

**MTA STATEN ISLAND RAILWAY  
2023 YEAR-END REPORT  
SUMMARY**

The Staten Island Railway's financial performance compared to the 2023 Final Estimate was favorable. This favorable result was due to actual 2023 non-reimbursable expenses before non-cash liabilities of \$58.9 million, which were \$18.7 million lower than the Final Estimate, and Operating Revenues of \$5.5 million, which were \$0.2 million below the Final Estimate.

SIR's Cash Deficit of \$29.2 million was \$14.3 million favorable compared to the Final Estimate, primarily due to lower labor expenses offset by unfavorable timing of capital and other reimbursements. Excluding timing-related items, the SIR cash position was \$17.0 million favorable compared with the Final Estimate.

Total Non-Reimbursable Revenues were \$0.2 million unfavorable compared to the Final Estimate primarily due to Farebox Revenue, which was lower than projected due to lower paid ridership, partially offset by Other Operating Revenues. Ridership of 2.2 million was 0.1 million or 5.7% lower than the Final Estimate.

Total Non-Reimbursable Expenses Before Depreciation and GASB Adjustments were \$18.7 million favorable compared to the Final Estimate.

Labor Expenses of \$42.5 million were \$15.8 million favorable to the Final Estimate. This reflects lower payroll and overtime costs, reduced health and welfare, pensions, other fringe benefits costs, and higher reimbursable overhead.

Non-Labor Expenses of \$16.4 million were \$3.0 million favorable to the Final Estimate due to lower professional services and other business expenses, partially offset by higher expenses in maintenance contracts, claims, electric power, and material and supplies.

Non-Cash Liabilities of \$28.8 million were \$0.5 million favorable to the Final Estimate primarily due to lower GASB 75 OPEB, partially offset by higher depreciation and GASB 87 Lease Adjustment.

Total Reimbursable Revenues and Expenses were \$1.5 million higher than the Final Estimate, resulting from increased capital project activity.

Cash Deficit of \$29.2 million was \$14.3 million favorable to the Final Estimate, which consisted of a favorable real variance of \$17.0 million and an unfavorable timing variance of \$2.8 million. Cash receipts of \$58.5 million were \$7.9 million favorable to the Final Estimate, which consisted of a favorable real variance of \$11.1 million and an unfavorable timing variance of \$3.1 million. The real variance was favorable primarily due to higher other operating revenue due to the timing lag of fare reimbursement. The timing variance was unfavorable due to lower other reimbursements partly offset by higher other operating revenue.

Cash expenditures of \$87.7 million was \$6.3 million favorable to the Final Estimate, which consisted of a favorable real variance of \$6.0 million and favorable timing of \$0.4 million. The real variance was favorable primarily due to lower labor expenses. The timing variance was favorable due to lower non-labor expenses mostly offset by unfavorable labor expenses.

**MTA STATEN ISLAND RAILWAY  
2023 YEAR-END REPORT  
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES  
ACCRUAL BASIS**

**2023 Final Estimate vs. Actual**

**Non-Reimbursable**

**Revenues:**

- **Farebox Revenues** were \$0.3 million unfavorable to the Final Estimate due to lower than projected paid ridership, which was 2.2 million and was 5.7% below the Final Estimate.
- **Other Operating Revenues** were \$0.1 million favorable due to higher other operating revenue.

**Expenses:**

- **Payroll** was \$6.0 million or 19.7% favorable to the Final Estimate primarily due to vacancies.
- **Overtime** was \$1.0 million or 32.0% favorable to the Final Estimate due to approximately \$1.4 million reimbursable overhead credits.
- **Health & Welfare and OPEB Current Payments** was \$2.6 million or 21.7% favorable to the Final Estimate primarily due to the timing of employee health benefit charges.
- **Pensions** was \$0.5 million or 5.9% favorable to the Final Estimate due to the timing of expenses.
- **Other Fringe Benefits** was \$5.5 million favorable to the Final Estimate due to favorable workers compensation accruals.
- **Electric Power** was \$0.6 million or 12.3% unfavorable to the Final Estimate due to the timing of expenses.
- **Fuel** was essentially on budget.
- **Insurance** was essentially on budget.
- **Claims** was \$0.5 million or 59.3% unfavorable to the Final Estimate due to the timing of expenses.
- **Maintenance and Other Operating Contracts** was \$0.9 million or 25.3% unfavorable to the Final Estimate due to the timing of operating services projects.
- **Professional Services** was \$4.9 million or 78.2% favorable to the Final Estimate due to the timing of the retaining wall inspection programs.
- **Materials and Supplies** was \$0.3 million or 17.2% unfavorable to the Final Estimate due to higher than anticipated maintenance services projects.
- **Other Business Expenses** was \$0.3 million or 45.2% favorable to the Final Estimate due to the timing of maintenance projects.

- **Depreciation** was \$4.6 million or 26.5% favorable to the Final Estimate primarily attributed to reduced depreciation of assets.
- **GASB 68 Pension Adjustment** was \$0.4 million or 11.5% unfavorable to the Final Estimate.
- **GASB 75 OPEB Expense Adjustment** was \$5.7 million or 70.6% favorable to the Final Estimate.
- **GASB 87 Lease Adjustment** was \$0.1 million unfavorable to the Final Estimate.

### Reimbursable:

**Total Capital and Other Reimbursements** were \$1.5 million higher than the Final Estimate, with Labor expenses of \$9.4 million unfavorable by \$1.4 million unfavorable compared to the Final Estimate and Non-Labor expenditures of \$0.1 million unfavorable by \$0.1 million unfavorable than the Final Estimate.

## **2023 Adopted Budget vs. Actual**

### Non-Reimbursable

MTA Staten Island Railway's financial performance compared to the 2023 Adopted Budget was favorable. Actual non-reimbursable 2023 expenses before non-cash liabilities of \$58.9 million were \$19.9 million or 25.3% favorable to the Adopted Budget. The operating cash deficit of \$29.2 million was \$22.7 million or 43.7% favorable to the Adopted Budget. Favorable results reflect the variances cited below.

### Non-Reimbursable

#### **Revenues:**

- **Farebox Revenues** were \$0.9 million or 19.8% unfavorable to the Adopted Budget due to lower than projected paid ridership, which was 2.2 million and was 16.4% below the Adopted Budget.
- **Other Operating Revenues** were \$0.3 million or 13.9% unfavorable due to lower reimbursement for school fares.

#### **Expenses:**

- **Payroll** was \$5.5 million or 18.4% favorable to the Adopted Budget primarily due to vacancies.
- **Overtime** was \$1.0 million or 33.8% favorable to the Adopted Budget due to reimbursable overhead credits.
- **Health & Welfare and OPEB Current Payments** were \$2.5 million, or 21.0%, favorable to the Adopted Budget primarily due to the timing of employee health benefit charges.

