expenditures	\$9.116	\$5.990	(\$3.126)	(34.3)	\$28.559	\$20.182	(\$8.378)	(29.3)
<i>Non-Labor:</i>								
Electric Power	(\$0.002)	(\$0.000)	\$0.002	94.7	(\$0.003)	(\$0.011)	(\$0.008)	*
Fuel	(0.038)	0.196	0.234	*	(0.057)	(0.450)	(0.393)	*
Insurance	(0.008)	0.561	0.569	*	(0.012)	1.685	1.697	*
Claims	1.833	(14.740)	(16.573)	*	5.595	(8.883)	(14.478)	*
Maintenance and Other Operating Contracts	(0.047)	(1.655)	(1.608)	*	(0.070)	(1.452)	(1.382)	*
Professional Service Contracts	(0.045)	0.785	0.830	*	(0.067)	1.773	1.841	*
Materials & Supplies	(0.056)	0.523	0.579	*	(0.084)	(1.085)	(1.001)	*
Other Business Expenditures	(0.009)	0.939	0.948	*	(0.013)	0.318	0.332	*
Total Non-Labor Expenditures	\$1.628	(\$13.391)	(\$15.020)	*	\$5.288	(\$8.105)	(\$13.392)	*
Total Cash Conversion Adjustments before Non-Cash Liability Adj.	\$10.744	(\$7.402)	(\$18.146)	*	\$33.847	\$12.077	(\$21.770)	(64.3)
Depreciation Adjustment	\$4.618	\$4.895	\$0.277	6.0	\$13.947	\$14.686	\$0.739	5.3
GASB 87 Lease Adjustment	-	0.027	0.027	-	-	(0.247)	(0.247)	-
GASB 75 OPEB Expense Adjustment	6.447	-	(6.447)	(100.0)	19.472	-	(19.472)	(100.0)
GASB 68 Pension Adjustment	5.468	-	(5.468)	(100.0)	16.515	-	(16.515)	(100.0)
Environmental Remediation	-	(0.119)	(0.119)	-	-	(0.119)	(0.119)	-
Total Expenses/Expenditures	\$27.278	(\$2.599)	(\$29.876)	*	\$83.781	\$26.397	(\$57.384)	(68.5)
Total Cash Conversion Adjustments	\$27.308	\$5.427	(\$21.881)	(80.1)	\$83.827	\$35.897	(\$47.930)	(57.2)

NOTE: Totals may not add due to rounding

MTA BUS COMPANY

Overview

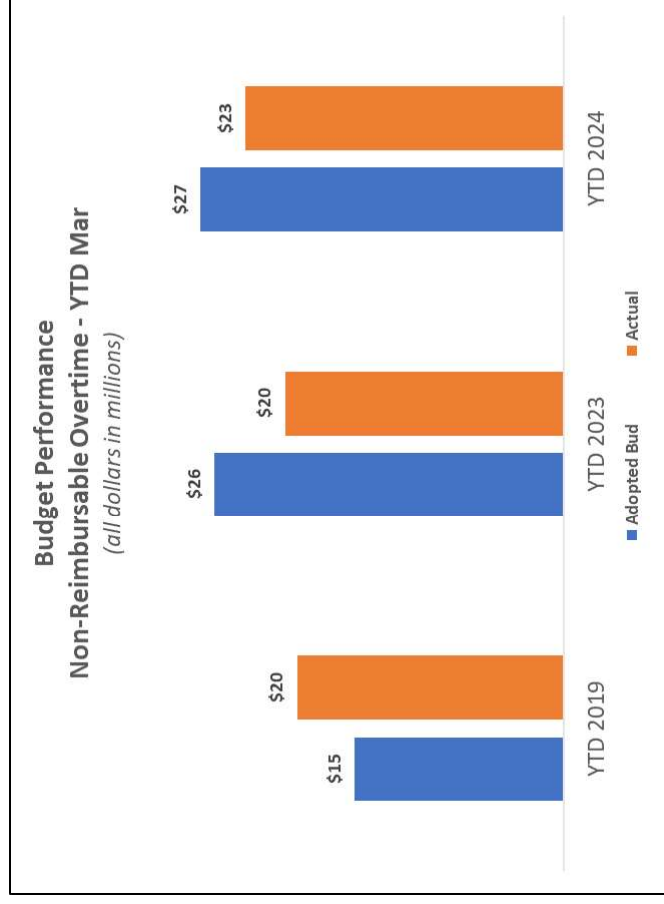
- Overall increase of \$3.8M or 19.4 percent compared to YTD Mar 2019
- Overall increase of \$2.9M or 14.2 percent compared to YTD Mar 2023
- -\$3.3M or -12.4 percent favorable to YTD Mar 2024 Adopted budget
- -\$2.4M due to scheduled and unscheduled service; -\$1.8M due to programmatic maintenance; -\$0.8M due to severe weather and other offset by \$1.7M higher vacancy and absence coverage