- **Pensions** was \$0.5 million or 6.3% favorable to the Adopted Budget due to the timing of expenses.
- **Other Fringe Benefits** was \$5.5 million favorable to the Adopted Budget due to favorable workers compensation accruals.
- **Electric Power** was \$0.3 million or 4.9% favorable to the Adopted Budget due to the timing of expenses.
- **Fuel** was \$0.044 million or 12.0% favorable to the Adopted Budget due to lower consumption.
- **Insurance** was \$0.4 million or 23.5% favorable to the Adopted Budget due to the timing of expenses.
- **Claims** was \$0.5 million or 59.3% unfavorable to the Adopted Budget due to timing of expenses.
- **Maintenance and Other Operating Contracts** was \$1.5 million or 53.5% unfavorable to the Adopted Budget due to the timing of operating services projects.
- **Professional Services** was \$6.4 million or 82.3% favorable to the Adopted Budget due to the timing of the retaining wall inspection programs.
- **Materials and Supplies** was \$0.3 million or 17.2% unfavorable to the Adopted Budget due to higher than anticipated maintenance services projects.
- **Other Business Expenses** was \$0.2 million unfavorable to the Adopted Budget due to the timing of maintenance projects.
- **Depreciation** was \$4.6 million or 26.5% unfavorable to the Adopted Budget due to increased depreciation of assets.
- **GASB 68 Pension Adjustment** was \$0.4 million unfavorable to the Final Estimate.
- **GASB 75 OPEB Expense Adjustment** was \$0.6 million or 30.9% unfavorable to the Final Estimate.
- **GASB 87 Lease Adjustment** was \$0.1 million unfavorable to the Final Estimate.

### **Reimbursable**

Total Capital expenditures (and reimbursements) were \$1.5 million higher than the Adopted Budget. Labor expenses totaling \$9.4 million was \$1.4 million higher than the Adopted Budget. Non-Labor expenditures of \$0.1 million was \$0.1 million higher than the Adopted Budget.

**MTA STATEN ISLAND RAILWAY**  
**2023 YEAR-END REPORT**  
**2023 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
(\$ in Millions)

**NON-REIMBURSABLE**

	<u>2023</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted</u>	<u>Final</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>Budget</u>	<u>Estimate</u>		<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<b>Revenue</b>							
<b><i>Farebox Revenue:</i></b>							
Farebox Revenue	\$4.510	\$3.936	\$3.618	\$(0.891)	(19.8)	\$(0.318)	(8.1)
Other Revenue	\$2.176	\$1.749	\$1.874	\$(0.302)	(13.9)	\$0.125	7.1
Capital and Other Reimbursements	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Total Revenue</b>	<b>\$6.686</b>	<b>\$5.685</b>	<b>\$5.493</b>	<b>\$(1.193)</b>	<b>(17.8)</b>	<b>\$(0.193)</b>	<b>(3.4)</b>
<b>Expenses</b>							
<b><i>Labor :</i></b>							
Payroll	\$30.139	\$30.640	\$24.608	\$5.531	18.4	\$6.032	19.7
Overtime	\$3.096	\$3.014	\$2.050	\$1.046	33.8	\$0.964	32.0
<b>Total Salaries &amp; Wages</b>	<b>\$33.235</b>	<b>\$33.654</b>	<b>\$26.658</b>	<b>\$6.577</b>	<b>19.8</b>	<b>\$6.996</b>	<b>20.8</b>
Health and Welfare	\$8.886	\$8.998	\$5.732	\$3.153	35.5	\$3.265	36.3
OPEB Current Payment	\$3.094	\$3.094	\$3.730	\$(0.636)	(20.6)	\$(0.636)	(20.6)
Pensions	\$8.450	\$8.410	\$7.914	\$0.536	6.3	\$0.496	5.9
Other Fringe Benefits	\$4.050	\$4.059	\$(1.470)	\$5.520	-	\$5.529	-
<b>Total Fringe Benefits</b>	<b>\$24.479</b>	<b>\$24.560</b>	<b>\$15.907</b>	<b>\$8.573</b>	<b>35.0</b>	<b>\$8.654</b>	<b>35.2</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	-	-	-
Reimbursable Overhead	\$0.000	\$0.000	\$(0.103)	\$0.103	-	\$0.103	-
<b>Labor</b>	<b>\$57.714</b>	<b>\$58.214</b>	<b>\$42.462</b>	<b>\$15.252</b>	<b>26.4</b>	<b>\$15.752</b>	<b>27.1</b>
<b><i>Non-Labor :</i></b>							
Electric Power	\$5.377	\$4.554	\$5.116	\$0.261	4.9	\$(0.562)	(12.3)
Fuel	\$0.365	\$0.356	\$0.321	\$0.044	12.0	\$0.035	9.8
Insurance	\$1.887	\$1.395	\$1.443	\$0.443	23.5	\$(0.048)	(3.5)
Claims	\$0.873	\$0.873	\$1.391	\$(0.518)	(59.3)	\$(0.518)	(59.3)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	-	-	-
Maintenance and Other Operating Contracts	\$2.809	\$3.440	\$4.311	\$(1.502)	(53.5)	\$(0.871)	(25.3)
Professional Service Contracts	\$7.822	\$6.322	\$1.381	\$6.441	82.3	\$4.941	78.2
Materials & Supplies	\$1.767	\$1.767	\$2.072	\$(0.304)	(17.2)	\$(0.304)	(17.2)
Other Business Expenses	\$0.150	\$0.664	\$0.364	\$(0.214)	-	\$0.300	45.2
<b>Non-Labor</b>	<b>\$21.050</b>	<b>\$19.372</b>	<b>\$16.399</b>	<b>\$4.652</b>	<b>22.1</b>	<b>\$2.973</b>	<b>15.3</b>
<b><i>Other Expense Adjustments:</i></b>							
Other	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$78.764</b>	<b>\$77.586</b>	<b>\$58.861</b>	<b>\$19.904</b>	<b>25.3</b>	<b>\$18.725</b>	<b>24.1</b>
Depreciation	\$17.500	\$17.500	\$22.133	\$(4.633)	(26.5)	\$(4.633)	(26.5)
GASB 87 Lease Adjustment	\$0.000	\$0.000	\$0.060	\$(0.061)	-	\$(0.060)	-
GASB 75 OPEB Expense Adjustment	\$1.800	\$8.011	\$2.356	\$(0.556)	(30.9)	\$5.655	70.6
GASB 68 Pension Adjustment	\$0.850	\$3.790	\$4.225	\$(3.375)	-	\$(0.435)	(11.5)
GASB 96 SBITA Adjustment	\$0.000	\$0.000	\$0.000	-	-	-	-
Environmental Remediation	\$0.000	\$0.000	\$0.047	\$(0.047)	-	\$(0.047)	-
<b>Total Expenses</b>	<b>\$98.914</b>	<b>\$106.887</b>	<b>\$87.682</b>	<b>\$11.232</b>	<b>11.4</b>	<b>\$19.204</b>	<b>18.0</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>\$(92.228)</b>	<b>\$(101.201)</b>	<b>\$(82.190)</b>	<b>\$10.038</b>	<b>10.9</b>	<b>\$19.011</b>	<b>18.8</b>

Note: 1) Totals may not add due to rounding. 2) Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the actual amounts do not include post-close adjustments, which will be included in the Final audited YE statements.

TRANSIT : RPTNG  
Estimate. FinalFY23

**MTA STATEN ISLAND RAILWAY**  
**2023 YEAR-END REPORT**  
**2023 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
(\$ in Millions)

**REIMBURSABLE**

	<b>2023</b>			<b>Favorable (Unfavorable) Variance</b>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	\$	\$	\$	\$	%	\$	%
<b>Revenue</b>							
<b>Farebox Revenue:</b>							
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	-	-	-
Other Revenue	\$0.000	\$0.000	\$0.000	-	-	-	-
Capital and Other Reimbursements	\$8.081	\$8.069	\$9.537	\$1.455	18.0	\$1.468	18.2
<b>Total Revenue</b>	<b>\$8.081</b>	<b>\$8.069</b>	<b>\$9.537</b>	<b>\$1.455</b>	<b>18.0</b>	<b>\$1.468</b>	<b>18.2</b>
<b>Expenses</b>							
<b>Labor :</b>							
Payroll	\$4.297	\$4.290	\$2.370	\$1.928	44.9	\$1.920	44.8
Overtime	\$1.132	\$1.132	\$2.857	\$(1.726)	-	\$(1.726)	-
<b>Total Salaries &amp; Wages</b>	<b>\$5.429</b>	<b>\$5.422</b>	<b>\$5.227</b>	<b>\$0.202</b>	<b>3.7</b>	<b>\$0.195</b>	<b>3.6</b>
Health and Welfare	\$0.000	\$0.000	\$0.000	-	-	\$0.000	-
OPEB Current Payment	\$0.000	\$0.000	\$(0.001)	\$0.001	-	\$0.001	-
Pensions	\$0.000	\$0.000	\$0.000	-	-	-	-
Other Fringe Benefits	\$2.652	\$2.647	\$4.104	\$(1.452)	(54.7)	\$(1.457)	(55.0)
<b>Total Fringe Benefits</b>	<b>\$2.652</b>	<b>\$2.647</b>	<b>\$4.103</b>	<b>\$(1.451)</b>	<b>(54.7)</b>	<b>\$(1.456)</b>	<b>(55.0)</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	-	-	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.111	\$(0.111)	-	\$(0.111)	-
<b>Labor</b>	<b>\$8.081</b>	<b>\$8.069</b>	<b>\$9.441</b>	<b>\$(1.360)</b>	<b>(16.8)</b>	<b>\$(1.372)</b>	<b>(17.0)</b>
<b>Non-Labor :</b>							
Electric Power	\$0.000	\$0.000	\$0.000	-	-	-	-
Fuel	\$0.000	\$0.000	\$0.000	-	-	-	-
Insurance	\$0.000	\$0.000	\$0.000	-	-	-	-
Claims	\$0.000	\$0.000	\$0.000	-	-	-	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	-	-	-
Maintenance and Other Operating Contracts	\$0.000	\$0.000	\$0.000	-	-	-	-
Professional Service Contracts	\$0.000	\$0.000	\$0.024	\$(0.024)	-	\$(0.024)	-
Materials & Supplies	\$0.000	\$0.000	\$0.072	\$(0.072)	-	\$(0.072)	-
Other Business Expenses	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Non-Labor</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.096</b>	<b>\$(0.096)</b>	<b>-</b>	<b>\$(0.096)</b>	<b>-</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$8.081</b>	<b>\$8.069</b>	<b>\$9.537</b>	<b>\$(1.455)</b>	<b>(18.0)</b>	<b>\$(1.468)</b>	<b>(18.2)</b>
Depreciation	\$0.000	\$0.000	\$0.000	-	-	-	-
GASB 87 Lease Adjustment	\$0.000	\$0.000	\$0.000	-	-	-	-
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	-	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	-	-	-
GASB 96 SBITA Adjustment	\$0.000	\$0.000	\$0.000	-	-	-	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Total Expenses</b>	<b>\$8.081</b>	<b>\$8.069</b>	<b>\$9.537</b>	<b>\$(1.455)</b>	<b>(18.0)</b>	<b>\$(1.468)</b>	<b>(18.2)</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>93.3</b>

Note: 1) Totals may not add due to rounding. 2) Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the actual amounts do not include post-close adjustments, which will be included in the Final audited YE statements.

TRANSIT : RPTNG  
Estimate: FinalFY23

**MTA STATEN ISLAND RAILWAY**  
**2023 YEAR-END REPORT**  
**2023 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
(\$ in Millions)