NON-REIMBURSABLE OVERTIME

Agency Detail

Underrun of -\$3.3 M vs YTD Adopted Budget

- **Maintenance:** Underrun of -\$2.4M: -1.8M due to programmatic maintenance; -0.6M due to vacancy/absentee coverage; \$-0.3M due to schedules and unscheduled service partially offset by unfavorable weather and other of \$0.4M
- **Transportation:** Underrun of -\$0.9M: -\$2.0M due to scheduled and unscheduled service; -\$1.2M due to weather coverage partially offset by \$2.4M vacancy and absence coverage



MTA BUS COMPANY
February Financial Plan - 2024 Adopted Budget
Utilization
(In millions)

	<u>March 2024</u>			<u>Year-to-date as of March 2024</u>				
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Percentage	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Percentage
<u>Farebox Revenue</u>								
Fixed Route	\$15.623	\$14.886	(\$0.737)	-4.7%	\$47.185	\$41.645	(\$5.540)	-11.7%
Total Farebox Revenue	\$15.623	\$14.886	(\$0.737)	-4.7%	\$47.185	\$41.645	(\$5.540)	-11.7%
<u>Ridership</u>								
Fixed Route	7.475	7.256	(0.219)	-2.9%	22.576	20.334	(2.242)	-9.9%
Total Ridership	7.475	7.256	(0.219)	-2.9%	22.576	20.334	(2.242)	-9.9%
	\$2.09	\$2.05	(0.038)		\$2.09	\$2.05	(0.042)	

MTA BUS COMPANY
2024 Adopted Budget vs Actual
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL-TIME EQUIVALENTS
MARCH 2024

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	13	4	9	
Office of Management and Budget	16	11	5	
Material	15	10	5	
Controller	19	15	4	
Office of the President	12	3	9	
System Safety Administration	-	-	-	
Law	20	13	7	
Labor Relations	-	-	-	
Strategic Office	17	17	-	
Non-Departmental	1	-	1	
Total Administration	116	76	40	Vacancies
Operations				
Buses	2,333	2,261	72	Mainly Bus Operator Vacancy
Office of the Executive VP	4	2	2	
Safety & Training	68	107	(39)	Mainly Bus Operator Training
Road Operations	132	125	7	
Transportation Support	33	32	1	
Operations Planning	32	26	6	
Revenue Control	6	5	1	
Total Operations	2,608	2,558	50	
Maintenance				
Buses	725	665	60	
Maintenance Support/CMF	229	207	22	
Facilities	87	58	29	
Supply Logistics	104	91	13	
Total Maintenance	1,145	1,021	124	Mainly Hourly Vacancy
Capital Program Management	26	24	2	
Total Engineering/Capital	26	24	2	
Security	13	11	2	
Total Public Safety	13	11	2	
Total Positions	3,908	3,690	218	
Non-Reimbursable	3,870	3,654	216	
Reimbursable	38	36	2	
Total Full-Time	3,890	3,675	215	
Total Full-Time Equivalents	18	15	3	

MTA BUS COMPANY
2024 Adopted Budget vs Actual
TOTAL FULL - TIME AND FTE'S BY FUNCTION AND OCCUPATION
MARCH 2024

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	51	29	22	
Professional, Technical, Clerical	64	47	17	
Operational Hourlies	1	-	1	
Total Administration	116	76	40	Vacancies
Operations				
Managers/Supervisors	316	306	10	
Professional, Technical, Clerical	45	36	9	
Operational Hourlies	2,247	2,216	31	
Total Operations	2,608	2,558	50	Mainly Bus Operator Vacancy
Maintenance				
Managers/Supervisors	252	229	23	
Professional, Technical, Clerical	38	25	13	
Operational Hourlies	855	767	88	
Total Maintenance	1,145	1,021	124	Mainly Hourly Vacancy
Engineering/Capital				
Managers/Supervisors	15	13	2	
Professional, Technical, Clerical	11	11	-	
Operational Hourlies	-	-	-	
Total Engineering/Capital	26	24	2	
Public Safety				
Managers/Supervisors	8	6	2	
Professional, Technical, Clerical	5	5	-	
Operational Hourlies	-	-	-	
Total Public Safety	13	11	2	
Total Baseline Positions				
Managers/Supervisors	642	583	59	
Professional, Technical, Clerical	163	124	39	
Operational Hourlies	3,103	2,983	120	
Total Baseline Positions	3,908	3,690	218	