**NON-REIMBURSABLE & REIMBURSABLE**

	<b>2023</b>			<b>Favorable (Unfavorable) Variance</b>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	\$	\$	\$	\$	%	\$	%
<b>Revenue</b>							
<b>Farebox Revenue:</b>							
Farebox Revenue	\$4.510	\$3.936	\$3.618	\$(0.891)	(19.8)	\$(0.318)	(8.1)
Other Revenue	\$2.176	\$1.749	\$1.874	\$(0.302)	(13.9)	\$0.125	7.1
Capital and Other Reimbursements	\$8.081	\$8.069	\$9.537	\$1.455	18.0	\$1.468	18.2
<b>Total Revenue</b>	<b>\$14.767</b>	<b>\$13.754</b>	<b>\$15.030</b>	<b>\$0.262</b>	<b>1.8</b>	<b>\$1.275</b>	<b>9.3</b>
<b>Expenses</b>							
<b>Labor :</b>							
Payroll	\$34.436	\$34.930	\$26.978	\$7.458	21.7	\$7.952	22.8
Overtime	\$4.228	\$4.145	\$4.907	\$(0.679)	(16.1)	\$(0.762)	(18.4)
<b>Total Salaries &amp; Wages</b>	<b>\$38.664</b>	<b>\$39.075</b>	<b>\$31.885</b>	<b>\$6.779</b>	<b>17.5</b>	<b>\$7.190</b>	<b>18.4</b>
Health and Welfare	\$8.886	\$8.998	\$5.732	\$3.153	35.5	\$3.265	36.3
OPEB Current Payment	\$3.094	\$3.094	\$3.729	\$(0.635)	(20.5)	\$(0.635)	(20.5)
Pensions	\$8.450	\$8.410	\$7.914	\$0.536	6.3	\$0.496	5.9
Other Fringe Benefits	\$6.702	\$6.706	\$2.634	\$4.068	60.7	\$4.072	60.7
<b>Total Fringe Benefits</b>	<b>\$27.132</b>	<b>\$27.207</b>	<b>\$20.010</b>	<b>\$7.122</b>	<b>26.2</b>	<b>\$7.198</b>	<b>26.5</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	-	-	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.008	\$(0.008)	-	\$(0.008)	-
<b>Labor</b>	<b>\$65.796</b>	<b>\$66.283</b>	<b>\$51.903</b>	<b>\$13.892</b>	<b>21.1</b>	<b>\$14.380</b>	<b>21.7</b>
<b>Non-Labor :</b>							
Electric Power	\$5.377	\$4.554	\$5.116	\$0.261	4.9	\$(0.562)	(12.3)
Fuel	\$0.365	\$0.356	\$0.321	\$0.044	12.0	\$0.035	9.8
Insurance	\$1.887	\$1.395	\$1.443	\$0.443	23.5	\$(0.048)	(3.5)
Claims	\$0.873	\$0.873	\$1.391	\$(0.518)	(59.3)	\$(0.518)	(59.3)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	-	-	-
Maintenance and Other Operating Contracts	\$2.809	\$3.440	\$4.311	\$(1.502)	(53.5)	\$(0.871)	(25.3)
Professional Service Contracts	\$7.822	\$6.322	\$1.405	\$6.417	82.0	\$4.917	77.8
Materials & Supplies	\$1.767	\$1.767	\$2.144	\$(0.376)	(21.3)	\$(0.376)	(21.3)
Other Business Expenses	\$0.150	\$0.664	\$0.364	\$(0.214)	-	\$0.300	45.2
<b>Non-Labor</b>	<b>\$21.050</b>	<b>\$19.372</b>	<b>\$16.494</b>	<b>\$4.556</b>	<b>21.6</b>	<b>\$2.877</b>	<b>14.9</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$86.846</b>	<b>\$85.654</b>	<b>\$68.397</b>	<b>\$18.448</b>	<b>21.2</b>	<b>\$17.257</b>	<b>20.1</b>
Depreciation	\$17.500	\$17.500	\$22.133	\$(4.633)	(26.5)	\$(4.633)	(26.5)
GASB 87 Lease Adjustment	\$0.000	\$0.000	\$0.060	\$(0.061)	-	\$(0.060)	-
GASB 75 OPEB Expense Adjustment	\$1.800	\$8.011	\$2.356	\$(0.556)	(30.9)	\$5.655	70.6
GASB 68 Pension Adjustment	\$0.850	\$3.790	\$4.225	\$(3.375)	-	\$(0.435)	(11.5)
GASB 96 SBITA Adjustment	\$0.000	\$0.000	\$0.000	-	-	-	-
Environmental Remediation	\$0.000	\$0.000	\$0.047	\$(0.047)	-	\$(0.047)	-
<b>Total Expenses</b>	<b>\$106.995</b>	<b>\$114.955</b>	<b>\$97.219</b>	<b>\$9.776</b>	<b>9.1</b>	<b>\$17.736</b>	<b>15.4</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>\$(92.228)</b>	<b>\$(101.201)</b>	<b>\$(82.190)</b>	<b>\$10.038</b>	<b>10.9</b>	<b>\$19.011</b>	<b>18.8</b>

Note: 1) Totals may not add due to rounding. 2) Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the actual amounts do not include post-close adjustments, which will be included in the Final audited YE statements.

TRANSIT : RPTNG  
Estimate. FinalFY23

**MTA STATEN ISLAND RAILWAY  
2023 YEAR-END REPORT  
EXPLANATION OF CASH RECEIPTS AND EXPENDITURE VARIANCES**

**2023 Final Estimate vs. Actual**

The favorable total cash surplus variance reflects a real favorable variance of \$17.0 million and an unfavorable timing variance of \$2.8 million.

The unfavorable timing variance was primarily attributed to a pre-payment of pension expenses. This was offset by a favorable timing variance in payroll, other fringe benefits, claims, maintenance and other operating contracts, and professional services.

The real favorable variance was primarily attributed to lower payroll and associated fringe due to vacancies, partially offset by higher overtime, materials and supplies, and maintenance and other operating contract service payments.

**Receipts**

- **Farebox Revenues** were \$0.5 million or 11.8% unfavorable to the Final Estimate due to lower than projected paid ridership which was 2.2 million and was 5.7% less than the Final Estimate.
- **Other Operating Revenues** were \$8.9 million or 23.0% favorable primarily due to the timing lag of fare reimbursement.
- **Capital and Other Reimbursements** were \$0.5 million or 5.7% unfavorable primarily due to the timing of reimbursement.

**Expenditures**

- **Payroll** was \$6.6 million or 15.1%, favorable to the Final Estimate primarily due to vacancies.
- **Overtime** was \$0.7 million or 18.0% unfavorable to the Final Estimate primarily due to absentee coverage.
- **Health & Welfare and OPEB Current Payments** was a combined \$1.7 million or 13.9% favorable to the Final Estimate primarily due to the timing of expense accruals.
- **Pensions** was \$8.1 million or 96.3% unfavorable to the Final Estimate due to the 2024 pre-payment of two years pension expenses.
- **Other Fringe Benefits** was \$3.3 million or 52.5% favorable to the Final Estimate due to lower reimbursable charges than expected.
- **Electric Power** was \$0.4 million or 8.4% unfavorable to the Final Estimate primarily due to the timing of traction and non-traction power consumption.
- **Fuel** was \$0.1 million or 15.4% unfavorable to the Final Estimate due to higher than anticipated fuel consumption.



- **Insurance** was essentially on budget.
- **Claims** was \$0.4 million or 90.8% favorable to the Final Estimate due to timing.
- **Maintenance and Other Operating Contracts** was \$0.3 million or 7.5% favorable to the Final Estimate due to the timing of maintenance work.
- **Professional Services** was \$4.4 million or 64.6% favorable to the Final Estimate primarily due to the timing of cyber security and retaining wall inspection.
- **Materials and Supplies** was \$1.2 million or 69.7% unfavorable to the Final Estimate due to the timing of payments.
- **Other Business Expenses** was \$0.2 million or 36.1% favorable to the Final Estimate due to the timing of Security CCTV project.

## 2023 Adopted Budget vs. Actual

### Receipts

- **Farebox Revenues** were \$1.0 million or 23.0% unfavorable to the Adopted Budget due to lower than projected paid ridership which was 2.2 million and was 16.4% less than the Adopted Budget.
- **Other Operating Revenues** were \$27.0 million favorable primarily due to the timing lag of fare reimbursement.
- **Capital and Other Reimbursements** were \$0.5 million or 5.8% unfavorable primarily due to the timing of reimbursement.

### Expenditures

- **Payroll** was \$2.8 million or 8.0%, unfavorable to the Adopted Budget primarily due to vacancies.
- **Overtime** was \$0.7 million or 15.7% unfavorable to the Adopted Budget primarily due to absentee coverage.
- **Health & Welfare and OPEB Current Payments** was a combined \$1.6 million or 13.1% favorable to the Adopted Budget primarily due to timing of expense accruals.
- **Pensions** was \$8.0 million or 95.4% unfavorable to the Adopted Budget due to pre-payment of two years pension expenses.
- **Other Fringe Benefits** was \$2.3 million or 43.4% favorable to the Adopted Budget due to lower reimbursable charges than expected.
- **Electric Power** was \$0.4 million or 8.1% favorable to the Adopted Budget primarily due to the timing of traction and non-traction power consumption.
- **Fuel** was essentially on budget.
- **Insurance** was \$0.4 million or 23.6% favorable to the Adopted Budget due to the timing of expenses.

- **Claims** was \$0.4 million or 90.8% favorable to the Adopted Budget due to timing.
- **Maintenance and Other Operating Contracts** was \$0.4 million or 13.2% favorable to the Adopted Budget due to the timing of maintenance work.
- **Professional Services** was \$5.4 million or 69.2% favorable to the Adopted Budget primarily due to the timing of Cyber security and retaining wall inspection.
- **Materials and Supplies** was \$1.2 million or 69.9% unfavorable to the Adopted Budget due to the timing of payments.
- **Other Business Expenses** was \$0.3 million unfavorable to the Adopted Budget due to the timing of the Security CCTV project.

**MTA STATEN ISLAND RAILWAY**  
**2023 YEAR-END REPORT**  
**2023 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in Millions)

	<u>2023</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted</u>	<u>Final</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>Budget</u>	<u>Estimate</u>		<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<b>Receipts</b>							
Farebox Revenue	\$4.510	\$3.936	\$3.471	\$(1.039)	(23.0)	\$(0.465)	(11.8)
Other Revenue	\$20.407	\$38.559	\$47.411	\$27.004	-	\$8.852	23.0
Capital and Other Reimbursements	\$8.081	\$8.069	\$7.613	\$(0.468)	(5.8)	\$(0.456)	(5.7)
<b>Total Revenue</b>	<b>\$32.998</b>	<b>\$50.564</b>	<b>\$58.495</b>	<b>\$25.496</b>	<b>77.3</b>	<b>\$7.929</b>	<b>15.7</b>
<b>Expenditures</b>							
<b>Labor :</b>							
Payroll	\$34.332	\$43.684	\$37.094	\$(2.762)	(8.0)	\$6.590	15.1
Overtime	\$4.228	\$4.144	\$4.892	\$(0.664)	(15.7)	\$(0.747)	(18.0)
<b>Total Salaries &amp; Wages</b>	<b>\$38.560</b>	<b>\$47.828</b>	<b>\$41.986</b>	<b>\$(3.426)</b>	<b>(8.9)</b>	<b>\$5.842</b>	<b>12.2</b>
Health and Welfare	\$8.886	\$8.998	\$8.527	\$0.359	4.0	\$0.471	5.2
OPEB Current Payment	\$3.094	\$3.094	\$1.881	\$1.213	39.2	\$1.213	39.2
Pensions	\$8.450	\$8.410	\$16.510	\$(8.060)	(95.4)	\$(8.100)	(96.3)
Other Fringe Benefits	\$5.265	\$6.269	\$2.979	\$2.286	43.4	\$3.289	52.5
<b>Total Fringe Benefits</b>	<b>\$25.695</b>	<b>\$26.770</b>	<b>\$29.897</b>	<b>\$(4.202)</b>	<b>(16.4)</b>	<b>\$(3.126)</b>	<b>(11.7)</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Labor</b>	<b>\$64.255</b>	<b>\$74.599</b>	<b>\$71.883</b>	<b>\$(7.628)</b>	<b>11.9)</b>	<b>\$2.716</b>	<b>3.6</b>
<b>Non-Labor :</b>							
Electric Power	\$5.377	\$4.555	\$4.938	\$0.438	8.1	\$(0.384)	(8.4)
Fuel	\$0.365	\$0.356	\$0.410	\$(0.046)	(12.5)	\$(0.055)	(15.4)
Insurance	\$1.887	\$1.395	\$1.442	\$0.445	23.6	\$(0.047)	(3.4)
Claims	\$0.486	\$0.486	\$0.045	\$0.441	90.8	\$0.442	90.8
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Maintenance and Other Operating Contracts	\$2.809	\$3.440	\$3.181	\$(0.372)	(13.2)	\$0.259	7.5
Professional Service Contracts	\$7.822	\$6.798	\$2.405	\$5.417	69.2	\$4.393	64.6
Materials & Supplies	\$1.768	\$1.770	\$3.004	\$(1.236)	(69.9)	\$(1.234)	(69.7)
Other Business Expenses	\$0.150	\$0.665	\$0.425	\$(0.275)	-	\$0.240	36.1
<b>Non-Labor</b>	<b>\$20.664</b>	<b>\$19.466</b>	<b>\$15.852</b>	<b>\$4.812</b>	<b>23.3</b>	<b>\$3.614</b>	<b>18.6</b>
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$84.918</b>	<b>\$94.064</b>	<b>\$87.734</b>	<b>\$(2.816)</b>	<b>(3.3)</b>	<b>\$6.330</b>	<b>6.7</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
GASB 87 Lease Adjustment	\$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	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
GASB 96 SBITA Adjustment	\$0.000	\$0.000	\$0.000	-	-	-	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Expenditures</b>	<b>\$84.918</b>	<b>\$94.064</b>	<b>\$87.734</b>	<b>\$(2.816)</b>	<b>(3.3)</b>	<b>\$6.330</b>	<b>6.7</b>
<b>Net Surplus/(Deficit)</b>	<b>\$(51.920)</b>	<b>\$(43.500)</b>	<b>\$(29.240)</b>	<b>\$22.680</b>	<b>43.7</b>	<b>\$14.259</b>	<b>32.8</b>

Note:1) Totals may not add due to rounding  
Estimate. FinalFY23

**MTA STATEN ISLAND RAILWAY**  
**2023 YEAR-END REPORT**  
**2023 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in Millions)

	2023			Favorable (Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$0.000	\$0.000	\$(0.147)	\$(0.147)	-	\$(0.147)	-
Other Revenue	\$18.231	\$36.810	\$45.537	\$27.306	-	\$8.727	23.7
Capital and Other Reimbursements	\$0.000	\$0.000	\$(1.924)	\$(1.924)	-	\$(1.924)	-
<b>Total Revenue</b>	<b>\$18.231</b>	<b>\$36.810</b>	<b>\$43.465</b>	<b>\$(25.234)</b>	-	<b>\$6.659</b>	<b>18.1</b>
<b>Expenses</b>							
<b>Labor :</b>							
Payroll	\$0.103	\$(8.754)	\$(10.117)	\$(10.220)	-	\$(1.363)	(15.6)
Overtime	\$0.000	\$0.001	\$0.016	\$0.016	-	\$0.015	-
<b>Total Salaries &amp; Wages</b>	<b>\$0.103</b>	<b>\$(8.753)</b>	<b>\$(10.101)</b>	<b>\$(10.204)</b>	-	<b>\$(1.348)</b>	<b>(15.4)</b>
Health and Welfare	\$0.000	\$0.000	\$(2.794)	\$(2.794)	-	\$(2.794)	-
OPEB Current Payment	\$0.000	\$0.000	\$1.849	\$1.849	-	\$1.849	-
Pensions	\$0.000	\$0.000	\$(8.596)	\$(8.596)	-	\$(8.596)	-
Other Fringe Benefits	\$1.437	\$0.437	\$(0.345)	\$(1.783)	-	\$(0.782)	-
<b>Total Fringe Benefits</b>	<b>\$1.437</b>	<b>\$0.437</b>	<b>\$(9.887)</b>	<b>\$(11.324)</b>	-	<b>\$(10.324)</b>	-
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.008	\$0.008	-	\$0.008	-
<b>Labor</b>	<b>1.541</b>	<b>8.316)</b>	<b>19.979)</b>	<b>21.520)</b>	-	<b>11.663)</b>	-
<b>Non-Labor :</b>							
Electric Power	\$0.000	\$(0.001)	\$0.177	\$0.177	-	\$0.178	-
Fuel	\$0.000	\$0.000	\$(0.090)	\$(0.090)	-	\$(0.090)	-
Insurance	\$0.000	\$0.000	\$0.001	\$0.001	-	\$0.001	-
Claims	\$0.387	\$0.387	\$1.346	\$0.959	-	\$0.959	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$0.000	\$1.130	\$1.130	-	\$1.130	-
Professional Service Contracts	\$0.000	\$(0.476)	\$(1.000)	\$(1.000)	-	\$(0.524)	-
Materials & Supplies	\$(0.001)	\$(0.003)	\$(0.861)	\$(0.860)	-	\$(0.858)	-
Other Business Expenses	\$0.000	\$(0.001)	\$(0.061)	\$(0.061)	-	\$(0.060)	-
<b>Non-Labor</b>	<b>\$0.386</b>	<b>\$(0.094)</b>	<b>\$0.643</b>	<b>\$0.256</b>	<b>66.3</b>	<b>\$0.737</b>	-
<b>Other Expense Adjustments:</b>							
Other	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$1.927</b>	<b>\$(8.410)</b>	<b>\$(19.337)</b>	<b>\$(21.264)</b>	<b>-</b>	<b>\$(10.927)</b>	<b>-</b>
Depreciation	\$17.500	\$17.500	\$22.133	\$4.633	26.5	\$4.633	26.5
GASB 87 Lease Adjustment	\$0.000	\$0.000	\$0.060	\$0.061	-	\$0.060	-
GASB 75 OPEB Expense Adjustment	\$1.800	\$8.011	\$2.356	\$0.556	30.9	\$(5.655)	(70.6)
GASB 68 Pension Adjustment	\$0.850	\$3.790	\$4.225	\$3.375	-	\$0.435	11.5
GASB 96 SBITA Adjustment	\$0.000	\$0.000	\$0.000	-	-	-	-
Environmental Remediation	\$0.000	\$0.000	\$0.047	\$0.047	-	\$0.047	-
<b>Total Expenditures</b>	<b>\$22.077</b>	<b>\$20.891</b>	<b>\$9.485</b>	<b>\$(12.592)</b>	<b>(57.0)</b>	<b>\$(11.406)</b>	<b>(54.6)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$40.308</b>	<b>\$57.701</b>	<b>\$52.950</b>	<b>\$12.642</b>	<b>31.4</b>	<b>\$(4.751)</b>	<b>(8.2)</b>

Note: 1) Totals may not add due to rounding. 2) Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the actual amounts do not include post-close adjustments, which will be included in the Final audited YE statements.  
Estimate. FinalFY23

**MTA STATEN ISLAND RAILWAY**  
**2023 YEAR-END REPORT**  
**2023 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE**  
(\$ in millions)

	Final		Favorable/(Unfavorable) Variance		
			Estimate	Actual	Total
<b><u>Receipts</u></b>					
Farebox Revenue	\$3.9	\$3.5	(\$0.5)	(\$0.5)	\$0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	38.6	47.4	8.9	28.1	(19.2)
Capital and Other Reimbursements	8.1	7.6	(0.5)	(16.5)	16.1
<b>Total Receipts</b>	<b>\$50.6</b>	<b>\$58.5</b>	<b>\$7.9</b>	<b>\$11.1</b>	<b>(\$3.1)</b>
<b><u>Expenditures</u></b>					
Labor:					
Payroll	\$43.7	\$37.1	\$6.6	\$4.8	\$1.8
Overtime	4.1	4.9	(0.7)	(0.7)	0.0
Health and Welfare	9.0	8.5	0.5	0.5	0.0
OPEB Current Payment	3.1	1.9	1.2	1.2	0.0
Pensions	8.4	16.5	(8.1)	0.0	(8.1)
Other Fringe Benefits	6.3	3.0	3.3	2.3	1.0
GASB Account	0.0	0.0	0.0	0.0	0.0
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
<b>Total Labor Expenditures</b>	<b>\$74.6</b>	<b>\$71.9</b>	<b>\$2.7</b>	<b>\$8.0</b>	<b>(\$5.3)</b>
Non-Labor:					
Electric Power	\$4.6	\$4.9	(\$0.4)	(\$0.4)	\$0.0
Fuel	0.4	0.4	(0.1)	(0.1)	0.0
Insurance	1.4	1.4	(0.0)	(0.0)	0.0
Claims	0.5	0.0	0.4	0.0	0.4
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	3.4	3.2	0.3	(0.3)	0.6
Professional Service Contracts	6.8	2.4	4.4	(0.0)	4.4
Materials & Supplies	1.8	3.0	(1.2)	(1.2)	0.0
Other Business Expenses	0.7	0.4	0.2	(0.0)	0.3
<b>Total Non-Labor Expenditures</b>	<b>\$19.5</b>	<b>\$15.9</b>	<b>\$3.6</b>	<b>(\$2.1)</b>	<b>\$5.7</b>
Other Expenditure Adjustments:					
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>Total Other Expenditure Adjustments</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Total Expenditures</b>	<b>\$94.1</b>	<b>\$87.7</b>	<b>\$6.3</b>	<b>\$6.0</b>	<b>\$0.4</b>
<b>Baseline Net Cash Surplus/(Deficit)</b>	<b>(\$43.5)</b>	<b>(\$29.2)</b>	<b>\$14.3</b>	<b>\$17.0</b>	<b>(\$2.8)</b>

Totals may not agree due to rounding.

**MTA STATEN ISLAND RAILWAY  
2023 YEAR-END REPORT  
EXPLANATIONS OF VARIANCES ON RIDERSHIP/ (UTILIZATION)**

**2023 Final Estimate vs. Actual**

Paid ridership of 2.2 million was 5.7% below the Final Estimate. SIR farebox revenue totaled \$3.6 million, which was \$0.3 million or 8.1% below the Final Estimate.

**2023 Adopted Budget vs. Actual**

Paid ridership of 2.2 million was 16.4% below the Adopted Budget. SIR farebox revenue totaled \$3.6 million, which was \$0.9 million or 19.8% below the Adopted Budget.

**MTA STATEN ISLAND RAILWAY  
2023 YEAR-END REPORT  
2023 ADOPTED BUDGET AND FINAL ESTIMATE vs. ACTUAL  
UTILIZATION  
(# in Millions)**

	2023			Favorable (Unfavorable) Variance			
	Adopted Budget #	Final Estimate #	Actual #	Adopted Budget #	%	Final Estimate #	%
<b><u>Ridership</u></b>							
Ridership - Subway	2.667	2.364	2.230	(0.438)	(16.4)	(0.134)	(5.7)
<b>Total Ridership</b>	<b>2.667</b>	<b>2.364</b>	<b>2.230</b>	<b>(0.438)</b>	<b>(16.4)</b>	<b>(0.134)</b>	<b>(5.7)</b>
<b><u>FareBox Revenue</u></b>							
Farebox Revenue	\$4.510	\$3.936	\$3.618	\$(0.891)	(19.8)	\$(0.318)	(8.1)
<b>Total Farebox Revenue</b>	<b>\$4.510</b>	<b>\$3.936</b>	<b>\$3.618</b>	<b>\$(0.891)</b>	<b>(19.8)</b>	<b>\$(0.318)</b>	<b>(8.1)</b>

*Note: 1) Totals may not add due to rounding. 2) Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the actual amounts do not include post-close adjustments, which will be included in the Final audited YE statements.*

## STATEN ISLAND RAILWAY

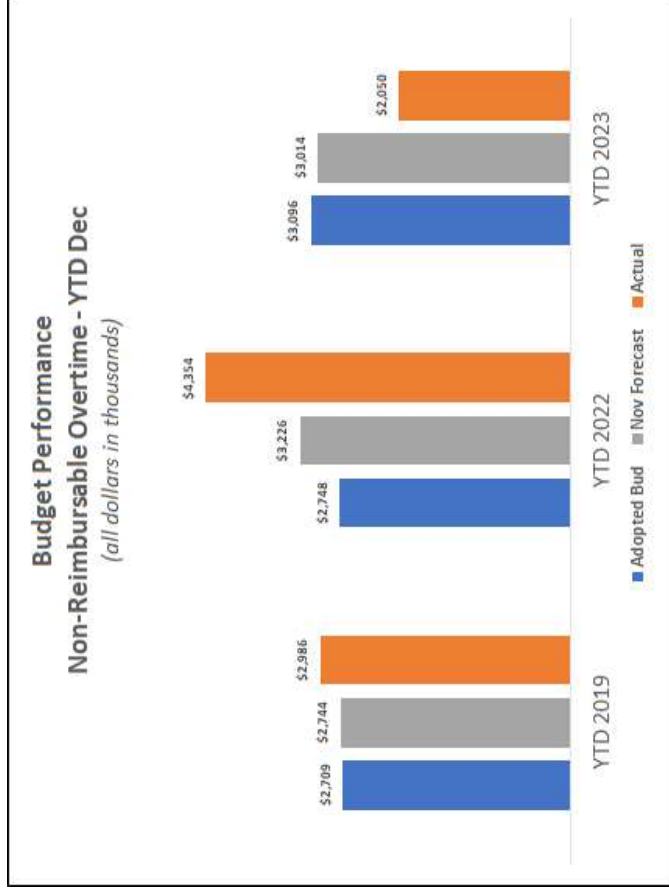
## NON-REIMBURSABLE OVERTIME

### Overview

- Overall decrease of -\$936.1K or -31.3 percent compared to YTD Dec 2019
- Overall decrease of -\$2,304.0K or -52.9 percent compared to YTD Dec 2022
- -\$963.6K or -32.0 percent under YTD Dec 2023 November Forecast
- Service \$19.6K overrun: \$47.0K overrun due to vacancies, absence coverage and reimbursable overhead credits; -\$27.3K underrun due to severe weather conditions
- Maintenance -\$999.9K underrun: -\$970.1K underrun due to vacancies, absence coverage and reimbursable overhead credits; -\$29.8K resulting from weather conditions
- All others overrun is \$16.7K

### Agency Detail

- Transportation overrun \$19.6K; \$46.9K due to service and reimbursable overhead credits overrun; -\$27.3K due to weather underruns
- Electrical, Power and Signals underrun -\$98.3K: - \$135.6K attributed to vacancies/absence and reimbursable overhead credits, offset by \$37.3K due to weather overrun
- Mechanical overrun \$397.3K: \$466.0K due to vacancy/absence coverage and reimbursable overhead credits, offset by -\$68.7K underrun due to severe weather conditions
- MOW/Infrastructure underrun -\$1,298.9K: -\$1,300.5K attributed to vacancies/absence and reimbursable overhead credits, offset by \$1.6K due to weather overrun
- Others overrun of \$16.7K





## STATEN ISLAND RAILWAY

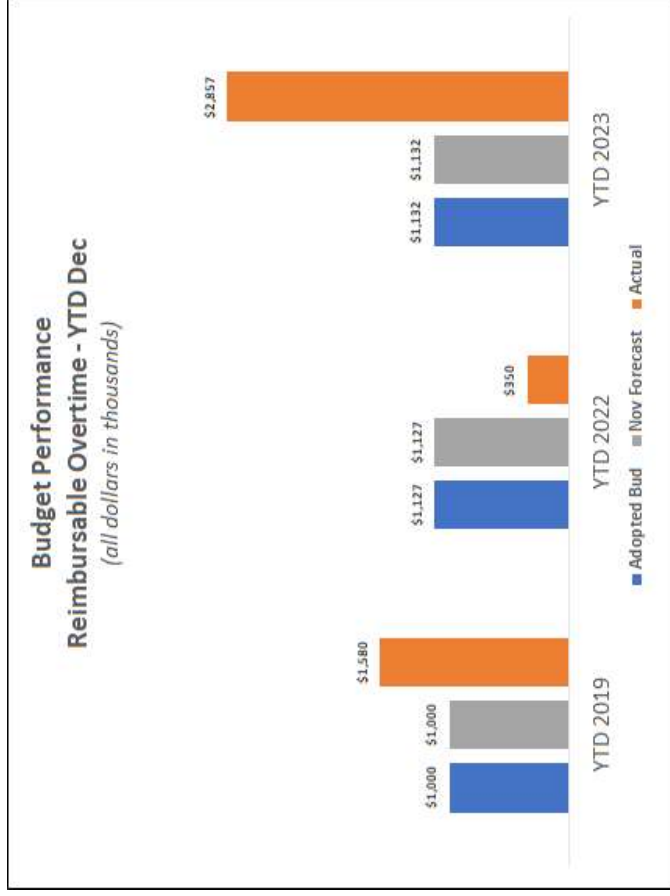
## REIMBURSABLE OVERTIME

### Overview

- Overall increase of \$1,277.8K or over 80.9% percent compared to YTD Dec 2019
- Overall increase of \$2,506.8K or over 100% percent compared to YTD Dec 2022
- \$1,725.5K or over 100.0% percent above YTD Dec 2023 November Forecast
- Service \$118.7K overrun due to vacancies and absence coverage and reimbursable overhead adjustments
- Maintenance \$1,552.6K overrun due to vacancies and absence coverage and reimbursable overhead adjustments
- All others overrun is \$54.2K

### Agency Detail

- Capital project reimbursable overhead charges resulted in the following variances:
  - MOW/Infrastructure overrun of \$1,296.1K
  - Transportation overrun of \$118.7K
  - Power/Signals overrun of \$182.3K
  - Mechanical overrun of \$82.8K
  - Electrical underrun of -\$8.6K
  - Others overrun of \$54.2K



**MTA STATEN ISLAND RAILWAYS  
2023 YEAR-END REPORT  
EXPLANATIONS OF VARIANCES ON POSITIONS  
BY FUNCTION AND DEPARTMENT  
NON-REIMBURSABLE/ REIMBURSABLE and FULL-TIME/ FULL-TIME EQUIVALENTS**

**2023 Final Estimate vs. Actual**

At the end of 2023, Staten Island Railway had 350 total employees, which consisted of 339 non-reimbursable and 11 reimbursable employees. At year-end, vacancies totaled 72 positions, 17.1% below the Final Estimate of 422 positions. The most vacancies were in maintenance (45 positions), administration (14 positions), and operations (12 positions).

**MTA STATEN ISLAND RAILWAY  
2023 YEAR-END REPORT  
Non-Reimbursable-Reimbursable Positions by Function and Department  
Full-Time Positions and Full-Time Equivalents**

	December 2023		Fav/(unfav)	
	Final Estimate	Actual	Final Estimate Variance	Percent
<b>Administration</b>				
Executive	8	5	3	37.5
General Office	19	9	10	52.6
Purchasing/Stores	4	3	1	25.0
<b>Total Administration</b>	<b>31</b>	<b>17</b>	<b>14</b>	<b>45.2</b>
<b>Operations</b>				
Transportation	152	140	12	7.9
<b>Total Operations</b>	<b>152</b>	<b>140</b>	<b>12</b>	<b>7.9</b>
<b>Maintenance</b>				
Mechanical	54	47	7	13.0
Electronics/Electrical	25	19	6	24.0
Power/Signals	33	27	6	18.2
Maintenance of Way	92	70	22	23.9
Infrastructure	29	25	4	13.8
<b>Total Maintenance</b>	<b>233</b>	<b>188</b>	<b>45</b>	<b>19.3</b>
<b>Engineering/Capital</b>				
Capital Project Support	6	5	1	0.0
<b>Public Safety</b>				
Total Public Safety	0	0	0	0.0
<b>Grand Total</b>				
	<b>422</b>	<b>350</b>	<b>72</b>	<b>17.1</b>
Non-Reimbursable	368	339	29	7.9
Reimbursable	54	11	43	79.6
Total Full-Time	422	350	72	17.1
Total Full-Time Equivalents	0	0	0	0.0

**MTA STATEN ISLAND RAILWAYS  
2023 YEAR-END REPORT  
EXPLANATIONS of VARIANCES  
By FUNCTION AND OCCUPATION GROUP**

**2023 Final Estimate vs. Actual**

At the end of 2023, Staten Island Railway had 350 total employees, which consisted of 62 Managers/Supervisors, 17 Professional, and 271 Operational Hourlies. This was 72 positions or 17.1% below the Final Estimate of 422.

Staffing vacancies consisted of 15 Managers/Supervisors, 8 Professional, and 49 Operational Hourlies.

**MTA Staten Island Railway**  
**2023 Year-End Report**  
**Full-Time Positions and Full-Time Equivalents by Function and Occupational Group**

	<b>December 2023</b>		<b>Fav/(unfav)</b>	
	<b>Final</b>	<b>Actual</b>	<b>Final Estimate</b>	
	<b>Estimate</b>		<b>Variance</b>	<b>Percent</b>
<b>Administration</b>				
Managers/Supervisors	15	11	4	26.7
Professional, Technical, Clerical	8	4	4	50.0
Operational Hourlies	8	2	6	0.0
<b>Total Administration</b>	<b>31</b>	<b>17</b>	<b>14</b>	<b>45.2</b>
<b>Operations</b>				
Managers/Supervisors	26	24	2	7.7
Professional, Technical, Clerical	6	6	0	0.0
Operational Hourlies	120	110	10	8.3
<b>Total Operations</b>	<b>152</b>	<b>140</b>	<b>12</b>	<b>7.9</b>
<b>Maintenance</b>				
Managers/Supervisors	32	24	8	25.0
Professional, Technical, Clerical	9	5	4	44.4
Operational Hourlies	192	159	33	17.2
<b>Total Maintenance</b>	<b>233</b>	<b>188</b>	<b>45</b>	<b>19.3</b>
<b>Engineering/Capital Projects</b>				
Managers/Supervisors	4	3	1	0.0
Professional, Technical, Clerical	2	2	0	0.0
Operational Hourlies	0	0	0	0.0
<b>Total Engineering/Capital</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0.0</b>
<b>Public Safety</b>				
Managers/Supervisors	0	0	0	0.0
Professional, Technical, Clerical	0	0	0	0.0
Operational Hourlies (other than unif	0	0	0	0.0
<b>Total Public Safety</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>
<b>Total Positions</b>				
Managers/Supervisors	77	62	15	19.5
Professional, Technical, Clerical	25	17	8	32.0
Operational Hourlies	320	271	49	15.3
<b>Total Positions</b>	<b>422</b>	<b>350</b>	<b>72</b>	<b>17.1</b>